

Ala Moana Boulevard Elevated Pedestrian Walkway

1. Form SF-424: Application for Federal Assistance – completed
2. Project Narrative in the format required in the NOFO

The ultimate pedestrian safety measure is to remove the interaction of pedestrians and vehicles by providing an elevated walkway to cross a significant roadway – thereby eliminating the need for an at grade crossing in a growing population area. This project brings a public-private partnership to achieve this life-saving measure.

Overview – Project Benefits Pedestrian Safety. This project proposes an elevated pedestrian walkway over Ala Moana Boulevard through a partnership between the Hawaii State Department of Transportation (“**HDOT**”) and the Howard Hughes Corporation (“**HHC**”). Ala Moana Blvd. is a Hawaii State Highway, consisting, generally, of 3 lanes each direction plus turn lanes, controlled by HDOT. In the half-mile stretch bounded by Pi‘ikoi St. and Ward Avenue (“**Affected Area**”)(See **Exhibit A**, p3 area map), the speed limit is 35 mph and the road is divided by a landscaped median. Along with standing curbside to high level vehicular traffic, the curb to curb distance, which pedestrians need to cross in the Affected Area, is ____ feet. Pedestrian safety has been a significant issue for Hawaii and specifically in the urban core of Honolulu. (**Exhibit B** – Articles and information regarding pedestrian issues)

This issue came to a head on January 29, 2019 when a truck plowed into people waiting on a pedestrian island to cross Ala Moana Blvd in the Affected Area, killing 3 and seriously injuring 5. In reaction to this incident and the growing concern for pedestrian safety, the Hawaii House of Representatives passed House Resolution 145 and House Concurrent Resolution 162, asking the State, City and private entities to examine pedestrian safety measures, including but not limited to a pedestrian bridge. (**Exhibit C** – State of Hawaii Legislature Resolution)

Along the Affected Area, HHC is developing a 60-acre Master Plan called Ward Village, which is expected to create at least 4,500 new resident condominiums. As a part of their efforts, they also lease and manage the State owned Kewalo Harbor immediately across Ala Moana Blvd from Ward Village. In May 2018, HHC announced a desire to examine the potential of an elevated pedestrian walkway that would connect the Master Planned Area to the Harbor and the adjacent 100-acre City owned Ala Moana Beach Park – a major public amenity for Honolulu’s urban core. The City & County of Honolulu 20 mile rail project will include a rail station in Ward Village, and this elevated walkway would connect the station to the park in Ward Village to the harbor and beach park while removing the pedestrians from the street level conflicts along Ala Moana Blvd. With the expected rise in pedestrian traffic in the Affected Area due to the rail station and population growth of the Master Plan, the Project will significantly increase pedestrian safety and remove interaction between pedestrians and vehicles in the area.

As a result of the foregoing, HHC has agreed to be a partner with HDOT for an elevated walkway over Ala Moana Blvd, and is willing to provide its development and design expertise, along with additional capital, and perhaps most importantly, the land for the connecting points of the elevated walkway on both sides of Ala Moana Blvd. HHC has completed initial conceptual work of the walkway, inspired by the success of New York City's Highline and other similar pedestrian experiences that have provided safe pedestrian movement and experience without the risks of vehicular interactions. (See **Exhibit A**)

The expected cost for the Project is \$30mil (including soft costs, construction and contingency, but excluding land value) – with HHC participating in the 20% local match for the Project construction costs, along with providing the land space for the landing of the walkway on the inland side of Ala Moana Blvd. Estimated start of construction would be 15-18 months from project initiation (based on initial planning work completed by HHC), with construction expected to take 18 months.

The Area. Pedestrian traffic crossing Ala Moana Blvd will continue to grow given the growing residential and visitor population on one side of Ala Moana Blvd and prime destinations on the other.

Until recently the area to the inland side of Ala Moana Blvd was mostly old industrial and retail. In the 1976, the Hawaii Community Development Authority (“**HCD**A”) was created by the State Legislature to oversee the redevelopment of the area. After many years of installing infrastructure and planning by the State Agency, in the late 2000's, two masterplans were approved for the redevelopment of the region – known as Kaka'ako. Over the past 10 years, development has changed an industrial area into a new community. HHC's 60-acre Ward Village has delivered a new mixed-use condominium building to the neighborhood every year since 2016, and currently has two additional towers under construction for delivery in 2021 and 2022. HHC is also in the planning and entitlement process for its next tower, which is located immediately adjacent to where the Project walkway will land on the inland side of the Ala Moana Blvd.

Additionally, the City & County of Honolulu is building a 20-mile elevated rail system along the south side of the island. One of the 21 stations is located within Ward Village, with the privately developed public park sitting between the station and the elevated walkway.

Ocean side of Ala Moana Blvd sits two major public facilities – Ala Moana Beach Park and Kewalo Harbor.

The 100-acre Beach Park is a place not only for beach goers, but a littyany of other activities – running, biking, youth sports, a formal lawn bowling facility, competitions for swimming, running and triathlon, picnics, and more. Annually, tens of thousands of the public cram into the park for a Memorial Day Lantern Floating Peace Celebration and the fireworks of the 4th of July. It is truly a public gathering place for the island.

Kewalo Harbor is a State owned commerical harbor held by HCDA. In 2014, HCDA awarded the harbor operations to HHC. As a part of the lease deal, HHC has undertaken \$20mil in renovations, providing new piers, adding slips, security infrastructure, and a new fueling station that about to open. Historically a fishing harbor, today the harbor is home to many small businesses which include boats for scuba, deep sea fishing, sunset cruises, whale watching, parasailing and more. In 2015, HDCA awarded HHC control of certain land areas around the Harbor. This controlled area includes the proposed location for landing the walkway on the ocean side of Ala Moana Blvd.

This combination of population and destination, divided by a State Highway calls for the investment in pedestrian safety projects such as the Project.

The Elevated Walkway Pedestrian Experience. With the public-private partnership with HHC, the Project is much more than a basic pedestrian walkway. Inspired by the New York City's Highline, the Project will create a wide, landscaped, experiential pedestrian experience that will provide ocean views as one makes his/her way over Ala Moana Blvd.

The concept of crossing Ala Moana Blvd is not new. In the 1990's, the concept was proposed within the Central Business District of downtown Honolulu. On a land constrained island, finding landing spaces for each side of an elevated walkway is a significant difficulty. For the Project, HHC is able to provide the landing location for both sides of the elevated walkway. Inland of Ala Moana Blvd, HHC owns the land as a part of its 60-acre masterplan. Ocean side, HHC controls certain land areas pursuant to the previously reference award by Harbor owner, HCDA.

As an additional benefit, HHC's plan for the park space, where the walkway will start on the inland side of Ala Moana Blvd, includes a bermed transition to separate the park from Ala Moana Blvd vehicular traffic. With this feature, pedestrians will be able to access the elevated walkway via a stroll through the park space without the need for stairs or ramps to reach the crossing elevation. This enhanced pedestrian experience is a portion of what HHC will be contributing to the Project.

Environmental Work, Funding, Permitting, and Maintenance. The partnership with HHC not only brings private capital into the Projects, but brings expertise and planning aspects of the Project that will assist in the timing of the steps necessary to timely begin construction and meet the funding obligation timeframe. For example, HHC's development work on the inland side of the Project (as a part of it's development of it's Master Plan) provides environmental, planning and expertise elements to the project. HHC announced their desire and examination into an elevated walkway concept in May 2018, as they began redesign of the area along Ala Moana Blvd. (**Exhibit D**) Their work to date has resulted in initial planning and environmental work to have been completed over the past 14 months. Additionally, HHC's control of the landing location ocean side of the Project similarly provide a "headstart" to the needs of the Project to meet necessary timing.

HHC has a proven track record of successful entitlement and permitting for projects in the immediate area over the ten years that it has been developing Ward Village. As a part of the Ward Village Master Plan, HHC has built and opened four towers and has two more currently under construction. During this time, HHC has also developed new retail areas, and within an 18-month period, built and opened the first phase of the privately owned, public park named Victoria Ward Park. This is the park that will connect to the elevated walkway.

This overall partnership scenario is a significant element toward the expected timing and success of the Project.

HHC stands ready to participate in the 20% local funding match, and in the ongoing maintenance of the landscaping, improvements and structure of the elevated walkway under terms to be agreed upon with HDOT.

HCC's commitment to participate in the funding, as well as Project partnership and development is contained in their letter. **(Exhibit E)**

Background on HHC. The Howard Hughes Corporation owns, manages and develops commercial, residential and mixed-use real estate throughout the U.S. Its award-winning assets include the country's preeminent portfolio of master planned communities, as well as operating properties and development opportunities including: the Seaport District in New York; Columbia, Maryland; The Woodlands®, The Woodlands Hills, and Bridgeland® in the Greater Houston, Texas area; Summerlin®, Las Vegas; and Ward Village® in Honolulu, Hawai'i. The Howard Hughes Corporation's portfolio is strategically positioned to meet and accelerate development based on market demand, resulting in one of the strongest real estate platforms in the country. Dedicated to innovative placemaking, the company is recognized for its ongoing commitment to design excellence and to the cultural life of its communities. The Howard Hughes Corporation is traded on the New York Stock Exchange as HHC. For additional information visit www.howardhughes.com.

3. Project Schedule

Complete Design Work – 3 months

Environmental and State Historic Council Work – 6 months

State approvals and Shoreline Management Use Permit – 3-6 months

Ministerial Approvals – 3 months

Begin Construction – 15-18 months

Construction and Completion – 18 months

Assuming a January 2020 start, construction start estimated at September 2021 and opening March 2023.

4. Benefit-Cost Analysis

The **cost** for the construction of this Project is estimated at \$30,000,000.

The **calculated benefit** of the Project, based upon the US Department of Transportation's Benefit-Cost Analysis Guidance for Discretionary Grant Programs (December 2018) Section 4.3 and Exhibit A, Table A-1, includes:

- a. The January 2019 accident, causing 3 deaths and 5 serious injuries (3 of which were pedestrians) results in a **\$31,824,000** value that would have been avoided had the pedestrians been located in an elevated walkway instead of standing roadside along Ala Moana Blvd. This was from just a one-day, albeit extreme event.
- b. The previous pedestrian death recorded within the Affected Area was in 2013, a **\$9,600,000** benefit value.
- c. As pedestrian traffic will continue to increase in the Affected Area, with the continued development of the adjacent Ward Village community and the future rail station, along with the popularity of the beach park, marina and surf location destinations, pedestrian safety efforts like this Project will continue to show greater cumulative benefit value in reducing and eliminating pedestrian injury and death.

5. Support Letters attached

6. 2019buildinforform.xlsx – completed

7. Other Attachments referenced in the Project Narrative – Exhibits A-E

A – HHC's Pedestrian Overall Presentation

B – Media Coverage and Other Documents Regarding Pedestrian Safety Issues

C – Hawaii State House of Representative Resolutions

D – Media Coverage from May 2018 Regarding HHC's Elevated Walkway Proposal

E – HHC Commitment Letter to the Project

SUPPORT LETTER



Mr. Edwin Sniffen
Highways Division Deputy Director
Hawaii Department of Transportation

Re: Elevated Walkway Over Ala Moana Blvd at Ward Village

Dear Deputy Director,

On behalf of the Owners of the Anaha building, we strongly support the building of an elevated walkway over Ala Moana Blvd to reach Kewalo Harbor and Ala Moana Beach Park. Our building is just a block away from where the horrific accident occurred in January 2019, where there were multiple deaths and injuries. Subsequent to that accident, our Board of Directors, pursuant to discussion with our owners, approved a motion to request pedestrian safety measures be implemented at Ala Moana Blvd. We conveyed this to the Howard Hughes Corporation and appreciate the opportunity to share this sentiment with you and your department.

