

KAKA'AKO

MAUKA AREA RULES AMENDMENTS ANALYSIS

June 10, 2022

Prepared for:



HAWAII COMMUNITY
DEVELOPMENT AUTHORITY

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400 Keawe - Photo Credit: hi.arch.y llp

Executive Summary

Introduction, Purpose and Vision

The Hawai'i Community Development Authority (HCDA) and the Kaka'ako community have a vision for the Kaka'ako Community Development District (KCDD) to be a sustainable, highly livable, culturally vibrant, economically strong, healthy, and walkable urban neighborhood. This vision is manifested in the Kaka'ako Mauka Area Plan and Rules as well as in the Makai Area Plan and Rules. HCDA has worked with and plans to work with many partners to develop the district into an internally diverse network of housing, businesses and amenities; while simultaneously strengthening the district's critical role in preserving the health of greater urban Honolulu. The Mauka Area Rules (MAR) Amendments Analysis enriches the policies and direction set forth in the previously established district plans and rules by maximizing development through the use of smart growth principles, multi-modal transportation, and walkable neighborhood design. The intention of the MAR Amendments Analysis is to foster development that creates well-used and well-loved urban places that are safe, comfortable, diverse, attractive and representative of the diverse character in the Kaka'ako community, while providing safe and comfortable streets and convenient access to the district's three future light metro stations.

Transit-oriented neighborhoods are places that, by their design, allow people to drive less and walk, cycle, and take transit more. This is achieved by concentrating higher-density, mixed-use, human scale development around transit stops and stations. Transit-oriented neighborhoods provide mobility and access through well-connected and well-designed networks of streets, creating walking- and cycling-friendly streets. Such places help to reduce unnecessary auto travel by locating a wide range of needed

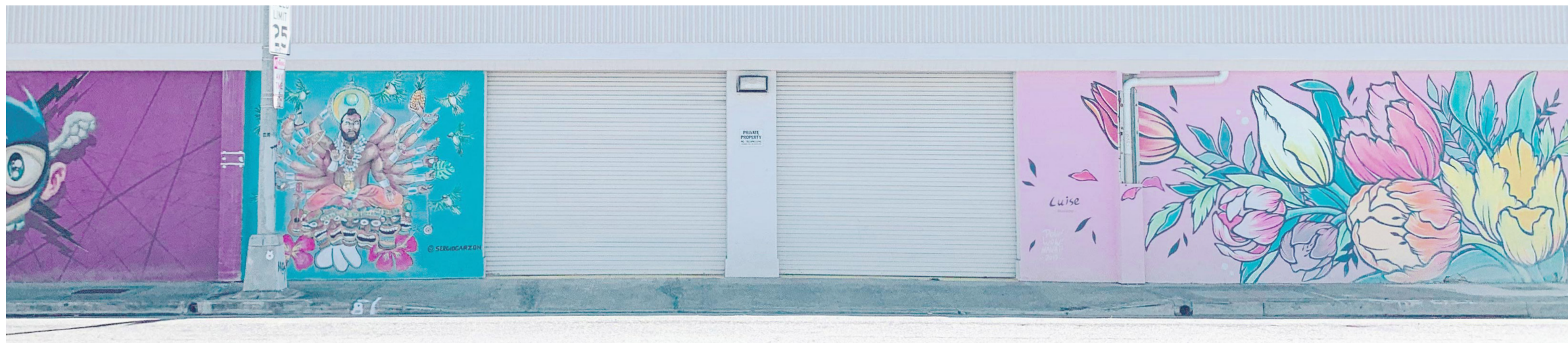


Photo Credit: hi.arch.y llp

services close to where people live and work. Transit-oriented neighborhoods allow developers to build more efficiently, maximizing the use of space for productive uses such as housing, offices, entertainment, retail, and services. Communities built in this way have proven to be particularly livable, sustainable, and resilient places.



Keauhou Lane Exterior & Interior - Photo Credit: hi.arch.y llp

Goal and Objectives

The Mauka Area Rules (MAR) Amendments Analysis is developed as a part of a long legacy of thought and consideration focused on improving the overall quality of the Kaka'ako Community Development District (KCDD). Located at the heart of the urban Honolulu area, KCDD is positioned to be an important growth center for the region. Residential and job growth located in this transit rich district can help to reduce consumption of land elsewhere on the island and lessen the environmental impacts of development and mobility by bringing jobs and residents to a complete neighborhood where they can shop, work, recreate, and find tranquility. The KCDD envisioned by this plan celebrates the great cultural history of the place, but does so with

thoughtful design, and environmental consciousness previously unmatched in Hawaii. The goal of the Mauka Area Rules (MAR) Amendment Analysis is to develop the Kaka'ako community in ways that promote the shared values of livability, environmental, social and economic sustainability and resiliency in the face of change. The result must enhance the distinct character and history of the Kaka'ako community, and contribute to the environmental, social and economic health of the region. The Mauka Area Rules (MAR) Amendments Analysis are designed to seamlessly integrate with the district's three future light metro stations and express the agency's dedication to placemaking through enhanced urban form.



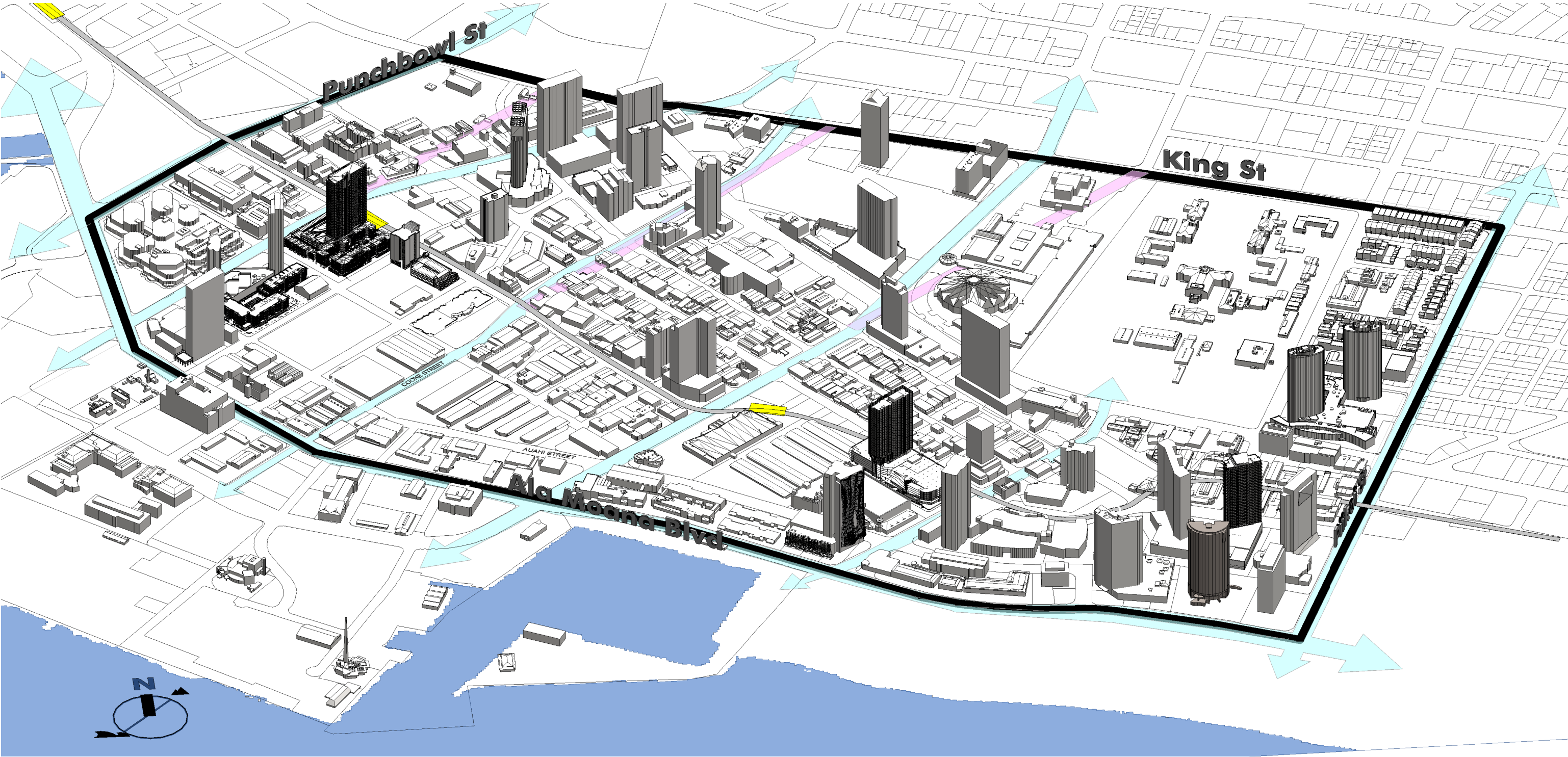
Photo Credit: hi.arch.y llp



Mauka Area Rule boundary line in 1977 USGS



Mauka Area Rule boundary line in 2021 Google Maps



3D Model of current Kaka'ako

1 BACKGROUND



Kaka'ako Farmers Market - Photo Credit: Onolicious Hawaii

MAR Amendments Methodology

This **Mauka Area Rules (MAR) Amendments Analysis** evolves from a rich history of planning for urban Honolulu and the Kaka'ako community. The coming introduction of rail transit—in parallel with community driven interest in creating a city that is highly walkable, friendly and safe for cyclists—is an impetus for this plan. However, a changing transportation paradigm is only a representation of a much broader movement to bring vitality to urban Honolulu, reflecting the values of native Hawai'ian culture, particularly stewardship of land and environment, preservation of native culture, openness to the visiting world, and responsibility to local people and their prosperity.



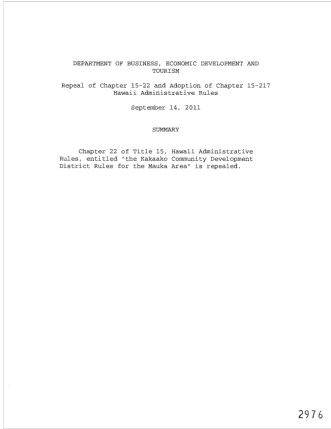
Kaka'ako Eat the Street
Photo Credit : Our Kakaako



1-1 Reference Documents

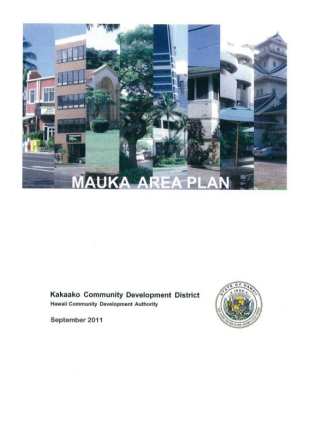
The MAR Amendment Plan builds directly on the Mauka Area Plan and rules and reference many other important guiding plans and policies

Primary Documents



Ch. 15-217 Mauka Area Rules (2011)

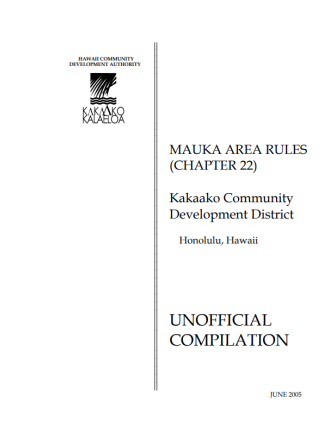
The mauka area rules establishes land use policies through the implementation of smart growth principles within the Kakaako community development district.



Mauka Area Plan (2011)

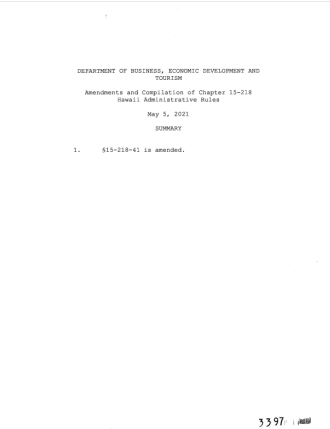
The objective of the Mauka Area Rules and Plan is to plan for a high-quality urban community in Kakaako with smart growth principles.

Secondary Documents



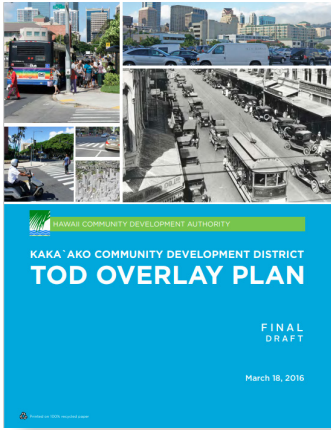
Ch. 15-22 Mauka Area Rules (2005)

While the Mauka Area Rules 2011 precedes this document. Kamehameha Schools amended master plan is based off of the Mauka Area Rules 2005. The WNMP is vested under these rules too.



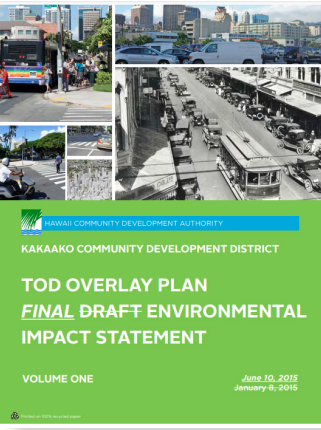
Kakaako Reserved Housing Rules (2021)

The purpose of this document is to provide affordable housing for low-moderate income housing in Kakaako.



TOD Overlay Plan (2016)

The intent of this document is to foster development that creates smart urban growth principles in Kakaako which builds off directly from the Mauka Area Plan and Rules.



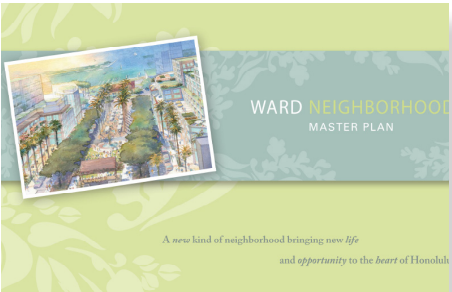
TOD Overlay Plan EIS (2015)

This Environmental Impact Statement is an analysis on the impacts that the proposed development in the TOD Overlay Plan will have on Kaka'ako.



Kaiaulu O Kakaako (2009)

Amended in 2021, Kamehameha Schools Master Plan is approved for approximately 2,750 residential units as a major land owner in the Mauka Area Plan.



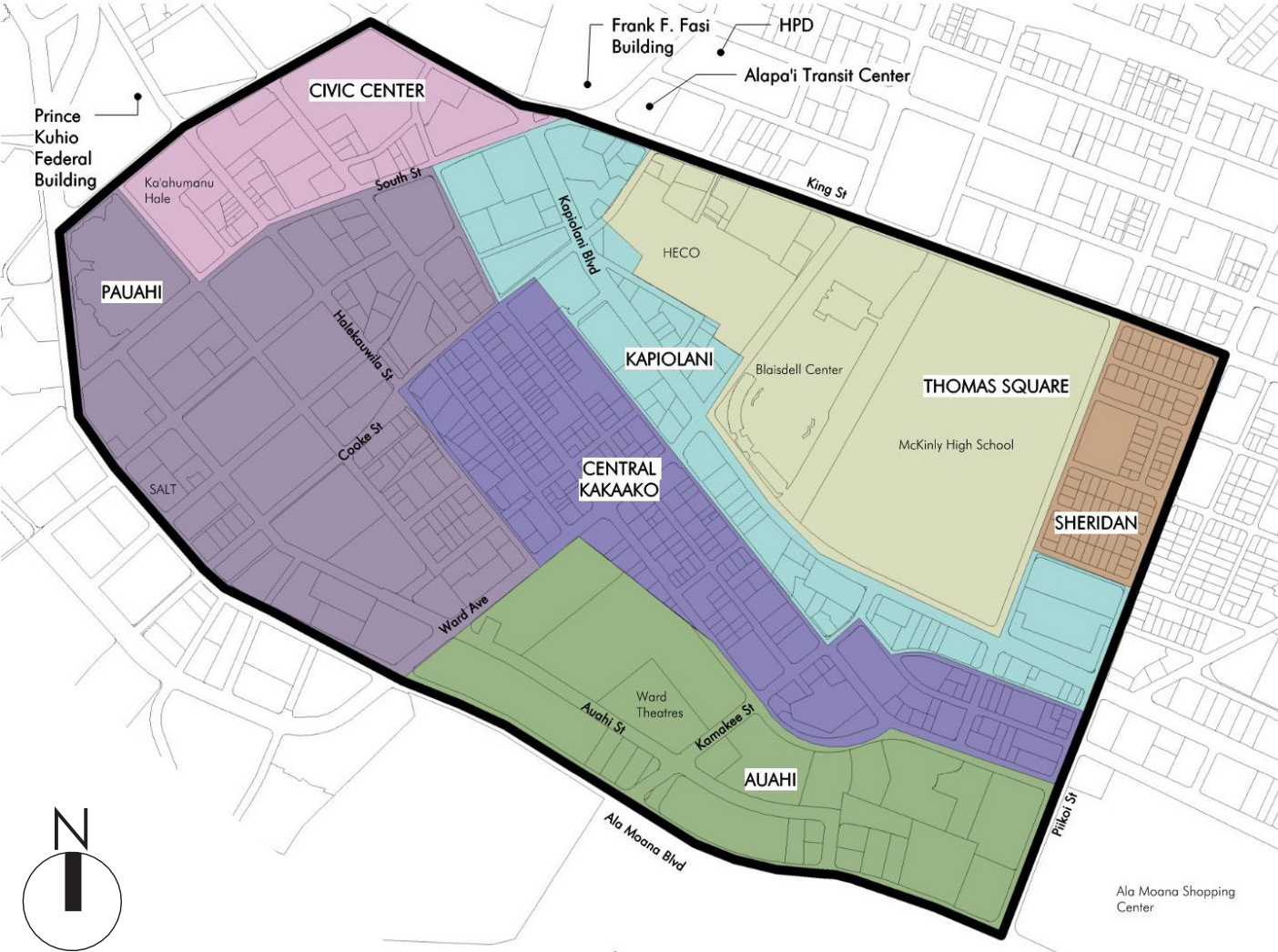
Ward Neighborhood Master Plan (2009 adoption)

The master plan encompasses a majority of the Auahi neighborhood with much of the land ownership belonging to Howard Hughes. This 20+ year long range plan follows guidelines from the Mauka Area Rules.

1-2 Kaka'ako Neighborhood Zones

The Kaka'ako Community Development District (KCDD) including the Aloha Tower Special District is comprised of two areas, one of which is approximately 450 acres on the mountain (Mauka) side of Ala Moana Boulevard bounded by Piikoi Street, Punchbowl Street and King Street; hereinafter referred to as the "Mauka Area." The second area in the KCDD is approximately 151.6 acres on the ocean (makai) side of Ala Moana Boulevard bounded by Ala Moana Regional Park and the property line between Pier 2 and Pier 4 at the Honolulu Harbor shoreline; hereinafter referred to as the "Makai Area." The Aloha Tower Special District is comprised of approximately 3.4 acres located on the ocean side of Ala Moana Boulevard bounded by Richard Street, Bishop Street and Aloha Tower Drive.

The Kaka'ako Community Development District is composed of several sub-neighborhoods, each with its own unique character. With the exception of the Makai District and Aloha Tower Special District, these neighborhoods are defined in the Mauka Area Plan and Rules based on existing and emerging land uses, building forms, and land tenure patterns combined with the influences of major transportation corridors and adjacent districts. Each neighborhood will be influenced differently. The intent of implementing transit-oriented development is not to redefine the character of the existing neighborhoods, but to utilize TOD to enhance the existing quality of Kaka'ako as a whole.



Pauahi



400 Keawe - Photo Credit : hi.arch.y llp

Pauahi is presented in the Mauka Area Plan as a mixed-use "urban village." The name of the neighborhood honors the legacy of Princess Bernice Pauahi Bishop, who is the benefactor of Kamehameha Schools - the major landowner in this area. The proposed light metro Civic Center station is located within this neighborhood. The Mauka Area Plan envisions the Pauahi neighborhood as a high-rise area with pedestrian scaled podiums and active frontages. Several properties on the Mauka side of Ala Moana Boulevard are owned by Kamehameha Schools. The implementation of the Kamehameha School's Master Plan will help to activate the Pauahi neighborhood and potentially areas along busy Ala Moana Boulevard.

Auahi



Whole Foods Market - Photo Credit: hi.arch.y llp

Auahi is emerging as Kaka'ako's retail and entertainment center. Recent development has generated a marked increase in pedestrian activity, particularly in the vicinity of Auahi and Kamakee Streets. This activity is expected to multiply as the Howard Hughes Corporation, the majority land holder in this neighborhood, builds out its master plan. The Auahi neighborhood is envisioned to expand upon its retail and entertainment base providing active frontages and lively pedestrian environment with high-rise residential towers above. The proposed light metro Kaka'ako Station is slated to be built on the master planned property making this district a gateway to Kaka'ako's Kewalo Basin Harbor and waterfront promenade for rail transit patrons.

Kapiolani



Symphony Honolulu - Photo Credit : hi.arch.y llp

Kapiolani is a neighborhood where land uses are strongly influenced by the busy Kapiolani Boulevard corridor. As a link between Downtown Honolulu and Waikiki, the Kapiolani corridor is an attractive location for high-rise 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 and as a shaded, comfortable street for pedestrian traffic. The entire neighborhood is within a five minute walk from either a proposed light metro station or one of The Bus transfer stations.

Thomas Square District



Neal S. Blaisdell Center - Photo Credit : hi.arch.y llp

Thomas Square District is a neighborhood makai of the historic Thomas Square park. The park is surrounded by properties that are home to some of Honolulu's major cultural and educational venues – the Honolulu Academy of the Arts, the Neal S. Blaisdell Center, and McKinley High School. The majority of the Thomas Square District land west of the park is owned by the City and County of Honolulu, Hawai'i State Department of Education, and the Hawaiian Electric Company. While there are no immediate redevelopment plans for the lands west of the park, these properties are in many ways ideal candidates for transit oriented redevelopment. The properties are large, relatively under-utilized, and well-connected to the urban grid and a wealth of services and amenities.

Central Kakaako is composed primarily of small lots with individual ownership. Predominate land uses in this area are service businesses, many with an industrial character, such as repair shops and production facilities. As a distinct reminder of the district's legacy as a light-industrial and residential community, Central Kaka'ako is valued as a convenient location for service businesses and this Analysis intends to maintain the existing character because of the important role these businesses will play in providing services to the many new residents expected to move into the area. Significant redevelopment is not expected in this area because of the small lot size. However, some improvements are needed and there are opportunities to create more pedestrian tolerant linkages between other important redevelopment areas and light metro stations.

Central Kaka'ako



Ashley Homestore - Photo Credit: hi.arch.y llp

Sheridan



Makiki Christian Church - Photo Credit : hi.arch.y llp

Sheridan is predominately a 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 KCDD's Sheridan neighborhood area represents approximately half of the larger Sheridan Tract, which is bisected by Piikoi Street. The land use, small lot size, block size and land tenure patterns are very similar to the other half of Sheridan Tract, which is located on the Diamond Head side of Piikoi Street, just outside the KCDD. While some building renovations and redevelopment does occur in this area, the scale and pace of change is slight compared other areas of Kaka'ako. Residents in this neighborhood will be within walking distance of the proposed light metro Ala Moana Station.

Civic Center is characterized by government and other important civic buildings spread out in a campus-like setting. Only a small portion of this neighborhood falls within the KCDD and therefore this Plan has relatively minor influence on the overall character of the neighborhood. The proposed light metro Civic Center station will be located within a five-minute walk from most government buildings providing employees convenient access to rail transit. Given the existing campus character and the scale and ambiance of the significant and historic buildings in this area, existing zoning parameters will remain in place. The MAR Amendment Plan is expected to have marginal direct impact.

Civic Center



Transportation Building - Photo Credit: hi.arch.y llp

2 METHODOLOGY



Salt at Kaka'ako - Photo Credit: hi.arch.y llp

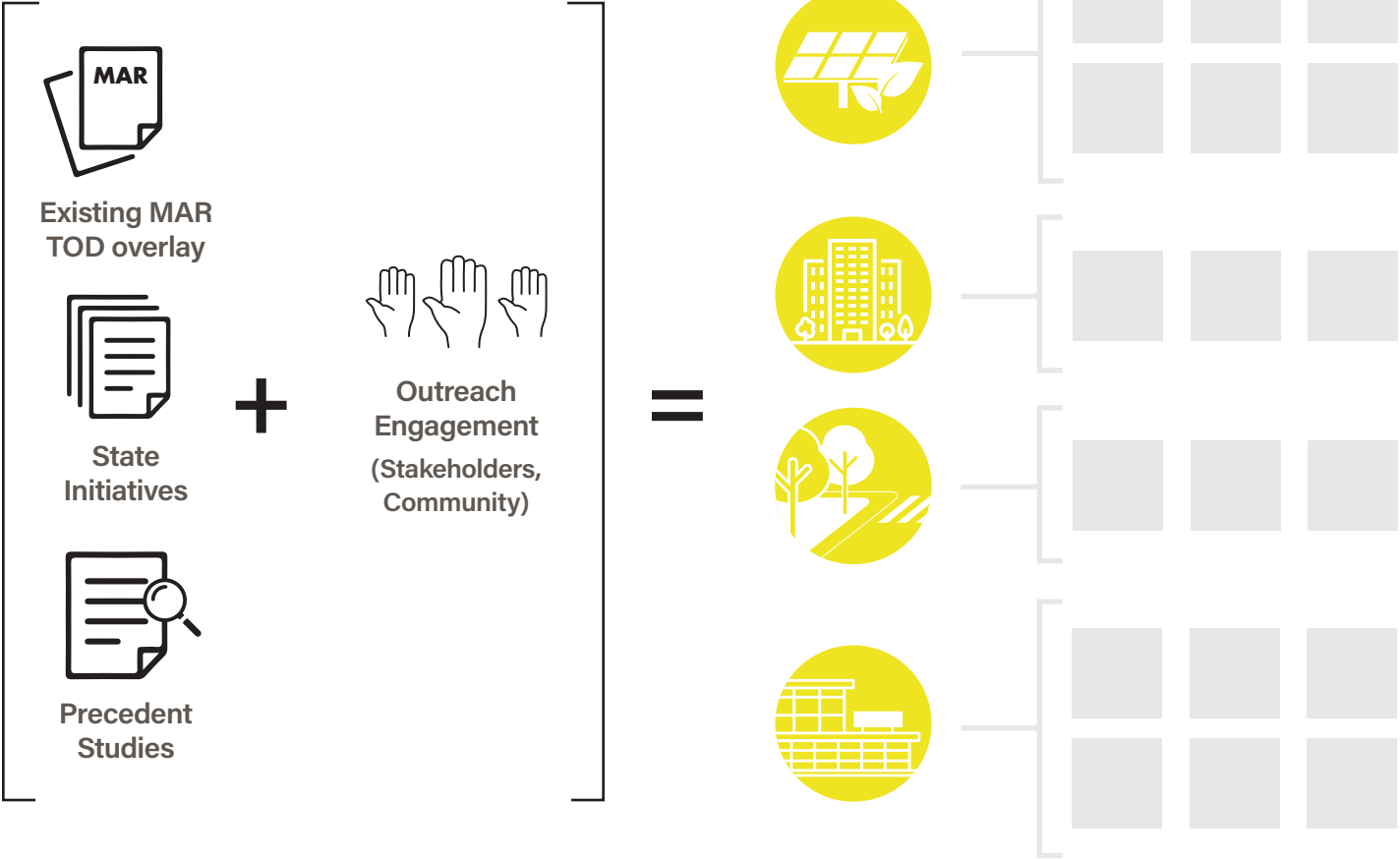
The Kaka'ako MAR Amendments Analysis builds upon the vision established by the Mauka Area Plan to promote street-level activity, with safe, comfortable public spaces and a diverse array of uses. Urban Design strategies in this chapter clarify HCDA priorities for the relationships between people, the landscape, and the built environment, including planned rapid transit. The MAR Amendments Analysis allow for selective introduction of both height and density into this already urban location.

2-1 Framework & Integration Strategy

This chapter designates a framework and a set of design principles and recommendations that will guide the placement and design of new building

forms, balancing additional capacity with elements that help to create a comfortable, livable urban location. The framework serves as a foundation for subsequent work for the MAR Amendments Analysis that reflect HCDA's goals and objectives. The framework will provide context to ensure alignment with the HCDA's priorities, community needs, and existing state and city initiatives.

The contents of the framework are based on the existing MAR 2011, existing state initiatives, and other precedent studies. This initial research phase then creates a starting point for dialogue to engage both professionals and the community. It is from both the groundwork and outreach that key concepts are then developed as guiding principles that reflect Kakaako's needs and identity. Based on these concepts, the MAR Amendments Analysis are fully developed and realized.



GROUNDWORK

Initial studies stemmed from the existing MAR and TOD Overlay Plan, a review of all State and City initiatives as well as precedent studies on zoning incentives to create the foundation for this project.

OUTREACH

The outreach is intended to create a transparent dialogue with stakeholders and for community members to have a voice in this project.

KEY CONCEPTS

Initial studies with outreach interactions aid in the creation of key concepts. These key concepts will guide the driving values, goals, and commitment of the Kaka'ako community to develop the MAR Amendments

MAR AMENDMENTS

As a result, the MAR Amendments are the tools to help deliver a vibrant and well developed Kaka'ako. The incentives benefit both the community and developers.

2-2 Community Engagement Strategy



Photo Credit: HCDA

The Community Engagement Strategy will serve as a guide for planning, strategizing, implementing, and documenting stakeholder and community feedback on potential zoning incentive, urban design approach and form-based options of the MAR Amendments Analysis.

The main purpose of community engagement is to receive input and comments from stakeholder groups of KCDD and to keep them updated on progress of the MAR Amendments Analysis and finally have community buy-in on what is proposed. Community buy-in will be realized by informing the community of how their input resulted in the amendments of the MAR to achieve the goal toward a vibrant Kaka'ako community. Being transparent with the process and recognizing their participation in the process will be key in their acceptance of the result.

As with previous collaborative efforts in KCDD, HCDA will collaborate with major landowners, stakeholders and lawmakers to lay the groundwork for engagement through a series of meetings and presentations. HCDA will gather input and comments and present a draft of the MAR Amendments Analysis to the community and receive additional comments and buy-in. HCDA will revise the document as required.

Methods of community engagement nurture a community's assets and strengths, which make policy recommendations more effective and sustainable. HCDA engages with the community to strengthen research designs, advance equity and inclusion, and improve policy impact.

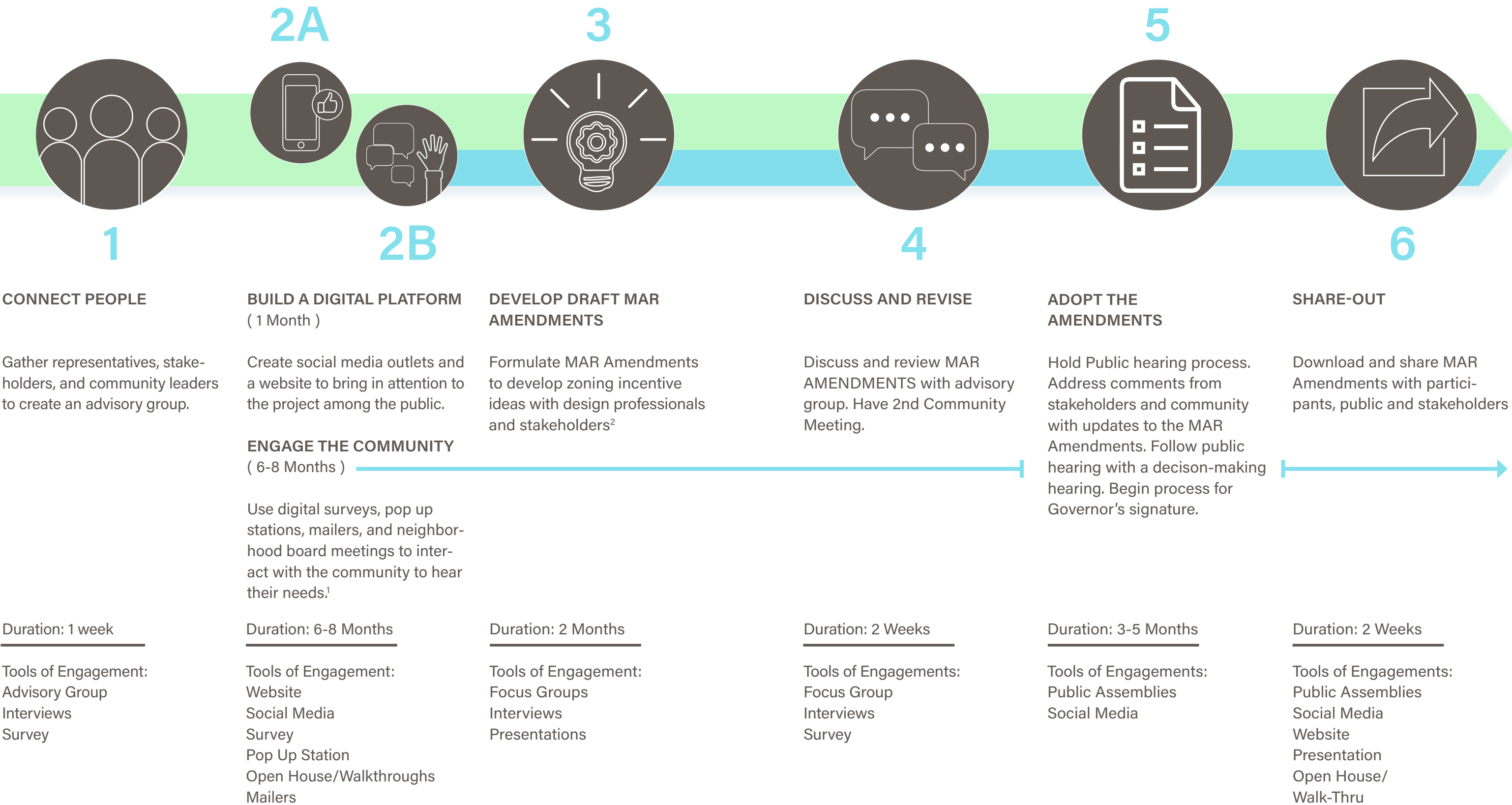
Key Concepts for the MAR Amendments Analysis were informed by stakeholders and community surveys, discussions, and existing HCDA guidelines.

	EARLY OUTREACH	PUBLIC HEARING OUTREACH
METHOD	<ul style="list-style-type: none">▪ Stakeholder meetings▪ Online "Suggest-a-Station" tool▪ Meetings with elected officials	<ul style="list-style-type: none">▪ Notices mailed to residences, businesses, and property owners of KCDD▪ The public gives feedback in person, online, or by mail
OUTCOME	<ul style="list-style-type: none">▪ Comments on potential zoning incentives▪ Comments on potential build out scenarios	<ul style="list-style-type: none">▪ Revised amendments are approved and confirmed by the board

Process & Outcomes



2-3 Project Community Engagement Plan

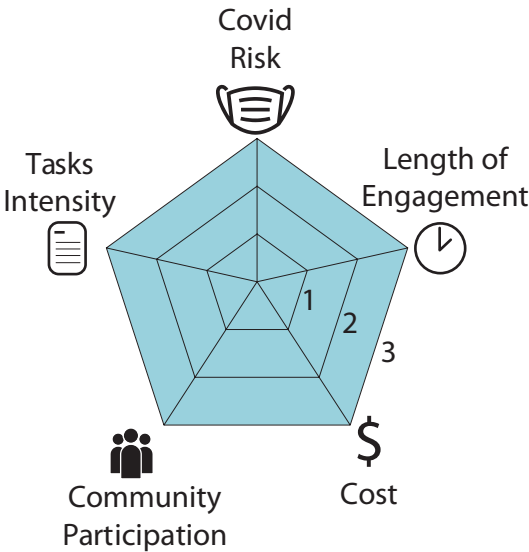


¹Outreach survey conducted in June 2022, see results in Appendix 4

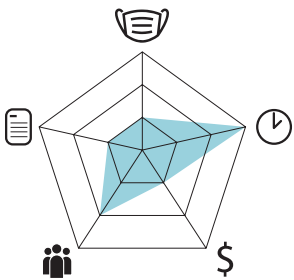
²Adrivory Group and Community questionnaire conducted in 2021, see results in Appendix 5

2-4 Tools of Engagement

There are various tools of engagement to implement dependent on the level of engagement, task intensity, covid restrictions, length of time, and amount of costs. Not every engagement plan are structured the same way as different projects differ. The following diagrams are outreach examples are have been assessed based on five categories on a three-point system. If a strategy tool scores 3 points under cost, the strategy is then assessed to be of high costs comparatively.



SURVEY



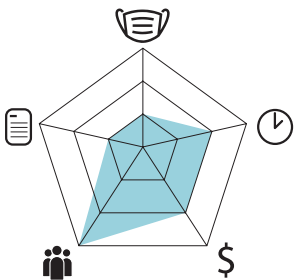
A method used for collecting data and information to gain insights to a large group of people. Surveys allows quick participation from the community and can set up initial thoughts of the survey group.

Examples: Surveymonkey, Instagram/Facebook poll, Mail-in survey, Google Forms, in-house website platforms

Tasks:

- 1. Prepare questions (1 day)
- 2. Create a contact list (2 days)
- 3. Email survey to participants (2 weeks)
- 4. Gather data and analyze (1 week)

WEBSITE



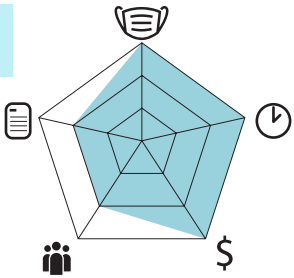
Websites are social platforms that become a resource tool for the public to access up to date information.

Examples: Squarespace, Wordpress, Engagement HQ, Google

Tasks:

- 1. Decide website platform (1 day)
- 2. Determine and develop content (1 week - 3 weeks)
- 3. Design website (2 weeks)
- 4. Disseminate URL (1 week)

POP-UP STATION



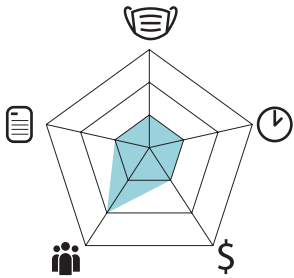
Short informal sessions in public events and high pedestrian traffic areas. Pop-up station gets word to the public and gives more information to those who are interested.

Examples: Kakaako Farmer's Market, Eat the Street, Night Market, New Wave Honolulu, Lei of Parks Event, Whole Foods

Tasks:

- 1. Coordinate with event managers or business owners to take up a booth or spot. (1 week)
- 2. Prepare content material (1 week - 3 weeks)
- 3. Attend event/Set up station (1 day- weeks)

SOCIAL MEDIA



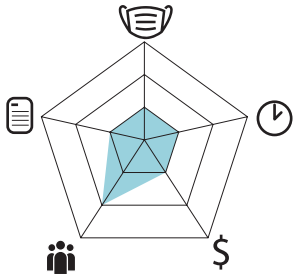
Various social media outlets like instagram, facebook, and twitter. These various social media platforms can reach out to a larger public audience without spending a lot of labor hours, time, and cost.

