

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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2016/SDD-23(EK)

July 5, 2016

The Honorable Ernest Y. Martin, Chair
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Martin and Councilmembers:

Subject: Application for an Interim Planned Development-Transit (IPD-T)
and Special District Permit Application No. 2016/SDD-23
Project: Manaolana Place Hotel and Residential
Condominium Development Project
Landowners: Manaolana Partners, LLC
Kaijima Kagaku USA Inc.
Applicant: Manaolana Partners, LLC
Agent: Kusao & Kurahashi, Inc. (Keith Kurahashi)
Location: 1685, 1687, 1689, 1691, and 1695 Kapiolani Boulevard,
508 and 512 Atkinson Drive
1674 and 1676 Kona Street – Kalia, Waikiki
Tax Map Keys: 2-3-41: 1 and 2
Acceptance Date: April 5, 2016

We recommend approval of this application for an IPD-T for the Manaolana Place Hotel and Residential Condominium Development Project, including the development of a 400-foot-high mixed use tower with 109 multi-family dwelling units, 125 hotel units, a hotel lobby, residential activity and park areas, a ballroom, pool, personal services area (spa), four levels of parking with about 276 parking spaces, retail and eating establishments, a publically accessible corner plaza at the street level, and other ground-level pedestrian and right-of-way improvements in the BMX-3 Community Business Mixed Use District within one-half mile of the future transit station in the Ala Moana neighborhood, subject to conditions relating to the provision of community benefits and approvals from other governmental agencies.

Attached for your consideration are our report and draft resolution. Approximately 38 members of the public attended the Public hearing. Testimony was given by seven individuals, six of whom expressed both support for the Project and one of whom expressed concerns related to utilities in the surrounding neighborhood.

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CITY CLERK
CITY OF HONOLULU

The Honorable Ernest Y. Martin, Chair
and Members
July 5, 2016
Page 2

Pursuant to Chapter 21, Revised Ordinances of Honolulu, the City Council must act within 60 calendar days after receipt of our findings and recommendation; however, the City Council may extend this period of time upon receipt of a request from the applicant for an extension. The extension is not automatic and thus, if an extension of time is not requested in a timely manner, the application may be filed due to the Council's time deadline.

Should you have any questions, please contact me at 768-8000.

Very truly yours,



George I. Atta, FAICP
Director

Attachments

cc: Mayor
Managing Director
Corporation Counsel
Public Hearings Reporter
Manaolana Partners, LLC
Kaijima Kagaku USA Inc.
Kusao & Kurahashi, Inc. (Keith Kurahashi)

DEPARTMENT OF PLANNING AND PERMITTING
OF THE CITY AND COUNTY OF HONOLULU

STATE OF HAWAII

IN THE MATTER OF THE APPLICATION)
)
 BY)
)
 MANAOLANA PARTNERS, LLC)
)
 FOR AN)
)
 INTERIM PLANNED DEVELOPMENT-)
 TRANSIT PERMIT)
_____)

FILE NO. 2016/SDD-23

FINDINGS OF FACT, CONCLUSIONS OF LAW
AND RECOMMENDATION

I. GENERAL INFORMATION

A. Basic Information:

APPLICANT: Manaolana Partners, LLC

LANDOWNERS: Manaolana Partners, LLC and Kaijima Kagaku USA, Inc.

AGENT: Kusao & Kurahashi, Inc.

LOCATION: 1685, 1687, 1689, 1691, and 1695 Kapiolani Boulevard,
508 and 512 Atkinson Drive
1674 and 1676 Kona Street – Kalia, Waikiki (Exhibit A)

TAX MAP KEY: 2-3-41: 1 and 2

LOT AREA: 50,541 Square Feet

STATE LAND USE DISTRICT: Urban

EXISTING ZONING: BMX-3 Community Business Mixed Use District
(Exhibit C)

EXISTING USE: Five one- and two-story structures with mixed-use
commercial uses including retail, eating establishments,
convenience stores, personal services, and offices.

SURROUNDING LAND USES: Ala Moana Center Mall, YMCA, retail establishments, restaurants, and multi-family dwelling units. The future Ala Moana transit station will be located about one-half mile from the subject property.