Please let us know if you have any questions.

Sincerely,

Davie Felipe
General Manager
ANAHA
1108 Auahi Street Suite 220
Honolulu, HI 96814

EXHIBIT A



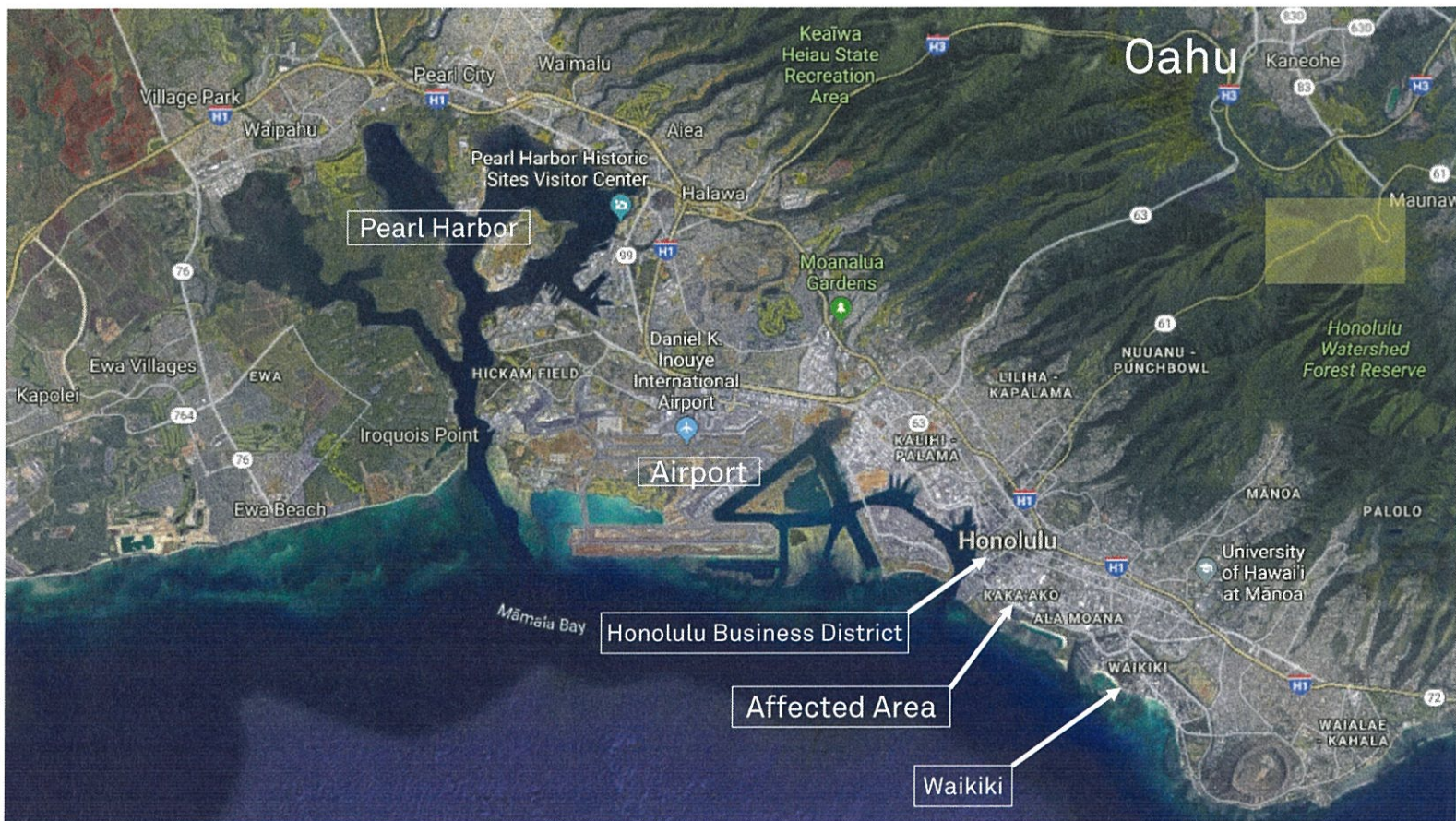
ALA MOANA PEDESTRIAN OVERPASS

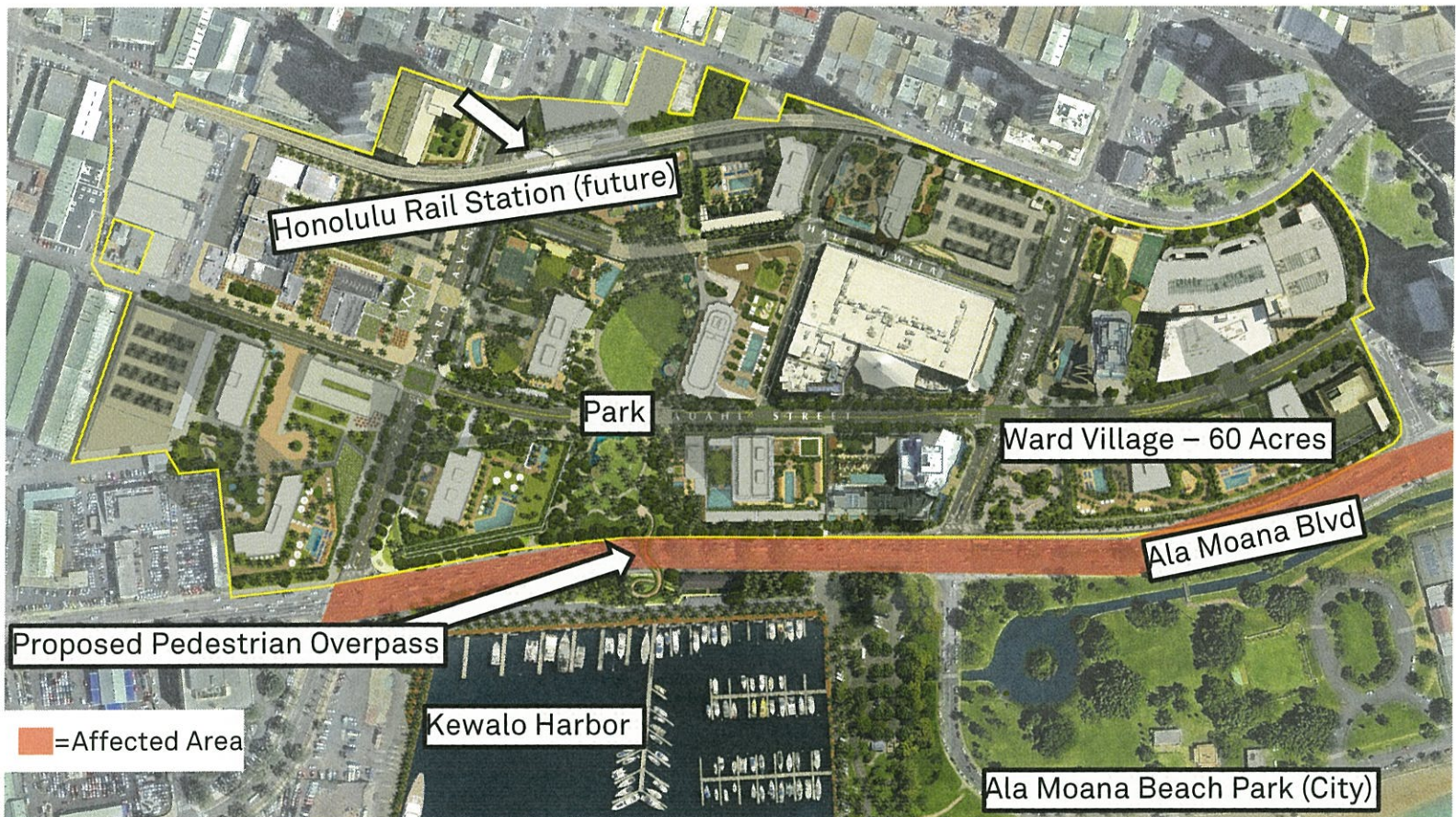
Envisioned as:

An amenity providing pedestrian safety between significant populations and popular public destinations.

- Safe – free of conflicts with street traffic
- Peaceful - lush, park-like, elevated garden with stunning views

Disclaimer: the drawings and design elements contained in this document are conceptual only and are subject to change.






Honolulu Rail Station (future)

Park

Ward Village - 60 Acres


Ala Moana Blvd

Proposed Pedestrian Overpass


 =Affected Area

Kewalo Harbor

Ala Moana Beach Park (City)