Examples: Instagram, Facebook, Youtube, Twitter, LinkedIn

Tasks:

- 1. Prepare content (1 week)
- 2. Determine when content should be posted (1 day)
- 3. Post content on social media at least 1 week ahead of event (1 day)

INTERVIEWS



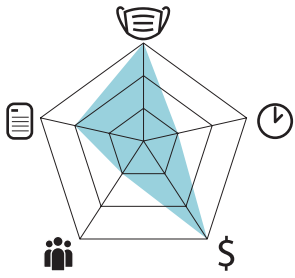
Interviews can be in-person or online. One on one conversations are expertise and in-depth conversation to really understand the topic. Interviews however do not impact a wider audience.

Examples: Zoom, In-person, Talk Stories, Coffee Talks

Tasks:

- 1. Initiate conversation to meet up and determine a date (1 week)
- 2. Conduct interview (1 day)

PRESENTATIONS



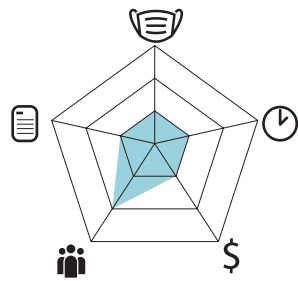
In-Person presentations offer unique engagement with professionals and experts. This includes experience, precedents, and lessons learned.

Examples: DnA, Pacific Building Trade Expo Building Voices, Lecture Series

Tasks:

- 1. Prepare event and logistics if host (2-3 months)
- 2. Prepare content and presentation 2 weeks ahead of day of presentation (2 week)
- 3. Deliver presentation (1 day)

HANDOUTS



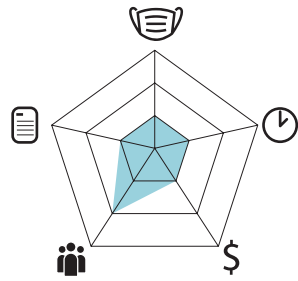
Handouts are excellent little physical bits of information for people to get involved and informed. Similar to social media, hand-outs help to bring information to a larger group of people.

Examples: Local Businesses, AOAOs, Government Officials, Community, Representatives

Tasks:

- 1. Determine dates of events (1 day)
- 2. Prepare content (1 week)
- 3. Produce and print handout (1 day)
- 4. Disseminate handout 2 weeks ahead of event (1-2 days)

EXHIBITIONS



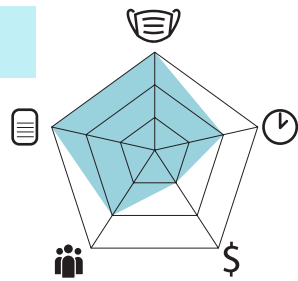
Exhibition events like open house use visual heavy elements like boards that help engage the community using various exercises to have people to participate.

Examples: Zoom, VR/AR, POW WOW, SALT Kakaako Warehouse, State Capitol, AIA Chapter Office, Boards/Pinups, Physical 3D Models

Tasks:

- 1. Determine dates of events (1 day)
- 2. Prepare content 1 week before event (3 week)
- 3. Print and produce content (1-7 days)
- 4. Attend event (1 day)
- 5. Review and analyze data (2-3 days)

LARGE ASSEMBLIES



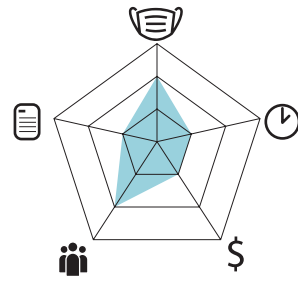
Large assemblies like town hall meetings and neighborhood meetings provide lots of community participation.

Examples: Town Hall, Neighborhood board

Tasks:

- 1. Determine dates of events (1 day)
- 2. Prepare content 1 week before event (1 week)
- 3. Attend meeting and present (1 day)

STAKEHOLDER FOCUS GROUP



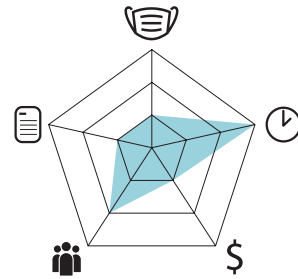
A method used for collecting data and information to gain insights to a large group of people. Surveys allows quick participation from the community and can set up initial thoughts of the survey group.

Examples: Design tanks, Charrettes, stakeholder

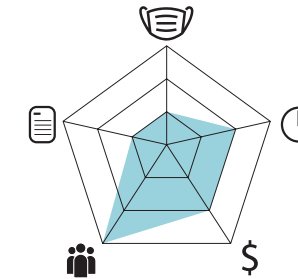
Tasks:

- 1. Determine a date for invited people to meet up (1 day)
- 2. Prepare content 1 day before event (1-3 weeks)
- 3. Focus group event (1 day)
- 4. Review and analyze data (2-4 days)

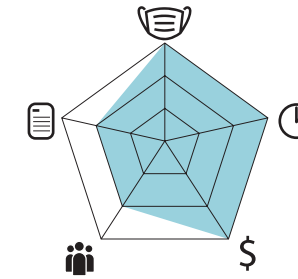
SURVEY



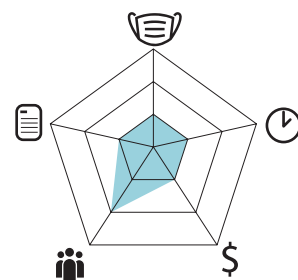
WEBSITE



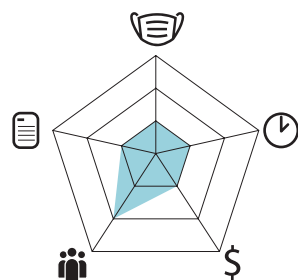
POP-UP STATION



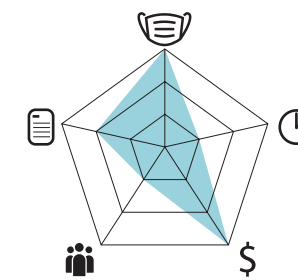
INTERVIEWS



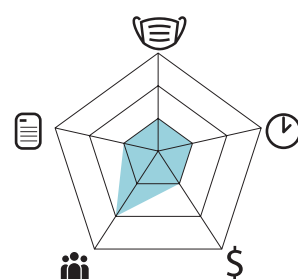
SOCIAL MEDIA



PRESENTATIONS



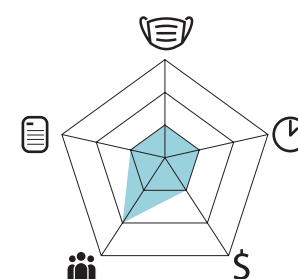
HANDOUTS



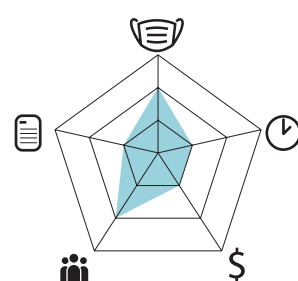
LARGE ASSEMBLIES



EXHIBITIONS



STAKEHOLDER FOCUS GROUP



2-5 Virtual on a Personal Level

The COVID-19 pandemic has made in person meetings and community outreach challenging these past two years. HCDA's ability to collaborate with major landowners, stakeholders and lawmakers is facilitated through virtual community meetings, digitals surveys and open air pop up engagements.

Through virtual stakeholder and community meetings HCDA can still gather input and comments and complete the MAR Amendments Analysis, present the results back to the community virtually to receive additional comments and buy-in.

POTENTIAL PLATFORMS:



* Facilitated by HCDA Staff or third-party contractor



* Process may need AG input to comply with amendment / contested case process

3 KEY CONCEPTS

3-1 Key Concepts



Housing

- a. Incentive Zoning
- b. The right mix of housing for growing the community
- c. De-coupling parking from residential development

Without question, great sustainable housing solutions is one of the greatest needs in the State of Hawaii. To benefit housing efficiency and affordability, not only with respect to the initial build costs, but more importantly to the affordability and livability of the future occupants, housing located in the Kakaako core can take advantage of pre-existing urban infrastructure, planned expansion of mass transit and the built-in amenity packages that Kakaako has to offer



Keauhou Lane - Photo Credit: hi.arch.y llp

with immediate adjacency to public open space, beach parks and civic center amenities. Providing opportunities that encourage land owners and developers to deliver high density, sustainable housing solutions in the heart of Kakaako is a key concept to the successful vision of a thriving mixed use community.



Public Space; includes streetscape and open space

- a. Incentive Zoning
- b. Urban Form
- c. Streetscape
- d. Pedestrian Oriented Planning & Incentives

Providing engaging public open space for the community to live work and play is a critical concept in developing a successful mixed use community. For decades, urban planning has focused on making everything efficient for the vehicle; however the most successful urban



440 Keawe Street Apartments - Photo Credit: hi.arch.y llp

communities must focus on the people first. To that end, solutions that are pedestrian oriented and focused on the pedestrian environment are encouraged and necessary to support higher density sustainable solutions.



Environmental Issues

- a. Sustainability and addressing climate change issues
- b. Hawaii 2050 Plan
- c. Green building requirements through the life of the building

Climate change, Sea Level Rise and the increased severity of major weather events are issues that cannot be ignored in future development solutions. A key concept in fostering a sustainable future for Kakaako will be incentivizing projects that bring the highest levels of sustainability to bear in their design solutions. Projects that address SLR, shelter hardening, energy

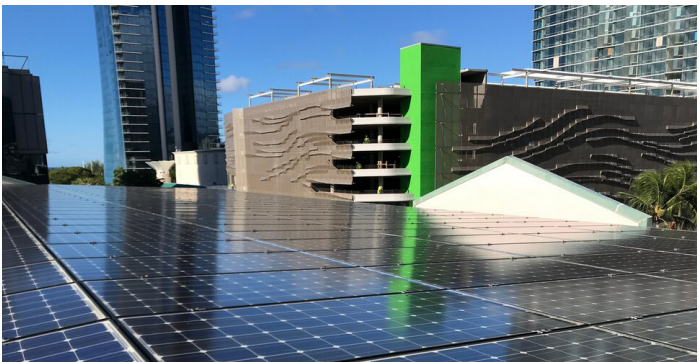


Photo Credit: Solar Specialty Group

consumption and are focused on the health and wellness of the most important part of any community – the people; will be encouraged and supported through zoning incentives that reward sustainable design solutions.



Building Form

- a. Podium height change
- b. Surface reflectance
- c. Shopfront designation
- d. Street tree plan
- e. Revise parking requirements

There is an old adage, "you never have a second chance to make a first impression". To that end, the focus on great building design is a key concept of the Mauka Area Rules, as a great community is a direct reflection of the thought and care put into the architecture that makes that community. Thoughtful design that is focused on



Imperial Plaza - Photo Credit: kakaako.com

the user experience, pedestrian engagement and creates places **for people**, as opposed to places focused on moving vehicles first will be encouraged and incentivized.

4 MAR AMENDMENTS

Introduction

The MAR Amendments Analysis will increase overall capacity within selected areas of the Mauka District (see Section 05) to permit more people and businesses to locate in proximity to existing and proposed public transportation networks and pedestrian friendly environments. The Analysis boosts the intensity of uses over the “as of right” development in Mauka Chapter 217 rules that will use a discretionary incentive zoning process. Amendments development protocols leverage this growth to contribute to identified public benefits, while at the same time achieving a reasonable overall rate of return for the developer. This process will provide opportunities to:

- Reduce household costs associated with storing automobiles and driving
- Concentrate activities where there is the greatest level of accessibility
- Minimize development pressure on rural areas, and preserve Oahu natural resources
- Anticipate a variety of building types meeting the needs of a variety of income levels, at different life stages, and allow for possible new uses such as hotel.

FAR controls that regulate floor area are supplemented by a set of form-based rules (the Mauka Regulating Plan) guiding the size, siting and design treatment of buildings.

The Mauka Area Plan already makes use of incentives to support the provision of affordable housing, and specific community benefits. With the Amendment Analysis, HCDA has updated this incentive structure to better account for land value, development costs, and TOD planning objectives. This program will also coordinate with the Reserved Housing program and the State and City's affordable housing initiatives.



Photo Credit: ZinCo Group



440 Keawe Street Apartments - Photo Credit: hi.arch.y llp

Precedent use of Incentives

Most cities using an incentive program develop a mechanism to apply incentives and density bonuses in a consistent manner throughout the district, (rather than negotiated on an individual site) allowing for both predictability and transparency. In some instances, incentives would be feasible only in certain development scenarios, or developers might choose not to participate in the program. The program could also include a mechanism to accommodate higher priority for particular amenities. For example, cities such as Seattle and Bellevue in Washington State apply a tiered system to prioritize one type of “required” amenity (such as housing) over another optional amenity (low impact development).

4-1 Types of Zoning Incentives & Precedents

FAR Bonus
The assumed price premium associated with the development's height creates significant additional value when the development can add additional density and height.

Parking Requirements
Reducing parking requirements would create additional value, as the price for parking is reduced on a per-unit basis. A reduced parking requirement would increase the number of units that can be built on a parcel.

Public Amenities/Benefits
Certain tradeoffs for public use creates for a more sustainable neighborhood. Adding public amenities into the program can be compensated with a additional density

Building Form
Allowance and exceptions to building design form creates additional incentives to create additional value to the project. Some include allowable projections, facade treatments, height bonus for rooftop amenities, etc.



Ola Ka Ilima Artspace Lofts - Photo Credit: hi.arch.y llp

Seattle FAR Bonus Incentive

Formula
 $X * Y$ = required minimum floor area of provided affordable housing

X = is the extra floor area
 Y = percentage of extra floor area to be provided as affordable housing

Example
A 20,000 square feet of extra floor area is achieved through performance housing in a zone where 14 percent of the extra floor area must be provided as affordable housing

$20,000 * 14\% = 2,800$ SF minimum floor area of required affordable housing



Seattle, WA

Incentive Zoning is a tool for developers to trade off bonus floor area in exchange to providing either affordable housing and/or public benefit-ing amenities.

FAR Bonus

- Extra Residential Floor Area: required to contribute to affordable housing
- Extra Nonresidential Floor Area: required to contribute to both affordable housing and childcare

Parking Requirements

- 1. No off-street parking for multifamily housing in high-density urban centers
- 2. Eliminated multifamily parking reqs in "medium-density centers" located within 1/4 mile of a public transit stop that ran at least every 15 min for most of the day.
- 3. 50% along major transit corridors outside these area, as long as they were within 2/4 miles walk of a transit stop

Public Amenities/Benefits

- Affordable Housing
- Childcare
- Open Space Amenities: neighborhood open space, green street setbacks, green street improvements, mid-block corridors, and hillside terraces
- Transferable development credits (TDP/TDR)
- Designated landmarks
- Low-income housing developments
- Major performing arts facilities
- Public Open space
- Vulnerable masonry structures
- Regional Development Credits(RDC)
- Payments in lieu of providing public amenities

Source:
Developer Contributions - Incentive Zoning. Seattle.gov. (2020, July 30). <http://www.seattle.gov/DPD/Publications/CAM/Tip258.pdf>.

Gabbe, C.J., Gregory Pierce, and Clowers Gordon. "How Developers Respond to Parking Reform." Transfers Magazine, 6AD. https://transfersmagazine.org/wp-content/uploads/sites/13/2020/11/Issue-6-Gabbe_finalv2.pdf.



Mountain View, CA

El Camino Real runs through the City of Mountain View as a key transportation corridor for both visitors and residents. El Camino Real Precise Plan reflects core principles of pedestrian-friendly environment with a focus on sustainability and high quality development.

Building Form

- Additional height for roof-top amenities: Up to an additional 10 feet of overall structure height is allowed with a Provisional Use Permit to allow access to rooftop amenities.
- Corner building treatment: Buildings on major corners should have a distinctive corner architectural treatment. Treatments may exceed the allowed maximum building height by up to 10 feet
- Maximum setbacks: Do not apply to buildings behind publicly accessible plazas and open areas, if there is clear visibility between the sidewalk and building entrance.

Public Incentives/Amenities

- Public Benefits
- Affordable Housing
- Pedestrian and bicycle amenities
- Public Parking facilities

- Public parks and open space
- Contributions to community facilities
- Off-site utility infrastructure improvements
- Additional funding for City programs, such as contribution to a local facade improvement program
- Subsidize existing commercial tenants or other local small businesses

Parking Reduction

- Parking uses with different peak periods (up to 20%)
- Rapid bus access - within 1,000 ft walking distance (up to 10%)
- Parking or TDM program (parking/ transportation management) (up to 10%) Building Form
- Additional funding for City programs, such as contribution to a local facade improvement program
- Subsidize existing commercial tenants or other local small businesses

Source:
"El Camino Real Precise Plan." Mountain View gov., November 17, 2014. <https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=29701>.



Vancouver, Canada

Parking Reduction

- The City of Vancouver has made reductions recently, with changes in January 2019 allowing up to 30% parking reductions available to developers as long as they satisfy transportation demand management (TDM), comprised of up to 10% reduction for proximity to public transit and up to 20% reduction from other measures such as free transit passes for residents and a car share service within the building. Other additional reductions of up to 60% are also permitted for rental housing developments.

Source:
"City of Vancouver 2019 Parking By-Law Update Summary." City of Vancouver, September 2018. <https://vancouver.ca/files/cov/city-of-vancouver-2019-parking-bylaw-update-summary.pdf>.

4-2 MAR Incentive Table

CODE	INCENTIVE	DENSITY BONUS INCENTIVE METRIC	DESCRIPTION
LIVE/WORK			
LW1	35% Reserved Housing	3.00	Provide at least 35% of the total number of the residential units in the Project as reserved housing units to gain an additional 3.0 FAR.
LW2	40% Reserved Housing	3.50	Provide at least 40% of the total number of the residential units in the Project as reserved housing units to gain an additional 3.5 FAR.
LW3	45% Reserved Housing	4.00	Provide at least 45% of the total number of the residential units in the Project as reserved housing units to gain an additional 4.0 FAR.
LW4	45% Micro Units	4.00	Provide at least 40% of the total number of the residential units on a lot no greater than 15,000 square feet as micro units to gain an additional 3.5 FAR. Micro units to be no less than 300 square feet and no greater than 500 square feet in interior space, and provide facilities as defined as a dwelling unit. RH units must be built within the district.
LW5	Light Industrial Use	0.3 FAR or 10 FT podium HT increase	Maintain the floor area of existing light industrial use space on site, to gain an additional 10ft in Podium Height or an additional 0.3 FAR. The existing light industrial floor area on site will be exempt from new development floor area calculations.
LW6	Green Industry Use	0.5 FAR or 10 FT podium HT increase	Develop new light industrial use space for environmentally focused industries, approved by the executive director, to gain an additional 10ft in Podium Height or an additional 0.5 FAR. The floor area on site, dedicated to this use, will be exempt from new development floor area calculations.
PUBLIC AMENITY (PLAY)			
PA 1	Public Art	0.25	Provide a privately funded, publicly accessible, art installation, gallery space, vertical exterior building facade space of not less than 20 ft x 100 ft to gain an additional 0.25 FAR. Art installation to be equivalent to 1% of the Project's construction costs not less than \$10,000 in value. Gallery space and exterior building facade space must be permanently dedicated to the purpose of displaying art installations. Exterior building facade space must not be used for commercial or advertising purposes. Art to be designed, built, and installed by a "Hawaii Artist", as defined by the Hawaii State Foundation on Culture and the Arts.
PA 2	Public Facility	See Fig. IZ.2.1	Construct and dedicate a public facility from HCDA's approved list of public facilities within the Project site to gain an additional 0.25 FAR. (Please see Figure IZ.2.1 for list of approved public facilities)
PA 3	Public Open Space	0.50	Dedicate at least 50% of the required open space area, on site, to public use in order to gain an additional 0.50 FAR. Required to be perpetually publicly accessible and usable. Type of public space and location within neighborhood zones, shall comply with Figure 1.11 Civic Plan.

CODE	INCENTIVE	DENSITY BONUS INCENTIVE METRIC	DESCRIPTION
ENVIRONMENTAL IMPROVEMENT			
ENV 1.1	LEED/WELL Silver	0.50	Achieve a LEED/WELL Silver Certification to gain an additional 0.50 FAR.
ENV 1.2	LEED/WELL Gold	0.75	Achieve a LEED/WELL Gold Certification to gain an additional 0.75 FAR.
ENV 1.3	LEED/WELL Platinum	1.00	Achieve a LEED/WELL Platinum Certification to gain an additional 1.00 FAR.
ENV 2	Shelter Hardening	1.00	Provide a hardened shelter (per EHPA* Standards), on site, to gain an additional 1.00 FAR. Shelter shall provide at least 30 SF of space per household or 10 SF per occupant of commercial space in the Project. Provide at least 100 SF for 10% of total households in the Project. Dedicated hardened shelter space can have dual use, but must be turned over to the shelter use during major storm or natural disaster events.
ENV 3	Rainwater Management	0.50	Provide a rainwater retention system on site to gain an additional 0.50 FAR. The system must capture and store rainwater from at least 75% of the project roof area for re-use on site for landscape irrigation and other permitted uses.
ENV 4	Stormwater Management	0.50	Provide on site stormwater retention of [TBD]% of overall projected run-off for a period of [TBD] to mitigate pressures on municipal infrastructure during major storm events to gain an additional 0.50 FAR.
ENV 5	Renewable Energy	0.50	Provide on site renewable power generation or solar water heating system to gain an additional 0.50 FAR. The system must provide at least 20% of the projected energy usage for the Project, or 100% of the Project's hot water capacity.
ENV 6	Emergency Power	0.50	Provide on site emergency power storage or generation for a multi-family residential project, food storage or warehousing, emergency services, or other usages deemed essential for the response to natural disasters. The power storage or generation capacity must be at least [TBD] to mitigate pressure on municipal infrastructure or aid in the response to natural disasters.
URBAN FORM			
UF 1	Public Parking	0.5 FAR or 10 FT podium HT increase	Provide at least 50 publicly accessible parking stalls on a lot 20,000 SF or less, or at least 100 publicly accessible parking stalls on a lot 20,001 SF or greater to gain an additional 10ft Podium Height or an additional 0.50 FAR.
UF 2	Pedestrian Cover	0.5 FAR or 10 FT podium HT increase	Provide at least 90% of ground level building frontage with a pedestrian canopy or awning minimum to gain an additional 10 ft Podium Height or an additional 0.25 FAR. Must be a minimum of 6 ft in horizontal depth from exterior face of the building facade. Shall be compliant with §15-217-39
UF 3	Robotic Parking	0.5 FAR or 10 FT podium HT increase	Dedicate at least 50% of parking floor area for robotic parking to minimize the area dedicated to parking structures to gain an additional 10 feet in podium height or an additional 0.25 FAR.

Public Facility List

CODE	PUBLIC FACILITIES	DEVELOPMENT BONUS	DESCRIPTION
PA 2.1	Public Community Garden	1.00	Provide at least 10,000 SF of publicly dedicated space for the establishment and use of a publicly accessible community garden. Provide infrastructure and facilities for irrigation and waste disposal. The garden space shall be designed to mitigate any water or soil run-off into municipal drainage systems. Operation and access to the garden should meet City & County of Honolulu Community Recreation Garden Program standards. The College of Tropical Agriculture at the University of Hawaii at Manoa shall be consulted for best practices. the garden may be located on parking structure roofs, podiums, or building roofs as long as perpetual public access is granted to the space. The developer/landowner may establish a garden board to oversee operations of the garden.
PA 2.2	Public Dog Park	0.50	Provide at least 8,000 SF of publicly dedicated space for the establishment and use of a publicly accessible off-leash dog park. The park dimension should be a minimum of 40 feet in width. Provide fencing, infrastructure, and facilities for water fountain, dog water fountain, and waste disposal. Must comply with all City & County of Honolulu Department of Parks & Recreation rules and ordinances for off-leash parks. May be located on parking structures, podiums, or roofs as long as perpetual public access is granted to the space. The Park shall be maintained by the developer/landowner of the development receiving the incentive bonus.
PA 2.3	Public Pavilion	0.50	Design and construct a publicly dedicated and accessible pavilion to be used as a venue for entertainment, cultural events, community activities and functions, or educational functions. The structure shall be meet all applicable health and life safety requirements. It shall be at last 2,000 SF in size surrounded by a landscaped lawn or seating area. The structure may be open on all sides, but shall protect the uses of the pavilion from all natural elements. Electrical power and lighting shall be provided.
PA 2.4	Public Play Courts	1.00	Provide at least one (1) regulation sized pickle ball, tennis, basketball, or other approved hard courts. An additional 1.0 FAR bonus shall be provided with every one (1) additional play court provided, with a maximum of 4.0 FAR total. Provide all associated regulation specified equipment including nets, backboards, and striping. All courts should meet the appropriate requirement by the associated regulating sport bodies. Including size, court finishing, and levelness. Courts should be publicly accessible and perpetually publicly dedicated to the use of the courts. Courts shall be maintained by the development receiving the incentive bonus.
PA 2.5	Educational Facilities	0.25	Establish an educational facility that provides education and resources for schooling, tutoring, training, and/or mentoring of children from pre-kindergarten to high school.

CODE	PUBLIC FACILITIES	DEVELOPMENT BONUS	DESCRIPTION
PA 2.6	Public Water Features	1.00	Install an interactive water feature, or splash pad of at least 1,000 SF in size on a project lot of 20,000 SF or less. For a project lot of 20,001 SF or greater, the feature shall be at least 3,000 SF in size. All duty of care must be given to public safety. All water use shall be cleaned and recycled to meet the requirements of the Board of Health and Board of Water Supply.
PA 2.7	Farmer's Market	1.00	Provide at least 50,000 SF of useable area to establish a commercial space for the operation of a weekly Farmer's Market. The use of the space is intended for the sale of locally grown, produced, and manufactured agricultural products sold directly to consumers. The space dedicate to this use, may be utilized for uses when the Farmer's Market is not in operation.
PA 2.8	Public Recreation Equipment & Space	1.00	Provide at least 2,000 SF of publicly dedicated space for the establishment and use of a publicly accessible recreation area with the following recreational equipment or surfacing; kids play equipment, exercise equipment, skate board ramp or obstacles, kids bike track, adolescent BMX track, or other equipment approved by he executive director. The project lot size shall be 20,000 SF or greater. All duty of care must be given to public safety.
PA 2.9	Community Room / Space	0.1 + an additional 0.1 for every additional 500 SF. Maximum of 0.4	Provide at least a 1,500 SF of publicly dedicated space for the establishment and use of a publicly accessible community room. Provide washing facilities, and toilet facilities. Must be maintained by the property owner. The public may use and rent the room for use. The property owner may charge a cleaning and utility fee for the use of the room. No other charges may be established for the use. The room must be located on site with accessibility to the public.

General Requirements for all Development Bonuses:

1. All public facilities, or open space incentives shall be perpetually dedicated to public access and defined use for the life of the development, or until redevelopment of the land or project.

2. Dedication of the public facility, or open space must be registered with the Land Court.

3. All development incentives shall be maintained in good repair and use for the life of the development, or until redevelopment of the land or project.

4. If the development, building management, property management, or landowner fails to keep the incentive in good repair and use the project may face violations and penalties pursuant to §206E-22, HRS.
5. The executive director may have final decision on granting approval of a development incentive.

6. The executive director may approve modifications to the development bonuses for projects unable to fulfill the minimum requirements of the incentives.

7. A single project or parcel may accumulate multiple development bonuses. If in the process of achieving a certain incentive, a project satisfies the requirements for multiple development bonuses, that project may accumulate and utilize all of the development bonuses it satisfies the requirements for.

General Requirements for all Public Facilities:

1. All Public Facilities shall be maintained in good repair and use for the life of the development, or until redevelopment of the land or project.

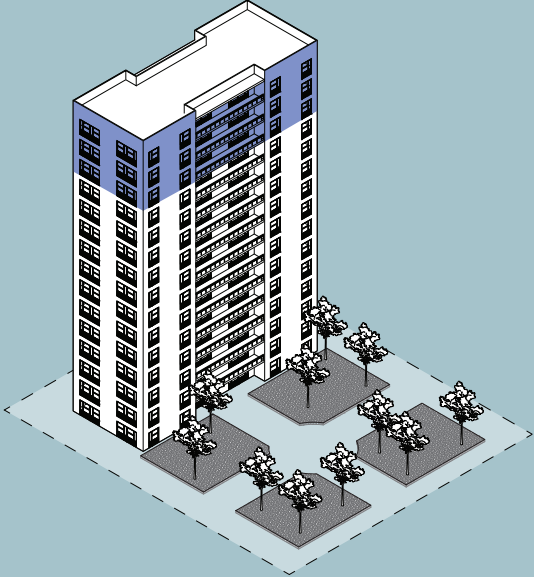
2. If the development, building management, property management, or landowner fails to keep the Public Facility in good repair and use the project may face violations and penalties pursuant to §206E-22, HRS.
3. Outdoor Public Facilities (dog park, play courts, play equipment, etc.) may be secured from public access between the hours of 10:00pm - 5:00am, or as determined by the executive director.

4. Indoor Public Facilities (community rooms, education facilities, enclosed pavilions, etc.) may be secured from public access based on regularly scheduled business hours, or as determined by the executive director.

4-3 Diagrams of Incentive Examples

CODE: LW3

45%
RESERVED
HOUSING



FAR BONUS
FAR + 4.00

FAR Incentive Requirement:

Provide at least 45% of the total number of the residential units in the development as reserved housing units to gain an additional 4.0 Floor Area Ratio.

BENEFIT: 444 UNITS
(LOT SIZE 100,000 SF; FAR 4.00; 900 SF/UNIT)

CODE: PA2

PUBLIC
FACILITY



FAR BONUS
FAR + 0.25

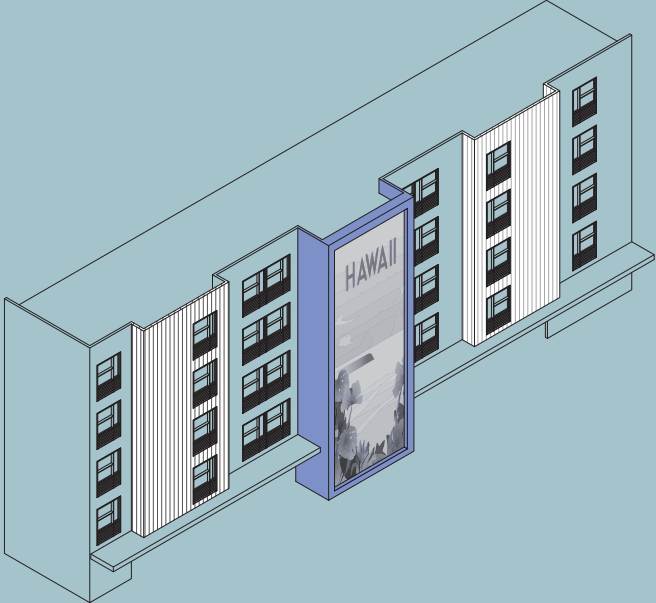
FAR Incentive Requirement:

Construct and dedicate a public facility from HCDA's approved list of public facilities within the Project site to gain an additional 0.25 FAR. (Please see Figure IZ.2.1 for list of approved public facilities)

BENEFIT: 28 UNITS
(LOT SIZE 100,000 SF; FAR 0.25; 900 SF/UNIT)

CODE: PA1

PUBLIC
ART



FAR BONUS
FAR + 0.25

FAR Incentive Requirement:

Provide a privately funded, publicly accessible, art installation, gallery space, vertical exterior building facade space of not less than 20 ft x 100 ft to gain an additional 0.25 FAR. Art installation to be equivalent to 1% of the Project's construction costs not less than \$10,000 in value. Art to be designed, built, and installed by a "Hawaii Artist", as defined by the Hawaii State Foundation on Culture and the Arts.

BENEFIT: 28 UNITS
(LOT SIZE 100,000 SF; FAR 0.25; 900 SF/UNIT)

CODE: EV1.3

LEED/WELL
CERTIFICATION



PLATINUM

FAR BONUS
FAR + 1.00

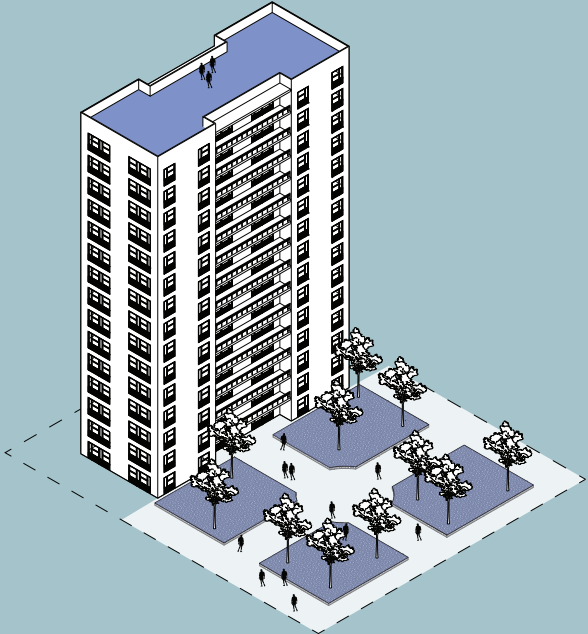
FAR Incentive Requirement:

Achieve a LEED/WELL Platinum Certification to gain an additional 1.00 FAR.

BENEFIT: 111 UNITS
(LOT SIZE 100,000 SF; FAR 1.00; 900 SF/UNIT)

CODE: PA3

PUBLIC OPEN SPACE



FAR BONUS
FAR + 0.50

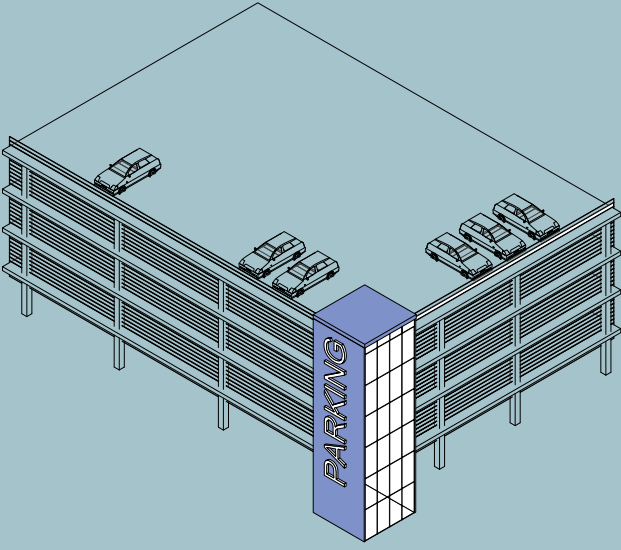
FAR Incentive Requirement:

Dedicate at least 50% of the required open space area, on site, to public use in order to gain an additional 0.50 FAR. Required to be perpetually publicly accessible and usable. Type of public space and location within neighborhood zones, shall comply with Figure 1.11 Civic Plan.

BENEFIT: 56 UNITS
(LOT SIZE 100,000 SF; FAR 0.50; 900 SF/UNIT)

CODE: UF1

PUBLIC PARKING



FAR BONUS
FAR + 0.50

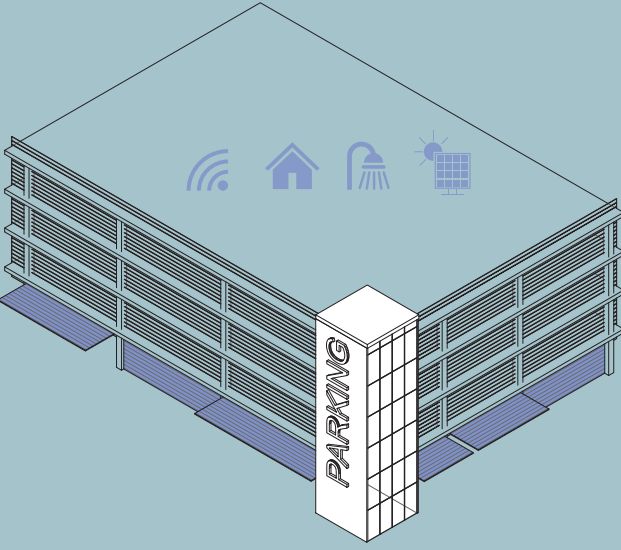
FAR Incentive Requirement:

Provide at least 50 publicly accessible parking stalls on a lot 20,000 SF or less, or at least 100 publicly accessible parking stalls on a lot 20,001 SF or greater to gain an additional 10ft Podium Height or an additional 0.50 FAR.

BENEFIT: 56 UNITS
(LOT SIZE 100,000 SF; FAR 3.5; 900 SF/UNIT)

CODE: EV2

SHELTER HARDENING



FAR BONUS
FAR + 1.00

FAR Incentive Requirements:

Provide a hardened shelter (per EHPA* Standards), on site, to gain an additional 1.00 FAR. Shelter shall provide at least 30 SF of space per household or 10 SF per occupant of commercial space in the Project. Provide at least 100 SF for 10% of total households in the Project. Dedicated hardened shelter space can have dual use, but must be turned over to the shelter use during major storm or natural disaster events.

BENEFIT: 111 UNITS
(LOT SIZE 100,000 SF; FAR 3.5; 900 SF/UNIT)

CODE: EV3

RAINWATER MANAGEMENT



FAR BONUS
FAR + 0.50

FAR Incentive Requirement:

Provide a rainwater retention system on project site to gain an additional 0.50 Floor Area Ratio Bonus. The system must capture and store water from at least 75% of the project roof area for re-use such as landscape irrigation and indoor water use.

BENEFIT: 56 UNITS
(LOT SIZE 100,000 SF; FAR 0.50; 900 SF/UNIT)

5 CATALYST SITES

Introduction

To understand the potential for growth and for the purposes of the MAR Amendment Plan, HCDA conducted a systematic review of build-able lands to identify locations most likely to undergo redevelopment/land use conversions within the Plan time frame (2035). Of particular relevance to this process is an understanding of the “redevelopment tipping point.” This generally means that the value of a proposed development must exceed the value of the existing return on the property. In the case of Mauka area, the relevant comparison is between the “as of right” development within the adopted Mauka Rules 2011 combined with the Master Plans for Kamehameha Schools, and the Howard Hughes Corporation properties (vested under the 2005 Mauka Area Rules (Chapter 22)). It is important that there is enough added development incentive in the TOD Overlay that the property owner would undertake risk associated with redevelopment and re-invest in their property to achieve both a greater intensity of use and greater returns despite the extra cost of providing public benefits such as affordable housing, enhanced public realm, parks and active spaces and increased street connectivity. Sites thought to have greater potential to redevelop under the TOD Overlay Plan would have a) high land assembly potential, b) a low land to improvement value ratio, and c) an absence of major encumbrances.