Agenda

- 
1. Concept Design
 2. Timing
 3. Cost
 4. Funding
- 



Concept Design

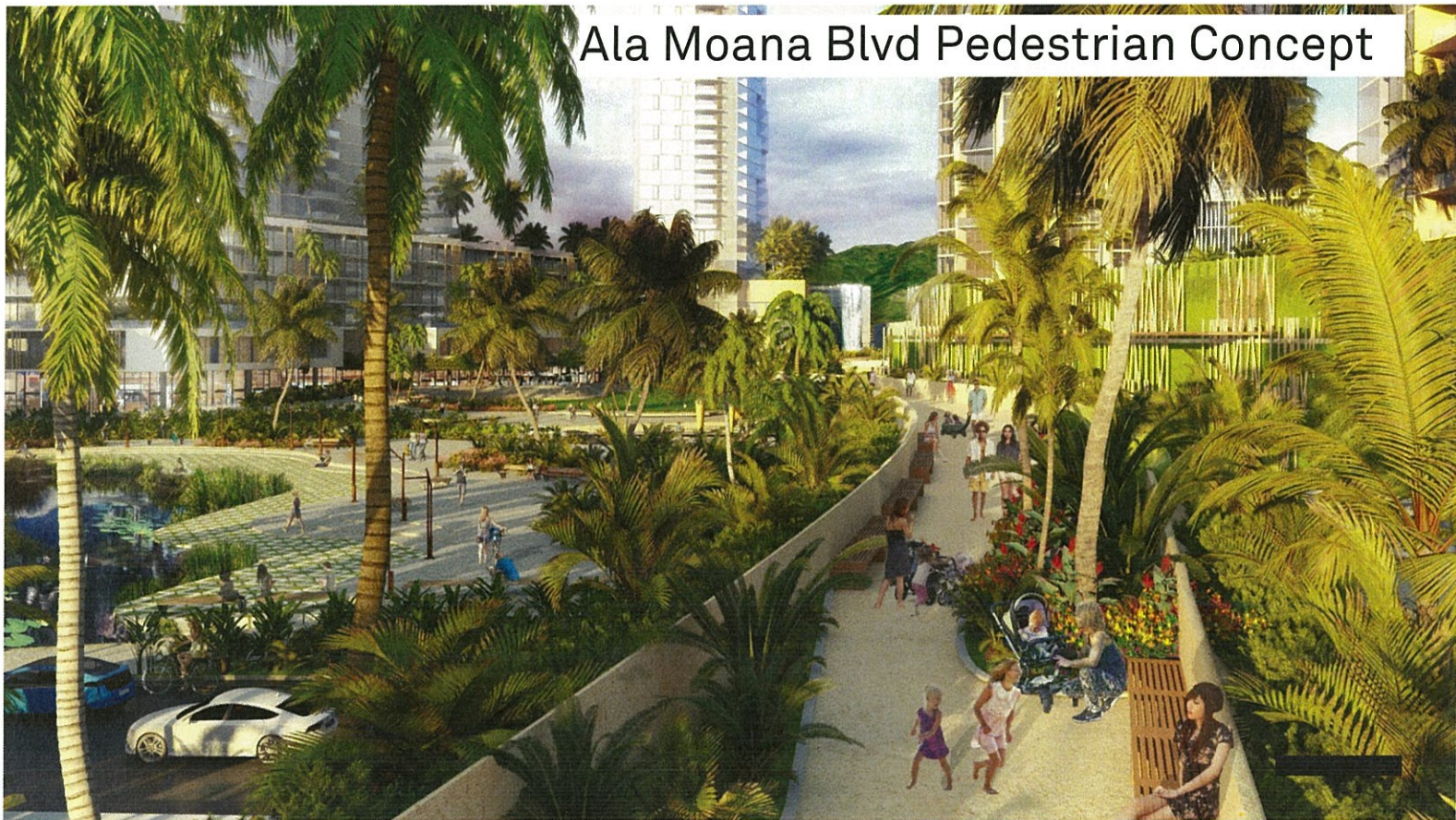
Howard Hughes

ALA MOANA PEDESTRIAN BRIDGE March 11, 2019 5

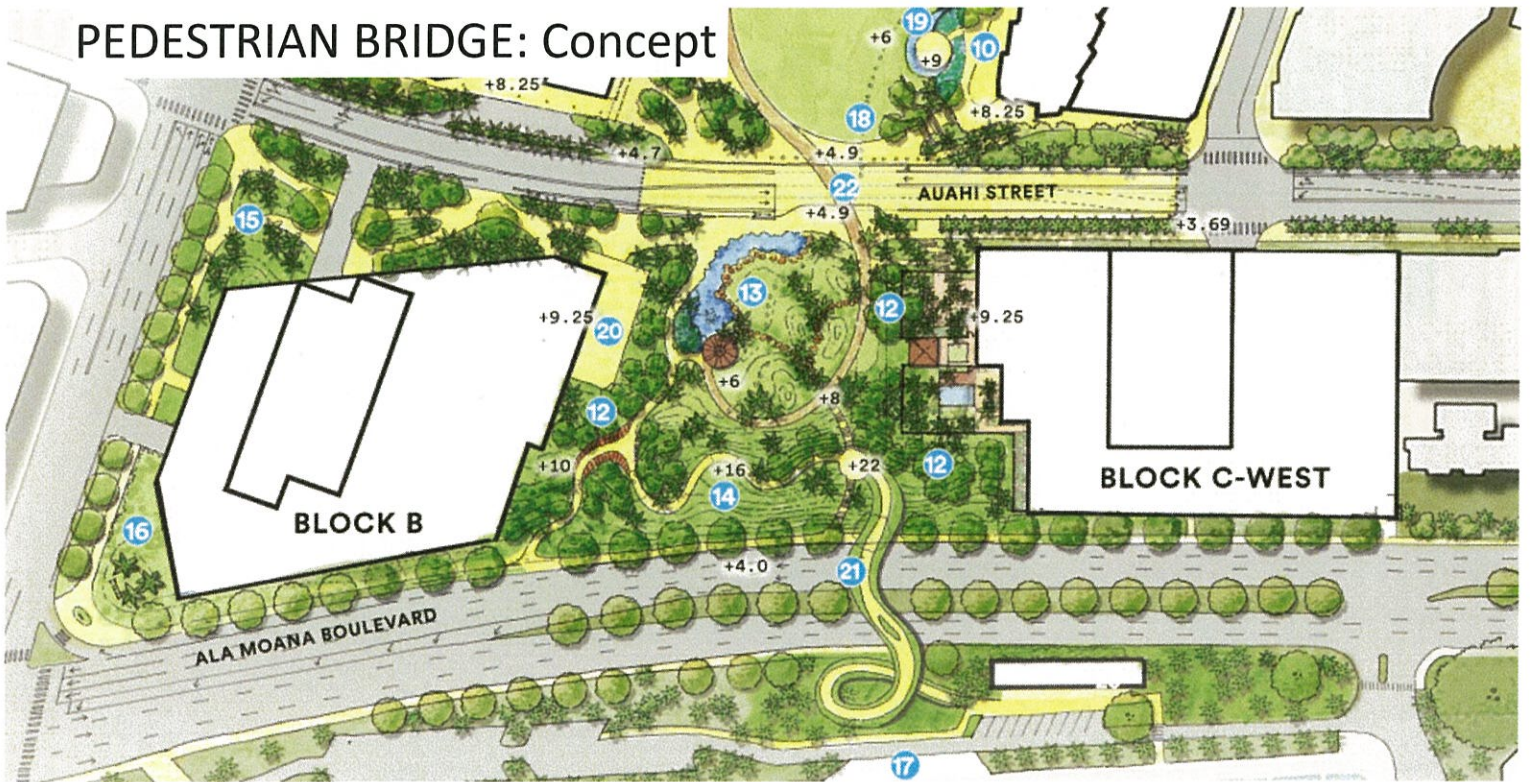
Highline – New York City



Ala Moana Blvd Pedestrian Concept



PEDESTRIAN BRIDGE: Concept



VITA

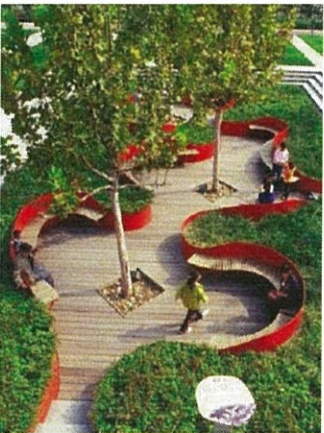
HOWARD HUGHES



PEDESTRIAN BRIDGE: Concept



05/09/18 WARD VILLAGE 2018 MASTER PLAN UPDATE



ELEVATED PATHWAY / JOURNEY

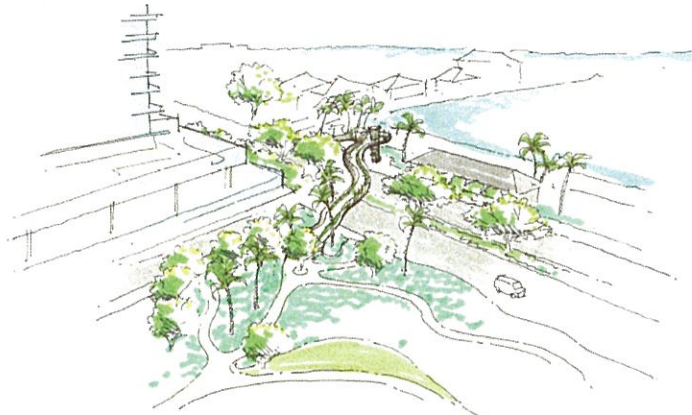
Rooted in an abstract notion of connecting pedestrians from the train station to the waterfront, the master planning team conceptualized an elevated pedestrian pathway that would safely connect visitors and residents to the various public spaces, retail, and entertainment destinations of Ward Village. The vision of the pathway is not to be a pedestrian highway, but rather a peaceful journey, through a naturalized environment, with stunning views of the mountains, ocean, and surrounding architecture. The pathway is intended to be a unifying element for the plan, that connects the diverse design components both physically and experientially, and reinforces the Ward Village as a cohesive place. The pathway concept takes inspiration from many of the successful elevated linear parks throughout the globe, but especially the Highline park in New York City, which has become both a local and an international destination.

Key characteristics of the pathway are:

- Create a place of respite, and an amenity for residents.
- Provide a safe, grade-separated connection from the train station and residential buildings to the waterfront.
- Make a destination that is visited by the local and broader community.
- Create a lush, park-like, shaded, elevated garden.

ALA MOANA PEDESTRIAN OVERPASS

PREFERRED ALA MOANA OVERPASS OPTION



MAKAI VIEW AT C-WEST



DIAMOND HEAD VIEW AT ALA MOANA



EWA VIEW AT ALA MOANA



VITA

HOWARD HUGHES

WARD VILLAGE | 02-13-2019



Timing



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ALA MOANA PEDESTRIAN BRIDGE March 11, 2019 11

PEDESTRIAN BRIDGE: Potential Timing

- Schematic Design: 3 mo
- Environmental and State Historical Work: 6 mo
- State Approvals and Shoreline Management Area Permit: 3-6 mo
- Ministerial Approvals: 3 mo
- Ready for Construction: 15-18 mo
- Construction: 18 mo
- **Operational 33-36 mo**



Cost

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ALA MOANA PEDESTRIAN BRIDGE March 11, 2019 13

PEDESTRIAN BRIDGE: Conceptual Cost Estimate

Elevated Pedestrian Walkway	Cost Estimate
Soft Costs	\$3,500,000
Construction (including FF&E)	\$23,500,000
Contingency	\$3,000,000
Total	\$30,000,000

Relative Cost to:

Vancouver Land Bridge:

- \$12.3 M in 2009
- Equivalent Honolulu cost in 2019 = \$21.5 M



Funding



PEDESTRIAN BRIDGE: Recommendation

- Federal Build Grant 80% (\$24mi)
- HHC will participate in the necessary local matching funds of 20% along with State/City funds (\$6mil)
- HHC Provide land for overpass connection on both inside and ocean side of Ala Moana Blvd
- HHC Provide development and project management expertise to complete overpass along with master plan development
- Block C-West expected construction start in 2nd half of 2020. Adjacent open space and pedestrian overpass can be connected with the planning and development of this development

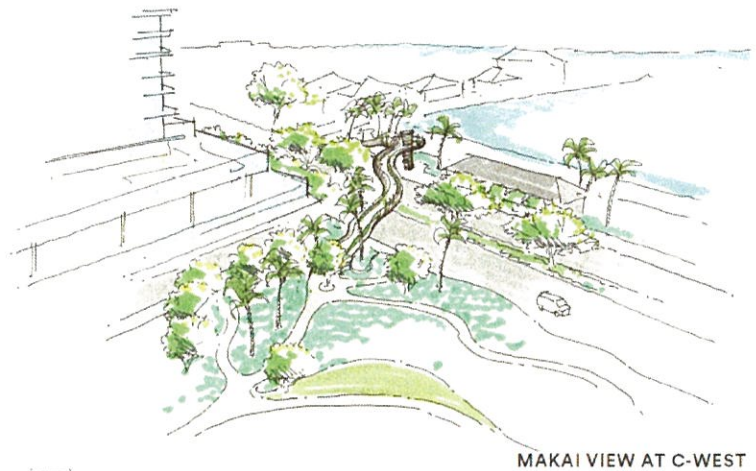


EXHIBIT B

[Report: Hawaii is among most dangerous places for older pedestrians](#)

Report: Hawaii is among most dangerous places for older pedestrians

Report: Hawaii is among most dangerous places for older pedestrians

By **Geneva Diaz** | June 17, 2019 at 3:06 PM HST - Updated June 17 at 5:21 PM

HONOLULU, Hawaii (HawaiiNewsNow) - A new national report ranks Hawaii as the third most dangerous state for older pedestrians.

[Smart Growth America's Dangerous by Design report](#) found that adults over 50 were nearly three times more likely to be struck and killed while walking in Hawaii than people under 50.

From 2008 to 2017, some 226 pedestrians were killed in the Islands.

Those figures meant Hawaii ranked 30th overall in the nation for the dangers pedestrians face, with the no. 1 state (Florida) being the worst. But Hawaii is likely to jump up significantly in the ranking for 2018.

That's because while the islands had just 14 pedestrian fatalities in 2017, [it had 43 last year](#).

The report's findings underscore the dangers pedestrians in the islands face, said AARP Hawaii outreach Director Jackie Boland.

But, she said, the state and city are making progress.

"We hope that the Dangerous by Design report will inspire them (government) to continue the momentum so that deep analysis of our road crash data can occur as soon as possible and counter measures adopted to prevent future deaths," said Boland.

The city has worked in recent years to bolster pedestrian safety, including with a so-called "Complete Streets" approach, and better design transportation projects with all ages in mind.

State lawmakers have also sought to cut pedestrian deaths.

In May, legislators [passed a bill that would](#) require the state and county to adopt a "Vision Zero" policy that seeks to ultimately eliminate all traffic-related deaths. The measure has been sent to the governor for his signature.

The Oahu Metropolitan Planning Council has recently agreed to fund city Department of Transportation's Vision Zero plan.

For an interactive map that shows pedestrian fatalities across all 50 states, [click here](#).

Hawaii News Now

Driver of truck that plowed into pedestrians, killing 3, faces charges

By [Dillon Ancheta](#) | January 28, 2019 at 6:23 PM HST - Updated January 30 at 12:40 PM

HONOLULU (HawaiiNewsNow) - The 27-year-old driver of the pickup truck that plowed through a group of pedestrians in Kakaako on Monday night, leaving three dead, remains in the hospital on Wednesday, but he faces multiple manslaughter charges when he is released.



The driver of a pickup truck that plowed through a group of pedestrians and then hit another truck is believed to have been under the influence of alcohol. (Image: Hawaii News Now)

On Tuesday, police continued to try to piece together the moments before the grisly crash, even briefly closing down westbound lanes of Ala Moana Boulevard as investigators returned to the scene.

Alins Sumang, the 27-year-old driver accused of hitting the pedestrians in a traffic island, is believed to have been speeding and was likely under the influence of alcohol when he struck the pedestrians.

And Hawaii News Now has learned that first responders found a bottle of vodka in his pickup truck.

He was also apparently trying to evade police, after allegedly hitting several parked cars nearby.

Police Chief Susan Ballard said Tuesday said that the department is continuing to review officer statements and closed circuit footage to determine the sequence of events that led up to the crash.

"We're going to be doing an administrative investigation and a review to make sure that all policies and procedures were followed," Ballard said.

She said that an officer was following Sumang, but lost him after the suspect turned onto Ala Moana Boulevard "at a high rate of speed" and was weaving in and out of traffic.

"The officer was unable to keep up with the truck in the moving traffic," she said.

The chief said multiple officers then responded to help locate the truck and that's when the driver plowed into the crowd of pedestrians and then hit another vehicle stopped at a stoplight.

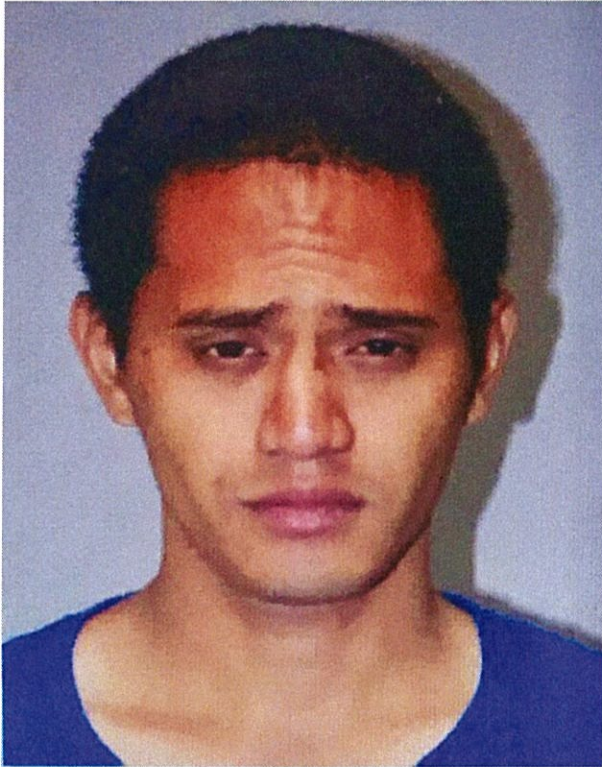
At the crash site Tuesday, mourners left flowers and lei on traffic cones placed there.

Two of the pedestrians killed in crash have been identified. They are 26-year-old Casimir G. Pokorny, of Oreland, Penn., and 39-year-old William T. Lau, of Honolulu.

Lau's family said the anesthesiologist was out for a run when he was hit.

The third victim is a 47-year-old woman from Japan.

Meanwhile, four of the five people injured in the crash remain hospitalized.



Sources identified the suspected driver as Alins Sumang, 27. He was hospitalized in serious condition. (Image: HPD mug shot) (Source: Police Mug Shot)

Ballard said the scope of the tragedy is hard to wrap your head around. "Everybody is shaken up," she said, at a news conference Tuesday. "It is senseless, just totally senseless. It's just horrible."

Police said the crash happened about 6:20 p.m. Monday, when a Ford F-150 truck — speeding and being driven recklessly — suddenly veered from the far left lane over to the right, driving over a concrete traffic island at the intersection of Ala Moana Boulevard and Kamakee Street.

That's when it struck six pedestrians and a traffic signal pole.

The truck continued in the westbound direction, where it finally crashed into another Ford F-150 stopped at a light and waiting to make a right turn on Ala Moana Boulevard.

Witnesses described a horrific scene in the moments after the crash, with bodies scattered across the road and first responders and bystanders rushing to the aid of those who were hit.

City traffic cameras captured images of emergency personnel quickly beginning CPR on those lying in the roadway.

"It slammed those people," said witness Fredly Sampson. "Few of them, they fly to other sidewalk. Just a really bad scene. All those people, they couldn't even move."

Witness Jonathan Boulware said the crash "sounded like a dumpster being dropped off a tall building."

"It was a bad scene. Very, very bad scene."

He added that he crosses the street where the crash happened every day with his 4-year-old and always warns him to be careful. "There's a million people here," he said. "We've got to be safe and very careful near the roads."

The three killed in the crash were pronounced dead at the scene.

The three other pedestrians that were injured range in age from their 20s to their 40s, and were in good, serious and critical condition.

The driver of the other truck that was hit in the crash was also transported to the hospital in critical condition.

The crash — which brought the number of traffic fatalities on the island so far in 2019 to eight — was the deadliest on Oahu in years, and shattered the calm of what was otherwise a quiet evening in Kakaako.

Authorities say the earlier hit-and-run that prompted a police response happened about 10 minutes before the pedestrian crash.

Witness Guy Ogata spotted the suspected driver being followed by police moments before the triple-fatal accident.

"Driving down Pensacola, I noticed a Ford truck turn in front of us. Didn't look like he stopped at any stop signs," Ogata said. "Shortly after, there was a police that was following him. No sirens on — I didn't think he was trying to pull him over."



[Home](#) » [Highways Posts](#), [Main](#), [News](#) » HDOT takes big step as 2018 pedestrian fatalities increase at an alarming rate

HDOT TAKES BIG STEP AS 2018 PEDESTRIAN FATALITIES INCREASE AT AN ALARMING RATE

Posted on Mar 16, 2018 in [Highways Posts](#), [Main](#), [News](#)

HDOT to broadcast traffic fatality number on message signs; public can submit message ideas through Twitter, Facebook

HONOLULU – In an effort to reduce preventable deaths on Hawaii roadways, the Hawaii Department of Transportation (HDOT) will begin broadcasting traffic fatality statistics and safety messages weekly over permanent Dynamic Message Signs on Oahu, on the HDOT website, and over social media accounts.

"Although we're talking numbers and statistics, I want everyone to remember what each number represents," said Governor David Ige. "A family member or friend is lost forever every time the traffic fatality count increases. This year, nearly three-quarters of the deaths on Hawaii roads have been pedestrians. That is an unacceptable start to the year and we're committing to raising awareness of safe driving and pedestrian behaviors."

HDOT will begin broadcasting the year-to-date preliminary traffic death total over its Dynamic Message Signs (DMS). These signs are placed in strategic locations around Oahu to inform motorists of incidents, travel times, and other information to help them make driving decisions.

"Given the increase in pedestrian fatalities this year, we owe it to the road users of Hawaii to aggressively push our safety messaging by any means available," said Hawaii Department of Transportation Deputy Director for Highways Ed Sniffen. "A number of states are effectively pushing out messaging on highway safety through their systems and message boards and we want it to be a sobering reminder for our drivers as well."

HDOT is encouraging the public to submit suggestions for highway safety messages via Twitter or Facebook using the hashtag **#safe-Hiroads**. Submissions should be 30 characters or less and provide a message meant to encourage safe driver and/or pedestrian behavior, such as "Click It or Ticket." Chosen submissions will be announced on HDOT social media accounts with credit given to the author.

As of March 15, 2018, preliminary State data shows that there have been 20 motor vehicle fatalities statewide. The cases remain under investigation; however, alcohol/drugs and/or speed are believed to be contributing factors in at least seven of the incidents.

The 2018 pedestrian fatalities include nine people who were killed crossing streets, six of which were not in marked crosswalks. Five people were struck while outside of their vehicle and are counted as pedestrians. The 2018 total of 14 pedestrian deaths statewide nearly matches the 15-total pedestrian deaths suffered for all of 2017.

"These traffic fatalities are occurring island-wide. They happen where you work, where you live and all points in between," said Lt. Ben Moszkowicz, Honolulu Police Department. "Starting this weekend, and throughout the spring and summer, the HPD will be conducting

Highways | HDOT takes big step as 2018 pedestrian fatalities increase at an alarming rate

pedestrian and occupant safety operations on our roadways. In addition, the HPD will continue its 52/12 campaign. Through State DOT funding, the HPD establishes impaired driver checkpoints all 52 weeks and 12 months this year. As a reminder, the St. Patrick's Holiday is coming up tomorrow. Nationwide, it is one of the deadliest holidays of the year due to the number of drunk and drug impaired drivers on the road. Law enforcement will be out in force this weekend and throughout the year conducting DUI roadblocks with officers who have expertise in detecting both alcohol and drug impaired drivers."

"A significant portion of these 2018 traffic fatalities will be found to be alcohol or drug related. Alcohol related fatalities had been decreasing but the 2016 official data (most recent year with official data) showed a significant increase. This year already looks very troubling," said Arkie Koehl, Mothers Against Drunk Driving. "MADD continues to stress the ongoing importance of planning ahead to get a designated driver – whether a friend, a cab or a ride-sharing company, or the bus – if you are going to any gathering or event serving alcohol. This is an especially important message for this weekend with all its St. Patrick day festivities."