Criteria in this assessment focus on:

- Site control, existing property ownership, assembly potential, land tenure and development permits;
- Key policy priorities of the adopted Mauka and Makai Area Plans;
- Property impacts resulting from site proximity to public transportation hubs
- Redevelopment potential as denoted by a “land-to-improvement value” ratio which helps explore land costs.

There are a limited number of parcels likely to redevelop under the TOD Overlay Plan. However, in some cases, properties impacted by the light metro alignment will have a greater potential to redevelop. While this process provided the TOD Overlay Plan with a working framework to characterize future growth, it is important to note that infill redevelopment may ultimately take place at a variety of different scales, from full-block development to partial-block development, to small scale adaptive re-use projects.



Photo Credit: Dwell Hawaii

5-1 Selected Development Properties



Zoning Incentive Map
Credit: TOD Overlay Plan & hi.arch.y llp

Sites identified in the map included on the previous page are those that offer the best opportunities for redeveloping under the TOD Overlay Plan with potential capacity increases. In sum, these sites include consolidated properties (or may be consolidated with 1 or more owners), those that have a low improvement to land value ratio (a high redevelopment potential), do not have significant encumbrances or recent development, and are located within the eligible Mauka Area. The sites not highlighted within the eligible area may also redevelop, but have less potential to meet all TOD requirements.

In chapter 6 we will explore Development Amendment scenarios focusing on selected sites from specific areas noted from the Catalyst Properties map. 6 sites have been selected for this analysis, which have been identified on the previous page.



Photo Credit: hi.arch.y llp

6 POTENTIAL AMENDMENTS & DEVELOPMENT SCENARIOS

Introduction

The Island of O'ahu is known as “the Gathering Place,” and Honolulu is its center of activity. Its skyline, set against a forested mountain backdrop and the curve of Mamala Bay, is unmatched by many of the world’s metropolitan areas. Kaka'ako is centrally located between the downtown core and Waikiki, and is well positioned to accommodate new housing in the form of tall, residential buildings in some locations. Adding to Honolulu’s skyline here will also visually connect these two recognizable areas, while providing a skyline that will be seen by visitors and residents from vantage points across the south shore of O'ahu. Careful placement and design of tall buildings can help to create a sense of place by framing and focusing

views between the built and natural environments. With limited remaining views to either the Ko'olau ridge or the ocean from the heart of the district, vertical development strategies have the potential to cultivate new views for residents, employees and visitors while also aligning to street end vistas identified in the Mauka Area Rules Mauka-Makai View Corridor. The neighborhood will create a skyline of framed peek-a-boo views through and between towers, as well as green spaces on podiums and vertical walls that will enhance views down from neighboring buildings and residential areas on the slopes of Punchbowl, Makiki and Pauoa.

6-1 Unit Mix Study

The following scenarios are comparison development of six selected sites, in the **Mauka Area**. It shows a comparison of what is allowed and what is possible under the Amendment Analysis if taking advantage of specific defined incentives.

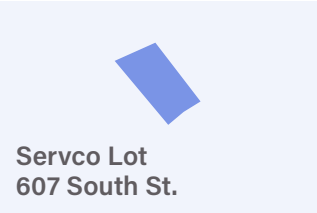
For the purposes of this study, each site is following one of the unit mix scenarios defined and specific to apartment or condo unit sizes and mixed prototypical condo developments. All floor areas are gross interior, not including balconies.

PREFERRED UNIT MIX		
Type	Floor Area	Mix %
Studio	350-410 SF	0 %
1 bed	450-520 SF	30 %
2 bed	640-800 SF	50 %
3 bed	970-1,200 SF	20 %

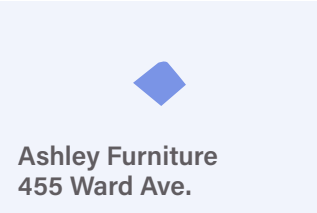
Prototypical Apartment Unit Mix

Example Rental Tower [proposed]			Precedence 1 [mid – high mix]				Precedence 2 [overall planned mix]		Precedence 3 International [2021 planned development mix]
Type	A Floor Area	A Mix %	B Floor Area (mid)	B Mix % (mid)	B Floor Area (high)	B Mix % (high)	Market	RH	HDB Scheme
Studio	285-380 SF	35 %	350-410 SF	9 %	-	0 %	13.5%	¹ 15.0%	6.93%
1 bed	450-520 SF	65 %	450-520 SF	32 %	732-930 SF	45 %	² 38.3%	37.8%	20.31%
2 bed	-	0 %	640-800 SF	39 %	1,340-1,460 SF	40 %	² 32.9%	34.6%	9.25%
3 bed	-	0 %	970-1,200 SF	20 %	1,900-2,400 SF	15 %	15.3%	¹ 13.1%	³ 46.54%
4+ bed	-	-	-	-	-	-	-	-	16.97%

6-2 Parcel Summary Matrix



Servco Lot
607 South St.



Ashley Furniture
455 Ward Ave.

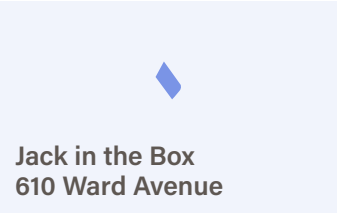


Hawaii Gas
1142 B Waimanu St.

LOT SUMMARY			
TMK	21031030	23002057	23004035
ADDRESS	607 SOUTH ST, 96813	455 WARD AVE, 96814	1142 B WAIMANU ST, 96814
NEIGHBORHOOD ZONE	PAUAAHI	CENTRAL KAKAAKO	CENTRAL KAKAAKO
BLOCK NUMBER	42	62	36
LOT SF	75,714 SF	29,213 SF	86,260 SF
ZONING	KAKAAKO COMMUNITY DEVELOPMENT DISTRICT	KAKAAKO COMMUNITY DEVELOPMENT DISTRICT	KAKAAKO COMMUNITY DEVELOPMENT DISTRICT
MAX HEIGHT	400' (per Figure 1.3, and Figure NZ.6)	250' (5% OF BLOCK 63 CAN GO UP TO 400') (per Figure 1.3, and Figure NZ.5-1)	400' (per Figure 1.3, and Figure NZ.5)
FAR	3.5 (per Figure 1.3, and Figure NZ.6) 5.0 (HCDA TOD Overly: Fig. 3-4)	1.5 - 3.5 after sufficient infrastructure improvements (per Figure 1.3, and Figure NZ.5)	3.5 (per Figure 1.3, and Figure NZ.5)
ALLOWABLE BLDG AREA (SF)	264,999	102,246	301,910
BUILDING PLACEMENT			
TYPE	THIS LOT HAS FRONTAGE ALONG SOUTH ST. THIS IS AN AVENUE (per Figure 1.4)	THIS LOT IS ALONG WARD AND QUEEN ST. TWO PROMENADE STREETS	N/A
PARKING	MIN. 40' BEHIND LOT LINE (per 15-217-63-Parking and Loading: (d) Placement: (1)	FRONT SETBACK AND FRONT YARD PARKING PERMITTED. NO OFF STREET PARKING REQUIREMENT (per 15-217-63-Parking and Loading: (d) Placement: (3)	FRONT SETBACK AND FRONT YARD PARKING PERMITTED NO OFF STREET PARKING REQUIREMENT (per 15-217-63-Parking and Loading: (d) Placement: (3)
FRONT BUILD TO LINE	N/S -40' (per Figure 1.3, MAR 2011)	N/S -15' (per Figure 1.3, MAR 2011)	N/S -15' (per Figure 1.3, MAR 2011)
FRONTAGE OCCUPANCY AT BUILD TO LINE	60% MIN (per Figure 1.3 and Figure BT.10, MAR 2011)	75% MIN (per Figure 1.3, MAR 2011)	75% MIN (per Figure 1.3, MAR 2011)
SIDE SETBACK	0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)
REAR SETBACK	0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)
STREET FRONT ELEMENT HEIGHT RANGE	40' -65' (per Figure NZ.6)	n/a	20' - 65' (per Figure 1.3, MAR 2011)
BUILD TO LINE	15', 5', 5' (per Figure NZ.6-1)	15' (per Figure NZ.2.1)	10' (per Figure NZ.5-1)
VIEW PRESERVATION	THIS LOT HAS FRONTAGE ALONG SOUTH ST. - IT IS ENTITLED TO MAUKA-MAKAI AXIS AND VIEW PRESERVATION ZONE (per Figure 1.4)	THIS LOT HAS FRONTAGE ALONG WARD AVE. ENTITLED TO MAUKA-MAKAI AXIS AND VIEW PRESERVATION ZONE (per Figure 1.4)	ONE VIEW CORRIDOR ALONG KAMAKEE ST (per Figure 1.4)
BUILDING TYPE			
ALLOWABLE BUILDING TYPES	PODIUM HIGHRISE, URBAN BLOCK, LEI BUILDING, COURT-YARD, FLEX/ LOFT, INDUSTRIAL BARN (per Figure 1.3, MAR 2011)	PODIUM HIGHRISE, URBAN BLOCK, LEI BUILDING, COURT-YARD, DUPLEX/TRIPLEX/ QUADPLEX, TOWNHOUSE (per Figure 1.3, MAR 2011)	PODIUM HIGHRISE, URBAN BLOCK, LEI BUILDING, COURT-YARD, DUPLEX/TRIPLEX/ QUADPLEX, TOWNHOUSE (per Figure 1.3, MAR 2011)
STREETFRONT ELEMENT HEIGHT	40'-65' (per Figure 1.3, MAR 2011)	20'-65' (per Figure 1.3, MAR 2011)	20'-65' (per Figure 1.3, MAR 2011)
BUILDING HEIGHT VS. ALLOWABLE BUILDING AREA ANALYSIS			
HEIGHT LIMIT	400' (per Figure 1.3)	400' (per Figure 1.3)	400' (per Figure 1.3)
ALLOWABLE BUILDING AREA (SF)	264,999	102,245	301,910
POTENTIAL RESIDENTIAL FLOOR PLATE BASED ON MAXIMUM LOT COVERAGE	10,000 SF	--	10,000 SF - 12,000 SF
MAX NUMBER OF FLOORS MAXED ON MAX LOT COVERAGE FLOOR PLATE AND ALLOWABLE BUILDING AREA	--	--	--



445 Keawe St.



Jack in the Box
610 Ward Avenue



HECO
941 Cooke St.

21054021	21049080	21044003
445 KEAWE, 96813	875 KAPIOLANI BLVD, 96813	941 COOKE ST, 96813
PAUAAHI	KAPIOLANI	THOMAS SQUARE
53	19	6
186,900 SF	11,637 SF	467,524 SF
KAKAAKO COMMUNITY DEVELOPMENT DISTRICT	KAKAAKO COMMUNITY DEVELOPMENT DISTRICT	KAKAAKO COMMUNITY DEVELOPMENT DISTRICT
250' - 400' (15% OF BLOCK 53 CAN GO UP TO 400') (per Figure 1.3 and Figure NZ. 6-1)	400' (per Figure 1.3, and Figure NZ.6)	400' (per Figure 1.3, and Figure NZ.6)
3.5 (per Figure 1.3, and Figure NZ.6) 5.0 (HCDA TOD Overly: Fig. 3-4)	3.5 (per Figure 1.3, and Figure NZ.6) 5.0 (HCDA TOD Overly: Fig. 3-4)	3.5 (per Figure 1.3, and Figure NZ.6) 5.0 (HCDA TOD Overly: Fig. 3-4)
654,150	40,730	1,636,334
THIS LOT HAS FRONTAGE ALONG CORAL ST AND KEAWE ST. (per Figure 1.4)	THIS LOT HAS FRONTAGE ALONG BOTH WARD AVE. AND KAPIOLANI ST. BOTH ARE PROMENADE STREETS. (per Figure 1.4)	THIS LOT HAS FRONTAGE ALONG BOTH WARD AVE. AND COOKE ST. BOTH ARE PROMENADE STREETS. (per Figure 1.4)
40' BEHIND LOT LINE (per 15-217-63-Parking and Loading: (d) Placement: (1)	40' BEHIND LOT LINE (per 15-217-63-Parking and Loading: (d) Placement: (1)	40' BEHIND LOT LINE (per 15-217-63-Parking and Loading: (d) Placement: (1)
N/S -40' (per Figure 1.3, MAR 2011)	N/S -15' (per Figure 1.3, MAR 2011)	7' - 15' (per Figure 1.3, MAR 2011)
60% MIN (per Figure 1.3, MAR 2011)	75% MIN (per Figure 1.3, MAR 2011)	60% MIN (per Figure 1.3, MAR 2011)
0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)
0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)	0' (per Figure 1.3, MAR 2011)
40'-65' (per Figure 1.3, MAR 2011)	30'-65' (per Figure 1.3, MAR 2011)	10', 8', 15', 10' (per Figure NZ. 3-1)
5', 10', 15' (per Figure NZ. 6-1)	15', 5', -10' (per Figure NZ. 2.1)	n/a
THERE ARE NO VIEW PRESERVATION ZONES (per Figure 1.4)	THIS LOT HAS FRONTAGE ALONG WARD AVE. ENTITLED TO MAU-KA-MAKAI AXIS AND VIEW PRESERVATION ZONE (per Figure 1.4)	THIS LOT HAS FRONTAGE ALONG BOTH WARD AVE. AND COOKE ST. BOTH ARE ENTITLED TO MAUKA-MAKAI AXIS AND VIEW PRESERVATION ZONE (per Figure 1.6A)
PODIUM HIGHRISE, URBAN BLOCK, LEI BUILDING, COURT-YARD, FLEX/ LOFT, INDUSTRIAL BARN (per Figure 1.3, MAR 2011)	PODIUM HIGHRISE, URBAN BLOCK, LEI BUILDING, COURT-YARD, DUPLEX/TRIPLEX/QUAD- PLEX, TOWNHOUSE (per Figure 1.3, MAR 2011)	PODIUM HIGHRISE, URBAN BLOCK, LEI BUILDING, COURT-YARD, DUPLEX/TRIPLEX/QUAD- PLEX, TOWNHOUSE (per Figure 1.3, MAR 2011)
40'-65' (per Figure 1.3, MAR 2011)	30'-65' (per Figure 1.3, MAR 2011)	30'-65' (per Figure 1.3, MAR 2011)
400' (per Figure 1.3)	400' (per Figure 1.3, MAR 2011)	400' (per Figure 1.3 and Figure NZ.3)
654,150	40,730	1,636,334
16,000 SF	8,000 SF	16,000 SF
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LARGE LOT REQUIREMENTS (APPLIES TO HECO PARCEL)
DIVIDED TO CREATE PEDESTRIAN-ORIENTED BLOCKS (per 15-217-58- Large Lots: (c) Thoroughfare network: (1))
NEW PASSAGEWAYS INTRODUCED SHALL BE MIN OF 15' WIDE BETWEEN BUILDINGS
MUST HAVE ALLEY FOR EACH NEW BLOCK: NO DEAD ENDS*
MUST INCORPORATE MID-BLOCK PEDESTRIAN PASSAGEWAYS AND COURTYARDS AT LEAST EVERY 300'

607 South: Existing MAR Development Scenario

SCENARIO

DEVELOPMENT SCENARIO CONCEPT WITH BASELINE CODES AND REGULATIONS ACCORDING TO THE CURRENT MAR 2011 WITH 20% RESERVED HOUSING.

LOT AREA SF:	75,714 SF	
ACREAGE:	1.74 ACRE	
FAR:	3.5	
ALLOWABLE BLDG SF:	264,999 SF	
RESIDENTIAL SF/FAR:	254,900 SF	3.10
COMMERCIAL SF/FAR:	20,500 SF	0.27
AMMENITY SF/FAR:	10,000 SF	0.13
PARKING SF/FAR:	127,200 SF	N/A
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:	264,900 SF	3.50

RESIDENTIAL	
AREA PER FLOOR PLATE:	10,000 SF
TOTAL FLOOR AREA:	230,000 SF
UNITS PER FLOOR (STUDIO/1 BEDRM:	14(6/8)
TOTAL UNITS:	322 UNITS
RESERVED HOUSING UNITS (20%):	64 UNITS
UNIT MIX (STUDIO/1 BEDROOM):	138(43%)/184(57%)
DENSITY:	185 UNITS/ACRE

PARKING	
TOTAL PARKING STALLS REQUIRED:	336 (46 COMMERCIAL STALLS)
RESIDENTIAL PARKING STALLS PROVIDED:	290 STALLS
COMMERCIAL PARKING STALLS PROVIDED:	46 STALLS
ADDITIONAL PARKING STALLS PROVIDED:	37 STALLS
TOTAL PARKING STALLS PROVIDED:	372 STALLS

LOT SIZE	75,714 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	1.74 ACRE	322	3.50
MAX BUILDING AREA	264,999 SF		
PARKING STALLS PROVIDED	372	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
UNITS : STALL RATIO	1.00 : 1.16	64	185
UNIT TYPES	RENTAL		



607 South: Amended MAR Development Scenario

SCENARIO

DEVELOPMENT SCENARIO CONCEPT WITH MAR AMENDMENED CODES AND REGULATIONS.

LOT AREA SF:	75,714 SF	
ACREAGE:	1.74 ACRE	
FAR:	5.5	
ALLOWABLE BLDG SF:	416,427 SF	
RESIDENTIAL SF/FAR:	310,000 SF	4.09
COMMERCIAL SF/FAR:	30,500 SF	0.27
AMMENITY SF/FAR:	10,000 SF	0.13
PARKING SF/FAR:	68,600 SF	0.91
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:	416,100 SF	5.50

RESIDENTIAL	
AREA PER FLOOR PLATE:	10,000 SF
TOTAL FLOOR AREA:	230,000 SF
UNITS PER FLOOR (STUDIO/1 BEDRM:	14(6/8)
TOTAL UNITS:	434 UNITS
RESERVED HOUSING UNITS (30%):	130 UNITS
UNIT MIX (STUDIO/1 BEDROOM):	186(43%)/248(57%)
DENSITY:	250 UNITS/ACRE

PARKING	
TOTAL PARKING STALLS REQUIRED:	300 (41 COMMERCIAL STALLS)
RESIDENTIAL PARKING STALLS PROVIDED:	375 STALLS
COMMERCIAL PARKING STALLS PROVIDED:	41 STALLS
ADDITIONAL PARKING STALLS PROVIDED:	125 STALLS
TOTAL PARKING STALLS PROVIDED:	425 STALLS

LOT SIZE	75,714 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	1.74 ACRE	434	5.50
BUILDING AREA	416,000 SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	425	130	250
UNITS : STALL RATIO	1.00 : 1.02		
UNIT TYPES	RENTAL		



607 South: Maximum MAR Incentive Development Scenario

SCENARIO

DEVELOPEMENT SCENARIO CONCEPT TO THE HIGHEST POSSIBLE FAR UTILIZING THE NEW MAR AMENDMENTS INCENTIVES

	EXISTING	PROPOSED	
LOT AREA SF:	75,714 SF		
ACREAGE:	1.74 ACRE		
FAR:	3.5	10.0	
ALLOWABLE BLDG SF:	264,999 SF	757,140 SF	
RESIDENTIAL SF/FAR:		600,000 SF	7.92
COMMERCIAL SF/FAR:		20,500 SF	0.27
AMMENITY SF/FAR:		10,000 SF	0.13
PARKING SF/FAR:		119,350 SF	1.58
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:		757,000 SF	10.00

RESIDENTIAL

AREA PER FLOOR PLATE:	10,000 SF
TOTAL FLOOR AREA:	230,000 SF
UNITS PER FLOOR (STUDIO/1 BEDRM:	14(6/8)
TOTAL UNITS:	826 UNITS
RESERVED HOUSING UNITS (20%):	372 UNITS
UNIT MIX (STUDIO/1 BEDROOM):	354(43%)/472(57%)
DENSITY:	475 UNITS/ACRE

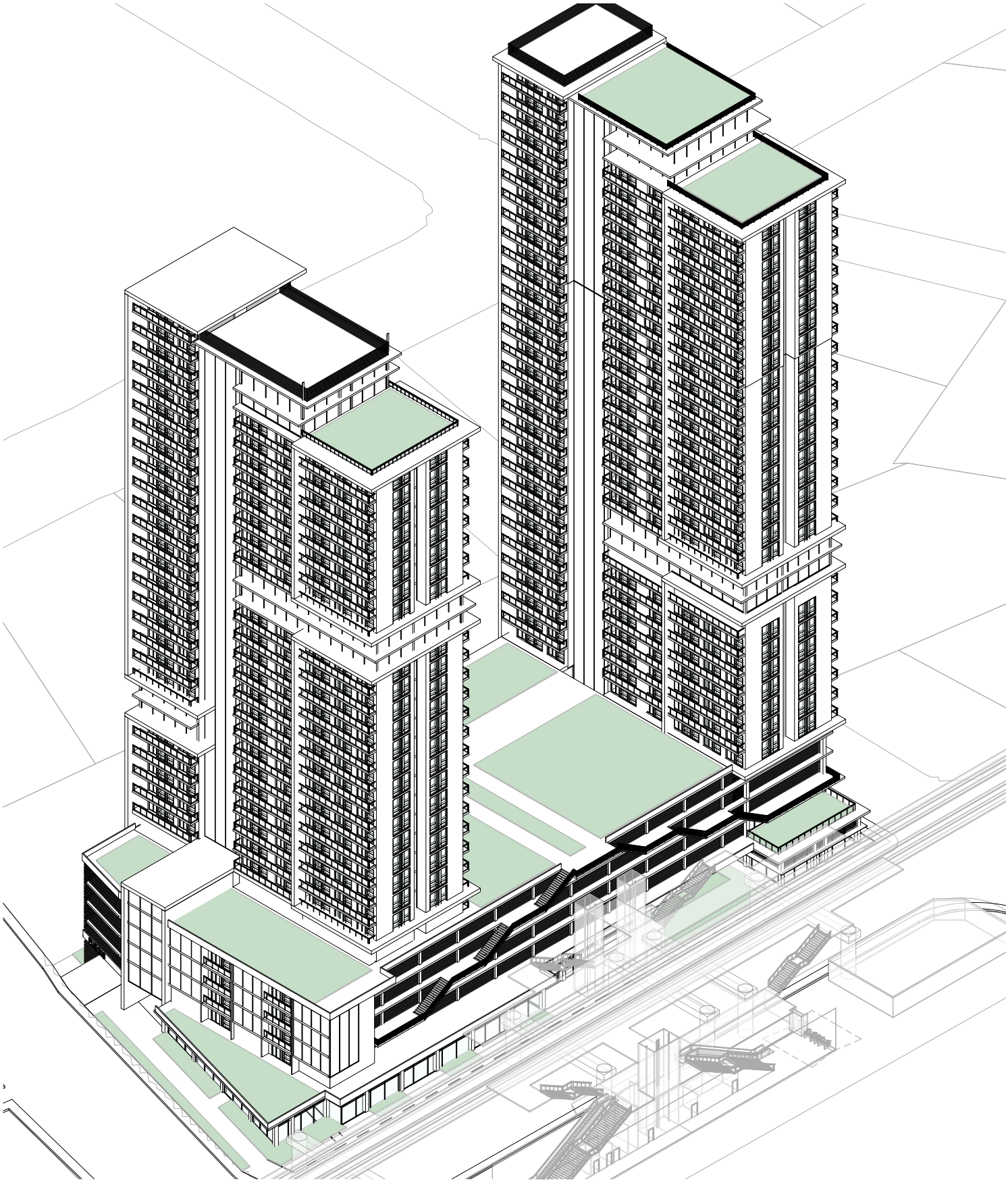
PARKING

TOTAL PARKING STALLS REQUIRED:	336 (41 COMMERCIAL STALLS)
RESIDENTIAL PARKING STALLS PROVIDED:	295 STALLS
COMMERCIAL PARKING STALLS PROVIDED:	41 STALLS
ADDITIONAL PARKING STALLS PROVIDED:	89 STALLS
TOTAL PARKING STALLS PROVIDED:	425 STALLS

IMPLEMENTED BONUS INCENTIVES

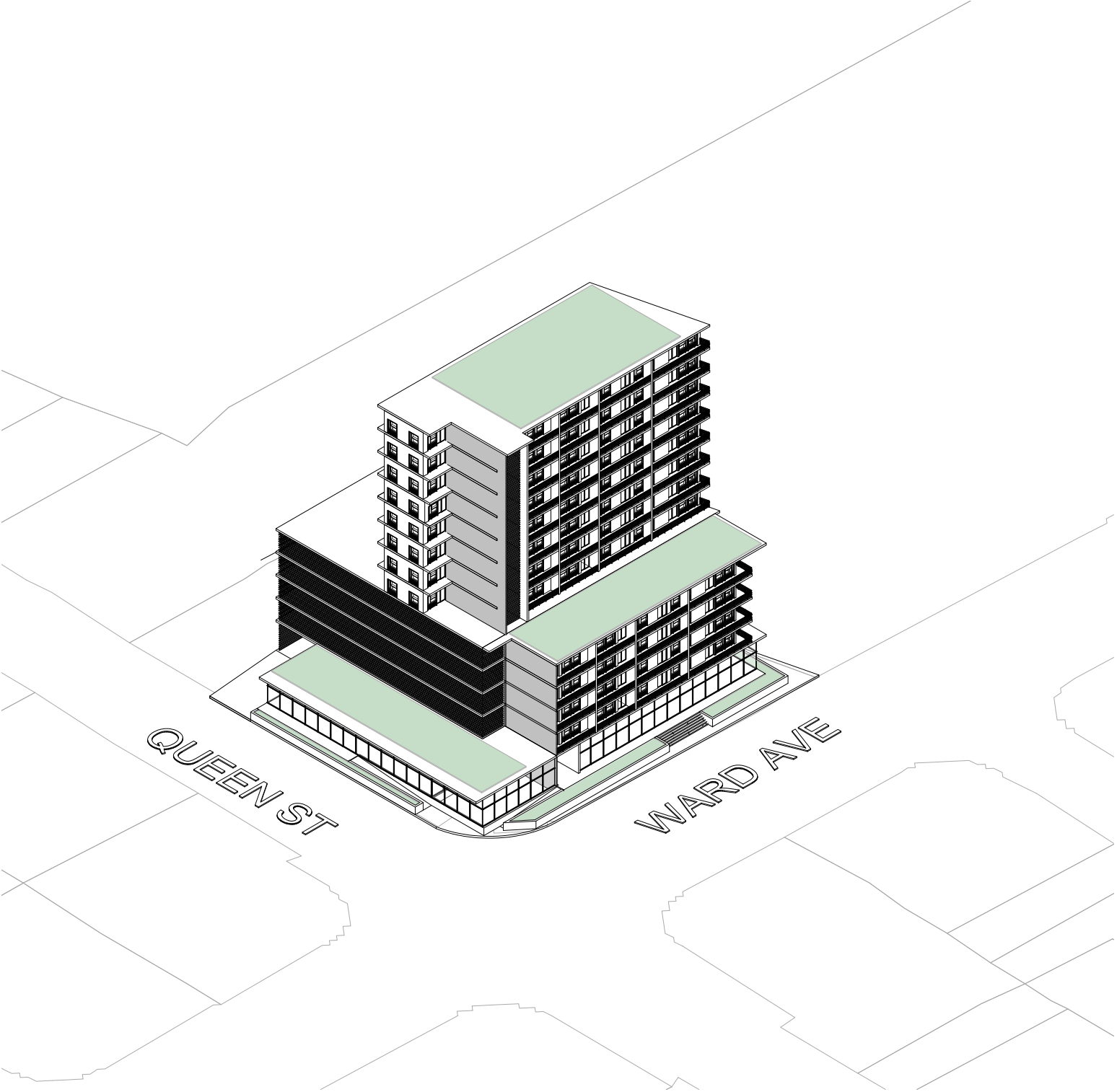
BASE FAR		3.50	264,999 SF
LW1	RESERVED HOUSING: 45%	3.00	227,142 SF
PA1	PUBLIC BENEFIT: PUBLIC ART	0.25	18,929 SF
PA2	PUBLIC BENEFIT: PUBLIC FACILITY	0.25	18,929 SF
PA3	PUBLIC BENEFIT: PUBLIC OPEN SPACE	0.50	37,857 SF
PA4	PUBLIC BENEFIT: PUBLIC OFF STREET PKG	0.50	37,857 SF
EV1.3	ENVIRONMENTAL: LEED PLATINUM	1.00	75,714 SF
EV 2	ENVIRONMENTAL: INFRASTRUCTURE (SHELTER HARDENING)	1.00	75,714 SF
TOTAL FAR		10.00	757,000 SF

LOT SIZE	75,714 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	1.74 ACRE	826	10.0
BUILDING AREA	757,140 SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	425	372	475
UNITS : STALL RATIO	1.00 : 0.51		
UNIT TYPES	RENTAL		



455 Ward: Existing MAR Development Scenario

LOT AREA SF:	29,213 SF	
ACREAGE:	0.67 ACRE	
FAR:	3.5	
ALLOWABLE BLDG SF:	102,246 SF	
RESIDENTIAL SF/FAR:	88,000 SF	3.01
COMMERCIAL SF/FAR:	6,000 SF	0.21
AMMENITY SF/FAR:	-	-
PARKING SF/FAR:	42,700 SF	N/A
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:	102,00 SF	3.50
RESIDENTIAL		
AREA PER FLOOR PLATE:	8,000 SF	
TOTAL FLOOR AREA:	88,000 SF	
UNITS PER FLOOR (STUDIO/1 BEDRM/2 BEDRM/3 BEDRM):	12(0/4/5/3)	
TOTAL UNITS:	80 UNITS	
RESERVED HOUSING UNITS (20%):	16 UNITS	
UNIT MIX (STUDIO/1 BEDRM/2 BEDRM/3 BEDRM):	0(0%)/24(30%)/36(45%)/20(25%)	
DENSITY:	119 UNITS/ACRE	
PARKING		
PARKING STALLS REQUIRED:	85 STALLS (13 STALLS COMMERCIAL)	
RESIDENTIAL PARKING STALLS PROVIDED:	72 STALLS	
COMMERCIAL PARKING STALLS PROVIDED(1/500 SF):	13 STALLS	
ADDITIONAL PARKING STALLS PROVIDED:	32 STALLS	
TOTAL PARKING STALLS PROVIDED:	122 STALLS	



LOT SIZE	29,213 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	0.67 ACRE	80	3.50
BUILDING AREA	102,246 SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	122	16	119
UNITS : STALL RATIO	1.00 : 1.52		
UNIT TYPES	MARKET		

455 Mahealani Way
Maximum MAR Incentive Development Scenario

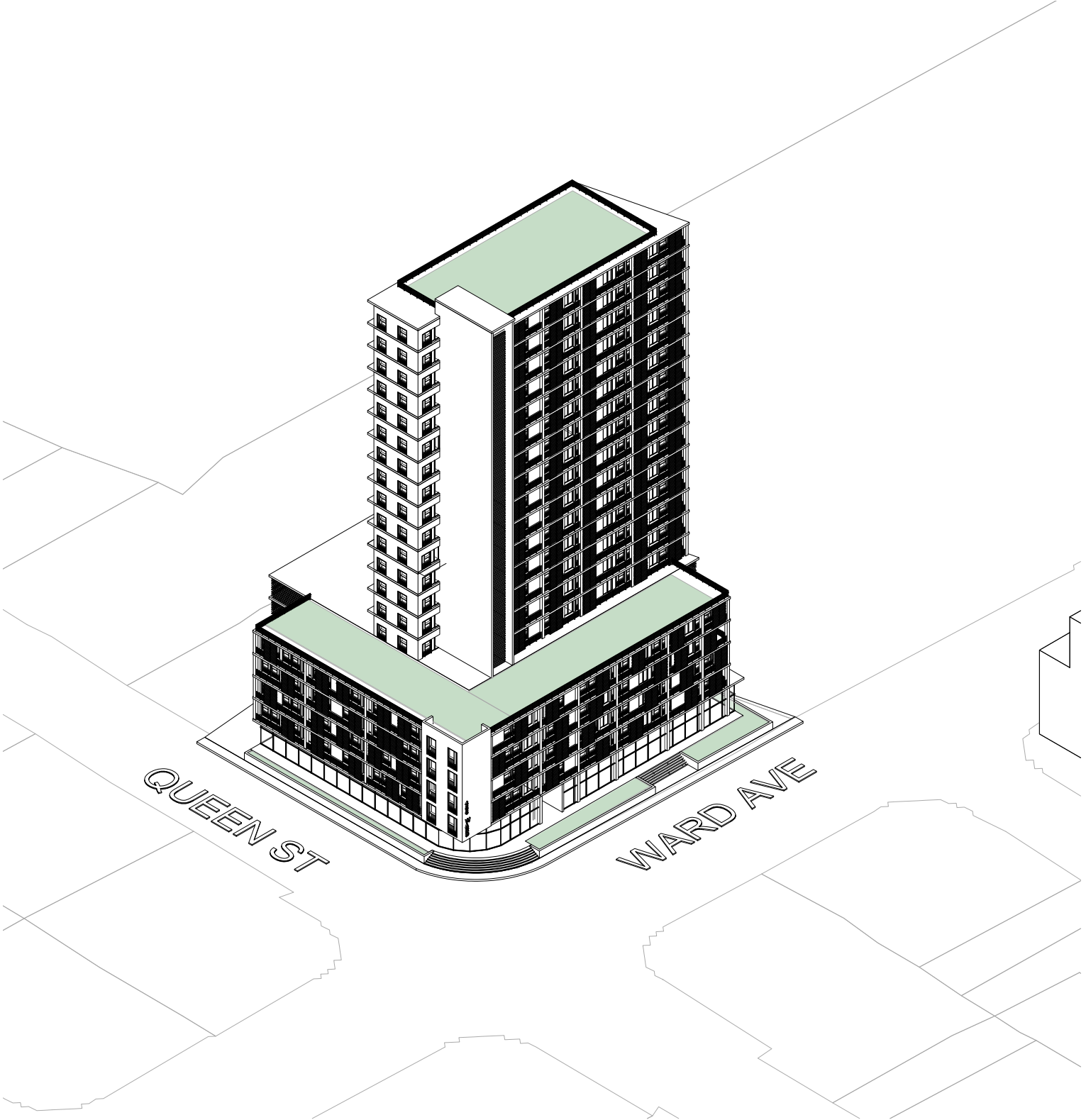
DEVELOPMENT SCENARIO CONCEPT TO THE HIGHEST POSSIBLE FAR UTILIZING THE NEW MAR AMENDMENTS INCENTIVES

	EXISTING	PROPOSED	
LOT AREA SF:	29,213 SF		
ACREAGE:	0.67 ACRE		
FAR:	3.5	8.3	
ALLOWABLE BLDG SF:	102,246 SF	292,130 SF	
RESIDENTIAL SF/FAR:		152,000 SF	5.20
COMMERCIAL SF/FAR:		6,000 SF	0.21
AMMENITY SF/FAR:		6,000 SF	0.21
PARKING SF/FAR:		56,000 SF	1.86
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:		220,000 SF	7.50
RESIDENTIAL			
AREA PER FLOOR PLATE:		8,000 SF	
TOTAL FLOOR AREA:		152,000 SF	
UNITS PER FLOOR (STUDIO/1 BEDRM/2 BEDRM/3 BEDRM):		8(0/4/5/3)	
TOTAL UNITS:		152 UNITS	
RESERVED HOUSING UNITS (20%):		77 UNITS	
UNIT MIX (STUDIO/1 BEDROOM):		0(0%)/38(25%)/76(50%)/38(25%)	
DENSITY:		227 UNITS/ACRE	
PARKING			
PARKING STALLS REQUIRED:		164 STALLS (12 STALLS COMMERCIAL)	
RESIDENTIAL PARKING STALLS PROVIDED:		152 STALLS	
COMMERCIAL PARKING STALLS PROVIDED(1/500 SF):		12 STALLS	
ADDITIONAL PARKING STALLS PROVIDED:		18 STALLS	
TOTAL PARKING STALLS PROVIDED:		182 STALLS	

IMPLEMENTED BONUS INCENTIVES

BASE FAR		3.50	102,246 SF
LW 3	LIVE/WORK: RESERVED HOUSING: 30%	2.00	58,426 SF
PA1	PUBLIC AMENITY: PUBLIC ART	0.25	7,303 SF
PA3	PUBLIC AMNITY: PUBLIC FACILITY	0.25	7,303 SF
EV1.3	ENVIRONMENTAL: LEED PLATINUM	1.00	29,213 SF
EV 5	RENEWABLE ENERGY	0.50	14,607 SF
TOTAL FAR		7.50	219,098 SF

LOT SIZE	29,213 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	0.67 ACRE	152	7.50
BUILDING AREA	167,400SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	182	77	227
UNITS : STALL RATIO	1.00 : 1.20		
UNIT TYPES	RENTAL		



1142B Waimanu: Existing MAR Development Scenario

DEVELOPMENT SCENARIO CONCEPT WITH BASELINE CODES AND REGULATIONS ACCORDING TO THE CURRENT MAR 2011 WITH 20% RESERVED HOUSING.