HDOT is reminding all of Hawaii's roadway users to follow the laws and pay attention to stop the tragic and preventable deaths on our roadways. HDOT has produced and distributed pedestrian safety messaging through Walk Wise Hawaii since 2006. Walk Wise Hawaii pedestrian safety tips are now available in 12 languages including English, Hawaiian, Samoan, Chuukese, Marshallese, Cantonese, Mandarin, Ilocano, Tagalog, Japanese, Korean, and Spanish.

Brochures containing pedestrian safety steps are distributed at community events throughout the state. An online version of the multi-language brochure can be viewed by visiting <https://hidot.hawaii.gov/highways/files/2018/03/2017-WWH-Multi-language-brochure.pdf>

The English version can be found by visiting

<https://hidot.hawaii.gov/highways/files/2018/03/2016-WWH-Brochure.pdf>

The Steps to Safety include:

- Always cross the street at a crosswalk. When no crosswalk is available, please cross at a corner.
- Be vigilant. Always look left-right-left and continue to look while crossing.
- Do not enter the crosswalk if the light indicator is counting down. The countdown is for pedestrians already in the crosswalk.
- Always walk when crossing the street. Never run.
- Always wear bright or reflective clothing when walking between dusk and dawn.
- Always watch for vehicles backing out of driveways or parking stalls. Drivers don't always see you.
- If there is no sidewalk, always walk on the side of the roadway facing oncoming traffic.

January 1, 2018 through March 15, 2018

					ATV
Motor Vehicle Occupants	Pedestrians	M/C, Moped, Scooter Operators	Bicyclists	Operators	TOTAL
G&C of Honolulu		3- m/c's			

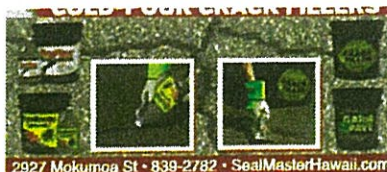
Celebrate the Year of the Boar with a classic Chinese pork dish

CRAVE



Officer who fatally shot driver during traffic stop had no other option, chief says

LOCAL / B1



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DEADLY KAKAAKO CRASH

'IT'S JUST HORRIBLE'

The driver who police say plowed into a crowded intersection Monday is facing manslaughter charges

By Kristen Consillio
and Lella Fujimori
kconsillio@staradvertiser.com
lfujimori@staradvertiser.com

A 39-year-old doctor, a 26-year-old visitor from the Philadelphia area and a 47-year-old Japanese woman had their lives cut tragically short in Honolulu's most horrific pedestrian crash in recent memory.

"One of the worst cases that I think any of us have seen," said Honolulu Police Chief Susan Ballard on Tuesday. "So many fatalities. It's senseless. How do you stop something like this? It's just totally senseless. It's just horrible."

Two other pedestrians and the driver of a second vehicle were in the hospital, recovering from injuries.

Alins Sumang, the 27-year-old driver who police said plowed his Ford F-150 into a crowded Kakaako intersection Monday, is facing three counts of manslaughter. Sumang, who was also hospitalized, was speeding and intoxicated and being pursued by police after hitting parked cars several blocks away, police said.

Police will be increasing enforcement of driving-under-the-influence laws, Ballard said. "If you are out there drinking and driving, don't do it."

Casimir Pokorny, 26, of Oreland, Pa., and William Travis Lau, 39, a Honolulu doctor, died after Sumang slammed into them at the



GEORGE F. LEE / GLEE@STARADVERTISER.COM

Lianna McCurdy of Manoa was comforted Tuesday by her mother, Debbie McCurdy, as she spoke about the crash from her hospital bed. Lianna McCurdy was standing Monday on the traffic island at Kamee Street and Ala Moana Boulevard with her boyfriend and a visiting couple when they were struck by a vehicle.

Please see CRASH, A8

Fatal crash highlights pedestrians' vulnerability

By Christie Wilson
cwilson@staradvertiser.com

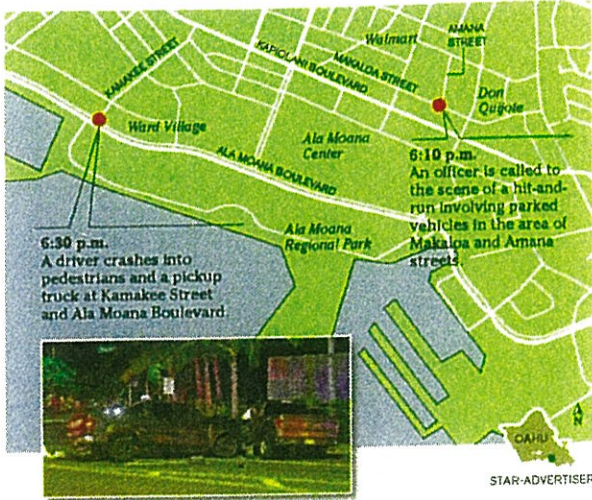
At a time when private developers and public policy-makers are encouraging people to leave their cars behind and hit the streets on foot, Hawaii pedestrians likely have never felt more vulnerable.

Monday's ghastly crash on Ala Moana Boulevard in the Ward Village area that left three pedestrians dead and three others injured brought the number of Oahu pedestrian fatalities to six for 2019. That grim toll follows a year in which the island recorded 28 pedestrian deaths, the highest total in at least 16 years.

The circumstances for each crash vary, and police have said they can't pinpoint a reason for the disturbing uptick in pedestrian deaths. Victims have been hit while lying in the street, walking on the freeway at odd hours of the night, changing a tire, jaywalking and using marked crosswalks.

This week's tragedy seems all the more horrific because the victims were simply standing on a raised traffic island along Ala Moana Boulevard, waiting to cross the street, when they were mowed down. The 27-year-old driver of a Ford F150 pickup truck is now facing manslaughter charges. Police say speed and alcohol

Please see PEDESTRIANS, A9



and released. Lau, a graduate of 'Iolani School and Tufts University, was an anesthesiologist with Pacific Anesthesia Inc.

"When a fellow classmate gets taken away from us too soon, we all mourn," said Cliff Hsia, an 'Iolani grad, in a post on social media.

Besides being a doctor, Lau was a marathoner.

"He was one of our athletes," said Raul Torres, owner of Boca Hawaii. "Everybody knew him at Boca Hawaii. It's pretty sad. Super-nice guy, pretty outgoing, good guy. Super fit. Super smart. Likes to train and likes to have fun."

He was in his final days of training for a marathon in Huntington Beach, Calif., this weekend, Torres said.

Lau also ran the Honolulu Marathon.

Torres said he attended Lau's wedding three years ago, when he married his wife, Melissa.

Charges expected

Ballard said Tuesday that

within 48 hours she expected charges to be filed against Sumang.

Ballard happened to be in the area the night of the crash and stopped by to check on her officers.

"Everybody was shaken up," she said, including other first responders.

"This is probably our most deadliest in many years," she said.

Ballard addressed questions during a news conference whether the officer who was initially following the truck was technically in pursuit and whether that may have endangered the public.

She said that the truck was traveling above the speed limit as the officer followed.

The crash occurred at a time of a lot of foot traffic in the area, as well as pau hana traffic, she said.

Officers are allowed to pursue a vehicle, depending on the situation, and according to policy should have their lights and sirens on during a pursuit, she said.

"They take into consider-

ation traffic conditions, weather conditions, lighting conditions, how many pedestrians are in the area. Obviously, the overriding (issue) is public safety."

Ballard said the department is reviewing videos and the officer's statement to determine whether it was a pursuit.

The officer did have his steady blue light on, and his siren was on at one point and he was chirping it off and on.

"As with any traffic fatality or any pursuit, we have to remember they're making split-second decisions out there," the chief said.

She said anytime something like this happens, officers are reminded during lineup of policies and procedures and what needs to be done.

She said she was not told, but heard from other sources that alcohol was found in the car.

Star-Advertiser reporter Rosemarie Bernardo contributed to this report.

PEDESTRIANS

Continued from A1

may have been factors in the crash.

"It's alarming," said Maika Dias, 27, of the incident. He was out walking in Kakaako on Tuesday afternoon with wife Lei Dias and their 5-year-old son named Stoli. The couple live in One Waterfront Towers and regularly stroll the neighborhood, avoiding the more heavily traveled roads.

"I feel safe in our small, confined area, but we are careful not to venture out to the main streets," he said.

Lei Dias noted some of the intersections nearby are four-way stops, and some aren't, which can be confusing for both motorists and pedestrians. Just a couple of blocks away at the intersection of Auahi and Cooke streets, which has a two-way stop, a 76-year-old male pedestrian was killed in a crosswalk when he was struck by a JTB tourist trolley Nov. 15. The 52-year-old trolley driver was arrested on suspicion of negligent homicide and operating a vehicle under the influence of an intoxicant.

"I walk and drive with the idea that everyone is distracted and not being mindful," Lei Dias said.

The Kakaako-Ward Village area has been transformed in recent years with the proliferation of mixed-use condominium, retail and commercial complexes designed to create "walkable" communities. As the condos have filled up, so have the area's sidewalks as residents take to walking their dogs, pushing baby strollers and visiting shops, restaurants and coffee bars along with tourists attracted by the lively atmosphere.

City and state transporta-

DEADLY ROADWAYS 2019 Pedestrian fatalities

- >> A 24-year-old man was driving a 2013 Jaguar sedan north on Hawaii Kai Drive around 6:45 p.m. Jan. 7 when he hit an 86-year-old man who was crossing the street outside of a marked crosswalk.
- >> A 72-year-old man was traveling west on Farrington Highway in a Pontiac sedan around 6:38 p.m. Jan. 18 when he struck two pedestrians, a 19-year-old woman and a 29-year-old man, who were in a marked crosswalk at the Linakola Street intersection in Maali. The male victim was thrown into the oncoming lane, where he was hit by a second car. Police said speed may have been a factor.
- >> A 58-year-old man was driving on the H-2 freeway prior to the Ka Uka off-ramp around 4:40 a.m. Jan. 20 when he struck a male pedestrian who was in the roadway.
- >> A 27-year-old man was speeding west on Ala Moana Boulevard in a Ford F150 pickup truck weaving in and out of traffic, when he suddenly veered from the far left lane across three lanes to the right at the Kamakee Street intersection at about 6:10 p.m. Jan. 28, striking six pedestrians and a traffic signal pole before slamming into another Ford F-150 that was stopped at the light, waiting to make a right turn. Three of the pedestrians were pronounced dead at the scene, and three were hospitalized. Speed and alcohol may have been factors.

Source: Honolulu Police Department

tion agencies have been developing plans and policies to accommodate foot and bicycle traffic in Honolulu's congested urban areas and elsewhere. The state Department of Transportation prepared a Statewide Pedestrian Master Plan that focuses on improving pedestrian safety and promoting pedestrian-friendly streets.

A companion "toolbox" identifies best practices for sidewalk layouts, signals, intersection design and other aspects. The document notes pedestrians are "extremely vulnerable" at intersections and crossings because of their proximity

to vehicles. Nationally, 18 percent of pedestrian fatalities in 2016 occurred at intersections, according to the National Highway Traffic Safety Administration. (Hawaii data were not immediately available.)

Basic measures for safer intersections include more compact and clearly identified crossings, reduced motor speeds through intersections and installation of raised "refuge islands."

Based on the circumstances of Monday's triple fatality involving an alleged reckless, impaired driver, none of that would have likely made a difference.