LOT AREA SF:	86,260 SF	
ACREAGE:	1.98 ACRE	
FAR:	3.5	
ALLOWABLE BLDG SF:	301,910 SF	
RESIDENTIAL SF/FAR:	258,000 SF	2.99
COMMERCIAL SF/FAR:	30,000 SF	0.35
AMMENITY SF/FAR:	12,000 SF	0.14
PARKING SF/FAR:	146,000 SF	N/A
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:	300,000 SF	3.50
RESIDENTIAL		
AREA PER FLOOR PLATE:	10,000 SF	
TOTAL FLOOR AREA:	250,000 SF	
UNITS PER FLOOR (STUDIO/1 BEDRM/2BDRM/3BDRM):	10(0/4/4/2)	
TOTAL UNITS:	238 UNITS	
RESERVED HOUSING UNITS (20%):	48 UNITS	
UNIT MIX (STUDIO/1 BEDRM/2BDRM/3BDRM):	0(0%)/100(42%)/92(39%)/46(19%)	
DENSITY:	120 UNITS/ACRE	
PARKING		
PARKING STALLS REQUIRED:	281 STALLS (67 STALLS COMMERCIAL)	
RESIDENTIAL PARKING STALLS PROVIDED:	214 STALLS	
COMMERCIAL PARKING STALLS PROVIDED(1/500 SF):	67 STALLS	
ADDITIONAL PARKING STALLS PROVIDED:	63	
TOTAL PARKING STALLS PROVIDED:	344 STALLS	

LOT SIZE	86,260 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	1.98 ACRE	238	3.50
BUILDING AREA	301,910 SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	344	48	120
UNITS : STALL RATIO	1.00 : 1.45		
UNIT TYPES	MARKET		



1142B Waimanu: Maximum MAR Incentive Development Scenario

DEVELOPEMENT SCENARIO CONCEPT TO THE HIGHEST POSSIBLE FAR UTILIZING THE NEW MAR AMENDMENTS INCENTIVES

LOT AREA SF:	EXISTING 86,260 SF	PROPOSED	
ACREAGE:	1.98 ACRE		
FAR:		10.0	
ALLOWABLE BLDG SF:		862,600 SF	
RESIDENTIAL SF/FAR:		684,000 SF	7.93
COMMERCIAL SF/FAR:		30,000 SF	0.35
AMMENITY SF/FAR:		8,000 SF	0.09
PARKING SF/FAR:		140,700 SF	1.63
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:		862,700 SF	10.0
RESIDENTIAL			
AREA PER FLOOR PLATE:		10,000 SF	
TOTAL FLOOR AREA:		684,000 SF	
UNITS PER FLOOR (STUDIO/1 BEDRM/2BDRM/3BDRM):		10(0/2/4/4)	
TOTAL UNITS:		648 UNITS	
RESERVED HOUSING UNITS (20%):		325 UNITS	
UNIT MIX (STUDIO/1 BEDRM/2BDRM/3BDRM):		0(0%)/114(18%)/228(35%)/228(35%)	
DENSITY:		325 UNITS/ACRE	
PARKING			
PARKING STALLS REQUIRED:		402 STALLS (60 STALLS COMMERCIAL)	
RESIDENTIAL PARKING STALLS PROVIDED:		342 STALLS	
COMMERCIAL PARKING STALLS PROVIDED(1/500 SF):		60 STALLS	
ADDITIONAL PARKING STALLS PROVIDED:		15	
TOTAL PARKING STALLS PROVIDED:		346 STALLS	

IMPLEMENTED BONUS INCENTIVES

BASE FAR		3.50	301,910 SF
LW1	RESERVED HOUSING: 45%	3.00	258,780 SF
PA1	PUBLIC AMENITY: PUBLIC ART	0.25	21,565 SF
PA2	PUBLIC AMENITY: PUBLIC FACILITY	0.25	21,565 SF
PA3	PUBLIC AMENITY: PUBLIC OPEN SPACE	0.50	43,130 SF
PA4	PUBLIC AMENITY: PUBLIC OFF STREET PKG	0.50	43,130 SF
EV1.3	ENVIRONMENTAL: LEED PLATINUM	1.00	86,260 SF
EV3	ENVIRONMENTAL: RAINWATER MANAGEMENT	0.50	43,130 SF
EV5	ENVIRONMENTAL: RENEWABLE ENERGY	0.50	43,130 SF
TOTAL FAR		10.00	1,869,000 SF

LOT SIZE	86,260 SF
ACRES	1.98 ACRE
BUILDING AREA	301,910 SF
PARKING STALLS PROVIDED	417
UNITS : STALL RATIO	1.00 : 0.64
UNIT TYPES	MARKET

RESIDENTIAL UNITS

648

RESERVED HOUSING UNITS

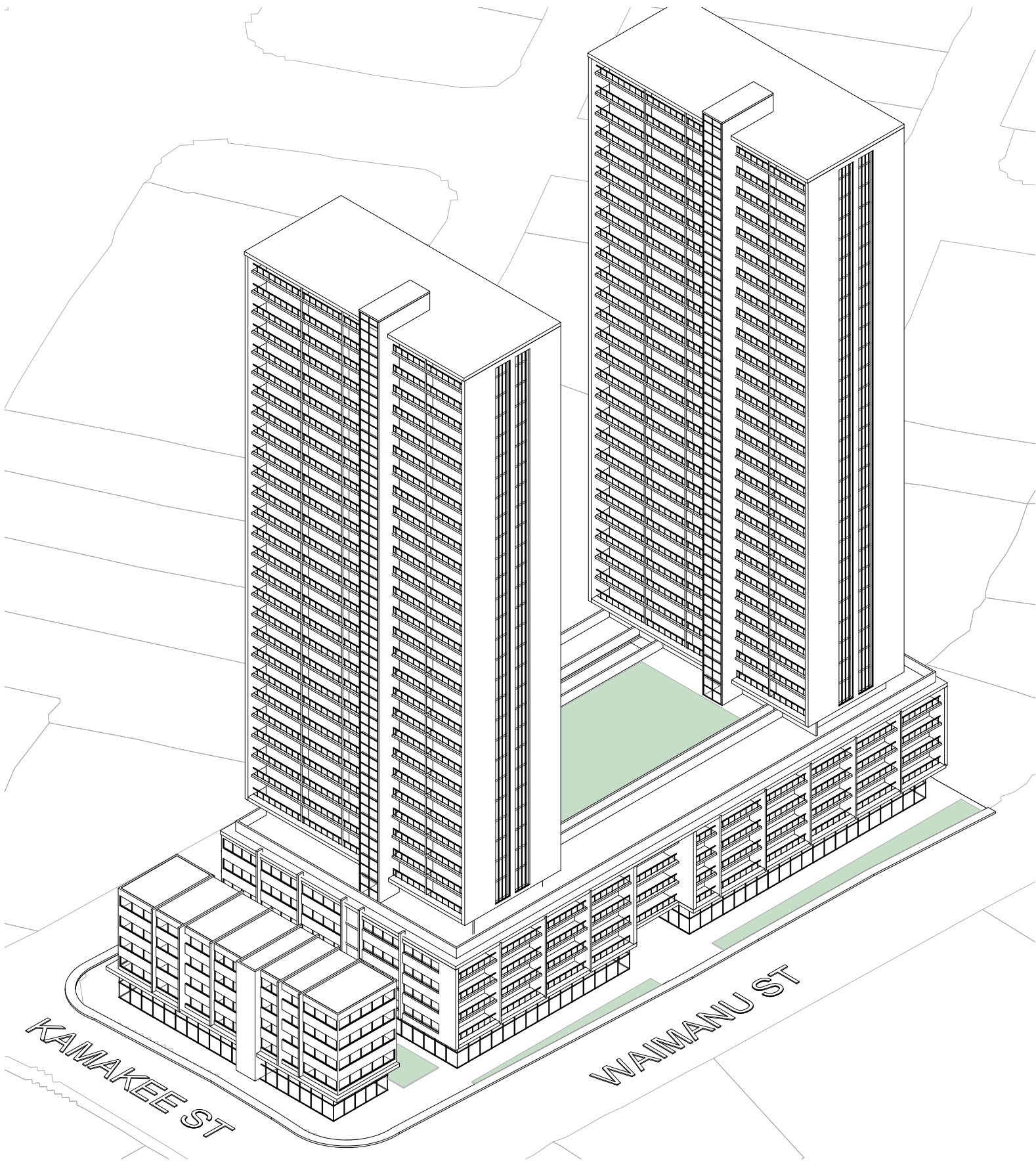
325

FLOOR AREA RATIO

10.0

DENSITY (UNITS/ACRE)

325



6-3 Development Scenarios

445 Keawe: Existing MAR Development Scenario

SCENARIO

DEVELOPMENT SCENARIO CONCEPT WITH BASELINE CODES AND REGULATIONS ACCORDING TO THE CURRENT MAR 2011 WITH 20% RESERVED HOUSING.

LOT AREA SF:	186,900 SF	
ACREAGE:	4.29 ACRE	
FAR:	3.5	
ALLOWABLE BLDG SF:	654,150 SF	
RESIDENTIAL SF/FAR:	584,000 SF	3.13
COMMERCIAL SF/FAR:	60,000 SF	0.27
AMMENITY SF/FAR:	10,000 SF	0.13
PARKING SF/FAR:	540,000 SF	N/A
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:	652,000 SF	3.50

RESIDENTIAL

AREA PER FLOOR PLATE:	16,000 SF
UNITS PER FLOOR (STUDIO/1 BEDRM/2 BEDRM/3 BEDRM):	20(3/7/8/3)
TOTAL UNITS:	680 UNITS
RESERVED HOUSING UNITS (20%):	136 UNITS
UNIT MIX (STUDIO/1 BEDRM/2 BEDRM/3 BEDRM):	96(14%)/224(33%)/256(38*)/96(14%)
DENSITY:	158 UNITS/ACRE

PARKING

TOTAL PARKING STALLS REQUIRED:	745 (133 COMMERCIAL STALLS)
RESIDENTIAL PARKING STALLS PROVIDED:	612 STALLS
COMMERCIAL PARKING STALLS PROVIDED:	133 STALLS
ADDITIONAL PARKING STALLS PROVIDED:	1,128 STALLS
TOTAL PARKING STALLS PROVIDED:	1,500 STALLS

LOT SIZE	186,900 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	4.29 ACRE	680	3.50
BUILDING AREA	652,000 SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	1,500 STALLS	136	158
UNITS : STALL RATIO	1.00 : 2.20		
UNIT TYPES	MARKET		



445 Keawe: Maximum MAR Incentive Development Scenario

SCENARIO

DEVELOPEMENT SCENARIO CONCEPT TO THE HIGHEST POSSIBLE FAR UTILIZING THE NEW MAR AMENDMENTS INCENTIVES

	EXISTING	PROPOSED	
LOT AREA SF:	186,900 SF		
ACREAGE:	4.29 ACRE		
FAR:	3.5	10.0	
ALLOWABLE BLDG SF:	654,150 SF	1,869,000 SF	
RESIDENTIAL SF/FAR:		1,212,000 SF	6.48
COMMERCIAL SF/FAR:		60,00 SF	0.32
AMMENITY SF/FAR:		10,000 SF	0.05
PARKING SF/FAR:		540,000 SF	2.89
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:		1,822,000 SF	9.75

RESIDENTIAL

AREA PER FLOOR PLATE:	16,000 SF
TOTAL FLOOR AREA:	1,212,000 SF
UNITS PER FLOOR (STUDIO/1 BEDRM:	20(3/7/8/4)
TOTAL UNITS:	1,280 UNITS
RESERVED HOUSING UNITS (20%):	585 UNITS
UNIT MIX (STUDIO/1 BEDROOM):	171(13%)/399(31%)/456(36*)/228(18%)
DENSITY:	298 UNITS/ACRE

PARKING

TOTAL PARKING STALLS REQUIRED:	1,332 (120 COMMERCIAL STALLS)
RESIDENTIAL PARKING STALLS PROVIDED:	295 STALLS
COMMERCIAL PARKING STALLS PROVIDED:	120 STALLS
ADDITIONAL PARKING STALLS PROVIDED:	43 STALLS
TOTAL PARKING STALLS PROVIDED:	1,500 STALLS

IMPLEMENTED BONUS INCENTIVES

BASE FAR		3.50	654,150 SF
LW1	RESERVED HOUSING: 45%	3.00	560,727 SF
PA1	PUBLIC AMENITY: PUBLIC ART	0.25	46,725 SF
PA2	PUBLIC AMENITY: PUBLIC FACILITY	0.25	46,725 SF
PA3	PUBLIC AMENITY: PUBLIC OPEN SPACE	0.50	93,450 SF
PA4	PUBLIC AMENITY: PUBLIC OFF STREET PKG	0.50	93,450 SF
EV1,3	ENVIRONMENTAL: LEED PLATINUM	1.00	186,900 SF
EV 2	ENVIRONMENTAL: RENEWABLE ENERGY	1.00	186,900 SF
TOTAL FAR		10.00	1,869,000 SF

LOT SIZE	186,900 SF	RESIDENTIAL UNITS	1,280	FLOOR AREA RATIO	9.75
ACRES	4.29 ACRE				
BUILDING AREA	1,869000 SF				
PARKING STALLS PROVIDED	1,500	RESERVED HOUSING UNITS	576	DENSITY (UNITS/ACRE)	298
UNITS : STALL RATIO	1.00 : 1.17				
UNIT TYPES	MARKET				



875 Kapiolani - 610 Ward: Existing MAR Development Scenario

DEVELOPMENT SCENARIO CONCEPT WITH BASELINE CODES AND REGULATIONS ACCORDING TO THE CURRENT MAR 2011 WITH 20% RESERVED HOUSING.

LOT AREA SF:	26,626 SF	
ACREAGE:	0.61 ACRE	
FAR:	3.5	
ALLOWABLE BLDG SF:	93,191 SF	
RESIDENTIAL SF/FAR:	80,000 SF	3.01
COMMERCIAL SF/FAR:	9,500 SF	0.36
AMMENITY SF/FAR:	3,500 SF	0.13
PARKING SF/FAR:	47,250 SF	N/A
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:	93,100 SF	3.50
RESIDENTIAL		
AREA PER FLOOR PLATE:	8,000 SF	
TOTAL FLOOR AREA:	80,000 SF	
UNITS PER FLOOR (STUDIO/1 BEDRM/2BDRM/3BDRM):	13(0/12/1/0)	
TOTAL UNITS:	130 UNITS	
RESERVED HOUSING UNITS (20%):	26 UNITS	
UNIT MIX (STUDIO/1 BEDRM/2BDRM/3BDRM):	0(0%)/120(92%)/10(8%)/0(0%)	
DENSITY:	213 UNITS/ACRE	
PARKING		
PARKING STALLS REQUIRED:	138 STALLS (21 STALLS COMMERCIAL)	
RESIDENTIAL PARKING STALLS PROVIDED:	117 STALLS	
COMMERCIAL PARKING STALLS PROVIDED(1/500 SF):	21 STALLS	
ADDITIONAL PARKING STALLS PROVIDED:	1 STALL	
TOTAL PARKING STALLS PROVIDED:	139 STALLS	



LOT SIZE	26,626 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	0.61 ACRE	130	3.50
BUILDING AREA	93,191 SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	135	26	213
UNITS : STALL RATIO	1.00 : 1.00		
UNIT TYPES	RENTAL		

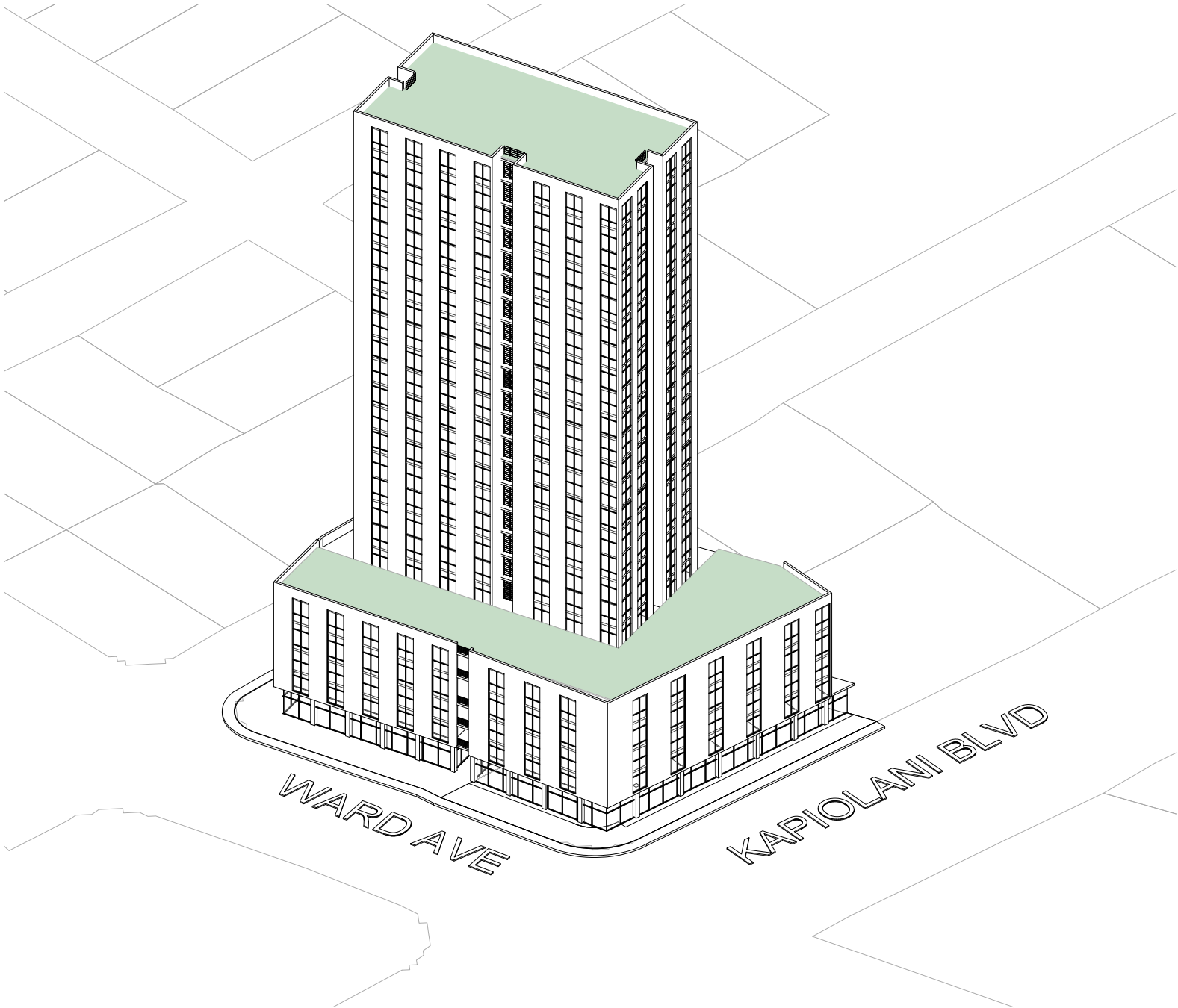
875 Kapiolani - 610 Ward: Maximum MAR Incentive Development Scenario

LOT AREA SF:	EXISTING 26,626 SF	PROPOSED	
ACREAGE:	0.61 ACRE		
FAR:	3.5	10.0	
ALLOWABLE BLDG SF:	93,191 SF	266,260 SF	
RESIDENTIAL SF/FAR:		176,000 SF	6.61
COMMERCIAL SF/FAR:		10,000 SF	0.38
AMMENITY SF/FAR:		10,000 SF	0.38
PARKING SF/FAR:		68,600 SF	2.58
TOTAL PROJECT AREA(INCLUDING PARKING)/FAR:		264,600 SF	10.0
RESIDENTIAL			
AREA PER FLOOR PLATE:		8,000 SF	
TOTAL FLOOR AREA:		184,000 SF	
UNITS PER FLOOR (STUDIO/1 BEDRM/2BDRM/3BDRM):		14(10/4/0/0)	
TOTAL UNITS:		308 UNITS	
RESERVED HOUSING UNITS (20%):		155 UNITS	
UNIT MIX (STUDIO/1 BEDRM/2BDRM/3BDRM):		220(71%)/88(29%)/0(0%)/0(0%)	
DENSITY:		504 UNITS/ACRE	
PARKING			
PARKING STALLS REQUIRED:		196 STALLS (20 STALLS COMMERCIAL)	
RESIDENTIAL PARKING STALLS PROVIDED:		162 STALLS	
COMMERCIAL PARKING STALLS PROVIDED(1/500 SF):		20 STALLS	
ADDITIONAL PARKING STALLS PROVIDED:		0 STALLS	
TOTAL PARKING STALLS PROVIDED:		162 STALLS	

IMPLEMENTED BONUS INCENTIVES

BASE FAR		3.50	93,191 SF
RH 3	RESERVED HOUSING: MICRO HOUSING	3.00	79,878 SF
PA1	PUBLIC BENEFIT: PUBLIC ART	0.25	6,657 SF
PA2	PUBLIC BENEFIT: PUBLIC FACILITY	0.25	6,657 SF
PA3	PUBLIC BENEFIT: PUBLIC OPEN SPACE	0.50	13,313 SF
PA4	PUBLIC BENEFIT: PUBLIC OFF STREET PKG	0.50	13,313 SF
EV1.3	ENVIRONMENTAL: LEED PLATINUM	1.00	26,626 SF
EV 2	ENVIRONMENTAL: WATER MANAGEMENT	1.00	26,626 SF
TOTAL FAR		10.00	266,260 SF

LOT SIZE	26,626 SF	RESIDENTIAL UNITS	FLOOR AREA RATIO
ACRES	0.61 ACRE	308	10.0
BUILDING AREA	273,400 SF	RESERVED HOUSING UNITS	DENSITY (UNITS/ACRE)
PARKING STALLS PROVIDED	162	155	504
UNITS : STALL RATIO	1.00 : 0.52		
UNIT TYPES	RENTAL		



941 Cooke: Maximum MAR Incentive Development Scenario

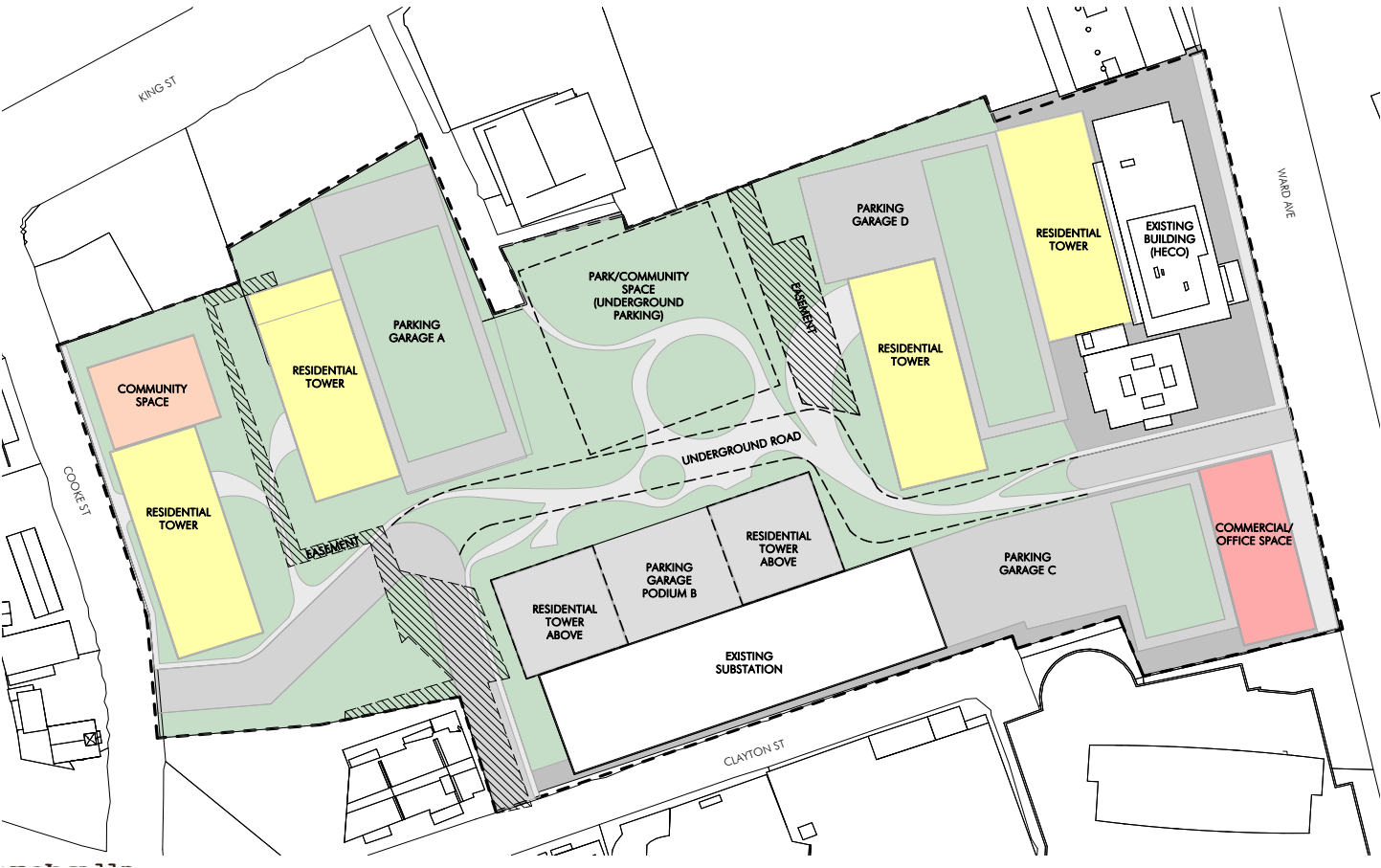


Site Plan - Conceptual Massing

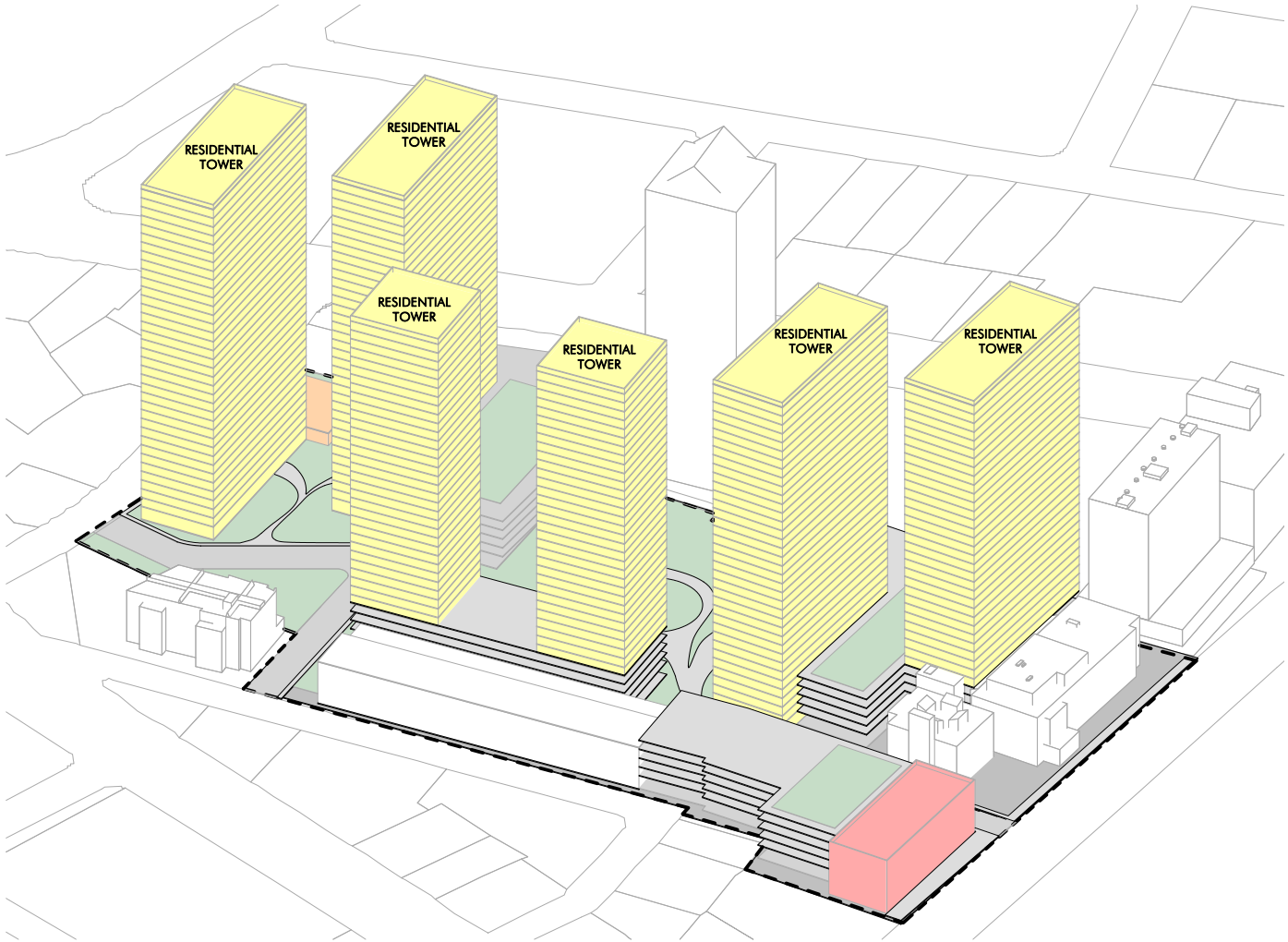


Perspective - Conceptual Massing

941 Cooke: Maximum MAR Incentive Development Revised Scenario



Site Plan - Conceptual Massing



Perspective - Conceptual Massing



445 Ward Ave street rendering perspective at Ward Ave + Queen St
(Maximum Development Scenario)

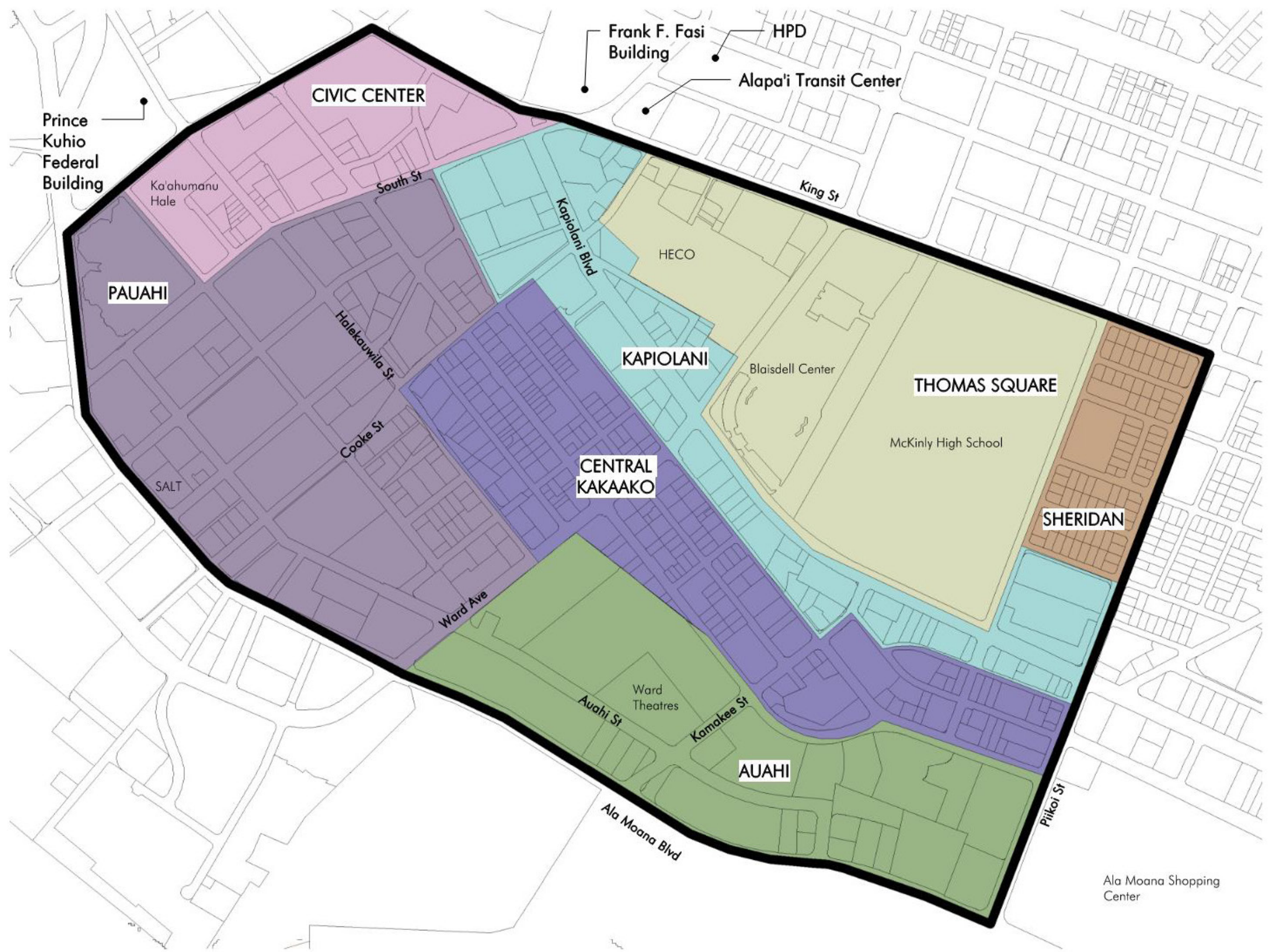


607 South street rendering perspective at South St + Halekauwila St
(Maximum Development Scenario)

A Appendix



Zoning Incentive Map
Credit: TOD Overlay Plan & hi.arch.y llp



Kaka'ako Neighborhood Zones Map
Credit: TOD Overlay Plan & hi.archy llp



SCALE: 1" = 600'

Appendix 2: Precedent Incentives

INCENTIVE	CATEGORY/METRIC	CONCEPT	BENEFIT TO COMMUNITY
Shelter Hardening	FAR Bonus FAR x 1.00	With concerns of climate change and the ever increasing severity of major storm events, hardened shelter space will continue to grow, especially in dense urban locations. This concept would incentivize new developments to provision dedicated areas that could be turned over to Hawaii Emergency Management as public shelter during major storm events. Developments would need to be able to provide dedicated square footage meeting Hurricane and Evacuation Shelter Planning and Operations Guidelines, criteria allowing general public to take shelter during major storm events.	Monies otherwise spent re-retrofitting State Facilities could be used for other critical needs. Community benefits from new safe hardened areas of reprieve in the center of Kakaako.
Emergency Power Generation - Battery Bonus Program	FAR Bonus FAR x 0.20	With concerns of Climate Change and the ever increasing severity of Major Storm Events, secure / hardened emergency power sources will continue to grow- especially in dense urban locations. This concept would incentivize new developments to provision dedicated power generation from clean energy battery storage that could be fed back to the grid to provide power in the case of emergency or loss of a local substation /transmission lines.	Recent storm events coupled with power loss such as Superstorm Ida in Louisiana, where post storm deaths have occurred due to gas power generation and carbon monoxide poisoning represent a real threat for our local power grid. Having remote hardened power sources that can be fed back to the grid to benefit the community will be invaluable in time of emergency.
Onsite - Waste Water Treatment	Podium Height Bonus Additional 10 feet to podium	Incentivize on site waste water treatment and/or re-use for irrigation.	Provide benefit to system that has limited capacity and could impact developed capacity of adjacent neighborhoods as well.
Onsite Stormwater Storage	Podium Height Bonus Additional 10 feet to podium	Allow new developments to take on more on-site stormwater storage (than currently required by code), to help offset district stormwater capacity and storage needs.	Provide benefit to system that has limited capacity and is being impacted by SLR.
Increase Build to Lines		Larger setbacks to create comfortable side-walks	Creates a more inviting street front for the neighborhood.
Increase Step backs		Alter setback requirements to accommodate additional capacity. Allow flexibility to accommodate parking liners with top level uses such as townhouses. Parking reductions will also reduce overall volume and mass dedicated to podiums.	Creates more community open space on the property. Allows for the opportunity for a "yard". Encourages public transportation or green transportation in the area.
First Floor Use		Ensure the first floor uses are not over -regulated, producing unmarketable spaces. Ensure that ground floor facades maintain a high degree of permeability for both commercial and residential uses. Buildings should open up to the street and create the indoor-outdoor relationships and active street and public realm.	Creates opportunity for more commercial spaces and more welcoming streets. Allows street level to remain bright and open.

BENEFIT TO DEVELOPER (INCENTIVE /BONUS)	ALIGNMENT WITH (E) STATE INITIATIVES	LOCATION APPLIED (IF/ WHEN)	SOURCE ADDRESS
Development would be able to increase FAR (in addition to other FAR bonuses) by the same square footage of area that will be hardened and made available for public use during storm events. This area would also NOT be counted against the FAR in the initial development build-out scenario. EXAMPLE: Development provides a 2,000 s.f. community room that is hardened and would be made available for public use in the event of a storm. The 2,000 s.f. would NOT be counted as FAR, and the development would be allowed an additional 2,000 s.f. of FAR for use as developed area.	2020-2025 Climate Action Plan (2021) <i>Strategy 9 - Maximize Waste Resource Efficiency</i> Annual Sustainability Report 2021 <i>Disaster Preparedness</i> Oahu Resiliency Strategy (2019) Hurricane Evacuation Shelter Planning and Operations Guidelines (2017)	hi.arch.y Proposed Concept	State of Hawaii Hurricane Evacuation Shelter Planning & Operations Guidelines https://dod.hawaii.gov/hiema/files/2018/02/State-Guidelines-for-Hurricane-Evacuation-Shelters.FINAL..December-2017.pdf
Due to the substantial upfront cost for this, incentives would require creative positioning. Possible power sell back agreements with HECO could justify infrastructure costs allowing the effort to fund itself. From a State perspective, perhaps benefits could come in the form of tax relief that is directly related to the value of energy put back into the grid.	State of Hawaii Energy Assurance Program 2020-2025 Climate Action Plan (2021) Annual Sustainability Report 2021 <i>Disaster Preparedness</i> Oahu Resiliency Strategy (2019)	hi.arch.y Proposed Concept	NOLA Health Department Offers Free Carbon Monoxide Detectors at Cooling Stations https://ready.nola.gov/incident/hurricane-ida/nola-health-department-offers-free-carbon-monoxide/
Developers would be allowed an incentive benefit either by way of FAR bonus, or tax incentive tied to amount of additional capacity being treated on site and diverted from municipal system.	2020-2025 Climate Action Plan (2021) <i>Strategy 9 - Maximize Waste Resource Efficiency</i> Annual Sustainability Report 2021 <i>Sustainable City Operations, Climate Adaptation & Resilience Sustainable Waste Management</i> Oahu Resiliency Strategy (2019) <i>Pillar III Climate Security Goal 3 - Climate Resilient Future</i>	hi.arch.y Proposed Concept	n/a
Developers would be allowed an incentive benefit either by way of FAR bonus, or tax incentive tied to amount of additional capacity being provided on site.		Bangkok	OECD Green Growth Studies, Building Resilient Cities https://www.oecd-ilibrary.org/sites/9789264305397-8-en/index.html?itemId=/content/component/9789264305397-8-en
n/a		TOD Overlay Draft Figure 4-3	n/a
n/a	Annual Sustainability Report 2021	TOD Overlay Draft Figure 4-3	n/a

INCENTIVE	CATEGORY/METRIC	CONCEPT	BENEFIT TO COMMUNITY
First Floor Height		Generous first floors and high quality architectural treatments should be required for mixed-use and commercially focused TOD buildings with ground level retail. In commercial spaces taller ceiling heights should be strongly encouraged.	Creates open, airy, and inviting ground floor for commercial use.
Street Level Frontage		Improve treatment of ground floor units, with the addition of stoops and/ or semi-private garden elements to help taller residential buildings transition to the street, minimizing the impact of larger buildings above. Urban townhouses frontages that accommodate families can be integrated into larger building sites, and green, livable podiums.	Creates more community open space on the property. Allows for the opportunity for a "yard".
Parking Garage Screening / Blank Facades		Parking must be accessed from an alley where feasible. Unconcealed portions of garages should have enhanced landscape or other screening treatments.	Creates an attractive façade for parking
Community Amenities		Prioritize capital spending for the placement of the key community amenities within proximity to the station locations, including libraries, senior centers, and community centers.	Creates community centers that are walkable and more accessible to public transit.
Grocery Store		Work with local developers and business to site a full service grocery store in Kaka'ako.	There are few walkable grocery stores in Kaka'ako, creating one would greatly benefit the neighborhood.
Flex Spaces		Allow for co-working spaces, live/work spaces and other flexible uses.	Encourages mixed use spaces and diversifies occupants.
Artist Space	FAR Bonus FAR x 0.15	Include artist space, and/or arts community spaces as part of an optional bonus amenity in the incentive zoning system for added density.	Create space for artists as Kaka'ako is the growing Arts District of Honolulu.
Green Roof	FAR Bonus 10-30% Green Roof Coverage FAR x 0.02 30-60% Green Roof Coverage FAR x 0.04 60%+ Green Roof Coverage FAR x 0.06	Depending on the percentage of the green roof coverage the project pursues, FAR bonus is granted. Additionally, eligibility requires documentation demonstrating that the roof can support the additional load of plants, soil, and retained water, and that an adequate soil depth will be provided for plants to thrive; and vegetation must be maintained for the life of the building.	Public Amenity

BENEFIT TO DEVELOPER (INCENTIVE /BONUS)	ALIGNMENT WITH (E) STATE INITIATIVES	LOCATION APPLIED (IF/WHEN)	SOURCE ADDRESS
n/a	n/a	TOD Overlay Draft Figure 4-3	n/a
n/a	n/a	TOD Overlay Draft Figure 4-3	n/a
n/a	n/a	TOD Overlay Draft Figure 4-3	n/a
n/a	n/a	TOD Overlay Action LU3.1	n/a
n/a	n/a	TOD Overlay Action LU3.2	n/a
n/a	n/a	TOD Overlay Action LU 4.2	n/a
Increase in FAR	MAR(15-217-58- Landscape and Recreation Space: d) 2020-2025 Climate Action Plan (2021) <i>Strategy 1 - Encourage Density and Mixed Land Use in Strategic Areas</i> Oahu Resiliency Strategy (2019) <i>Pillar IV. Community Cohesion</i> <i>Goal 2- Communicate and Affirm Island Values</i>	TOD Overlay Action LU 4.3	n/a
Increase in FAR	Increase City's Urban Tree Canopy Resolution (2018) Complete Streets Manual (Sep. 2016) 2020-2025 Climate Action Plan (2021) <i>Strategy 6 - Maximize Energy Efficiency and Renewable Energy throughout City Operations and Assets, Strategy 8 - Promote Waste Prevention</i> Annual Sustainability Report 2021 <i>Climate Adaptation & Resilience</i> Oahu Resiliency Strategy (2019) <i>Pillar I - Remaining Rooted, Goal 3 -Improving Economic Opportunity, Pillar III Climate Security, Goal 3 Climate Resilient Future</i> Kakaako Community Development District TOD Overlay Plan (2016) <i>Overlay Action LUD 3.1</i>	TOD Overlay Action UD 3.1	A Review of Green Roof Laws & Policies https://guarinicenter.org/wp-content/uploads/2019/03/A-Review-of-Green-Roof-Laws-Policies.pdf

Housing Incentives

INCENTIVE	CATEGORY/METRIC	CONCEPT	BENEFIT TO COMMUNITY
Family Promotion	FAR Bonus FAR x 0.05/unit	Provide "family friendly" units that must be a minimum of three bedrooms and provide in-unit laundry hook-up. As well as 15 sf of common open space for amenities for children, teens, or seniors. Increase in FAR by 5% per "family friendly" unit.	Promotes growth of community and reduces need for "suburban flight" as families grow. Family growth would support transit trip count.
Affordable Housing Density Bonus	FAR Bonus FAR x 0.50	Provide developers with a density bonus corresponding to specified percentages of units set aside for very low income, low-income, or moderate-income households. Allowing up to a 50% Density Bonus.	Promotes and encourages in-creased affordability providing lower income families and young professionals with opportunities to live within the urban core, pre-venting urban sprawl and need for commuting to outlying areas.
Childcare & Afford-able Housing	FAR Bonus	Provide developers with an increase in FAR if they create afford-able housing units as well as child care facilities within the site	Increases affordability of rental apartments. Allows the conve-nience of childcare near residences.
Parking 1/4 & 1/2 Mile of TOD	Parking Reduction	Multifamily parking requirements are eliminated in "medi-um-density centers" located within 1/4 mile of a public transit stop that ran at least every 15 min for most of the day. 50% of parking requirement along major transit corridors is not re-quired, as long as they are within 1/2 mile walk of a transit stop.	Convince of housing being in close proximity to transit hubs and other urban resources.
New Construction or Improved Affordable housing	All market rate rental units subject to rent stabilization for the duration of the benefits Affordable rental units are rent stabilized for 35 years	New construction of multiple dwellings on lots which were vacant, predominantly vacant or improved with a non-conform-ing use three years prior to the start of construction. Buildings in the exclusion area are not eligible unless they contain 20% affordable units.	Increase in affordable housing availability
Non-profit Homes		Projects that are Owned or controlled by a non-profit Housing Development Fund Corporation (HDFC), Assisted by the City or State for the construction, rehabilitation, or acquisition of the project, Subject to an agreement which requires use as low-in-come housing, reserves a portion of the project for the formerly homeless and people with special needs, and requires that supportive social services for residents be provided.	Availability of affordable housing for formally homeless, low-income, special needs, or marginalized peo-ple within quality transit areas.
Micro-Unit Density Bonus	Reduced Parking Requirements 0.25/Stall FAR Bonus FAR x 3.00	Parking requirements apply to dwelling units that contain 500 square feet or less. Micro units must: 1) be between 220 SF - 350 SF 2) located within a Transit Priority Area Additional density does not cause a need for a waiver or an incentive to enlarge the building envelope	Increase housing availability and options
Office buildings Converted to Mixed-use		Converting older, preexisting office buildings to remodeled mixed-use developments. Buildings must be at least 20yrs old and predominantly used for office space.	Creates a wider diversity of uses. Increased residencies, hotels, com-mercial spaces, and public spaces.
Transitional Height Buildings		Buildings that are adjoining in a more restrictive zone will be able to go along with a tiered height limit measuring the limits along a 45 degree angle. The building must be residential that occupies 50% or more of the total floor area.	More available housing units. Varied and more available diverse views.
Affordability Unlocked (AU)		Waiver of compatibility, duplex design, and site area, FAF, dwell-ing unit occupancy requirements, modified parking require-ments, front and read setback reduced by 50%, min lot size and width reduction, height increase	Added housing density and re-duced parking requirements
100% Affordable Housing	FAR Bonus FAR x 0.40	Buildings and projects that are 100% on-site restricted affordable units, exclusive of building manager's unit shall gain increase of 40% FAR	Creates more affordable homes in the community

BENEFIT TO DEVELOPER (INCENTIVE /BONUS)	ALIGNMENT WITH (E) STATE INITIATIVES	LOCATION APPLIED (IF/WHEN)	SOURCE ADDRESS
Allows development team to Increase FAR.	Title 20: 201H Housing Program Rules 20-25-11: <i>Exemptions from Statutes, Ordinances, Charter Provisions, and Rules</i>	Emeryville, CA	Emeryville Planning Regulations Ordinance No. 13-001: Table 9-4.204(c): Public Ben-efits and Bonus Points (item 10)
Allows development team to significantly Increase density when highest levels of affordability are provided.	Kakaako Reserved & Workforce Housing Rules (2021) <i>15-218-18 Adjust-ments to height, density, and general development requirements for reserved housing units, 15-218-21 Workforce Housing Projects</i>	CA	California Assembly Bill AB-2345
Increase in FAR by 20% and Height requirements by 10ft	Comprehensive Housing Market Anal-ysis, Honolulu, HI (Oct 2014)	Seattle	Seattle Permits De-veloper Contributions - Incentive Zoning (April 2022)
No parking requirement or half parking requirement	County Social, Business and Econom-ic Trends in Hawaii 1990-2013 (Dec 2014) <i>A. Population and Housing</i>	Seattle	Seattle Permits De-veloper Contributions - Incentive Zoning (April 2022)
Construction period exemption (up to 3 years) plus 10-year (2 years full + 8 years phase out), 15-year (11 years full + 4 years phase out), 20-year (12 years full + 8 years phase out), or 25-year (21 years full + 4 years phase out) post-construction exemption from the increase in real es-tate taxes resulting from the work. The length of benefits depends on location, commencement of construction, and affordability in the project. All market rate rental units become subject to rent stabilization for the duration of the benefits. Affordable rental units are rent stabilized for 35 years.	Affordable Housing Strategy (Sept 2015) <i>1. Increase Workforce Housing Inventory</i> <i>2. Increase Low-Income and Homeless Housing Options</i> <i>3. Invest in Better Neighborhoods</i> <i>4. Update Policies and Regulations to Promote Housing Production</i>	New York	NYC Housing Preser-vation & Development 421-a (1-15) Program https://www1.nyc.gov/site/hpd/ser-vices-and-information/tax-incentives-421-a.page
Complete exemption from real estate taxes while the elig-ibility requirements remain satisfied.	City Bill 58 (2017), Affordable Housing Requirement Affordable Rental Housing Report and 10-Year Plan (July 2018) <i>B. ACTIONS to address impediments to rental housing</i> <i>B.1. Increase Use of Public Lands for Rental Housing</i> <i>B.2 Address Infrastructure Challenges</i> <i>B.4 Preservation of Existing Stock of Affordable Housing</i> <i>C.1 Support legislative initiatives to address barriers to the construction of affordable rental housing.</i> <i>C.2 Outreach in support of affordable rental housing initiatives</i> <i>C.3 Monitoring and Reporting on Activ-ities and Outcomes</i>	New York	NYC Housing Preser-vation and Develop-ment 420-a Tax Incentive
Allows development team to significantly Increase density with smaller units and more units.		Austin, TX San Diego, CA	Austin Texas Micro-Unit Density Bonus: https://www.austintexas.gov/edims/document.cfm?vid=223872 San Diego Staff Report 12-5-2017
There is a maximum FAR (GFA) benefit of 10% for the buildings that work with this incentive.		Singapore	Urban Redevelopment Authority. Bonus GFA Incentive Schemes. (Feb 2022)
The building height limit shall be stepped back at a 45 de-gree angle as measured from a horizontal plane originating 25 ft above grade at the property line.	2020-2025 Climate Action Plan (2021) <i>Strategy 1 - Encourage Density and Mixed Land Use in Strategic Area</i>	TOC Guidelines Los Angeles	n/a
Larger lot coverage - reduced setbacks by 50% Building height limit X 1.25/1.50 Development may comply with least restrictive site development if separate density bonus are granted. Minimum off-street parking is reduced	Oahu Resiliency Strategy (2019) <i>Pillar 1 Remaining Rooted, Goal 1 - Supporting Affordable Housing Devel-opment</i>	Austin-City of Ordi-nances - Affordability Unlocked	n/a
Increase in FAR by 40%		Los Angeles, CA	TOC Guidelines LA https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

Public Space Incentives

INCENTIVE	CATEGORY/METRIC	CONCEPT	BENEFIT TO COMMUNITY
Public Art	FAR Bonus FAR x 0.25	Provide a privately funded publicly accessible art equivalent of 1% of the project's construction costs to gain an additional 0.25 FAR with the base FAR. Art to be designed built and installed by a resident of Hawaii.	Provides more public community art
Reserved Public Parking	FAR Bonus FAR x 0.50	Provide additional public off street parking of 10% of total parking stalls to gain additional 0.50 Floor Area Ratio Bonus	Public parking reserved for commuters and retail customers. Reduces the need for state to fund / build public parking to support transit.
Robotic Parking	10ft Podium Height	Dedication of 50% of parking SF for robotic parking to minimize the land usage for storing vehicles to gain an additional 10 feet to the podium height	Promotes growth of Agriculture within urban core. Benefits of biopic exposure, reduction of heat island effect, reduction of transportation needs to import agriculture to urban core.
Major Performing Arts Facilities	FAR Bonus FAR x 0.25	Developers will be granted a 25% FAR bonus for building a Major or Landmark Performing arts facility or rehabilitating an existing qualifying Landmark Performing Arts Facility.	Added community amenities and encouragement of local artists and performers
Roof Top Amenity Bonus Height	10ft additional Height	Up to 10 feet of overall structure height is allowed for roof-top amenities	Extra semi-private outdoor space
Major Corner Bldg. Treatment Bonus Height	10ft additional Height	Buildings on major corners should have a distinctive corner architectural treatment. Treatments may exceed the allowed maximum building height by up to 10 feet.	Provides a clear landmark for the community to attach with the area.
Transit Assistance Parking Reductions	Reduce parking requirements by 30%	Building is allowed to reduce parking requirements by 30% as long as the developer satisfies transportation needs by creating up to 10% reduction for proximity to public transit, up to 20% reduction proximity to other measures such as free transit passes for residents or car share service within the building.	Provides a close proximity to public transit and free or reduced fee's with transit for residents.
Public Open Space on Site	FAR Bonus FAR x 0.50	Provide 50% of open space area of the lot size to gain an additional 0.50 Floor Area Ratio Bonus. Required to be perpetually publicly accessible and usable (review parks & open space plan for reference)	Increased outdoor recreational space with close proximity to residences
Public Bike Racks	FAR Bonus FAR x 0.10	Create a public bicycle parking facility within 500 feet of the transit line or station. Parking area must be in addition to code requirements	Available and safe places to park bicycles
Rooftop Pavilions	FAR Bonus FAR x 0.10	Rooftop pavilion that must be 50% of roof coverage, must remain open-sided when viewed externally to not create another floor, and plants must be incorporated on permanent and preferably sunken planting.	Additional communal space and more incorporated nature within urban spaces.
On-site Bus Stop	Financial 20% off property tax	Installation of on-site sheltered bus stop (with current or planned service) or bus stop within 1/4 mile of site with adequate walkways.	Creates a convenient and close transit stop that is also sheltered from the elements.

BENEFIT TO DEVELOPER (INCENTIVE /BONUS)	ALIGNMENT WITH (E) STATE INITIATIVES	LOCATION APPLIED (IF/WHEN)	SOURCE ADDRESS
Allows Developer to maintain more developable area for revenue generation.	MAR(15-217-58- Landscape and Recreation Space: d) 2020-2025 Climate Action Plan (2021) <i>Strategy 1 - Encourage Density and Mixed Land Use in Strategic Areas</i> Oahu Resiliency Strategy (2019) <i>Pillar IV. Community Cohesion, Goal 2- Communicate and Affirm Island Values</i>	Emeryville, CA	Emeryville Planning Regulations Ordinance No. 13-001: Table 9-4.204(c): Public Benefits and Bonus Points
Allows development team to Increase FAR and decrease required parking specific to the development.	MAR (15-217-63- (f) Shared Parking: 1-2) The Cost of Parking in Hawaii (Aug 2020) Ordinance 20-41 (2020) Parking & Loading 2020-2025 Climate Action Plan (2021) <i>Strategy 3 - Encourage Mode Shift through Parking Efficiency</i>	Emeryville, CA	Emeryville Planning Regulations Ordinance No. 13-001: Table 9-4.204(c): Public Benefits and Bonus Points (item 13)
1) In Height Restricted Zones, allow Height increase where robotic parking can be shown to increase the pedestrian experience at grade. 2) In zones where off site parking is rqd, offer reduction in rqd parking if robotic parking is utilized.	The Cost of Parking in Hawaii (Aug 2020) Ordinance 20-41 (2020) Parking & Loading AFFORDABLE RENTAL HOUSING REPORT AND TEN-YEAR PLAN (July 2018) 2020-2025 Climate Action Plan (2021) <i>Strategy 3 - Encourage Mode Shift through Parking Efficiency</i> Annual Sustainability Report 2021 Clean & Affordable Transportation	Portland, OR	https://www.hardingsteel.com/case-study-carmatrix
Increase in FAR by 25%, and with the increase of FAR there is more opportunity to utilize space for commercial tenants generating more revenue.	MAR(15-217-58- Landscape and Recreation Space: d) 2020-2025 Climate Action Plan (2021) <i>Strategy 1 - Encourage Density and Mixed Land Use in Strategic Areas</i> Oahu Resiliency Strategy (2019) <i>Pillar IV. Community Cohesion, Goal 2- Communicate and Affirm Island Values</i>	Seattle	El Camino Real Precise Plan (2014)
Developers are allowed to exceed the maximum building height by up to 10 ft		Mountain View	El Camino Real Precise Plan (2014)
Developers are allowed to exceed the maximum building height by up to 10 ft		Mountain View	El Camino Real Precise Plan (2014)
Less required parking by 30% for the building site.		Vancouver, Canada	El Camino Real Precise Plan (2014)
Increase in FAR by 50%	MAR(15-217-57- Adequate Infrastructure: b-d) Affordable Housing Strategy (Sept. 2015) 3. <i>Invest in Better Neighborhoods</i> Oahu Pedestrian Plan (June 2021 - DRAFT) <i>Strategy 3 - Upgrade Walkways, Strategy 4 - Enhance the Pedestrian Environment, Strategy 5 - Pedestrian.Oriented Development</i> Bus-Rail Integration Plan (April 2014) 2020-2025 Climate Action Plan (2021). <i>Strategy 1 - Encourage Density and Mixed Land Use in Strategic Areas</i> Oahu Resiliency Strategy (2019), <i>Pillar III Climate Security, Goal 3 - Climate Resilient Future</i>	Bangkok	City Planning Department Bangkok Metropolitan Administration: CPD: pp.9
Increase FAR in building by 10%	MAR(15-217-57- Adequate Infrastructure: b-d)	Emeryville, CA	Emeryville Planning Commission Staff Report (2015)
There is a maximum FAR (GFA) benefit of 10% for the buildings that work with this incentive.	MAR(15-217-58- Landscape and Recreation Space: d) 2020-2025 Climate Action Plan (2021) Strategy 1 - Encourage Density and Mixed Land Use in Strategic Areas	Singapore	Urban Redevelopment Authority. Bonus GFA Incentive Schemes. (Feb 2022)
Developers will be granted a 20% discount of the property tax	Oahu Resiliency Strategy (2019) Pillar IV. Community Cohesion Goal 2- Communicate and Affirm Island Values	Vancouver, WA	Vancouver, Washington Chapter 20.550 Transit Overlay District

Public Space Incentives

INCENTIVE	CATEGORY/METRIC	CONCEPT	BENEFIT TO COMMUNITY
Info Kiosk	Financial - 20% off property taxes	Installation of pedestrian - convenient information kiosk with maintained information	Creates a solid hub for the community to hear about current events and neighborhood information
Internal walk/bike way	Financial - 20% off property taxes	Construction of on-site internal walk/bike way network	Connects the neighborhood to other areas of town for pedestrians
Carpool Parking	Financial - 20% off property taxes	Installation of preferential carpool/vanpool parking facilities	Encourages ride share services to stay in the neighborhood. Makes ride shares more available in the neighborhood.

Environmental Incentives

INCENTIVE	CATEGORY/METRIC	CONCEPT	BENEFIT TO COMMUNITY
LEED / WELL Certification	FAR Bonus LEED/WELL Platinum = FAR x 1.00 LEED/WELL Gold = FAR x 0.75 LEED/WELL Silver = FAR x 0.50	LEED/WELL Platinum = FAR x 1.00 Gold = FAR x 0.75 Silver = FAR x 0.50	Environment benefits, decreased utility demand consumption, reduces burden on infrastructure grids, benefits Health and Wellness of Community / Reducing Public Healthcare Burden
Urban Agriculture	FAR Bonus	Provide framework and if possible incentives to promote urban food production and on-site marketability to sell produce generated on site.	Promotes growth of Agriculture within urban core. Benefits of biopic exposure, reduction of heat island effect, reduction of transportation needs to import agriculture to urban core.
Rainwater Capture System	FAR Bonus FAR x 0.50	Provide a rainwater retention system on project site to gain an additional 0.50 Floor Area Ratio Bonus. The system must capture and store water from at least 75% of the project roof area for re-use such as landscape irrigation and indoor water use.	Reduces costs of water utility in residential units.
Electric Vehicle (EV) Charging Stations	Parking Reduction	For each 1% of parking spaces that are EV charging stations, 1% FAR will be added to the project	Encourages residents to invest in electric cars to cut down on emissions.

Permit Financial Incentives

INCENTIVE	CATEGORY/METRIC	CONCEPT	BENEFIT TO COMMUNITY
S.M.A.R.T. Housing	Financial	Permit, Inspection, and Capital Recovery fee waivers	Director has authority to waive fees to incentivize more development
POSSIBLE DEVELOPER REWARDS			
Expedited Permit	Financial	Allow developer to reduce the duration of permitting process in exchange for achieving specific green building standards.	n/a
Waive permit Fees	Financial	Reduce or waive fees associated with the permitting process	n/a
Grants or Loans	Financial	Grants can be given to homeowners or developers to go towards certification or other costs associated with green building.	n/a
Free Cert Training	Financial	Municipalities offer free planning or certification training and assistance.	n/a
Free Marketing Help	Financial	Municipalities to offer free marketing assistance as an incentive for developers to build to green standards.	n/a

BENEFIT TO DEVELOPER (INCENTIVE /BONUS)	ALIGNMENT WITH (E) STATE INITIATIVES	LOCATION APPLIED (IF/WHEN)	SOURCE ADDRESS
Developers will be granted a 20% discount of the property tax	n/a	Vancouver, WA	
Developers will be granted a 20% discount of the property tax	Oahu Pedestrian Plan (June 2021 - DRAFT)	Vancouver, WA	Vancouver, Washington Chapter 20.550 Transit Overlay District
Developers will be granted a 20% discount of the property tax	MAR (15-217-57 - Adequate Infrastructure Ordinance 20-41 (2020) Parking and Loading The Cost of Parking in Hawaii (Aug 2020)	Vancouver, WA	

BENEFIT TO DEVELOPER (INCENTIVE /BONUS)	ALIGNMENT WITH (E) STATE INITIATIVES	LOCATION AP-PLIED (IF/WHEN)	SOURCE ADDRESS
Allows development team to significantly Increase FAR when highest levels of sustainability are provided.	n/a	Bangkok	City Planning Department Bangkok Metropolitan Administration: CPD: pp12
Allow Addition of Greenhouse Structures that do not count against FAR / Height Restrictions. Possible tax credit structures could also incentivize urban agricultural sales.	n/a	Boston- Article 89- Urban Agriculture 89.2 Definitions	Preexisting concepts of urban core projects like Vertical Harvest can become attractions for sustainable tourism helping to promote food supply and tourism.
Developers will gain 10 extra feet of building height.	2020-2025 Climate Action Plan (2021) <i>Strategy 9 - Maximize Waste Resource Efficiency</i> Annual Sustainability Report 2021 <i>Sustainable City Operations, Climate Adaptation & Resilience Sustainable Waste Management</i> Oahu Resiliency Strategy (2019) <i>Pillar III Climate Security Goal 3 - Climate Resilient Future</i>	Emeryville, CA	Environmental benefits
Increase in FAR based on EV parking	MAR(15-217-57- Adequate Infrastructure: b-d) Ordinance 20-41 (2020) Parking and Loading The Cost of Parking in Hawaii (Aug 2020)	Emeryville, CA	Attracts EV users to come to the neighborhood and utilize the retail and amenities of the area

BENEFIT TO DEVELOPER (INCENTIVE /BONUS)	ALIGNMENT WITH (E) STATE INITIATIVES	LOCATION APPLIED (IF/WHEN)	SOURCE ADDRESS
Develop is eligible for a waiver of fees/waiver of a percentage of fees	n/a	Austin-Code of Ordinances S.M.A.R.T. Housing	n/a
Expedited Review/ Permitting Process. Permitting process may take no longer than 90 days to be permitted.	2020-2025 Climate Action Plan (2021) Strategy - 7 Expand Renewable Energy and Expedite Permitting	Green Building Incentive	n/a
Fee Reduction / waiver of permit review fees and processing	n/a	Green Building Incentive	n/a
Grants and Low interest loans from the city to help improve development	n/a	Green Building Incentive	n/a
Technical Assistance in offering free planning or certification training an assistance.	n/a	Green Building Incentive	n/a
Offer free marketing assistance to push LEED certification of a project	n/a	Green Building Incentive	n/a

Appendix 3:

Initial Site Analysis: 607 South

Context Site Analysis




SOUTH ST AND HALEKAUWILA ST INTERSECTION




ALONG SOUTH STREET FACING MAKAI




KEAWE ST AND HALEKAUWILA ST INTERSECTION




PEDESTRIAN NODE




TRANSIT NODE



PEDESTRIAN ACCESS



TRANSIT ACCESS



GREEN SPACE

1

FUTURE RAIL STATION
(TRANSPORTATION NODE)

2

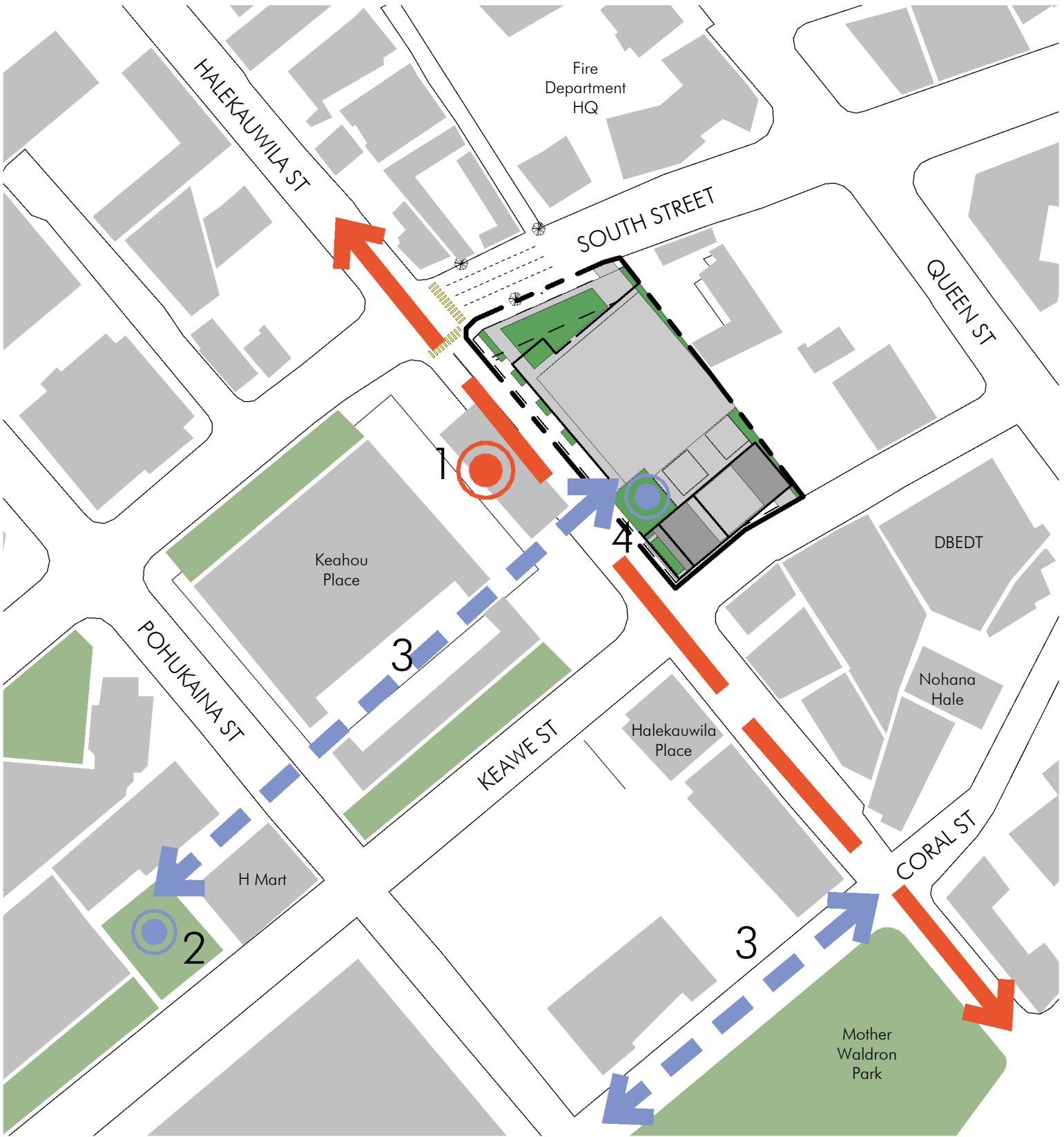
EXISTING POCKET PARK
(PEDESTRIAN NODE)

3

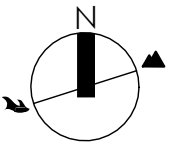
PEDESTRIAN ACCESS

4

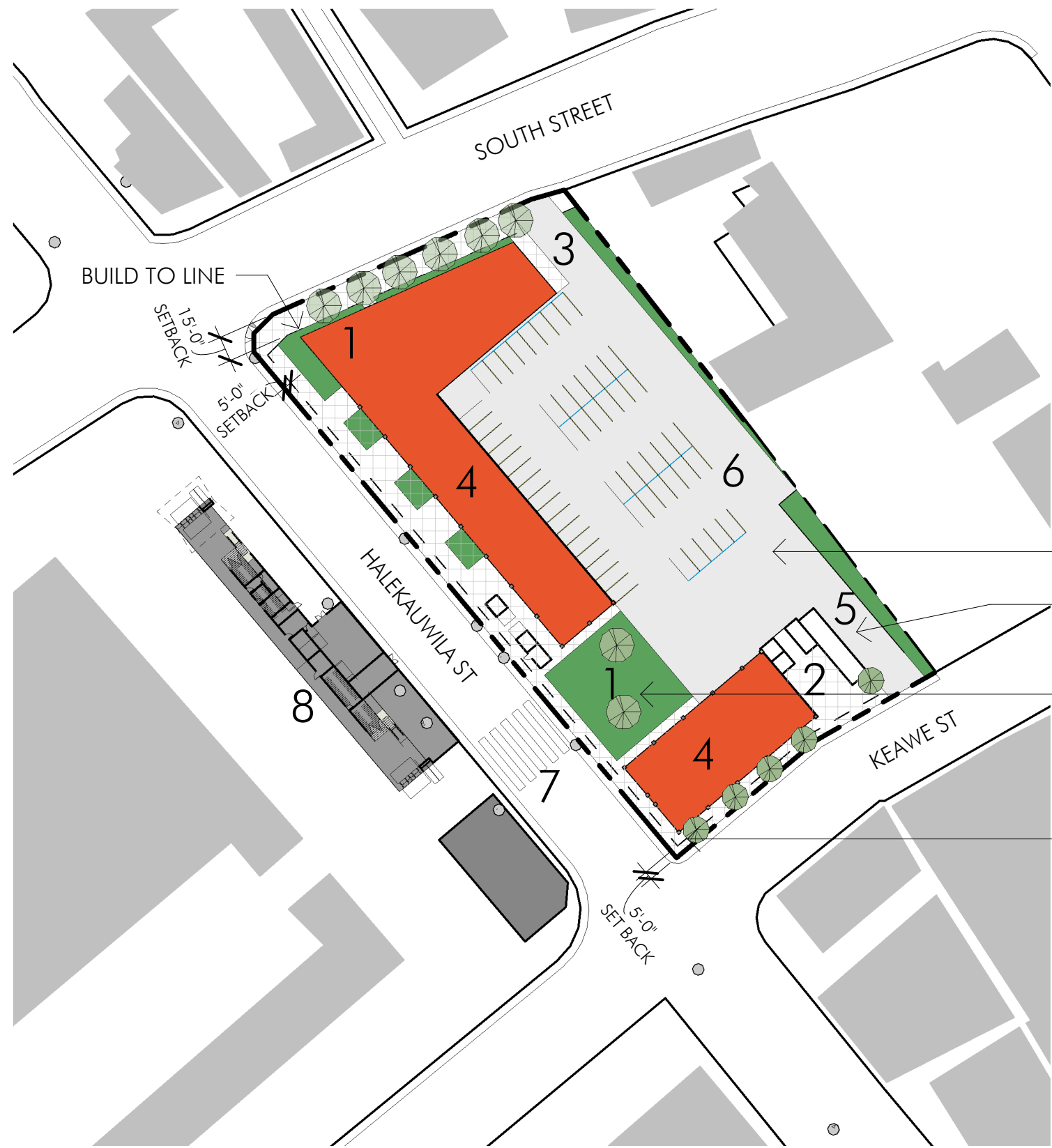
NEW POCKET PARK
(PEDESTRIAN NODE)



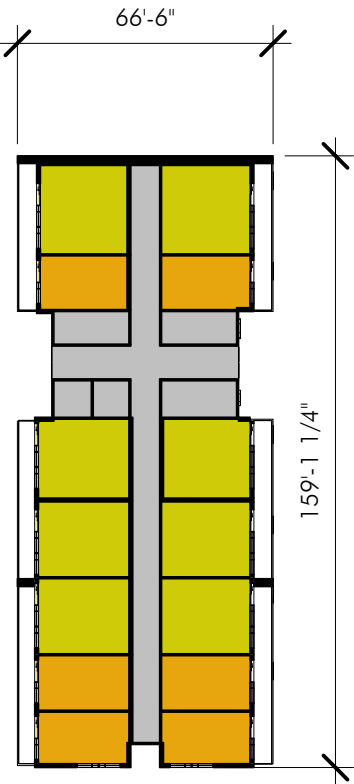
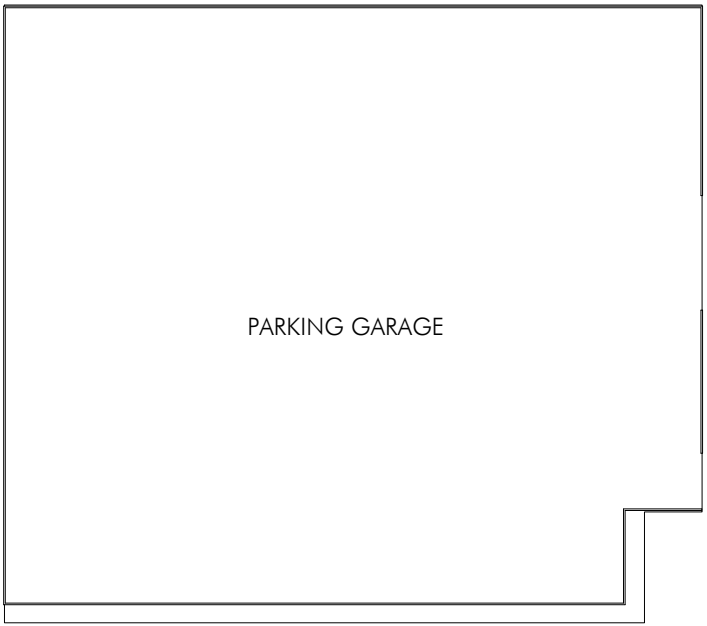
SCALE: 1" = 160'-0"



Site Plan and Typical Floor Plan



SITE PLAN



TYPICAL RESIDENTIAL FLOOR PLAN

SCALE: 1" = 50'-0"

- STUDIO
- 1 BEDROOM
- CIRCULATION

MAR Figure NZ.6 PAUHI ZONE
Figure NZ.6-1: Allowable Height,
Build to Line, and Parking Access

MAR Figure BT.10 PODIUM HIGH RISE
D. Open Space
1.15% of the lot area shall be provided
as open space
2. Open space shall have a minimum
dimension of 40 feet on anyone side

MAR Figure NZ.6 PAUHI ZONE
Figure NZ.6-1: Allowable Height,
Build to Line, and Parking Access

MAR 15-217-63
PARKING AND LOADING
Off-Street Parking requirements:
Multifamily dwellings less than
600 SF
0.9 per unit

Multifamily dwellings more than
600 SF
1.25 per unit

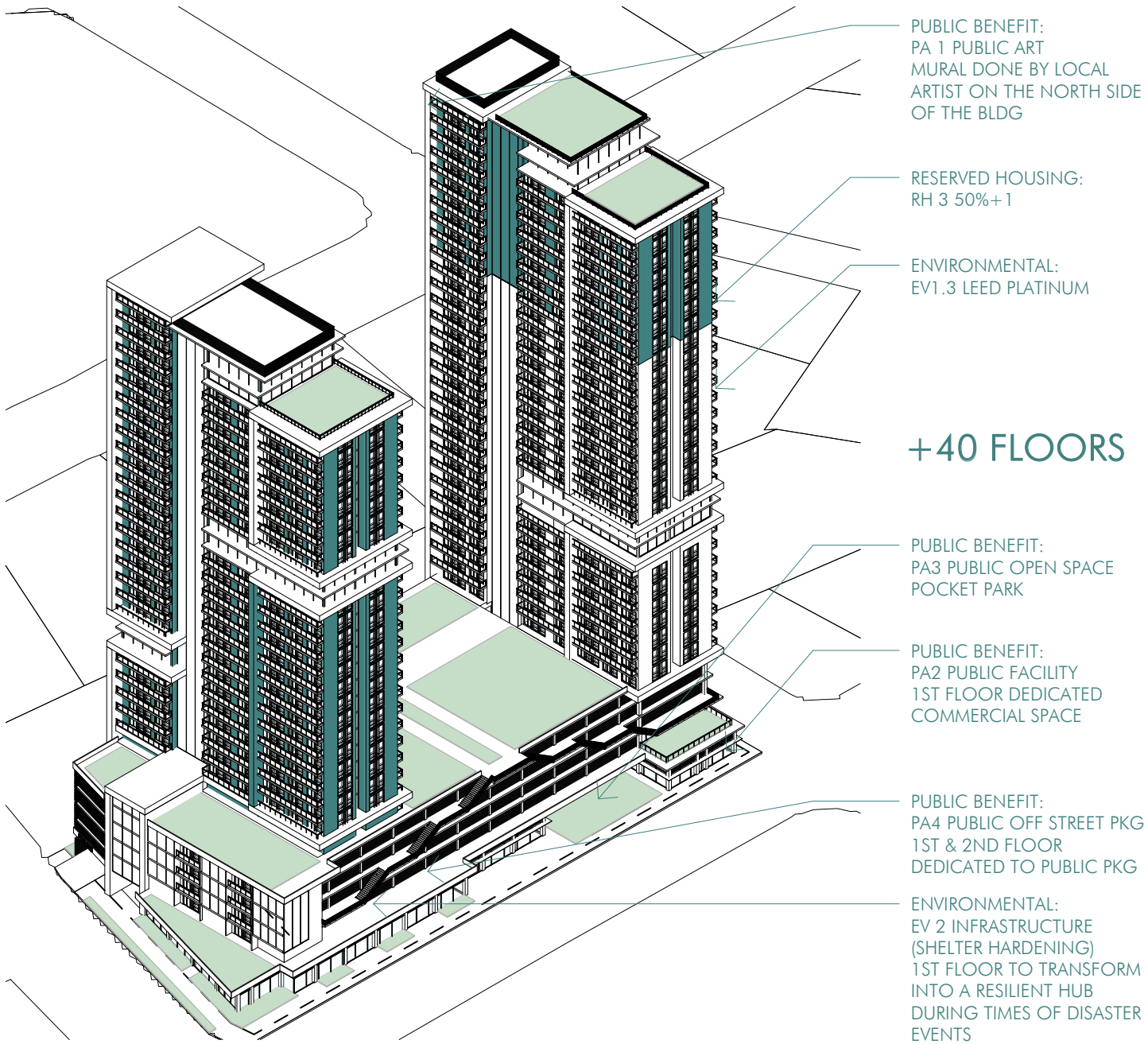
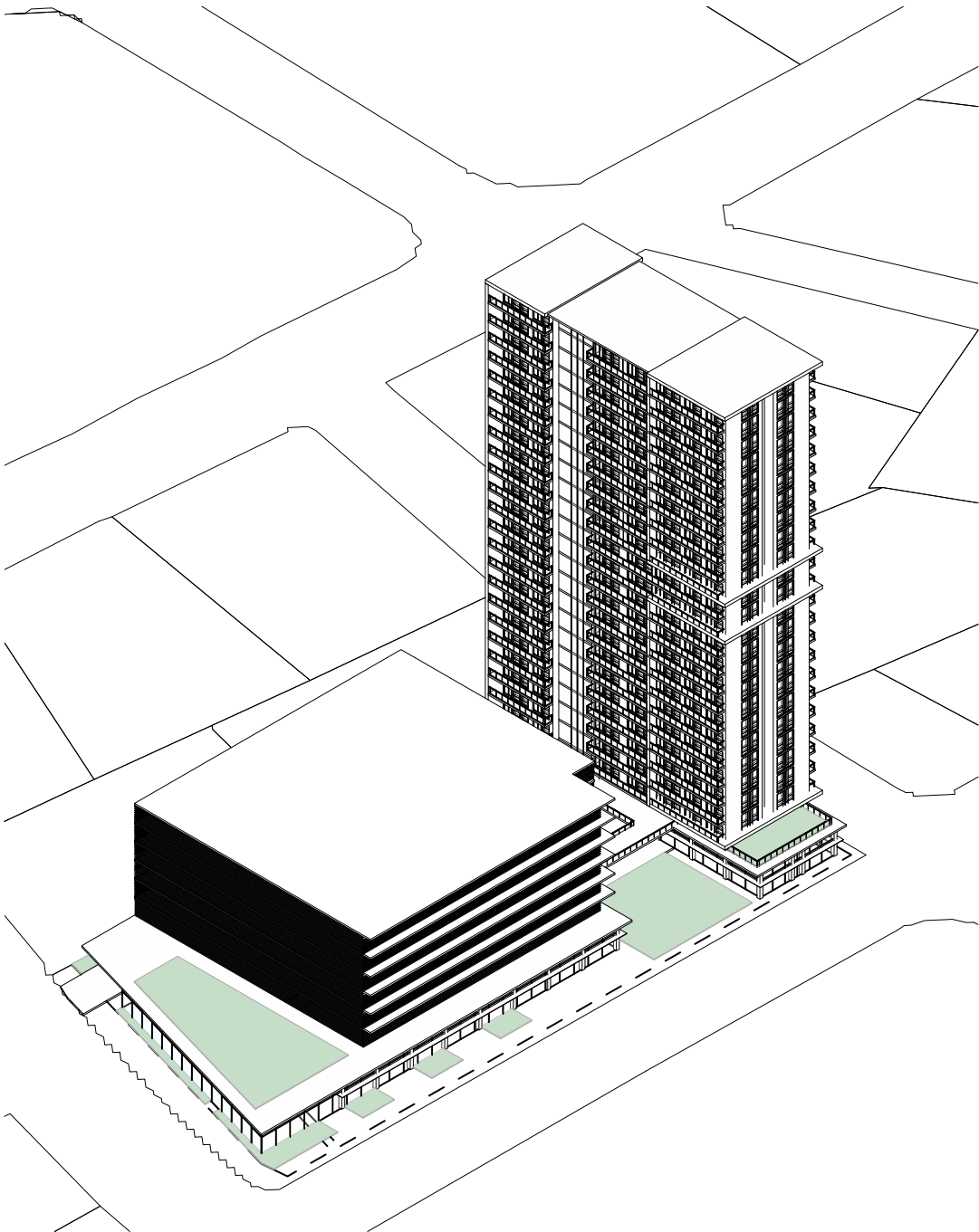
Commercial
1/450 SF

Restaurants
0.9 per 300-450 SF

- | | | | |
|---|-------------------------|---|----------------------------------|
| 1 | OPEN SPACE | 5 | RESIDENCE PARKING ENTRANCE |
| 2 | LOBBY/RESIDENTS ENTRY | 6 | PARKING |
| 3 | PUBLIC PARKING ENTRANCE | 7 | PROPOSED NEW PEDESTRIAN CROSSING |
| 4 | COMMERCIAL | 8 | RAIL STATION |



Existing versus Maximum Development scenario comparison



LOT SIZE	75,714 SF	RESIDENTIAL UNITS		FLOOR AREA RATIO	
ACRES	1.74 ACRE	322		3.44	
BUILDING AREA	260,500 SF	RESERVED HOUSING UNITS		DENSITY (UNITS/ACRE)	
NUMBER OF STORIES	25 FLOORS	64		185	
PARKING STALLS PROVIDED	372				
UNIT TYPES	RENTAL				

LOT SIZE	75,714 SF	RESIDENTIAL UNITS		FLOOR AREA RATIO	
ACRES	1.74 ACRE	840	+518 UNITS	9.90	+6.50
BUILDING AREA	757,140 SF	RESERVED HOUSING UNITS		DENSITY (UNITS/ACRE)	
NUMBER OF STORIES	65 FLOORS	421	+357 UNITS	506	+161%
PARKING STALLS PROVIDED	425				
UNIT TYPES	RENTAL				

Appendix 4: Community Outreach Survey Results



Hawai'i Community Development Authority Mauka Area Rules Amendments

Community Outreach Survey | Results

The Process:

The Hawai'i Community Development Authority (HCDA) is in the process of amending the Mauka Area Rules (MAR), HAR, §15-217, which govern development in the Mauka area of the Kaka'ako Community Development District. The HCDA is looking for ways to better implement community benefits, reinforce reserved housing, and implement effective changes to make the Mauka area of Kaka'ako a stronger and healthier community. As part of this process, the HCDA has reached out to the community to get feedback. On December 2, 2021, the HCDA held its first virtual community meeting to discuss the MAR amendment process.