COURTESY RYAN KALEI SUJI

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3 DEAD IN KAKAAKO CRASH

The driver who causes the collision reportedly hits other vehicles several blocks away before plowing into a crowd

By Tim Hurley
thurley@staradvertiser.com

A suspected impaired driver plowed into a crowded Kakaako intersection, killing two pedestrians and a bicyclist Monday night.

The 27-year-old male driver was among five who survived but were seriously injured in the crash, which involved two pickup trucks.

The Honolulu Police Department said speed and alcohol may have played a role in the multipedestrian fatality crash.

The driver was being treated for his injuries and had not been arrested Monday night. "With the suspect being injured, (they're) taking care of treatment first," said HPD Detective James Slayter.

Authorities and witnesses said the pedestrians and a woman on a Biki rental bicycle were hit at the intersection of Kamakee Street and Ala Moana Boulevard.

The pickup truck that caused the crash had hit other cars several blocks away and was proceeding Ewa-bound on Ala Moana Boulevard in the far left lane when it crossed three lanes of traffic in an attempt to turn onto Kamakee Street, Slayter said. The truck drove over an island with a light pole where pedestrians were waiting, the officer said.

One of the trucks was speeding "really, really fast" and hit a traffic light pole, said Gemma Alonzo, a witness. "It kind of looked like the movies, like everything was falling down. It looked like a hurricane. ... You see all the debris just like falling down, and it hit the truck," she said.



Police said speed and alcohol may have been factors in a multifatality accident Monday on Kamakee Street in Kakaako. There were three fatalities — a bicyclist and two pedestrians — and five injured in the crash involving two Ford F150 trucks. Both drivers of the trucks were among those taken to the hospital.



More photos and video are available at staradvertiser.com.

Please see CRASH, A5



Continued from A1

A spokeswoman for city Emergency Medical Services said the crash occurred just before 6:30 p.m. Five victims in serious condition were taken by ambulance to a hospital, and authorities said two males driving the pickup trucks were among the injured.

The Biki rental bike rider was one of the people killed, witnesses said. First responders performed CPR on the victim but later covered up her body with a sheet.

The traffic light pole was knocked over, and the two trucks were badly damaged. Police closed Ala Moana Boulevard westbound while they investigated.

Honolulu police, fire personnel and multiple ambulances responded to the scene.

Hours after the crash, police were still on the scene and issued a traffic alert telling drivers to "SLOW DOWN" in the area. "Please drive with caution in the Ala Moana Blvd, Queen St, Kamae St, and Auahi St area. Police investigation ongoing. Ala Moana Blvd, West bound traffic was closed at Queen St. All vehicles were being detoured onto Queen," the HPD alert said.

The crash took place in the heart of Kakaako, a rapidly expanding central neighborhood with new high-rise condominiums, restaurants and shops. Developers have designed the area to be a walkable neighborhood.

Monday's tragedy occurred just outside the ultraluxury Waiea condominium, the first of 16 towers Texas-based Howard Hughes Corp. envisions at its Ward Village project in Kakaako. The entire Hughes Corp. plan calls for a residential community with up to 4,300 condominium units and 1 million

square feet of retail space.

"Here at Ward Village, creating a walkable community is at the very fabric of our identity," the company said on its website. "At the cornerstone of our changing urban environment is the concept of walkability. As its name implies, a walkable city is, above all, a convenient city where residents can work, shop, dine, and

play—all without relying on a car to get them to their destination."

Pedestrian fatalities are the sixth-leading cause of injury-related deaths in Hawaii, according to the state Department of Health.

By the end of 2018, there had been 29 pedestrian fatalities on Oahu—the highest total going back to at least 2007. The second-

highest annual total in that period was in 2014 when 25 pedestrians died. In 2017 only 13 pedestrians were killed on Oahu.

In addition to the fatalities, DOH statistics show Emergency Medical Services responded to an aver-

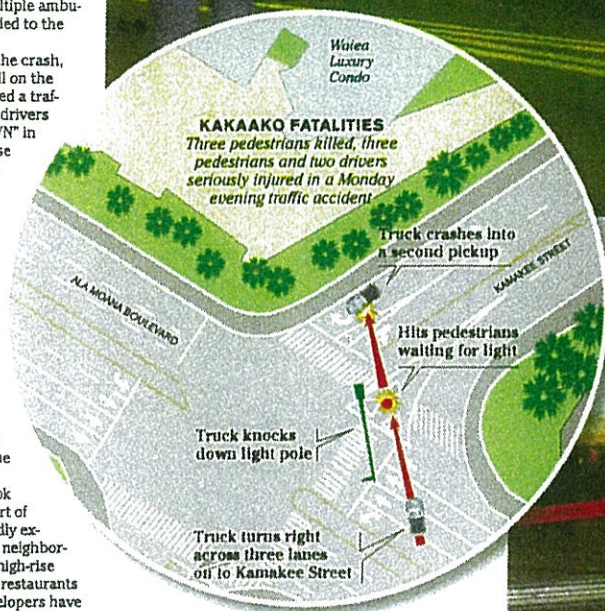
age of 529 pedestrian incidents annually on Oahu.

Honolulu Star-Advertiser photographer Cindy Ellen Russell and Ryan Kalei Tsuji of the Digital Billboard Network contributed to this report.

Honolulu Fire Department responders, top, secured a sheet over a bicyclist Monday in a crosswalk across Kamae Street. Police investigators surveyed the scene.



BRUCE ASATO / SASATO@STARADVERTISER.COM



KHON2

Initiative to have zero pedestrian deaths may come to Oahu

by: [Kimberlee Speakman](#)

Posted: Mar 26, 2019 / 07:38 AM HST / Updated: Mar 26, 2019 / 07:59 AM HST

After so many pedestrian fatalities last year, the Big Island decided to implement "Vision Zero," and there's a push to bring it to Oahu as well.

"Vision Zero" is an initiative where a task force takes a look at roads where pedestrian fatalities or accidents happen, in a goal to have zero pedestrian fatalities. Then a task force decides how to change the roads based on data to increase pedestrian safety.

"It really looks at where the crashes are happening, why they're happening, and takes a approach of engineering to reduce those traffic fatalities," said Tina Clothier, Peoples Advocacy for Trails of Hawaii executive director and member of the Hawaii Island "vision Zero" task force.

There are currently about 24 people in the task force. She says so far the task force is still gathering data of roads across the island.

"Any effort that we can make to make our roads safer, so that even though people will make mistakes... We can make sure that those mistakes are not fatal, will really resonate with most people that use Hawaii county roads," said Clothier.

In 2018 32 people, including six pedestrians, were killed in traffic accidents on the Big Island, which was one of the reasons Mayor Harry Kim decided to take on "Vision Zero."

On Oahu, discussion has already begun on bringing the initiative here.

"Ala Moana being at the heart of Honolulu, is one of the most dangerous places to be a pedestrian, to be a senior citizen pedestrian, to be any kind of person that shares a walkway with automobiles," said Chris Chung, Ala Moana and Kakaako Neighborhood Board member.

Chung says actions need to be taken in Honolulu now, because of how dangerous roads in the city have gotten.

“The Ala Moana place is the place we really need to concentrate our efforts. We recently had three fatalities in a tragic incident and that is not the end of the story.”

The “Vision Zero” task force on the big island is setting a goal to complete a draft plan by the end of 2019.

Ann Kobayashi, Chair of the Honolulu City Council, says they intend to bring “Vision Zero” to Oahu. She says they set aside about \$80,000 in the budget for this initiative.

Chung says the City and County Department of Transportation will be discussing it in the April [Ala Moana/Kakaako Neighborhood Board meeting](#).

EXHIBIT C

HOUSE CONCURRENT RESOLUTION

REQUESTING THE DEPARTMENT OF TRANSPORTATION TO COLLABORATE WITH
THE CITY AND COUNTY OF HONOLULU DEPARTMENT OF
TRANSPORTATION SERVICES AND APPROPRIATE PRIVATE ENTITIES TO
CONDUCT A STUDY TO ENHANCE PEDESTRIAN SAFETY AT THE
INTERSECTION OF ALA MOANA BOULEVARD AND KAMAKEE STREET.

1 WHEREAS, pedestrian fatalities in Hawaii have drastically
2 increased from fifteen fatalities in 2017 to forty-four
3 fatalities in 2018, the highest amount by far in sixteen years;
4 and

5
6 WHEREAS, on January 28, 2019, three pedestrians were
7 injured and three pedestrians lost their lives after a vehicle
8 collided with them while standing on a traffic island at the
9 intersection of Ala Moana Boulevard and Kamakee Street; and

10
11 WHEREAS, similar injuries and fatalities may be mitigated
12 or prevented in the future if enhanced pedestrian safety
13 measures such as pedestrian bridges over roadways or all-stop,
14 vertical crosswalks, also known as pedestrian scrambles, allowed
15 for the speedy, uninterrupted transit of pedestrians across
16 intersections without the need to pause at any island or median
17 between lanes; now, therefore,

18
19 BE IT RESOLVED by the House of Representatives of the
20 Thirtieth Legislature of the State of Hawaii, Regular Session of
21 2019, the Senate concurring, that the Department of
22 Transportation is requested to collaborate with the City and
23 County of Honolulu Department of Transportation Services and
24 appropriate private entities to conduct a study on potential
25 pedestrian safety measures at the intersection of Ala Moana
26 Boulevard and Kamakee Street, including but not limited to
27 constructing pedestrian bridges or instituting all-stop,
28 pedestrian scramble-types of crossing; and



1 BE IT FURTHER RESOLVED that the Department of
2 Transportation is requested to consider enhanced safety measures
3 at high volume crossings across the State; and
4

5 BE IT FURTHER RESOLVED that the Department of
6 Transportation is requested to submit a report of its findings
7 and recommendations to enhance pedestrian safety, including any
8 proposed legislation and estimated costs of implementation, to
9 the Legislature no later than twenty days prior to the convening
10 of the Regular Session of 2020; and
11

12 BE IT FURTHER RESOLVED that certified copies of this
13 Concurrent Resolution be transmitted to the Governor, Mayor of
14 the City and County of Honolulu, Director of Transportation,
15 Director of Transportation Services of the City and County of
16 Honolulu, and the Senior Vice President of The Howard Hughes
17 Corporation.



HOUSE RESOLUTION

REQUESTING THE DEPARTMENT OF TRANSPORTATION TO COLLABORATE WITH
THE CITY AND COUNTY OF HONOLULU DEPARTMENT OF
TRANSPORTATION SERVICES AND APPROPRIATE PRIVATE ENTITIES TO
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16 intersections without the need to pause at any island or median
17 between lanes; now, therefore,
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20 Thirtieth Legislature of the State of Hawaii, Regular Session of
21 2019, that the Department of Transportation is requested to
22 collaborate with the City and County of Honolulu Department of
23 Transportation Services and appropriate private entities to
24 conduct a study on potential pedestrian safety measures at the
25 intersection of Ala Moana Boulevard and Kamakee Street,
26 including but not limited to constructing pedestrian bridges or
27 instituting all-stop, pedestrian scramble-types of crossing; and



1 BE IT FURTHER RESOLVED that the Department of
2 Transportation is requested to consider enhanced safety measures
3 at high volume crossings across the State; and
4

5 BE IT FURTHER RESOLVED that the Department of
6 Transportation is requested to submit a report of its findings
7 and recommendations to enhance pedestrian safety, including any
8 proposed legislation and estimated costs of implementation, to
9 the Legislature no later than twenty days prior to the convening
10 of the Regular Session of 2020; and
11

12 BE IT FURTHER RESOLVED that certified copies of this
13 Resolution be transmitted to the Governor, Mayor of the City and
14 County of Honolulu, Director of Transportation, Director of
15 Transportation Services of the City and County of Honolulu, and
16 the Senior Vice President of The Howard Hughes Corporation.