The Survey:

The HCDA has conducted an anonymous online 'Community Outreach Survey'. The survey was open to the general public from November 2021 to June 2022. One hundred and thirty-five community members participated in the survey, results of which are now being shared with the public. The survey asked ten questions related to potential changes in the MAR. In several of the questions, participants were asked to rank priorities and put items in order of importance. The results will be reviewed and become part of the greater process to effectively amend the MAR.

¹[https://docs.google.com/forms/d/e/1FAIpQLSISRF GJ4xJH9VUwKmqQOVei9qfoR19vHrO0oG1UFETfm FPw/viewform \[inactive\]](https://docs.google.com/forms/d/e/1FAIpQLSISRF GJ4xJH9VUwKmqQOVei9qfoR19vHrO0oG1UFETfm FPw/viewform [inactive])

Community Outreach Survey | Results

Key Numbers



Infrastructure

44% Strongly Agree

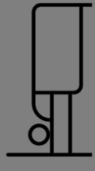
More investment should be made to improve infrastructure in the Mauka Area to promote further development



Community Benefits

53% Want

Community Gardens



Land Use

46% Strongly Disagree

Allow for Hotel Use



Affordable Housing

31% Strongly Agree

Provide density incentives



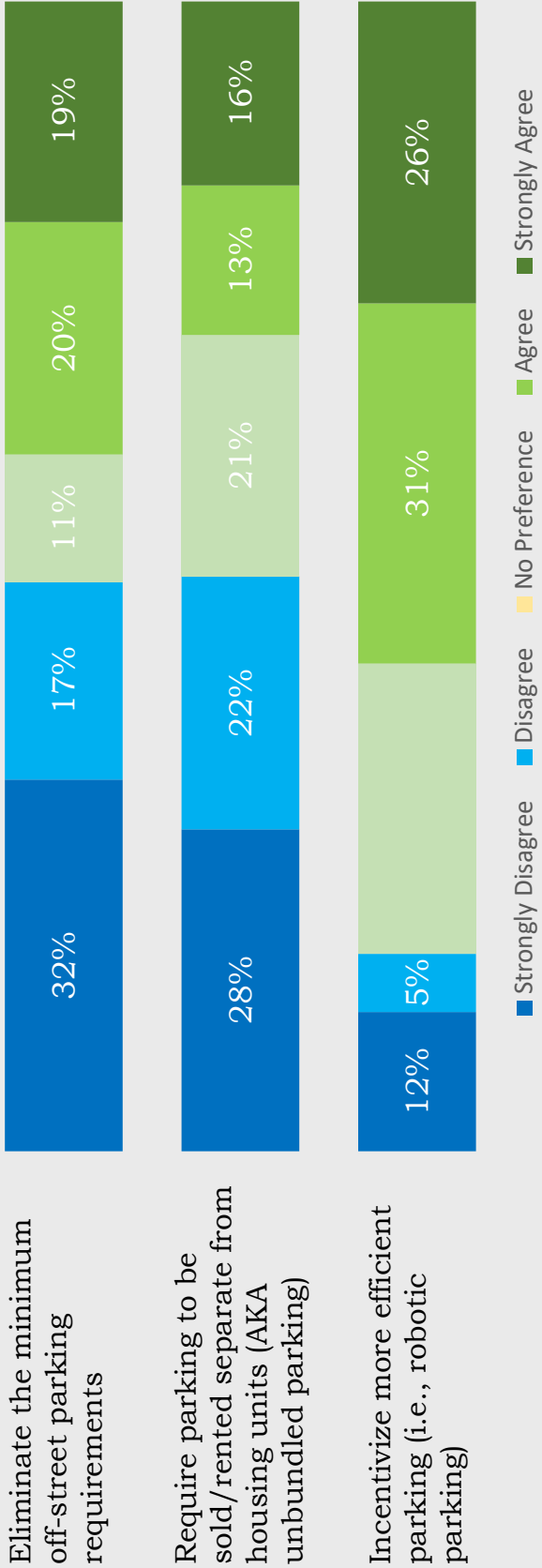
Parking

32% Strongly Disagree

Eliminate the minimum off-street parking requirements



1. The HCDA is considering revising some of the parking requirements within Kaka‘ako. What revision do you think would be most beneficial for the community?



Comments provided by respondents:

- “Provide more parking facilities due to growing community”
- “Less street parking. Too much traffic with people parallel parking.”
- “Rather than eliminate the minimum, I would incentivize buildings to promote transit, biking, walking and reduce their parking footprint.”
- “Require more public parking”
- “Let the market dictate the required parking”



Photo by :Honolulu Civil Beat



1. The HCDA is considering revising some of the parking requirements within Kaka‘ako. What revision do you think would be most beneficial for the community?

Other comments provided by respondents:

- “provide massive incentives for alternative (smaller) vehicle parking like electric scooters, bikes, etc.”

“More user friendly bike parking design standards”

“More free parking spaces for under 15 minutes, unloading/loading use”

“Encourage ride share”

“Require more public parking”

“Incentivize ride share parking like Hui drive share”

“Do more to encourage public transit solutions, make it a developer fee, get them to pay for the Kakaako HART stop.”

“Just provide more - all the workers at the local businesses don't provide parking for them so they take up a lot of the street parking leaving barely anything left for shoppers or visitors.”

“Create more pedestrian only area/zone. Design safer intersection (the corner in front of Nobu is a death-trap. Cars turn in high speed without consideration of pedestrian crossing DUE TO POOR VISIBILITY -- that corner is "designed" to hit pedestrian crossing.) If Hawaii is truly innovation and a "leader" is CO2 negative -- why not copy EU cities (such as Delft -- to be Car-Zero in some area? It is do-able.)”
- “Land developers should be required to provide MORE THEN adequate on site parking for all their tenants. This should be done to minimize strain on street parking. Developer's on site parking should be automatically included with housing, with the option for purchase of inexpensive additional parking available. Housing tenants that don't use their parking should be able to rent out their parking. Incentives for more efficient parking should be made to encourage land developers to make better use of all available land. Incentives for open park areas should also be given. People need more open green/park areas!”

“require large luxury developers to provide more parking. Central Kakaako already has too little parking to supply the demand.”

“As public transportation improves, promote use of public transportation vs traditional parking.”

“provide car sharing stations and free bus – trollies”

“Provide more free parking in the area to bring more commerce and support residents in the area”

“Provide parking for the working community that come into Kaka'ako for work.”

“Loading stall requirements based on loading management plan and needs”

“Parking requirements should consider motorcycle/moped.”



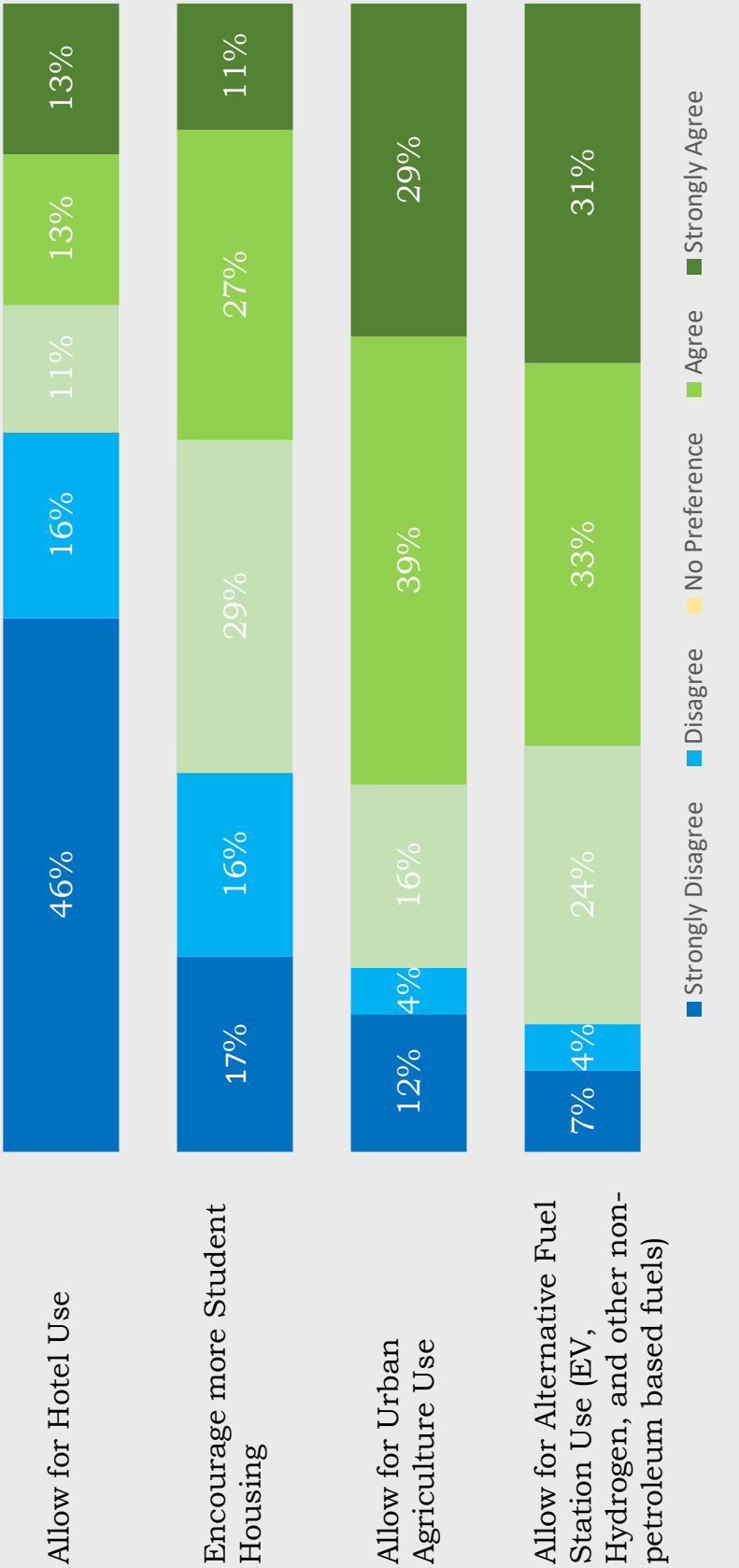
1. The HCDA is considering revising some of the parking requirements within Kaka‘ako. What revision do you think would be most beneficial for the community?

Other comments provided by respondents:

- “Increase density/FAR”
- “Reduce but do not eliminate requirements.”
- “ticket unlawful parking”
- “Eliminating minimum off street parking only works in cities that have outstanding public transportation in the area. We do NOT have that yet. Once the light rail exists perhaps can revisit. In the meantime consider investing in BIKI to provide additional bike parking stands as this can be a step in the right direction.”
- “The ruling of parking stall dimensions should be amended for future projects (i.e. pillars/columns can jut into stalls, thus decreasing stall width significantly)”
- “include considerations for PV stall requirements if parking is provided in a building.”



2. The HCDA has already designated Kaka‘ako with mixed-use zoning. What other land use would you like to see allowed, removed, or encouraged in the Mauka Area?



- Comments provided by respondents:
- “Encourage more Senior Housing.”
 - “Allow all uses.”



2. The HCDA has already designated Kaka‘ako with mixed-use zoning. What other land use would you like to see allowed, removed, or encouraged in the Mauka Area?

Other comments provided by respondents:

- “areas for micro-utilities or decentralized utilities, food security use, maybe green roof requirement”
- “State of the art emergency care. Relax rules, parking and use for church and / or congregational”
- “Community gardens, native species planting/conservation areas”
- “affordable housing, community center with social services”
- “More affordable housing, encourage mixed commercial residential, light industrial/residential. I would love more public facilities and parks but the homeless population would have to have their needs addressed first.”
- “More adaptive use of existing buildings rather than demo/redevelopment”
- “luxury housing”
- “More green space”
- “Urban agriculture only if it’s a vertical application, not taking up more land for agriculture.”
- “We’re in a housing crisis. The focus should be on providing housing for local families.”
- “Urban Ag - green roofs. Why is Chicago the leader in this area, Honolulu should be.”



2. The HCDA has already designated Kaka‘ako with mixed-use zoning. What other land use would you like to see allowed, removed, or encouraged in the Mauka Area?

Other comments provided by respondents:

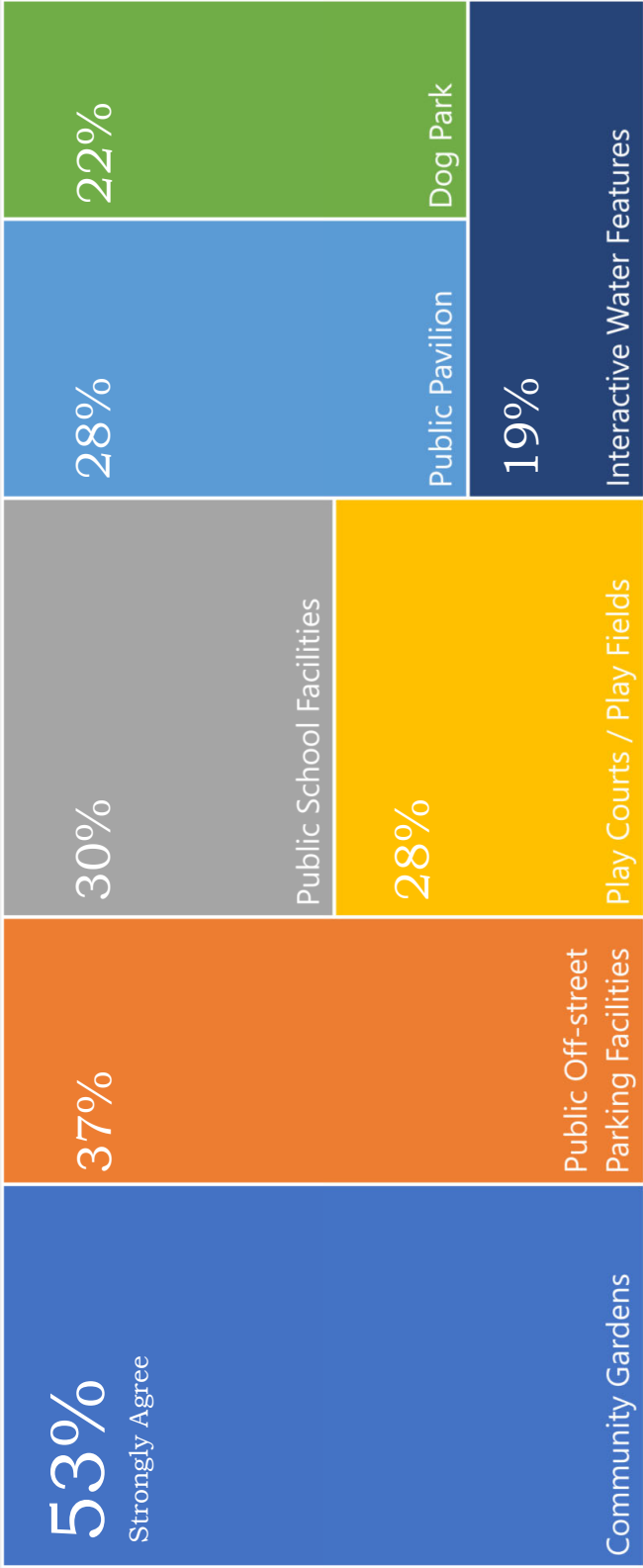
- “Kakaako and urban Honolulu needs more open green/park areas!”
- “Allow permanent farmers market facility”
- “Clean up homeless in Mother Waldron park”
- “More walkable areas -- car-free zones -- more street-level local eclectic storefronts”
- “Encourage density of all types of commercial and residential uses. Kakaako should be super urban and dense filled and filled with live work play uses. Discourage low density industrial or agricultural uses. Push those out of City center to areas where land is less valuable.”
- “Public parking structures supporting neighborhood business zones.”
- “less industrial use”
- “Encourage schools, daycares, green spaces, sports field - Kakaako is becoming a place for young families to raise children”
- “Incentivize flexible/temporary use to activate lots”
- “more craft and art spaces.”
- “Local vendors”
- “businesses that support present and future populations (child care, senior care, medical offices, pharmacies, health and wellness)”
- “Would like to see additional sports facilities, tennis, pickle ball, basketball courts. Promoting healthy lifestyle is important to our community.”
- “remove single family from entire district, encourage the joint development and/or consolidation of small parcels, encourage 5-6 story scale residential (especially in Sheridan zone), restrict storage building placement and continue to encourage active street frontage for storage buildings, encourage more outdoor dining, encourage green infrastructure and FAR bonus by building performance criteria, encourage diversity of building massing typologies beyond tower/podium, continue to pursue increased height limits for select projects, general increase in as-of-right density, and development/refinement of a FAR transfer system (seems to be allowed but rarely pursued compared to other cities)”



Photo by: Altius Farms



3. What community benefits/facilities would you like to see developed in Kaka‘ako?



Dog Park:

Strongly Disagree 11%, Disagree 5%, Neutral 32%, Agree 30%, Strongly Agree 22%
Interactive Water Features; splash pad, fountains, cascades, etc.:
Strongly Disagree 16%, Disagree 20%, Neutral 25%, Agree 20%, Strongly Agree 19%
Play Courts / Play Fields; pickleball, tennis, basketball, softball, baseball:
Strongly Disagree 5%, Disagree 6%, Neutral 25%, Agree 37%, Strongly Agree 28%
Public Off-street Parking Facilities:
Strongly Disagree 10%, Disagree 10%, Neutral 18%, Agree 25%, Strongly Agree 37%
Community Gardens / Urban Roof Gardens:
Strongly Disagree 1%, Disagree 1%, Neutral 15%, Agree 29%, Strongly Agree 53%
Public School Facilities:
Strongly Disagree 10%, Disagree 9%, Neutral 22%, Agree 28%, Strongly Agree 30%
Public Pavilion/ Community Events Hall:
Strongly Disagree 8%, Disagree 8%, Neutral 25%, Agree 31%, Strongly Agree 28%



Photo by -City of Clearwater, FL



3. What community benefits/facilities would you like to see developed in Kaka‘ako?

Comments provided by respondents:

- “community centers and adult care and education centers”
- “More street trees and public seating.”
- “Affordable and Senior housing. More projects like Halekauwila Place. Keahou Lane, 400 Keawe 680 Ala Moana, Ke Kilohana, 801 South and Nohona Hale. These have the potential to create a vibrant live work neighborhood”
- “More community areas for families and friends to enjoy the space”
- “Allow use of McKinley track & field.”
- “These things are nice but should not be required by developers. Don’t forget Kakaako waterfront.”
- “Pavilion and open space for small venues (mini Waikiki shell) coupled with parking for food trucks etc.”
- “Better transit, sidewalks in the industrial areas, improved safety”
- “Yes to urban roof gardens. No to on-grade community gardens. Not the highest and best use for the limited land.”
- “more street parking and keep it free or affordable. Do not penalize vehicle owners and drivers who pay the most taxes to use the roads.”
- “Sidewalk and landscape improvements. It would be nice to be able to walk from Kapiolani to Ala Moana Blvd along shaded sidewalks.”

- “The homeless have taken over most of the parks here and the ones that arent, are not kept up to any standard and they look awful.”
- “sand Volleyball courts included in "Play Courts”
- “Better sidewalks/ improved pedestrian walkways”
- “Clean workspace”
- “I would like to see more local markets.”
- “Less development. Super crowded already. Don't like the homeless people at affordable housing and crime”
- “More open areas of green park space. I would like to see enforcement of current rules (less homeless, dogs where they don't belong (so many dogs at kakaako waterfront and ala moana beach park), parking law enforcement, etc.) If more dog parks are developed, they should be located inland and not shared with or near beaches, which creates a public health issue.”
- “Tennis court”
- “Wide, pleasant, well-lit walkable paths for neighbors to stroll (daytime and nighttime), bookstores, libraries, parklets, creative low-cost placemaking spaces, car-free”
- “protect the industrial businesses in Central Kakaako from the economic stresses of development.”
- “Mobility hub, street trees”



3. What community benefits/facilities would you like to see developed in Kaka‘ako?

Other comments provided by respondents:

“Facilities/programs to bring keiki/families together to build community.”

“bike lanes throughout, and bike parking”

“Public schools, day cares, bridge over Ala Moana blvd at Cooke St green corridor, affordable housing”

“Owners/developers commit to programming public space with events. Public car sharing at residential projects.”

“outdoor workout spaces.”

“Health and wellness”

“Additional security presence such as police or community watch Kobans scattered through the community, manned 24 hours a day.”

“The biggest need is more public schools”

“Although walking/biking are encouraged, commuting to work is reality, and driving is most efficient. Parking structures to rent parking stalls (most units are allowed only ONE stall) are definitely needed!”

“smaller scale pocket parks to serve block rather than district, enhanced street furnishings and lighting, bolster public art in different forms (beyond murals)”

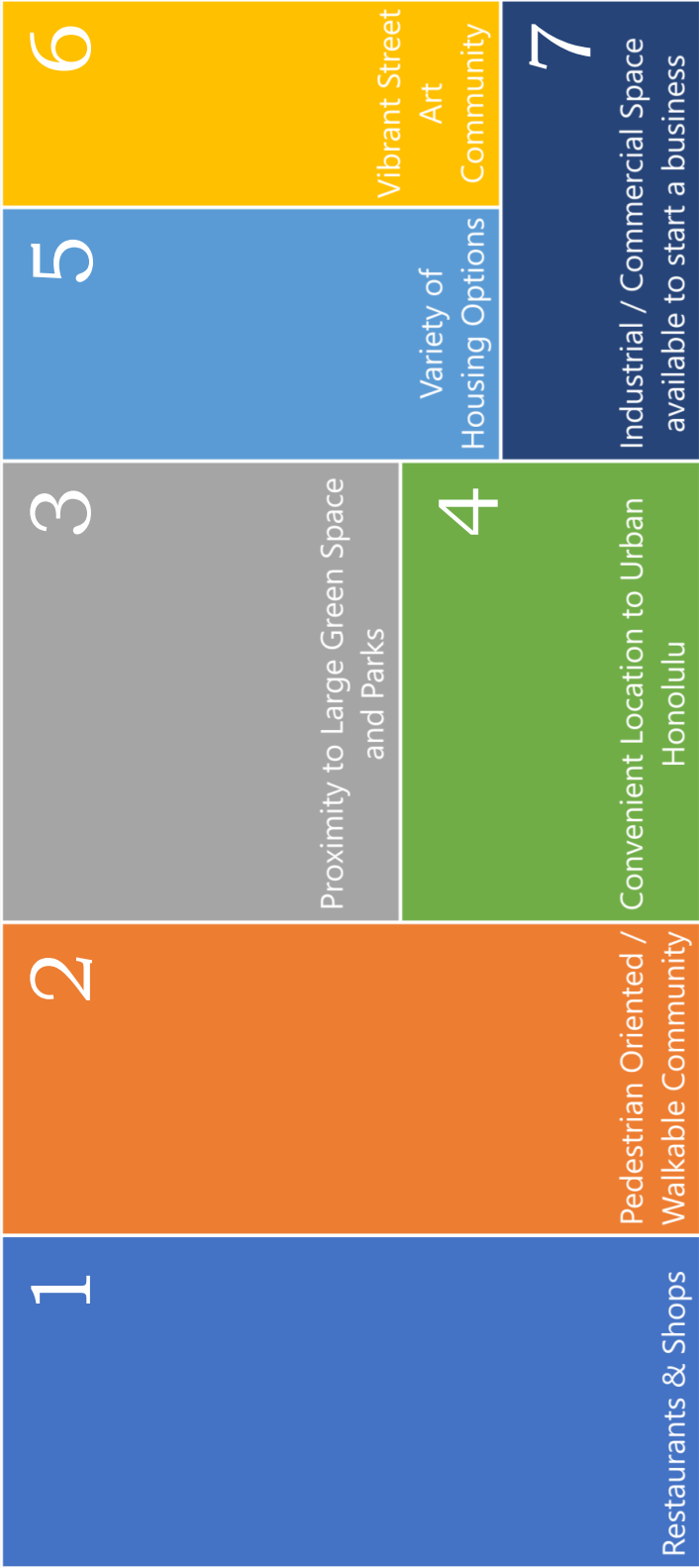


Community Outreach Survey | Results



4. What makes Kaka‘ako a place you want to live and work in?

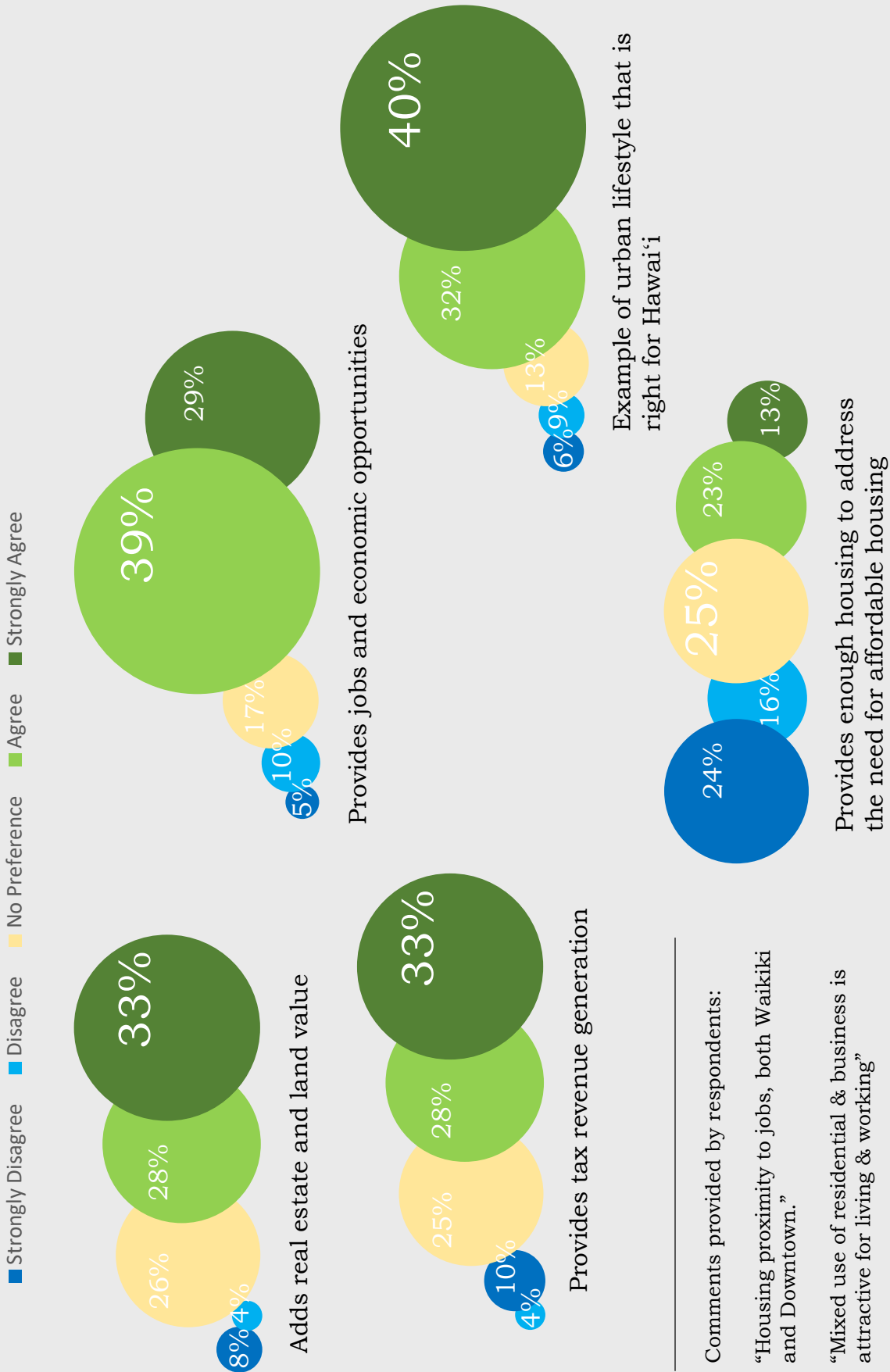
[Rank 1-7: 1 = Most Important / 7 = Least Important]



Community Outreach Survey | Results



5. What value does Kaka‘ako add to O‘ahu and Hawai‘i?



5. What value does Kaka‘ako add to O‘ahu and Hawai‘i?

Other comments provided by respondents:

- “become a model for Sea level rise strategies”
- “It could be the example of an urban lifestyle appropriate for Hawaii with value added through tax generation and job opportunities if there was more actually affordable housing. I think the state did a good job with some of the projects in the area. It doesn't have to be only private developers.”
- “Place for Urban art and murals”
- “Urbanization central to an array of services and Hawaii's business core.”
- “Mixed use of residential & business is attractive for living & working”
- “Gets people talking!”
- “provides space for food trucks”
- “It allows for urban density, reducing urban sprawl to areas outside of Honolulu.”
- “Density and gathering areas create more community. Adding the dog park at Mother Waldren park led to creating some nice friendships and becoming more connected to the neighborhood.”
- “Value in walkable community and model of how urban living in Hawaii should look. Downside is that proximity to ocean leads developers like Howard Hughes to produce buildings where even a studio apartment costs near 1 million dollars.”
- “While I don't live directly in Kakaako, I live in the Ala Moana area where a lot of development have negatively impacted the finances of long time residents who have been here before the madness of RAIL and TODs started. Now it is highly unaffordable, even the so called "affordable" housing in my area and in Kaakako cannot be afforded by regular folks. Too much speculative investors have bought up all the properties that have been developed for them with only the crumbs remaining for the few people who can afford the affordable housing options. It is really sad. Kaakaako has been transformed into another playground for the rich. I am just so happy the community took up arms to stop the development of the interactive facility once proposed for Ala Moana Park. IT was a small but significant victory for us common folk. The only other way Kakaako can be of added value is to have free PARKING (as is on most of the Gentry shopping areas) for the rest of the town. How about FREE on-street parking not only on Sundays but also Saturdays too? More support for motorists is needed. Too often I have seen too many rows of on-street parking spaces taken away from the public. This is pathetic. No parking means I don't want to go shopping in a certain area. It is harmful to small businesses. Parking is a key to success. Look at Ala Moana Center... tons of free parking, and despite many high priced stores, people still go there to shop. Why? Parking is free. Same high priced stores in Waikiki? Most people don't go there to shop because of lack of parking or public parking in garages that are way too expensive. Figure it out guys. You folks set the policies for all of this stuff. Think about the local folks first. The residents who live and work in our Honolulu.”
- “Art scene, restaurants and bars”



5. What value does Kaka‘ako add to O‘ahu and Hawai‘i?

Other comments provided by respondents:

- “Not enough affordable housing”
- “Kakaako could have provided affordable housing and been an example of a "right Hawaii urban lifestyle". But it simply is NOT. HCDA has failed the vast majority of locals here on Oahu and in Honolulu. All the luxury condos that have been built and are still being built in the Ward area is a prime example of this EPIC FAILURE to the local Oahu community. HCDA please change now!!!”
- “safe area”
- “an example of a walkable, truly pedestrian-friendly zone, ideally car-free”
- “It has the potential to be a true urban neighborhood in Honolulu, which has few real live work play districts outside of Waikiki. It's a great addition/option for Hawaii residents.”
- “land in Kakaako is too valuable for affordable housing. allowing developers to develop Affordable housing outside Kakaako would be more cost effective.”
- “Safe, fun, "Hawaiian" community.”
- “fosters a new, modern aesthetic of Hawaiiana”
- “It's a creative hub around urban Honolulu”
- “Kaka'ako provides an interesting dynamic and introduces a progressive idea of what a walkable neighborhood could be like.”



Photo by: Honolulu Civil Beat



6. What is the biggest hurdle for real estate / business development in Kaka‘ako, under the current Mauka Area Rules?

[Rank 1-5: 1 = Biggest Hurdle / 5 = Smallest Hurdle]

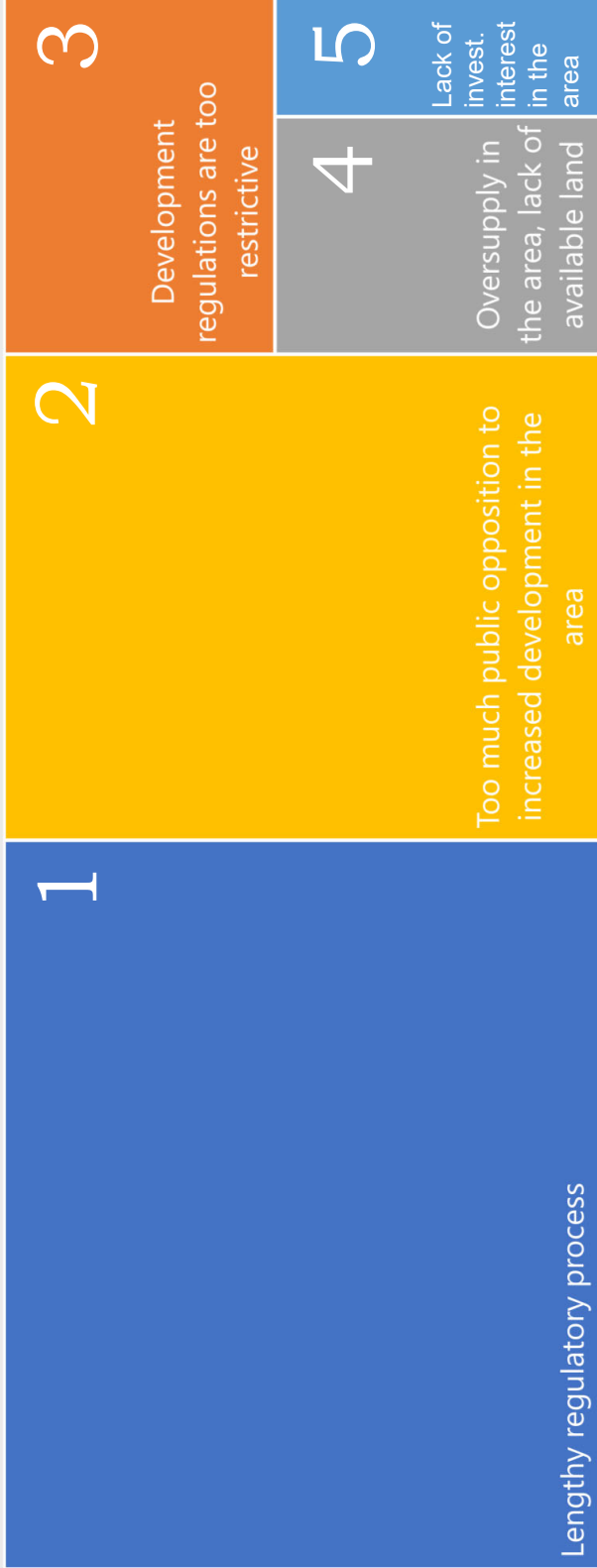


Photo by: Hawaii Public Radio

- Comments provided by respondents:
- “Nimbys”
 - “educate the public, help us to reimagine a new type of neighborhood and living space that focus on well-being in all aspects (i.e. walkable pedestrian-focused neighborhood is proven to improve economy, health, a sense of community. Read about the city Delft”



6. What is the biggest hurdle for real estate / business development in Kaka’ako, under the current Mauka Area Rules?

Other comments provided by respondents:

“no provision or encouragement for decentralized utilities”

“Unwillingness to develop significant housing for local market at affordable prices.”

“Evident wage gap/divide in Kaka’ako”

“Tax incentive from the City to encourage a good mix of uses for the local community which is generally not always the most profitable for developers.”

“two large developers take all the air out of the room”

“Poorly thought-out development proposals that don't meet the community needs or interests, prompting opposition. Developers need to listen and respond, not impose”

“Limiting FAR to amounts that were set in 2005 are no longer applicable today. Should be updated to increase density to allow development to better pencil and provide more housing in one of the few areas where the math works.”

“Some rules, such as the 300 feet view corridor requirement, are applied on a "first come first serve" basis, increasing unpredictability and risks for developers.”

“Many locals want to halt all development. This blocks well intentioned developers, and results in developers like Howard Hughes with millions to spend on lobbying and PR to be able to build.”



6. What is the biggest hurdle for real estate / business development in Kaka’ako, under the current Mauka Area Rules?

Other comments provided by respondents:

“Howard Hughes and KS major land owners with own goals”

“Land development in Kakaako already favors big corporate land developers way too much. More transparency from the developer and more public input should be granted before planning and construction starts.”

“too many homeless”

“HCDA gives too much credence to the public minority that opposes densification and wants to 'Save Kakaako'. Kakaako is generally a mess of dilapidated industrial buildings in the midst of some of the most valuable land in urban Honolulu. This is Honolulu's chance to truly create the first world class urban living neighborhood in Hawaii for locals and to help address the crucial housing shortage. Don't let a bunch NIMBYs detract from that vision. Increase density and height and streamline the approval process. Incentivize don't regulate.”

“developers are building expensive condos that the average local population cannot afford.”

“Concern for durability of new structures (ie. cost of maintenance, insurance, etc)”

“high prices of real estate”

“Unoccupied Dwellings used as investment opportunity only”

“Cost”



“Lack of public schools, prime real estate is already captured in KS and HH masterplans, development of KS master plan is taking too long, lack of upgraded infrastructure in the Central Kakaako district”

“Engaging smaller landowners to work with developers to rehab/redevelop”

“over development, too many condos and apartments in Kakaako”

“loading requirement remain challenging, inflated perceived land values, burden of infrastructure grades and land ownership issues of street/sidewalk for planning elec/sewer connections, small parcel sizes and restrictive zoning parameters to facilitate development at this scale”

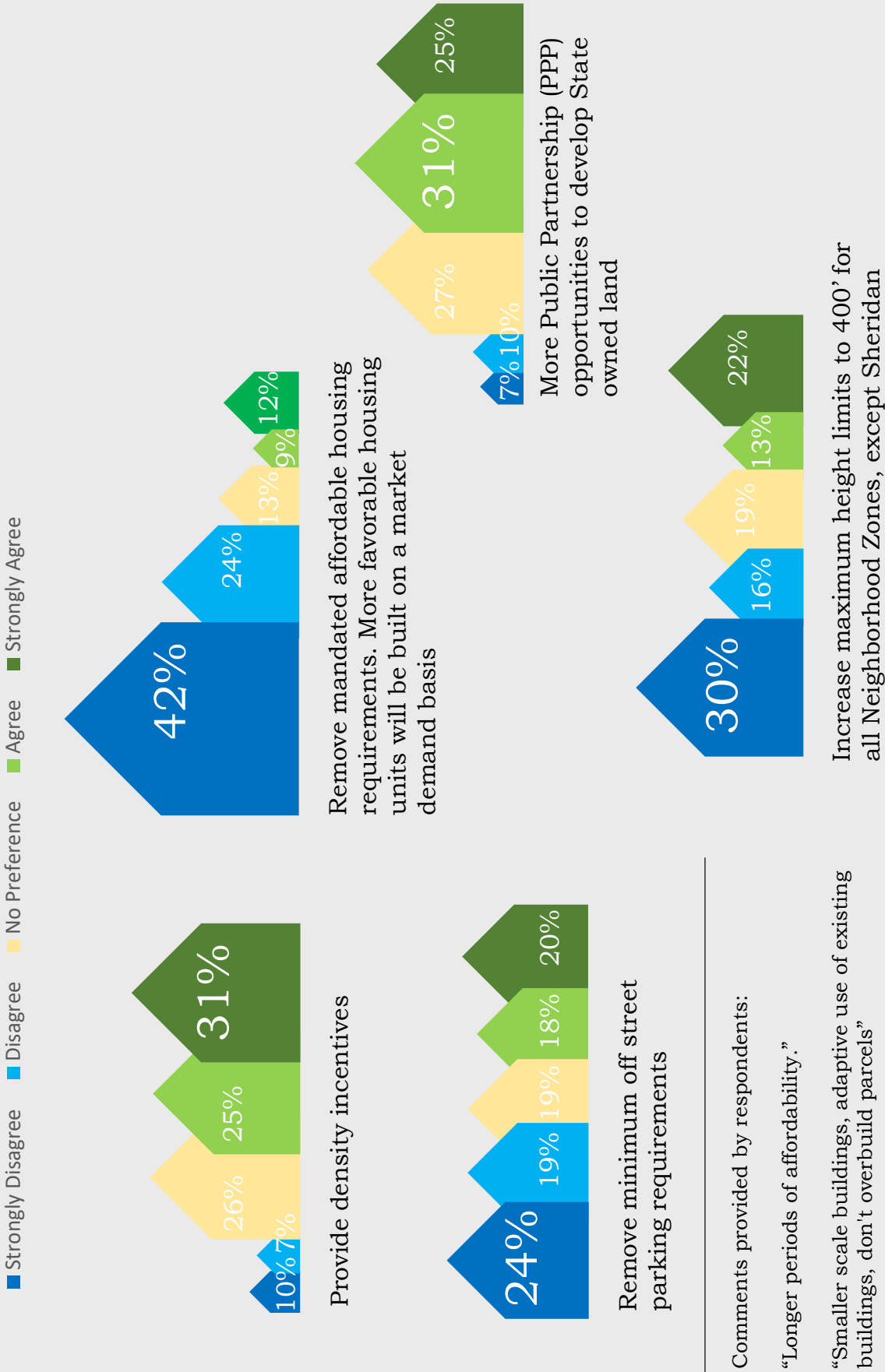
7. Existing Mauka Area Rules (Title 15, Chapter 217, Hawai‘i Administrative Rules);
What works? Doesn't work?



Community Outreach Survey | Results



8. How can more affordable housing be built in Kaka‘ako?



Community Outreach Survey | Results



8. How can more affordable housing be built in Kaka‘ako?

Other comments provided by respondents:

- “allow buildings to create sewage, water and power treatment/generation as primary utilities”
- “Expedite permitting process.”
- “height at in the Civic Center zone.”
- “Increase density and tax benefits with expediting entitlements and permits”
- “Incentives for mid-sized living complexes. There are too many luxury condos built for investors, not for affordability. Mid-to-low-rise inventory should be incentivized as opposed to super tall / super dense.”
- “repurpose unused buildings into homeless shelter or affordable housing”
- “Limiting ownership to full time residents of Oahu”
- “MFTE’s. [multifamily tax exemptions]”
- “stop building luxury units”
- “It is important to recognize that generation of market rate housing indirectly creates affordable housing as the housing ladder data dictates that people will move from less desirable areas to live in kaka‘ako, thus freeing up homes in other neighborhoods which liberate homes that are sold at affordable price points, for example in Kalihi or Waipahu or Kaimuki.”
- “more affordable housing is not needed in Kakaako”

- “Incentivize small scale redevelopment. Lots of 5,000sf lots that would be great walk-up apartment/AMX locations. Categorize workforce housing as a separate type of development with less restrictions than reserved since it is providing more affordable housing to the market. Fastest way to build housing that is affordable to local families. Increase AMI restriction to 140% AMI if 85% of workforce housing units are affordable.”
- “rehabilitation of existing affordable housing in Kakaako”
- “new school, improve sidewalks, municipal parking, utility capacity (smells)”
- “I don’t have a useful suggestion but is there an answer outside of more density?”
- “I’d suggest only removing minimum off street parking requirements for affordable rentals below 60% AMI, where public transportation is accessible”
- “develop city and state owned land: PPP”
- “Affordable housing has attracted more crime. I was assaulted and attacked by such a person”
- “Incentives for affordable housing and extra taxes/fees for high end/luxury developers. Luxury developers should be extra taxed and also should be made to upgrade the surrounding public infrastructure (such as roads, sewage, transportation grid like rail, etc.)”
- “we don’t need more affordable housing”

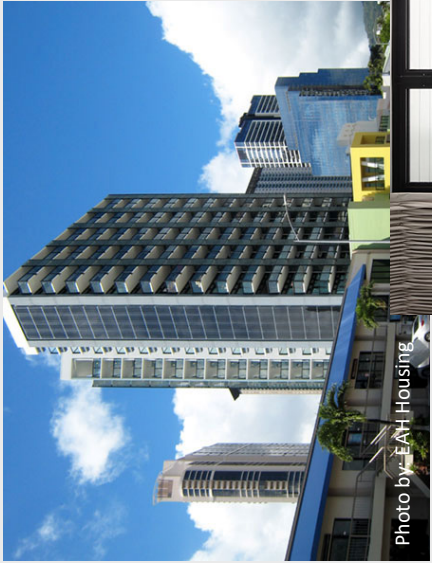


8. How can more affordable housing be built in Kaka‘ako?

Other comments provided by respondents:

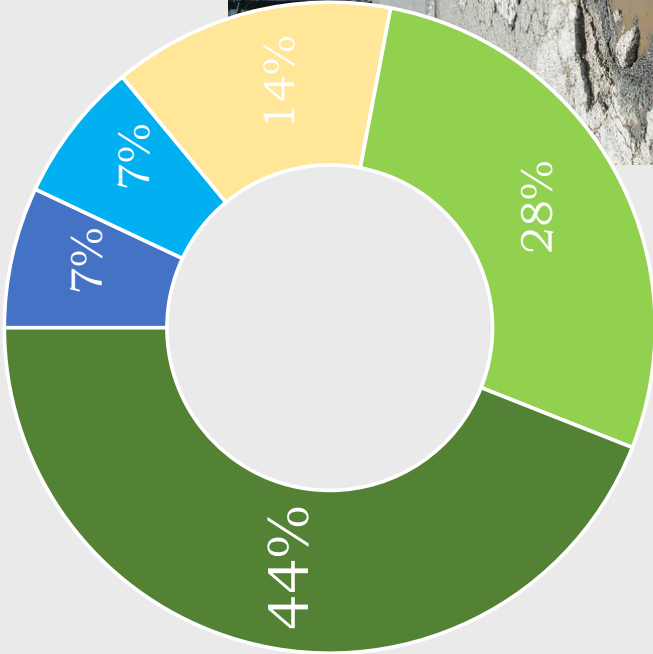
- “a new type of developer smallchange.com -- community-owned developments”
- “Incentivize affordable housing, don’t mandate.”
- “Increase the number of required affordable housing units major landowners/developers must provide for every luxury unit they develop. Change the AMI requirement to include all of Oahu instead of just Honolulu.”
- “allow off site affordable housing to be built by the developer”
- “State owned/financed rental properties (using technology to improve management costs). Build community to foster care for the asset.”
- “co-housing?”
- “Allow redevelopment of HECO property, increase maximum height above 400' for 201-H projects, incentivize development of Makai area (other than housing)”
- “Developers must plan for the bigger community and not just people who they think can afford to live there.”
- “Moratorium on building luxury developments until all affordable housing needs are built”
- “HCDA to provide floor area to developers to Max out affordable housing projects density”

- “Affordable requirements should actually be affordable, <100% AMI is now more than Fair Market Rent, which makes no sense.”
- “Bolster state public funding to make more tax incentives available, think progressive about redevelopment of State owner properties to expand opportunities for PPP projects”



9. More investment should be made in improving infrastructure in the Mauka Area to promote further development.

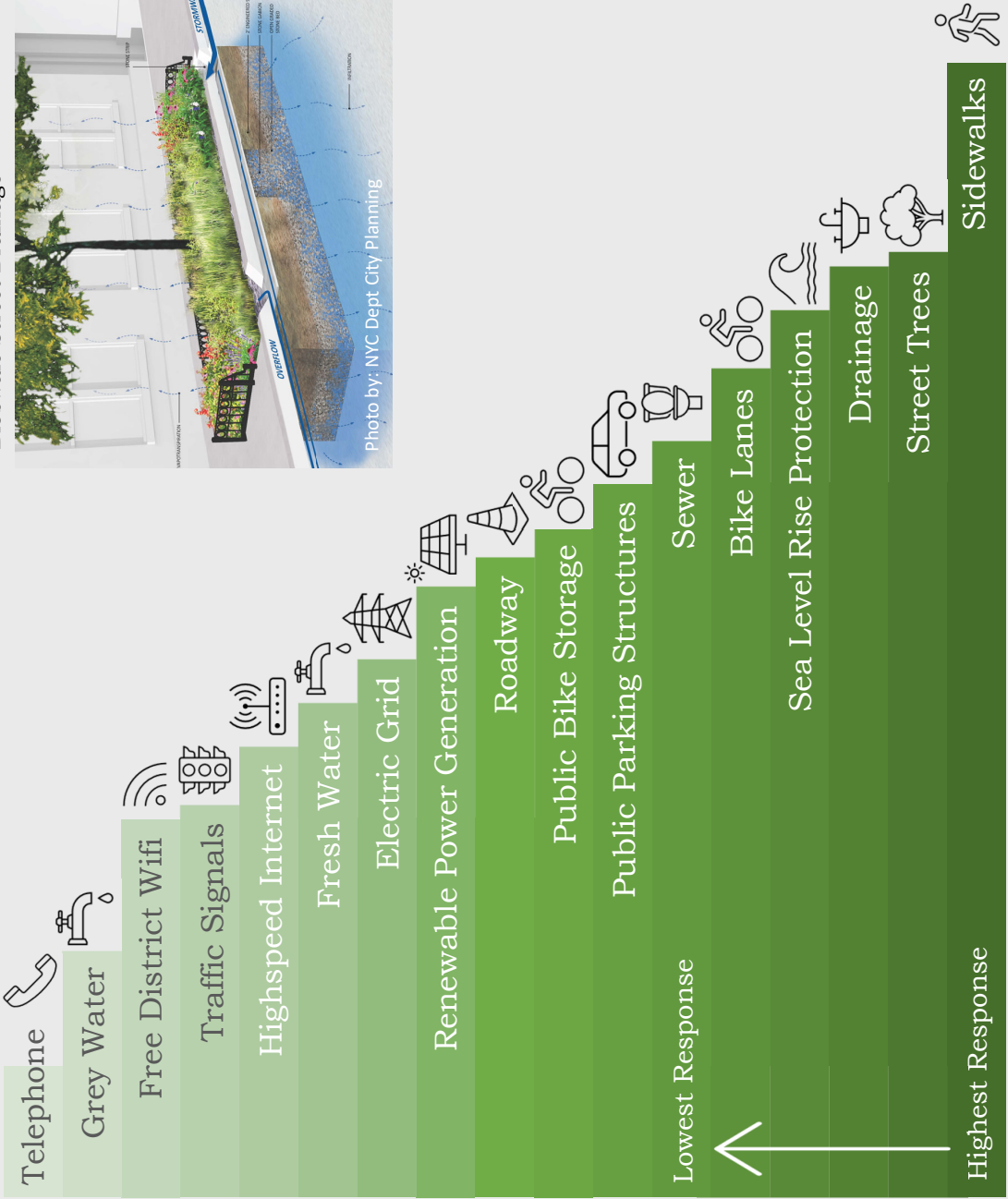
Strongly Disagree Disagree No Preference Agree Strongly Agree



Community Outreach Survey | Results



10. What types of infrastructure improvements would you like to see in the Mauka Area, if any?



Automated Public Parking Structure

Community Outreach Survey | Results



Mahalo for Participating



Hawai'i Community Development Authority

Appendix 5:

Questionnaire Results

Advisory Group

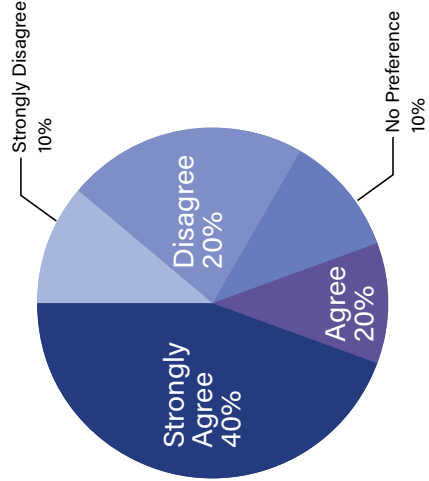
SURVEY RESULTS

*Disclaimer: 10 responses as of 11/15/2021 5:00 PM

1. HCDA is considering revising some of the parking requirements within Kakaako. What revision do you think would be most beneficial for the community?

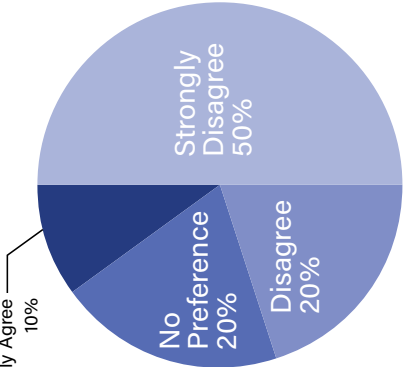
“If the purpose is to make the area pedestrian friendly, parking would have to be (unfortunately) inconvenient. People will park further away and walk to their destination. This is actually the intent. People first, cars second.”

Eliminate the minimum off street parking requirements



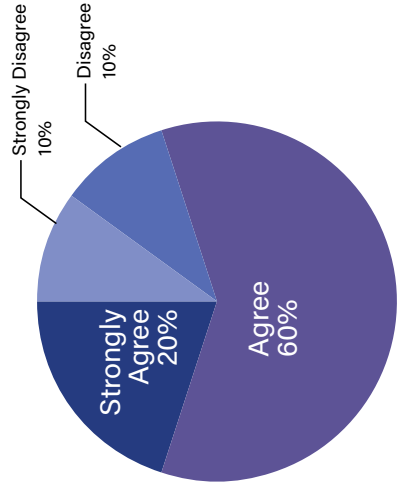
“Off street parking should be determined by the size and type of project.”

Require parking to be sold/rented separate from housing units (AKA unbundled parking)



“Provide developer flexibility with meeting parking requirements to appropriately respond to market demands.”

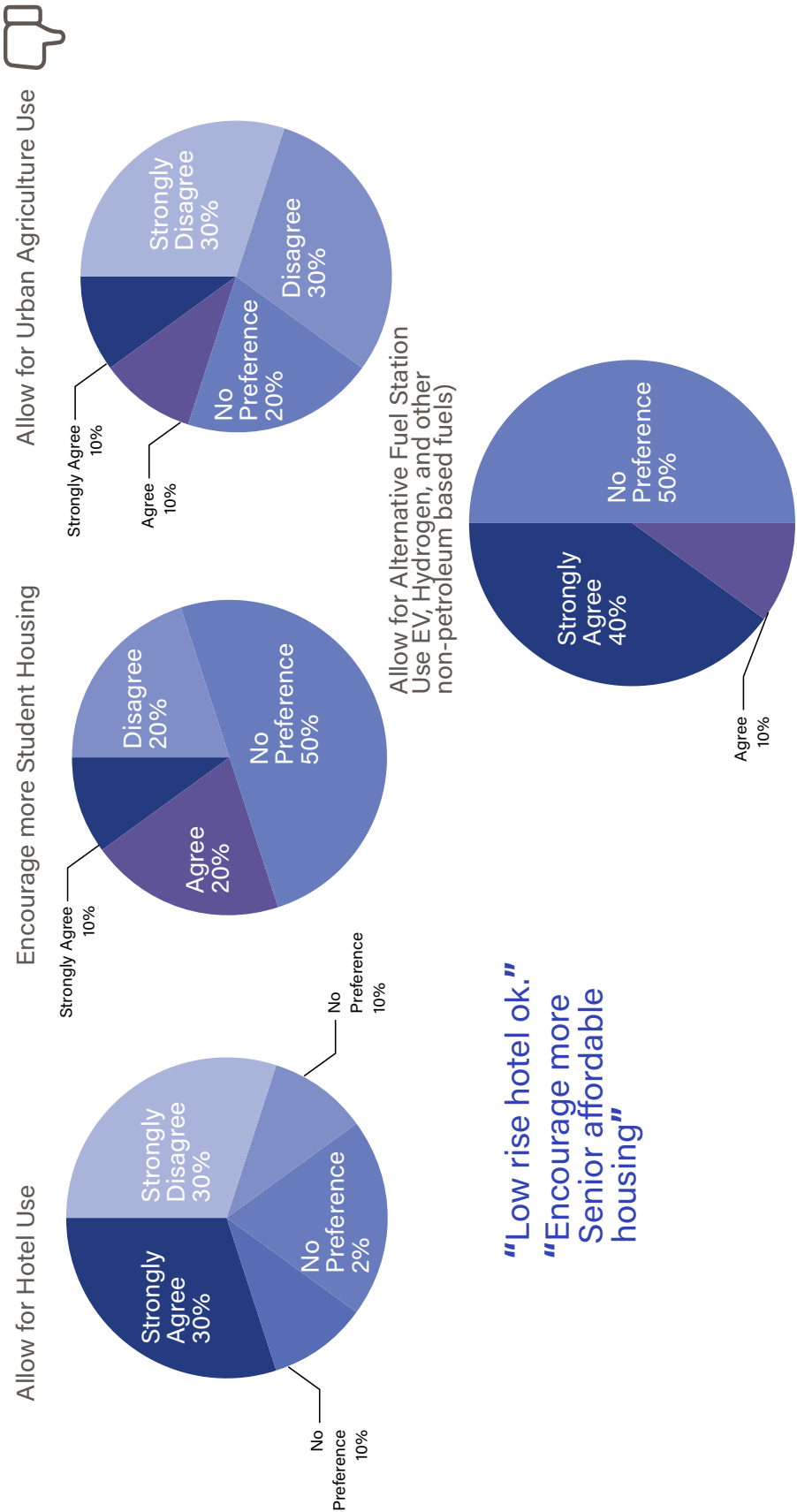
Incentivize more efficient parking (ie, robotic parking)



“Developers will provide parking needed for project to be successful.”

SURVEY RESULTS

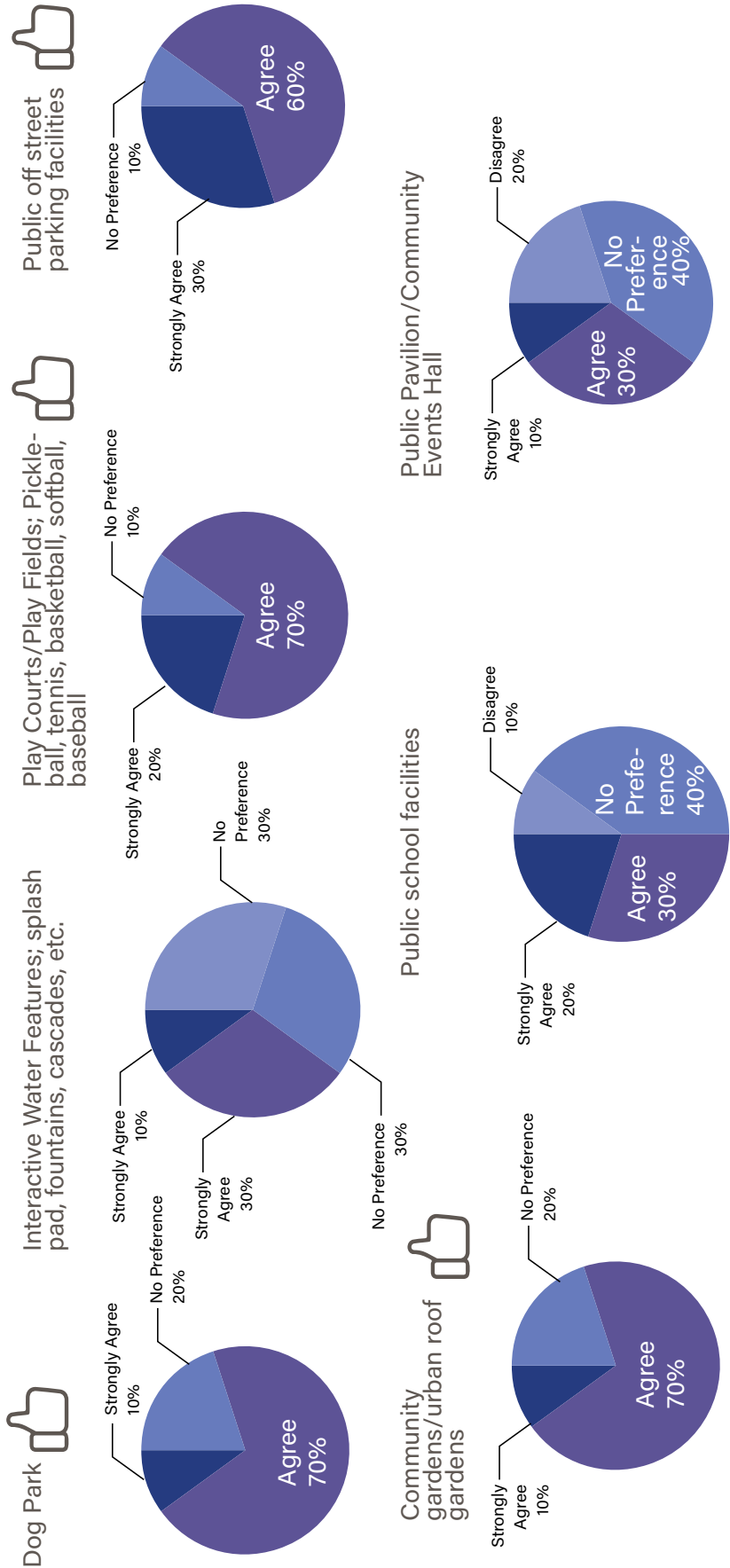
2. HCDA has already designated Kakaako with mixed-use zoning. What other land use would you like to see allowed, removed, or encouraged in the Mauka Area?



“Low rise hotel ok.”
“Encourage more Senior affordable housing”

SURVEY RESULTS

3. What community benefits/facilities would you like to see developed in Kakaako?



SURVEY RESULTS

4. What makes Kakaako a place you want to live and work in?

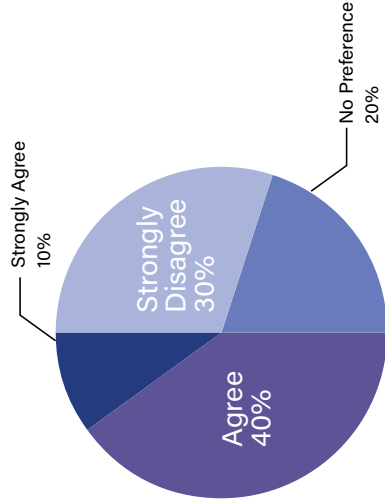


Most number of 1st place votes:
RESTAURANTS (4 votes)

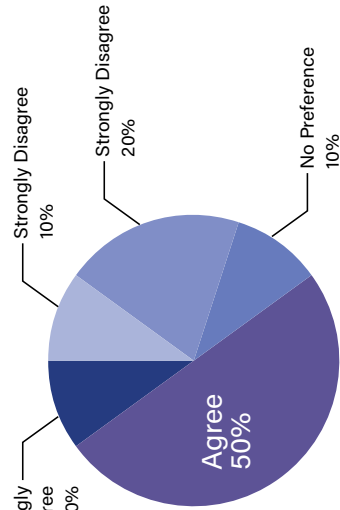
SURVEY RESULTS

5. What value does Kakaako add to Oahu and Hawaii?

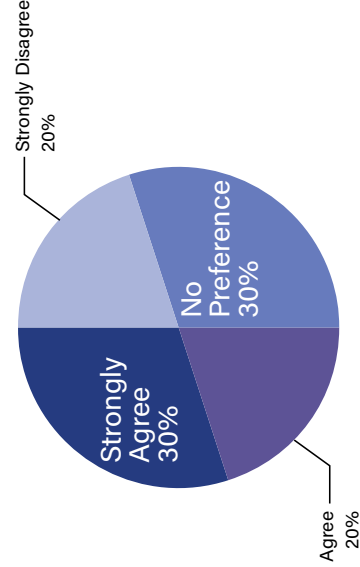
Adds real estate and land value



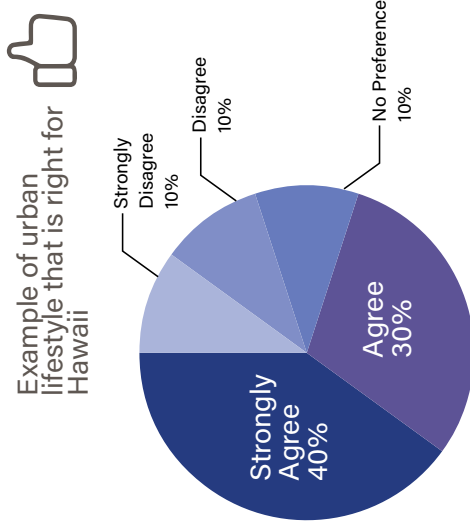
Provides jobs and economic opportunities



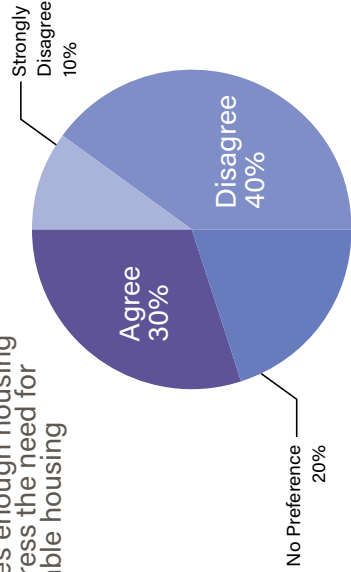
Provides tax revenue generation



Example of urban lifestyle that is right for Hawaii



Provides enough housing to address the need for affordable housing



“Opportunity to reduce traffic congestion as it gets people off the freeways. Real Property tax revenue as projects get built.”

SURVEY RESULTS

6. What is the biggest hurdle for real estate / business development, in Kakaako under the current MAR?

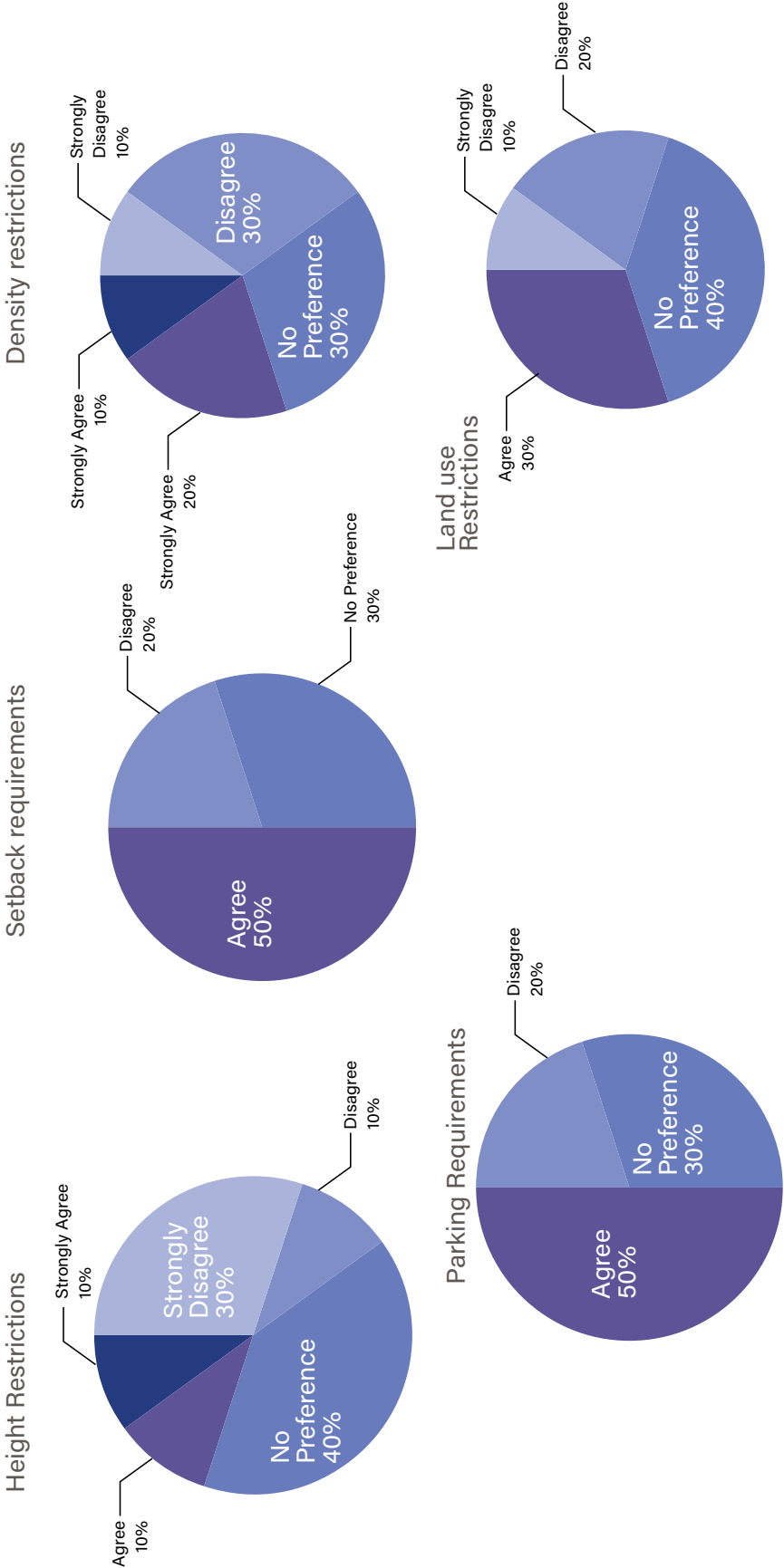
PUBLIC OPPOSITION
LENGTHY PROCESS
INVESTMENT INTEREST
LAND AVAILABILITY
RESTRICTIVE
REGULATIONS

“Lengthy archaeological review process due to SHPD backlog”

“I have been waiting over four years for a permit - DLNR SHPD unable to process timely.”