EXHIBIT D

Star Advertiser

B

CITY EDITOR: David Butts / dbutts@staradvertiser.com / 529-4310

FRIDAY 5/25/18

local & business

**Big Prom
Little**

Change Comes B



HAWAII COMMUNITY FOUNDATION
Amplify the Power of Giving

Ward developer nixes towers, plans on elevated walkways

By Andrew Gomes
agomes@staradvertiser.com

Elevated walkways connecting condominium towers in Kakaako were a state vision decades ago. Now the developer of the biggest master-planned community in the area wants to put some in place.

The developer of Ward Village has decided to redraw much of its master plan — primarily a row of future towers fronting Ala Moana Boulevard — and would like to add elevated pedestrian walkways between some buildings and over three wide, busy streets.

"This would really transform the area," said Simon Treacy, president of Hawaii operations for Texas-based Howard Hughes Corp. developing Ward Village. "This is a game-changer."

Treacy, a former top executive for multibillion-dollar global real estate firm BlackRock who joined Hughes Corp. in January, said there was a need to refresh the Ward Village plan covering 60 acres and better connect people with adjacent public recreational spaces that include the ocean, beach and Ala Moana Park.

To do that, Hughes Corp. is proposing to build elevated walkways with pedestrian bridges over Ala Moana Boulevard, Auahi Street and Ward Avenue.

These walkways would have two main endpoints: one at Kewalo Basin next to the Ewa edge of Ala Moana Park, and one at a planned city rail station on the mauka side of Ward Village between Halekauwila and Queen streets. Walkway branches would make connections to several Ward Village condo towers, perhaps at second-story levels where retail stores would be, as well as ground connections at points including a central public plaza within Ward Village.

"We think that we've got something here that's truly



HOWARD HUGHES CORP.

In this artist's rendering, a street view is seen from a proposed elevated walkway near the Howard Hughes buildings in Kakaako.

special," Treacy said.

Treacy said the envisioned pedestrian paths would not only benefit Ward Village residents and businesses, but also create a connection for transit riders to walk to the beach park and vice versa.

To fulfill this new vision, Hughes Corp. will need city and state approvals. Treacy said public input and collaboration also will happen.

AS PART of the redesign plan, Hughes Corp. is going to nix approved plans for two ultraluxury high-rises dubbed Gateway Towers on part of the site where the Ward Warehouse retail complex stood until it was razed earlier this year.

Hughes Corp. had been selling units in the first of these towers, dubbed Gateway Cylinder, since July 2015 at prices from \$1.5 million to \$23 million. The company disclosed in April that it had contracts to sell 28 units. Treacy said this tower

won't be built. Buyers will be refunded deposits and offered other opportunities for homes at Ward Village. Hughes Corp. noted earlier this year that it had spent \$16 million on predevelopment costs for the first Gateway tower and \$13 million on the second one through the end of last year.

The Gateway Towers, designed by famed architect Richard Meier, were two of four towers slated along Ala Moana Boulevard between Ward Avenue and Kamakee Street offering unobstructed ocean views. One tower exists on this block: Waiea, which was completed in late 2016 as the first tower built at Ward Village. At the end of March, all but eight of Waiea's 174 units had been sold. The average price was \$3.6 million.

Treacy said it's not certain how many towers will be on this block after plan updates are complete, though the master plan approved by the state allows a

certain total maximum floor area for all towers on the block.

Hughes Corp. to date has finished two towers and has two others under construction.

IN ALL, the Ward Village master plan covers 60 acres and allows up to 4,300 homes and 1 million square feet of retail.

The previous owner of the property, Ala Moana Center's Chicago-based owner, GGP, obtained state approval for the master plan, and Hughes Corp. has made tweaks including reducing the number of towers to 16 from 22 and committing to orient the towers' narrower sides to preserve more public mauka-makai views.

The state agency regulating development in Kakaako, the Hawaii Community Development Authority, also has revised its plans and rules over the decades. More than 30 years ago, the agency adopted plans to en-

courage super-blocks with towers linked by pedestrian walkways 45 feet above ground level where there would be public parks built on parking garage rooftops.

"This upper-level system will allow people to move throughout the mauka area without going to the street level with its accompanying automobiles," the plan explained.

That vision was never realized. But Treacy said approaching technology such as driverless cars dropping people off need to be reflected in how people get around in new communities. The city's rail system is another factor that will increase pedestrian demands in the area, including people walking through Ward Village and crossing six lanes of Ala Moana Boulevard, which can be intimidating and uninviting.

"The future is almost now," he said. "We have to take that consideration into account."

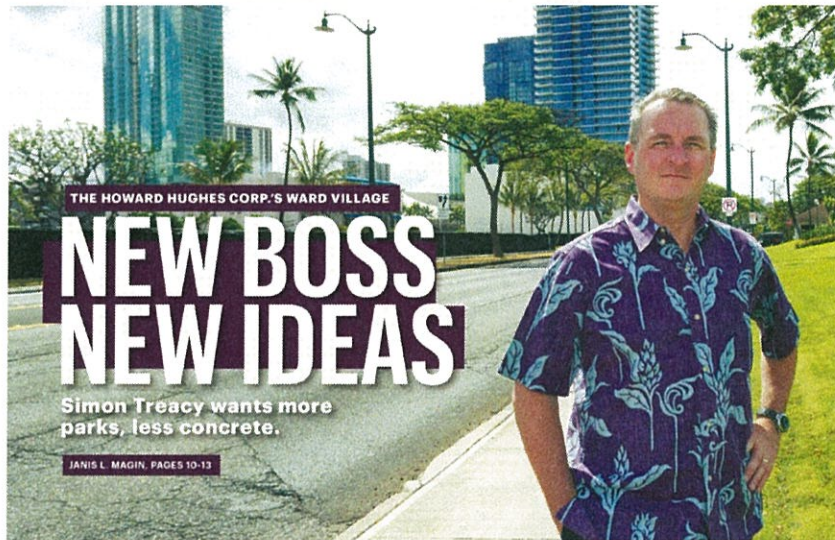
PACIFIC BUSINESS NEWS



Art for all

The Honolulu Biennial
has a new director
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T H E L I S T General Contractors, Construction Projects **26,28**



THE HOWARD HUGHES CORP.'S WARD VILLAGE

NEW BOSS NEW IDEAS

Simon Treacy wants more
parks, less concrete.

JANIS L. MAGIN, PAGES 10-13



WEST OAHU MEANS BUSINESS

MORE IS COMING

What are the growing industry sectors in
West Oahu, and what's new in the region?
See what our panel of experts said.

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TOURISM

Cruises canceled

Big Island businesses hurt after
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Dodd-Frank repeal

The proposed easing of bank
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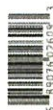
End of geothermal?

Puna Geothermal's future is in doubt
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SPECIAL REPORT

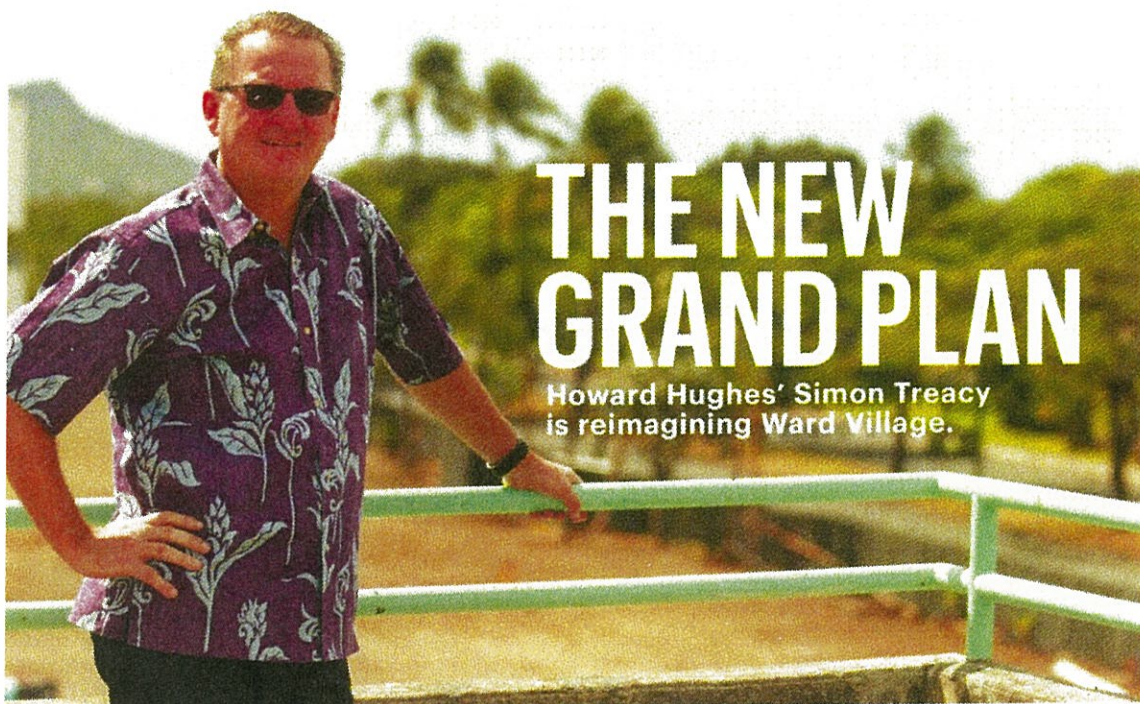
Construction in HI

A look at the state of the
industry in the islands.
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THE NEW GRAND PLAN

Howard Hughes' Simon Treacy is reimagining Ward Village.

EUGENE TANNER

BY JANIS L. MAGIN, jmagin@bizjournals.com

Simon Treacy moved his family to Hawaii last year thinking he'd semi-retire from a globetrotting career in real estate and finance. But at the start of this year he was hired as the new president of The Howard Hughes Corp., and Treacy is now taking the lead in rethinking the developer's 60-acre Ward Village master plan from the ground up, starting with canceling plans to build what was to have been a showcase luxury condominium tower designed by a celebrity architect, and instead possibly building an elevated walkway to connect the ocean with the condominiums and retail space across Ala Moana Boulevard.

"When I came to Ward, even before I joined, what I felt was it needed to be rethought through, from the street level up, and from the perspective of how can you make it more accessible, more walkable, greater connection to nature, greater connection to the history and heritage of Ward Village," he told Pacific Business News this week. "I really challenged the team to rethink from the ground up, starting with humans and comfort levels on how we can take the master plan from being great to being absolutely world class."

His ideas involve refreshing the Ward Village master plan by putting the Gateway Towers project planned for the site of the former Ward Warehouse "on hold" and by proposing the concept of an elevated walkway nearly a half-mile long, that would meander from the ocean at Kewalo Basin, across Ala Moana Boulevard, across the site where Gateway Towers was to have gone, across Auahi Street, past several other planned and almost-built tow-

ers, and ending at a future rail transit center.