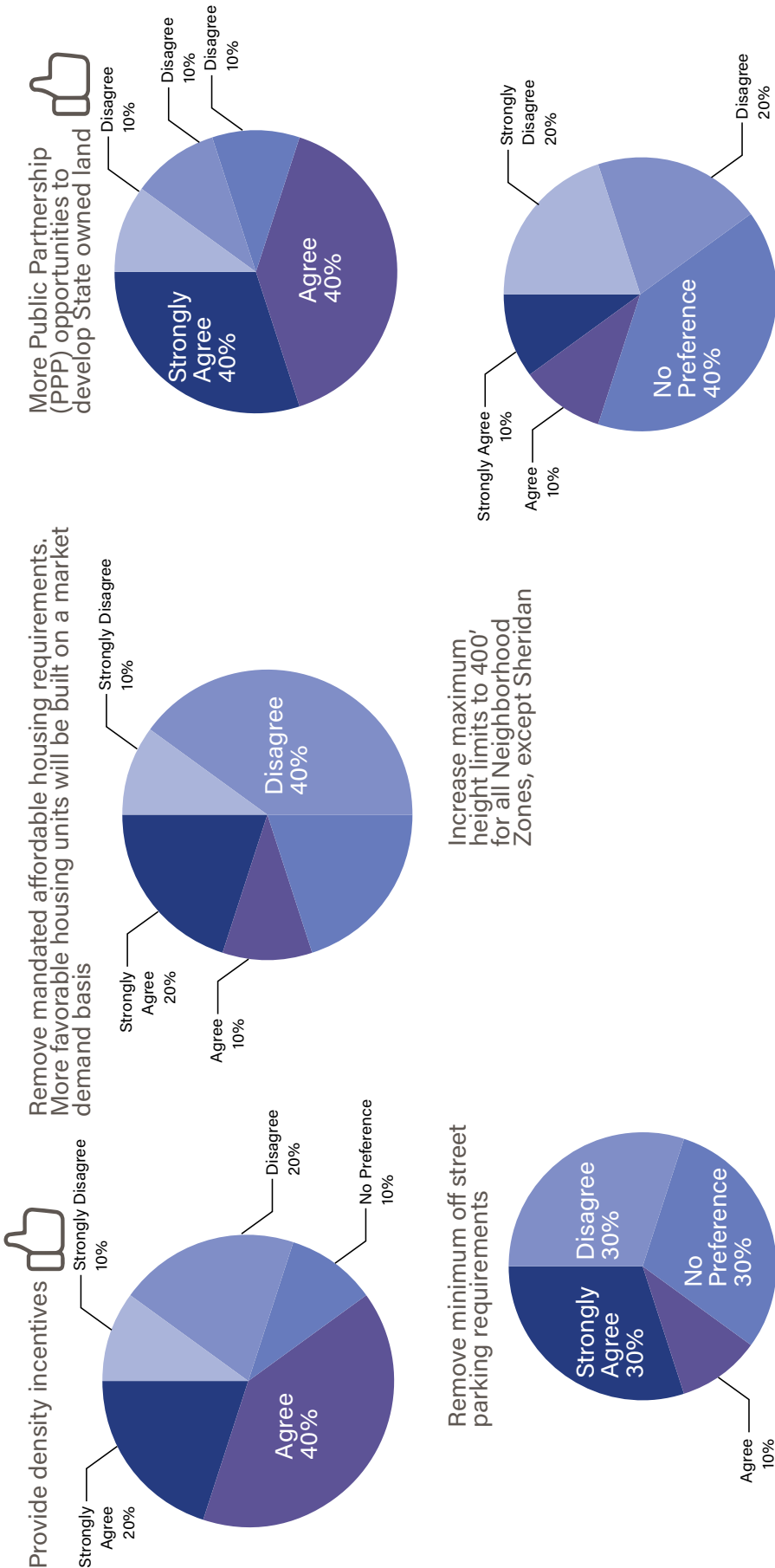
SURVEY RESULTS

7. Existing Mauka Area Rules (Title 5, Chapter 217, Hawaii Administrative Rules); What works? Doesn't work?




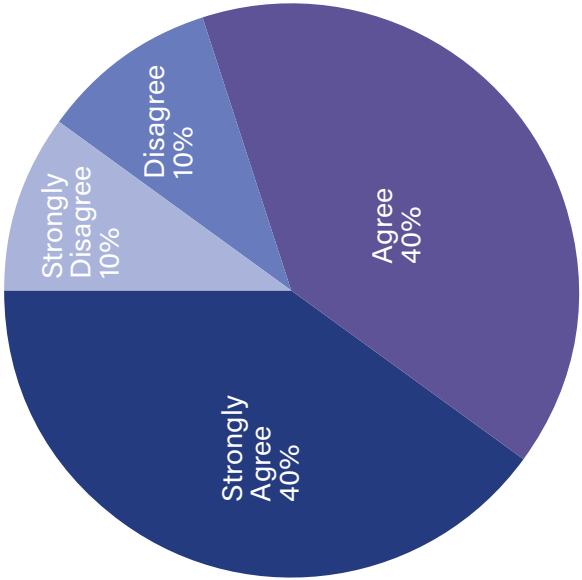
SURVEY RESULTS

8. How can more affordable housing be built in Kakaako?



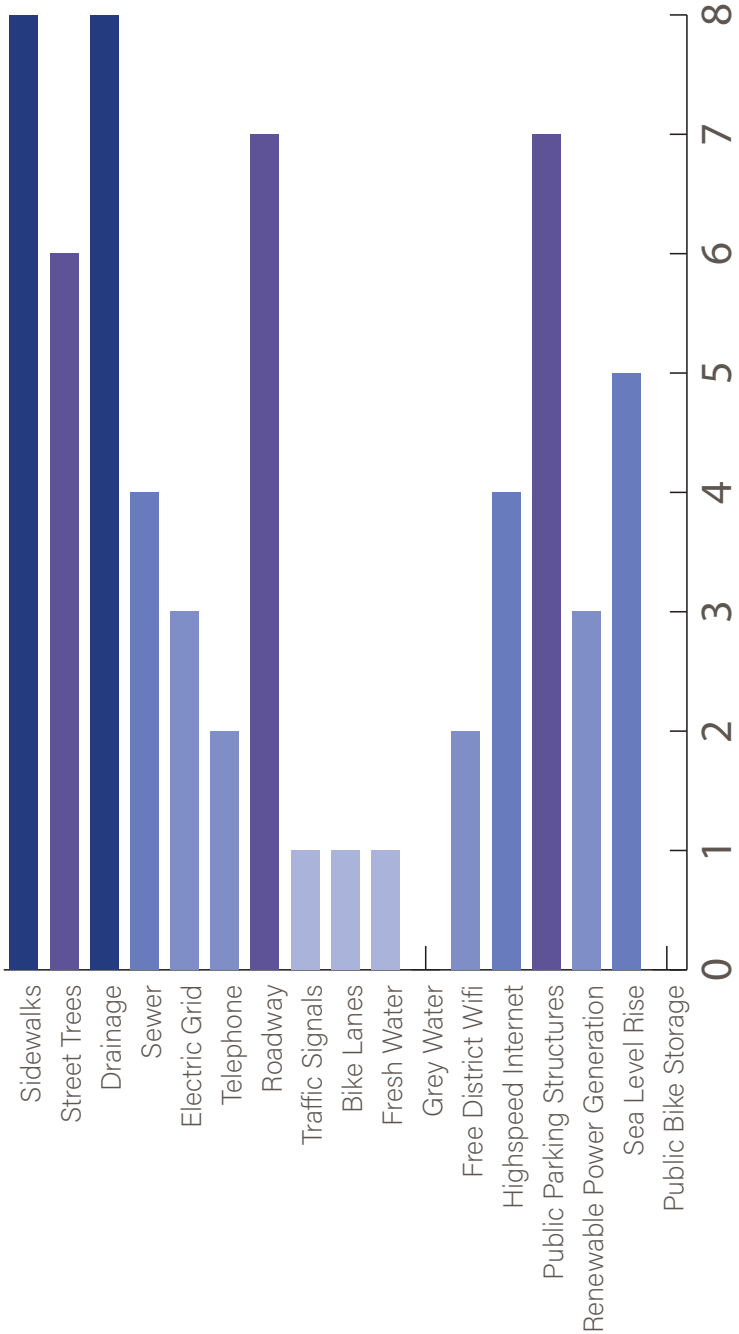
SURVEY RESULTS

9. More investment should be made in improving infrastructure in the Mauka Area to promote further development 



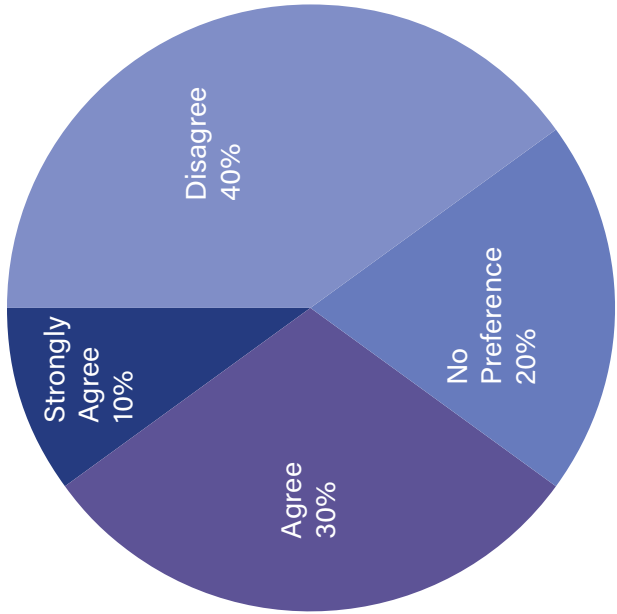
SURVEY RESULTS

10. What types of infrastructure improvements would you like to see in the Mauka Area, if any?



SURVEY RESULTS

11. Do you support setting up Improvement District projects to share the cost of such infrastructure improvements listed in the previous question?



SURVEY RESULTS - KEY TAKEAWAYS

Eliminate the minimum off street parking requirements

Incentivize more efficient parking (ie, robotic parking)

Dog Park

Play Courts/Play Fields

Public off street parking facilities

Community gardens/urban roof

Restaurants

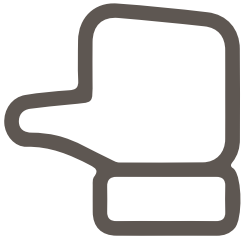
Urban Lifestyle value

Public Private Partnerships

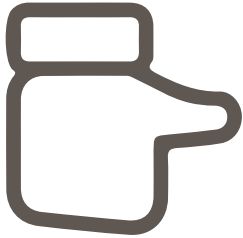
Infrastructure Improvements

Sidewalks

Drainage



POSITIVE RESPONSE



NEGATIVE RESPONSE

Require parking to be sold/rented separate from housing units (AKA unbundled parking)

Allow for Urban Agriculture Use

Lengthy Regulatory Process

Land Availability

Public Opposition

Restrictive Regulations

Public Bike Storage

Grey Water

Appendix 5: Questionnaire Results

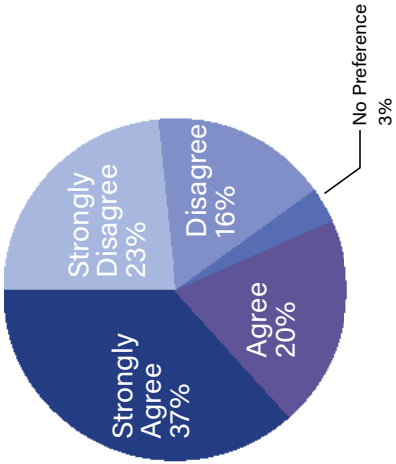
Community Group

SURVEY RESULTS

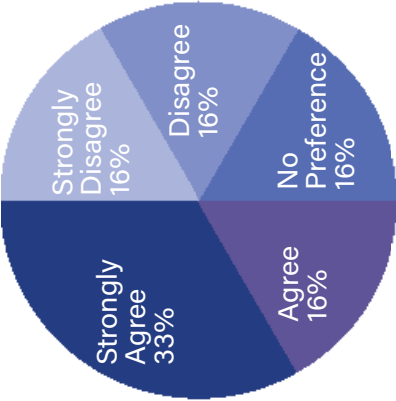
Survey closed 1/14/2022

1. HCDA is considering revising some of the parking requirements within Kaka’ako. What revision do you think would be most beneficial for the community?

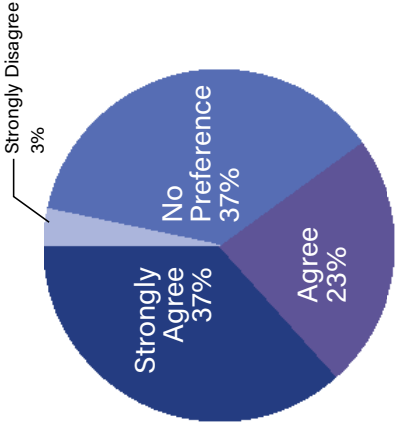
Eliminate the minimum off street parking requirements



Require parking to be sold/rented separate from housing units (AKA unbundled parking)

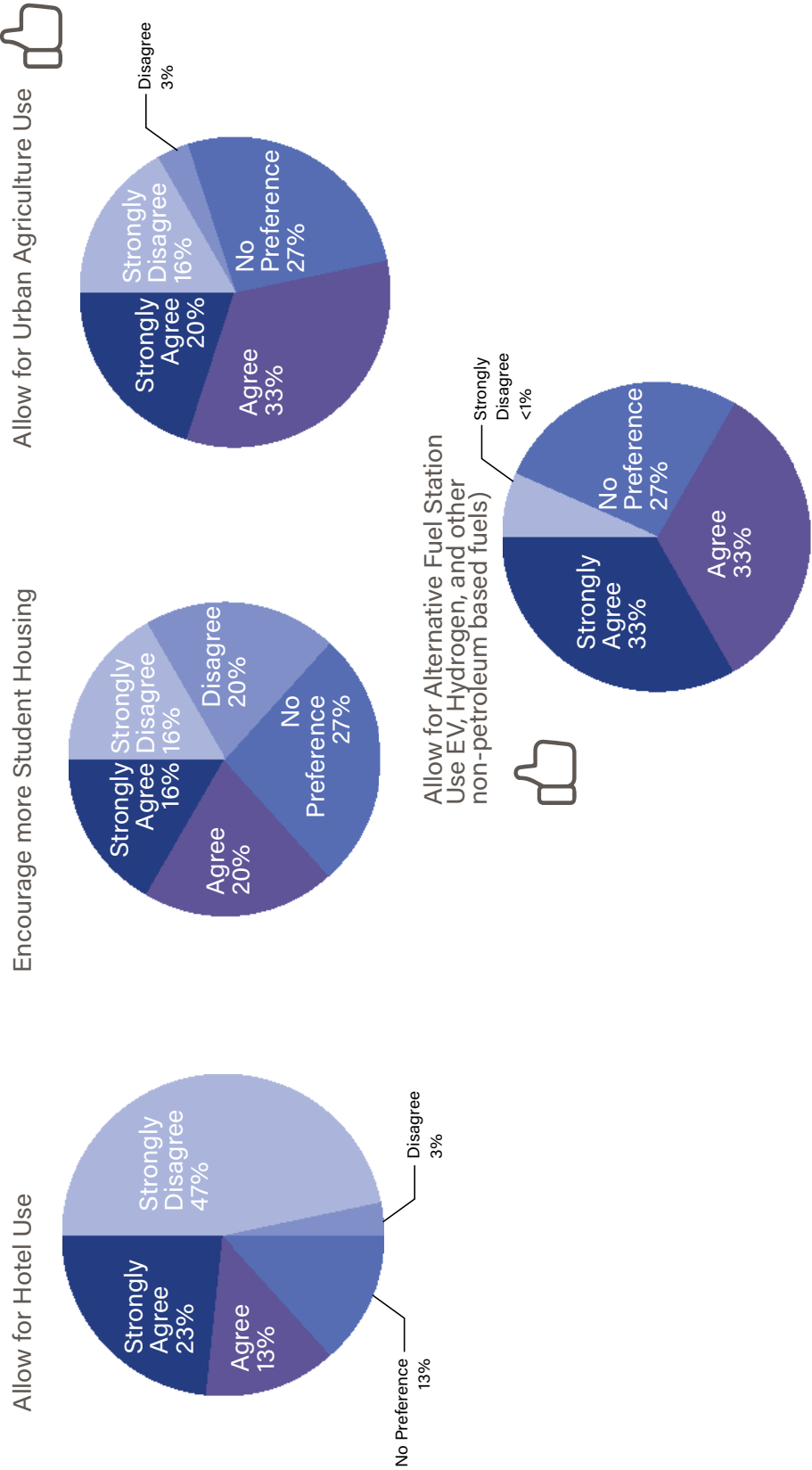


Incentivize more efficient parking (ie, robotic parking)



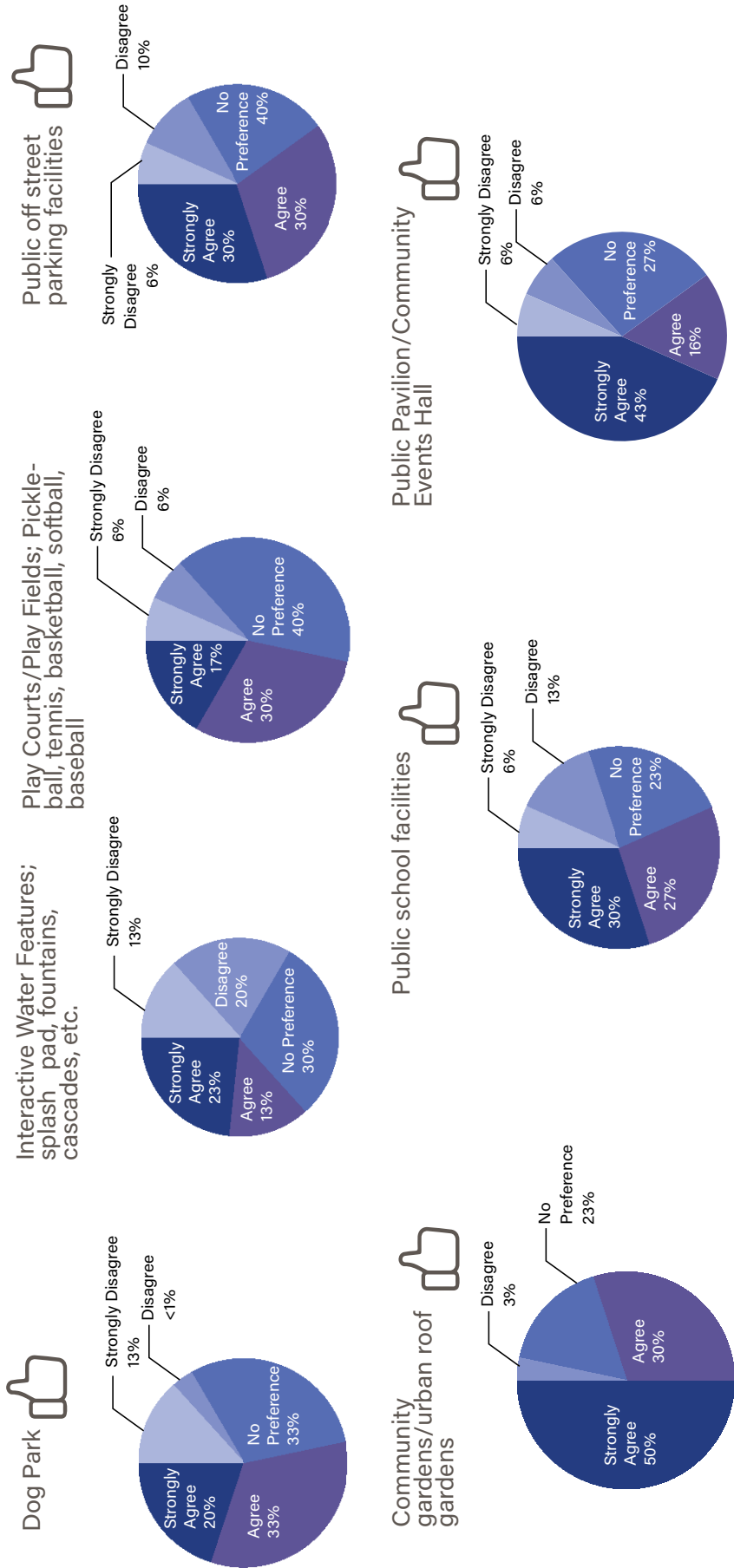
SURVEY RESULTS

2. HCDA has already designated Kaka’ako with mixed-use zoning. What other land use would you like to see allowed, removed, or encouraged in the Mauka Area?



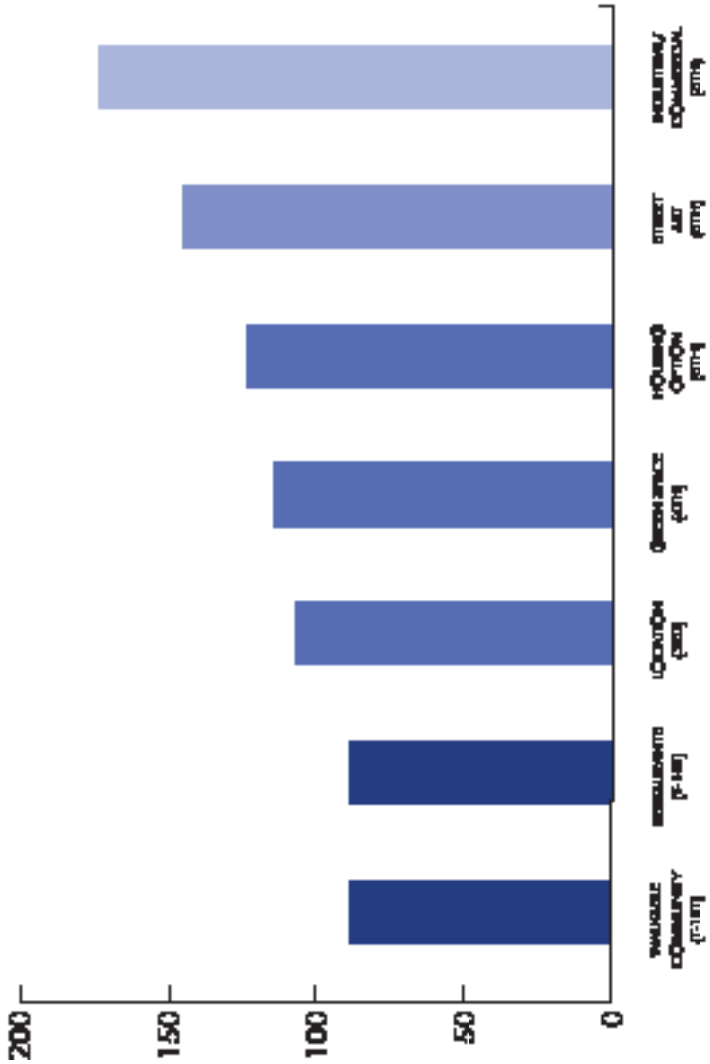
SURVEY RESULTS

3. What community benefits/facilities would you like to see developed in Kaka’ako?



SURVEY RESULTS

4. What makes Kaka’ako a place you want to live and work in?

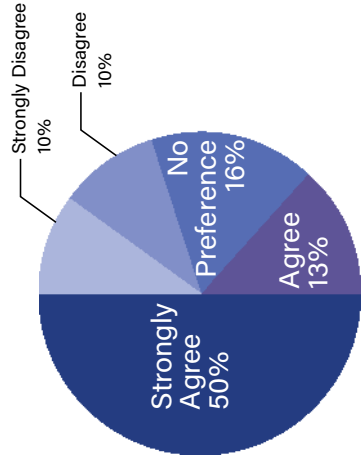


SURVEY PREVIEW

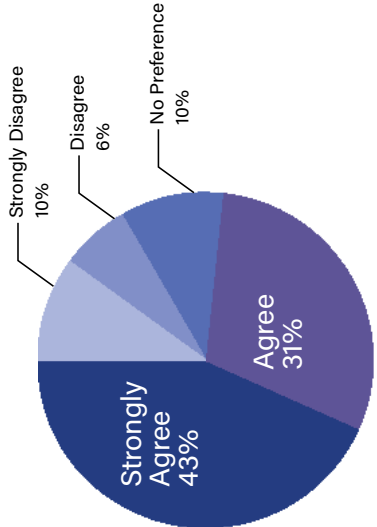
Responses as of 12/21/2021 5:00 PM

5. What value does Kaka’ako add to Oahu and Hawaii?

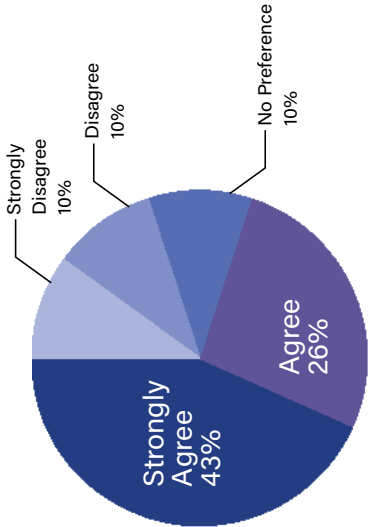
Adds real estate and land value



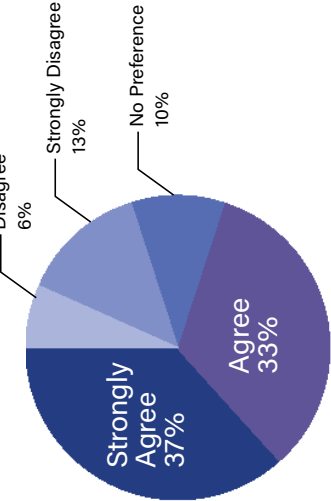
Provides tax revenue generation



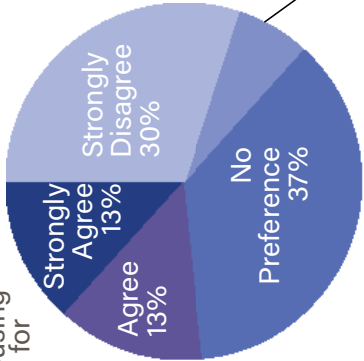
Example of urban lifestyle that is right for Hawaii



Provides jobs and economic opportunities

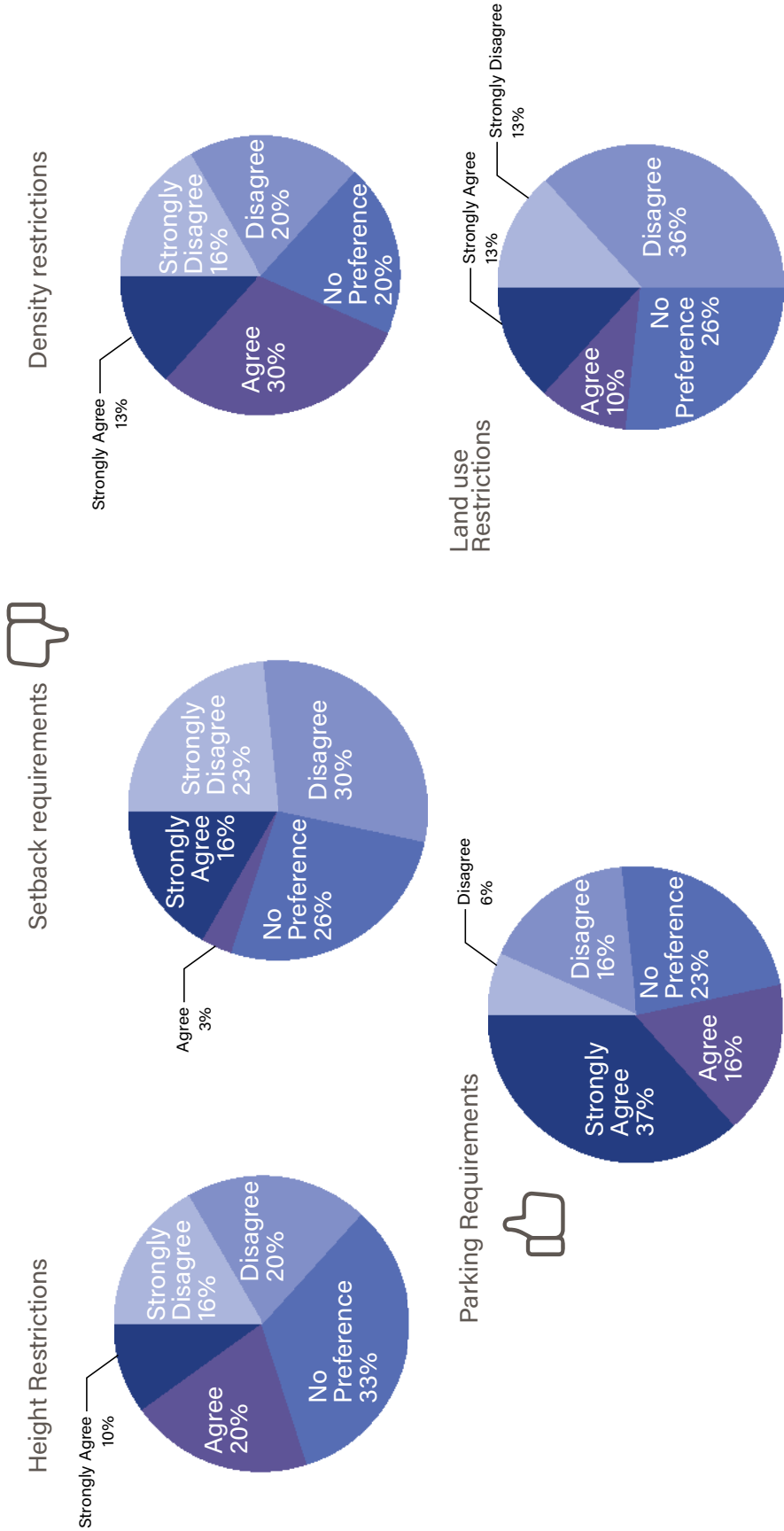


Provides enough housing to address the need for affordable housing



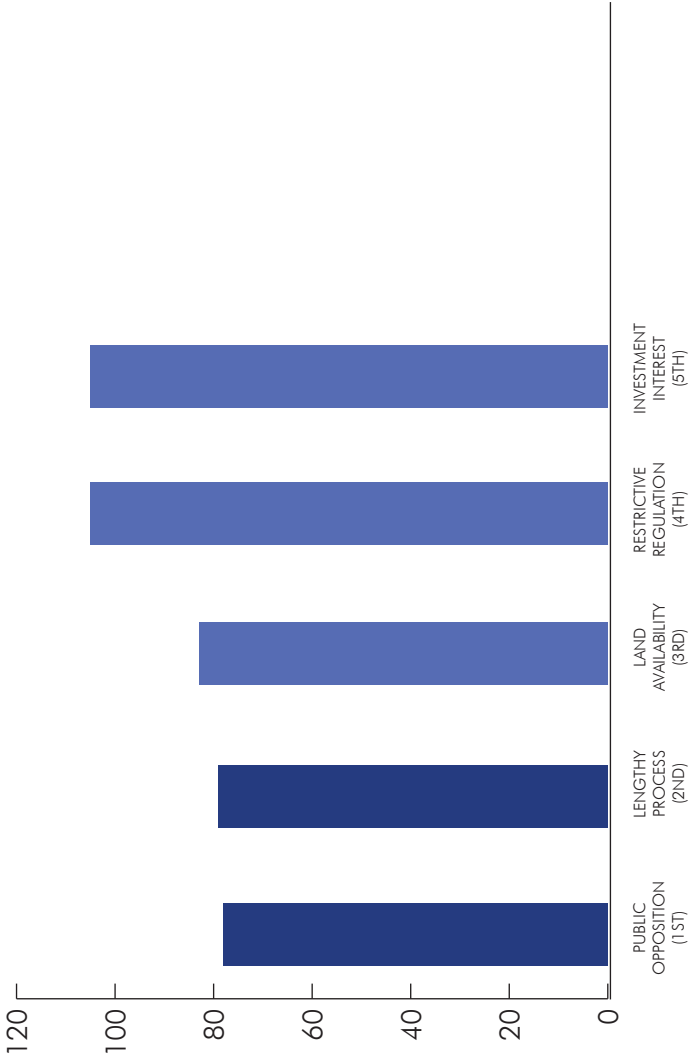
SURVEY PREVIEW

7. Existing Mauka Area Rules (Title 15, Chapter 217, Hawaii Administrative Rules); What works? Doesn't work?



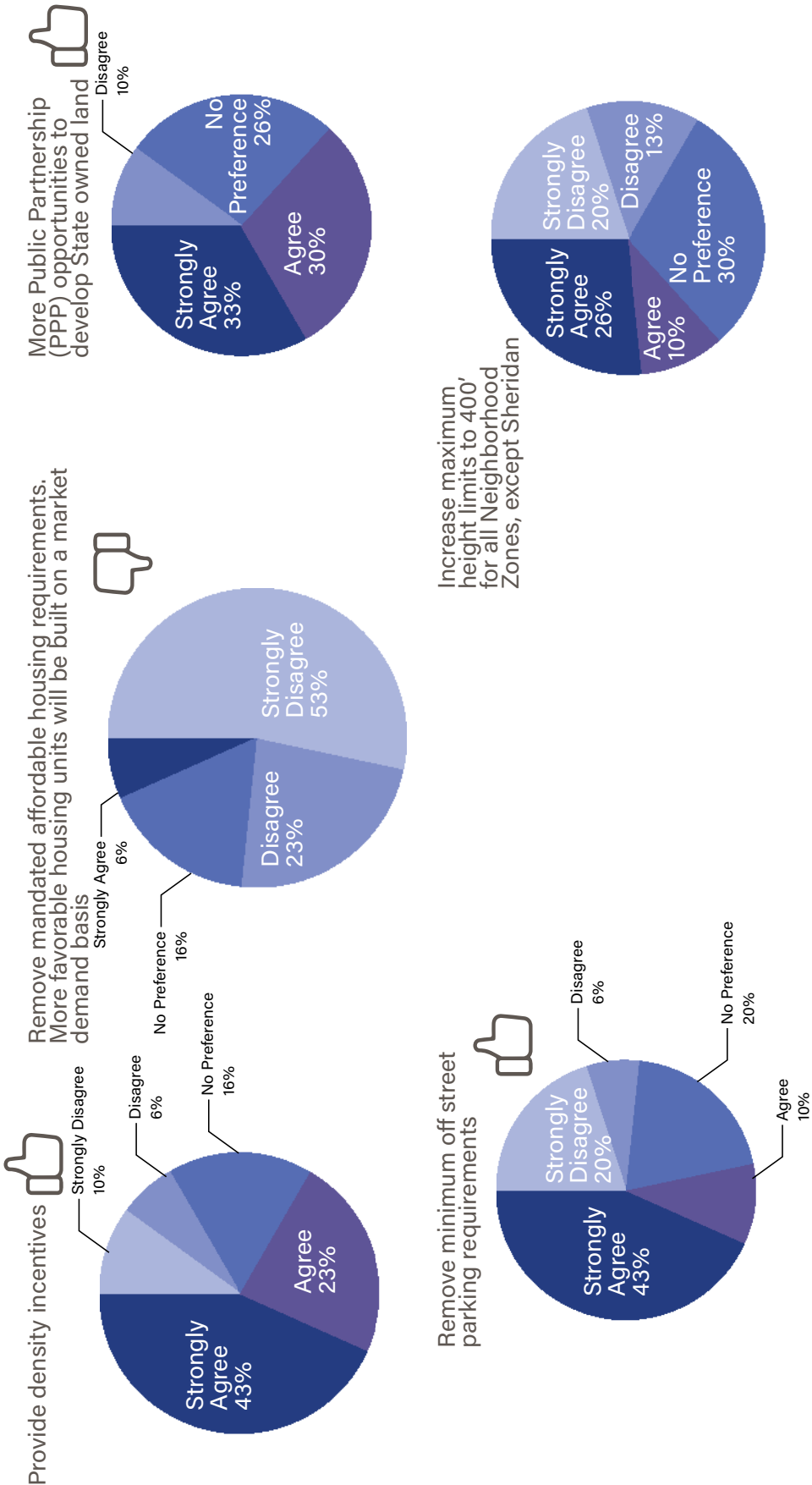
SURVEY RESULTS

6. What is the biggest hurdle for real estate / business development, in Kaka’ako under the current MAR?



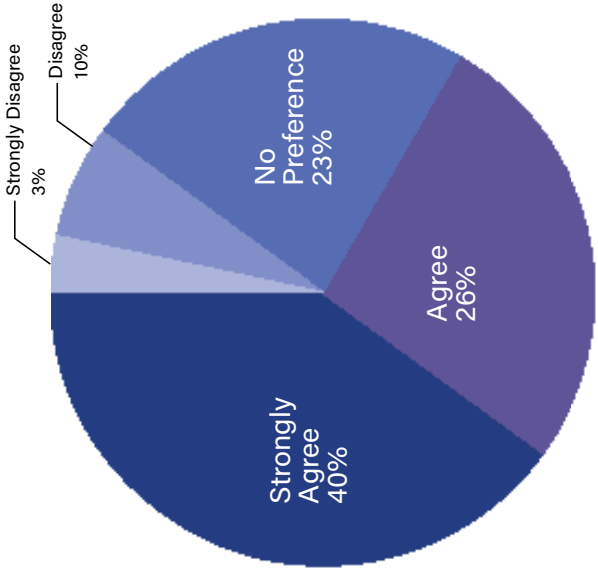
SURVEY PREVIEW

8. How can more affordable housing be built in Kaka'ako?



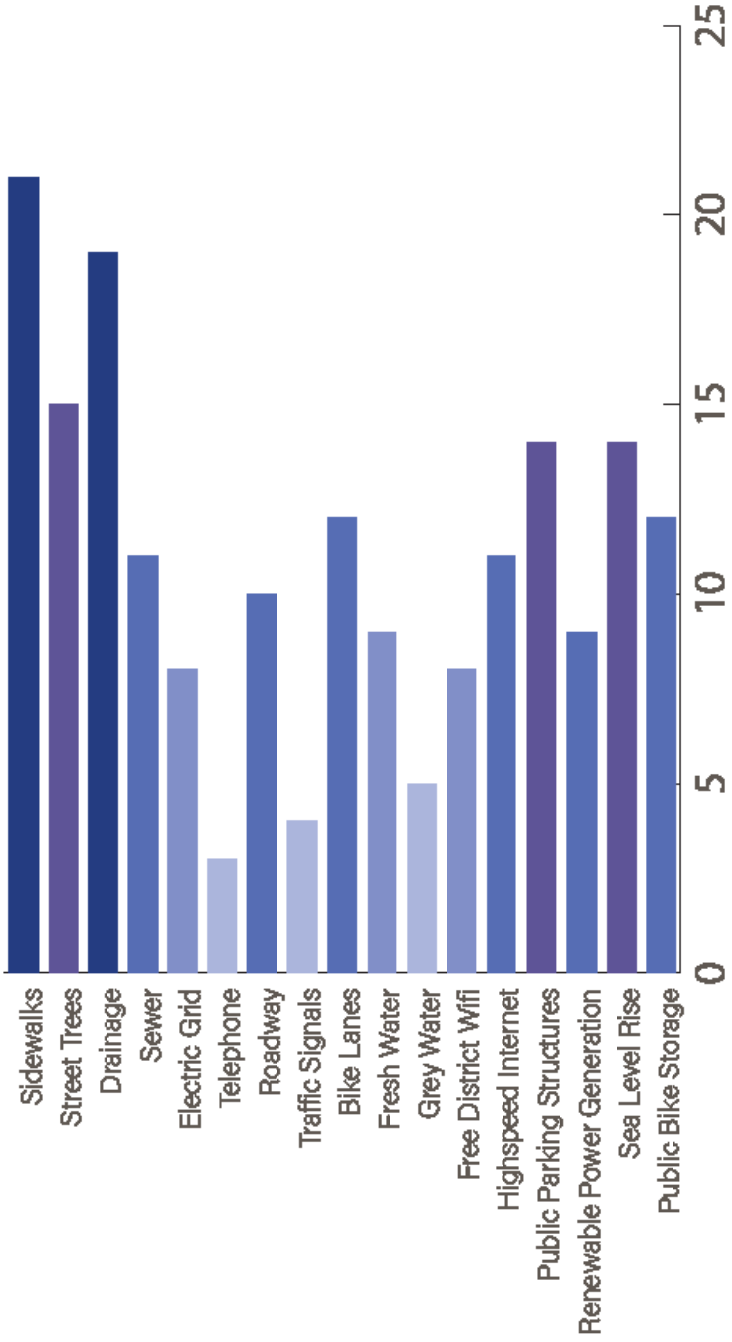
SURVEY RESULTS

9. More investment should be made in improving infrastructure in the Mauka Area to promote further development 




SURVEY PREVIEW

10. What types of infrastructure improvements would you like to see in the Mauka Area, if any?

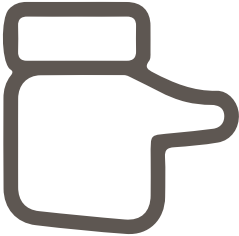


SURVEY PREVIEW - KEY TAKEAWAYS



POSITIVE RESPONSE

- Eliminate off-street parking
- More efficient parking
- Agriculture use
- EV/Alternative fuel stations
- Dog Parks
- Public Parking Facilities
- Community gardens
- Public School Facilities
- Public Pavilions
- Adding Real Estate Value
- Tax Revenue Generation
- Urban Lifestyle
- Job Opportunities
- Removing Parking Requirements
- Density Incentives
- PPP Opportunities
- Infrastructure Improvements



NEGATIVE RESPONSE

- Remove mandated affordable housing requirements
- Setback Requirements