"It's going to be an outcome of the redesign of the front parcel" [along Ala Moana Boulevard], he said. "A lovely meandering walkway."

The refresh of the developer's master plan would be the first substantial change since The Howard Hughes Corp. first won approval from the Hawaii Community Development Authority in 2012 for its revisions to a plan originally approved for its predecessor, General Growth Properties, in 2008.

Since that time, Howard Hughes has sold, or contracted more than 1,500 residential units, generating more than \$2 billion in revenue. The developer has completed two mixed-use buildings, Waiea, with 174 units, and the 317-unit Anaha, is nearing completion on two others, Aeo, with 466 units and a flagship Whole Foods Market store that opened two weeks ago, and Ke Kihohana, with 424 units — 375 of those sold as workforce units — and

a Longs Drugs store; began sales this year on a fifth tower, Aalii, where 293 of the 751 units were sold as of April 30; and announced plans for a sixth, Koula, which is scheduled for a public hearing before the HCDA on June 6. And last week, the developer broke ground on the first 1.5-acre portion of a central plaza, which was required by HCDA and must be completed by January.

GATEWAY TOWERS ON HOLD

Buyers were to be told on Thursday of the decision to delay indefinitely the development of the 236-unit Gateway Towers project.

The project, two distinctive glass towers — a "blade" and a "cylinder" separated by the Ward Village Central Plaza, which broke ground last week — had been designed by Richard Meier & Partners, the firm founded by architect Richard Meier. AHI, formerly known as Architects Hawaii Ltd., the local architect on the project, Santa Monica, California-based landscape architecture firm Pamela Burton & Co. and Paris- and New York-based interior design architect Ingrao Inc. were also to be notified of the decision to place the project on hold.

"We're going to put Gateway [Towers] on hold and go through a redesign there so that it can more complement what we're trying to do at the higher plane in terms of the master design there," Treacy said. "Essentially, we're rethinking it completely."

HCDA in 2014 had approved the Gateway Towers project, whose units ranged in size

COVER STORY



THE HOWARD HUGHES CORP.

THE HOWARD HUGHES CORP.'S WARD VILLAGE - UNITS SOLD



COMING SOON

- Koula, 570 units, first hearing before HCDA June 6
- Central Plaza, 1.5 acres under construction
- Former Bank of Hawaii building, to be demolished, paved for parking

from 959 square feet for a one-bedroom, one-bath unit to 2,990 square feet for a four-bedroom, four-bath villa with a private two-car garage and a 1,035-square-foot lanai. Howard Hughes began sales of the units, with prices ranging from \$1.5 million to \$20 million, in July 2015.

Less than a year later, Howard Hughes Corp. CEO David Weinreb told shareholders in the 2015 annual report that the Gateway Towers project was to have represented "a level of product quality and overall experience never before seen in the market with pricing that sets a new high for Ward Village." There was no mention of the project in the following two annual reports, including the most recent letter to shareholders last month.

The Gateway Towers units ranged from 959 square feet for a one-bedroom, one-bath unit priced at \$1.7 million, to a three-bedroom, 3.5 bath unit with 2,574 square feet priced at \$6.2 million, to 2,990 square feet for a four-bedroom, four-bath villa with a private two-car garage and a 1,035-square-foot lanai.

Treacy declined to speculate whether the market was already saturated for large condominium units selling for multiple millions of dollars following sales of high-end units at Howard Hughes' first two buildings, Walea and Anaha, and at another high-end project further down Ala Moana Boulevard, Park Lane Ala Moana.

"It's really hard to generalize in a market this size," he said. "It's certainly slowing down, but it's going to be hard to really measure because we're just about sold out as well on the larger apartments."

He also cited demand for smaller units such as those being sold in Aeo and the Aalii project, where some of the studio micro-units, less than 300 square feet, are being marketed with an optional "turnkey package" that includes built-in storage and a pull-down queen bed. The sixth building, Koula, which is planned for a space between the Central Plaza under construction and the Ward Entertainment Center, will also have smaller units.

During a call last month to discuss the company's first quarter earnings, Howard Hughes Corp. President Grant Herlitz told analysts that each tower built gives the developer more information on what the market wants, and added that Howard Hughes is "seeing a demand for product under \$2 million with a sweet spot at about \$1 million to \$1.5 million. And that's where we're focused on delivering products."

INTERNATIONAL IDEAS

Treacy took on the new role with Howard Hughes in January, several months after his wife, Moko, their 12-year-old son and 11-year-old twin son and daughter moved from New York to Honolulu.

"We really came here for us to refresh as a family, for me to semi-retire here - I was going to sit on some international boards. I probably still will," he said. "But to really have a home, settle down here and start to real-

CONTINUED ON PAGE 12

COVER STORY



Wider sidewalks and more landscaping could be in the neighborhood's future.

THE HOWARD HUGHES CORP.

CONTINUED FROM PAGE 11

ly get into the community and spend a lot of time with the family."

Treacy had stayed back in New York to finish his work as global chief investment officer and head of U.S. equity at BlackRock, a job he took after being CEO of MGPA, a private equity real estate investment advisory firm he had co-founded and was acquired by BlackRock in 2013.

Treacy, who is from Australia, and his wife, who is from Japan, married in Tokyo in 2001 and ended up honeymooning in Hawaii after the attacks on Sept. 11 redirected their plans from New York.

They fell in love with the Islands and later bought land in Honolulu. They began building a house with a plan to move here permanently after the 2020 Summer Olympic Games in Tokyo.

But the family didn't enjoy living in New York, and after a visit for spring break last year, Treacy's wife returned in the summer and enrolled the children in private schools here. He said at a recent NAIOP Hawaii real estate symposium that after his family moved, he learned, through a neighbor, of The Howard Hughes Corp.'s search for an executive to replace David Striph in Hawaii after Striph was promoted to a job at the Dallas headquarters.

"I came on board because Ward Village is absolutely remarkable on a global scale in terms of having this amount of land right next to the park, the beach, the ocean, where you can see the mountains, and really participate in creating the new center between Waikiki

and the older downtown area," he told PBN this week. "It's just a palette that was ready to receive international ideas and leadership."

Treacy said the international experience he brings to his job — in addition to Tokyo, he's lived in Bangkok, Hong Kong, Shanghai and Singapore — is an advantage to improving upon the Ward Village master plan.

He views Singapore, an island city-state of 278 square miles and more than 300 parks, as a model for urban development. In July, he'll be speaking on a panel at the World Cities Summit and is assembling a group from the public and private sectors in Honolulu to come along and see for themselves what Singapore has done. Mayor Kirk Caldwell is also scheduled to attend a mayor's forum at the summit.

He said one of the catalysts for changing the plan for the "front row" lot between Waiea and Ward Avenue, once reserved for Gateway Towers but vacant since Ward Warehouse was torn down earlier this year, was a desire to add green space and make Ward Village a "calming environment."

"Over 63 percent of Singapore is green and we want to have that same kind of high level of green around," Treacy said. "The biggest emerging theme globally is mental wellness."

"If you create the right environment, and return the environments to more nature, then it really helps people get over anxiety and depression and stress relief," he said.

The largest element proposed to achieve that would be the elevated walkway, modeled on New York's HighLine, that would create a park above the ground, with few, if any, commercial aspects, and tie Ward

Village with Kewalo Basin, which Howard Hughes manages, to the south and a future train station to the north. Such a project would necessitate a public-private partnership between the developer, the state Department of Transportation, which controls the space over Ala Moana Boulevard, and the City and County of Honolulu's Department of Transportation Services, which controls Aiea Street.

Howard Hughes is also planning to add pedestrian and park space at the street level, by widening sidewalks to 30 feet and adding landscaping.

"We believe the parks, elevated walkway, and the widening of the pedestrian [sidewalks] is going to create a mini oasis for people to come and enjoy the park and participate in different ways and different areas," he said. "That's kind of the big idea wrapped together with doing this from a wellness perspective."

One more aspect of refreshing the master plan is looking ahead to what kind of advances in technology could shape the development.

"If you think about cars for instance, in five, seven years' time, do we need as many car parks and podium levels, or do we need some of these mauka blocks possibly being homes for cars which can be summoned, which frees up areas for alternative ways of thinking about the podiums and how that can further benefit the community," he said. "That's a big part of the redesign, the role of technology and digital to enhance the environment here at the street level. We have the benefit of being able to think about that." ■

Hawaii News Now

Could more changes be coming to the Ward Village area?

May 25, 2018 at 9:41 PM HST

KAKAAKO, OAHU (HawaiiNewsNow) - The developers of Ward Village say they're looking at making big changes to the area.

The Howard Hughes Corporation says its launching efforts to enhance its 60-acre master plan to make the Ward Village area more connected.

One bold proposal is a 2,000-foot promenade over Ala Moana Boulevard.

"We realize that crossing Ala Moana Boulevard, getting that connection from the rail station to Ward Village to Kewalo Harbor to Ala Moana Beach Park is tough. So (we're) thinking about an elevated walkway where people can really change that experience," Todd Apo of the Howard Hughes Corporation said. Apo says they're also thinking about widening the sidewalks from 15 to 30 feet. The proposed ideas are aimed at keeping a community feel for pedestrians strolling through the area.

"One of the things that's really starting to be focused on is what's happening at the ground level, really for the public, the community that's coming here to enjoy it," Apo added.

He says the ideas are just proposals at this time. Before any new developments can begin, the corporation will be taking those ideas to the public and their partners for input.

In January, Ward Village was named Master Planned Community of the Year by the Association of Home Builders.

This acknowledgement recognizes outstanding home designs, marketing and sales achievements.

When completed, Ward Village will encompass approximately 1,000,000 square feet of retail, dining and entertainment spaces. It will also be home to 4,500 high-rise residences.

EXHIBIT E

Howard Hughes.



Mr. Edwin Sniffen
Highways Division Deputy Director
Hawaii Department of Transportation
869 Punchbowl St # A
Honolulu, HI 96813



Re: Elevated Walkway Over Ala Moana Blvd at Ward Village

Dear Deputy Director,

This letter is to confirm our commitment, as a part of our development of Ward Village, to a public-private partnership with your Department for the construction and maintenance of an elevated walkway over Ala Moana Blvd. As you are aware, we announced our desire for such a project in May 2018, as we began to plan the areas of our Ward Village Master Plan that runs adjacent to Ala Moana Blvd.

This letter confirms that we are willing to participate in funding the 20% match for the Build Grant award funds, estimated at \$6mil. We will partner with your department in the efforts to seek local funding from both the State and City. We are also willing to serve as project manager for the project, and will use the lands we own on the inland side and the Kewalo Harbor lands we were awarded by HCDA for the ocean side for the landing of the pedestrian overpass. We believe the integration with our work at Ward Village and Kewalo Harbor is help expedite the project, bringing pedestrian safety in an effective and efficient manner.

We look forward to this public-private partnership opportunity. We believe our ongoing PPP with HCDA for the redevelopment of Kewalo Harbor, along with our successful track record in the development of Ward Village over the last 10 years, will help bring the desired success of this pedestrian safety project.

Please let us know if you have any questions. You may contact Todd Apo, Sr. VP of Community Development at todd.apo@howardhughes.com or 808-426-7735 for anything else you may need.

Sincerely,

Simon Treacy
President, Hawaii