- B. Proposal: The Applicant seeks an Interim Planned Development-Transit (IPD-T) Permit and Special District Permit to allow the development of a 400-foot-high mixed-use tower with 109 multi-family dwelling units, 125 hotel units, a hotel lobby, residential activity and park areas, a ballroom, pool, personal services area (spa), four levels of parking with about 276 parking spaces, retail and eating establishments, a publically-accessible corner plaza at the street level, and other ground-level pedestrian and right-of-way improvements in the BMX-3 Community Business Mixed Use District within one-half mile of the future transit station in the Ala Moana neighborhood.

The Applicant proposes to demolish one 2-story and four 1-story structures at the site and develop a new 36-story mixed use tower to include the following:

- The ground-floor commercial space that will include 7,720 square feet of commercial space, approximately 500 square feet of outdoor dining, and recreational amenities (Exhibits B-1 through B-3).
- Level 2 will contain approximately 4,556 square-feet of commercial space, and a 784-square-foot lanai for commercial uses (Exhibit B-4).
- Levels 2 through 5 will contain approximately 272 parking spaces (Exhibits B-4 and B-5). (Four parking spaces will be available on the ground level in the hotel drop-off area.) Bicycle storage will be provided on a portion of Level 4.
- The open-air plaza will be on the top level of the parking podium and will include a recreation deck, meeting space, and food and beverage facilities (Exhibit B-6).
- Levels 6 and 7 will have accessory hotel spaces, including a ballroom, meeting rooms, and a landscaped open-air plaza on Level 6 (Exhibits B-6 and B-7).
- Level 8 will consist of the pool, pool deck, pool bar, spa, and other residential amenities (Exhibit B-8).
- Level 9 will have hotel rooms and residential amenities, including a residential park (Exhibit B-9).
- Levels 10 through 18 will be developed with one-bedroom hotel standard rooms and suites, along with four larger suites (Exhibits B-10 and D-11).
- Level 19 will have the hotel lobby and lounge, hotel accessory offices, a restaurant, and covered terraces and balconies (Exhibit B-11).
- Levels 20 through 35 will be developed with 109 residential condominium units, of which 71 will be 2-bedroom, 33 will be 3-bedroom, and 5 will be 4-bedroom units (Exhibit B-12).
- Level 36 will have a restaurant and bar, and the second level of the penthouse units (Exhibit B-13).
- A residential park and terrace is proposed on the rooftop, along with elevator and mechanical areas, and photovoltaic panels (Exhibits B-14 and B-15). Street level improvements include:

- A 4,856-square-foot publically-accessible plaza at the corner of Kapiolani Boulevard and Atkinson Drive (Exhibits B-2, B-16, and D-7). The public plaza will have a café kiosk and outdoor seating, benches, shade trees, planter boxes and other landscaping, a restaurant with outdoor seating, and a fountain as the focal point.
- Two two-way driveways from Kona Street and Atkinson Drive provide access to the hotel porte-cochere. Both access points lead to the parking ramp and covered drop-off and pick-up area. The driveway on Atkinson Drive will be aligned with the T-intersection of Atkinson and Kahakai Drive (Exhibit B-1).
- A one-way drop-off area for residents along Atkinson Drive (Exhibits B-1 through B-3).
- Transparent facades along the street-facing ground-floor frontage (Exhibits C-1, C-3, C-5, and C-6).
- Wide sidewalks and landscaping, including the retention of the existing monkey pod trees along Kapiolani Boulevard and new street trees along Atkinson Drive (Exhibit B-2).
- A new bus stop and bikeshare station along Kapiolani Boulevard (Exhibit B-3).
- A covered loading and trash area with access to Kapiolani Boulevard on the Ewa (northwest) side of the site (Exhibit B-1).

The renderings and conceptual images of the structure are included as Exhibits D-3 through D-10.

- C. IPD-T Requests: The site has a height limit of 350 feet. Therefore, the Applicant seeks a 50-foot height increase over the existing height limit. The height designated for the site in the Ala Moana Neighborhood Transit-Oriented Development (TOD) Plan, Draft Final Plan ("TOD Plan"), dated April 2016, is 400 feet.

The 50,541-square-foot site has a maximum floor area ratio (FAR) of 2.5, or 3.5 with open space bonuses. The maximum floor area permitted by the underlying zoning district is 176,894 square feet. The Applicant seeks an FAR of 10.0, or 505,410 square feet, as may be allowed by the TOD Plan. This is 328,516 square feet over the maximum permitted floor area.

The other aspects of the proposal that require flexibility through an IPD-T Permit approval are the encroachment into the street centerline height setback, reduction in required parking, a reduction in landscaping in the required yard, and the use of the site as a full-service hotel, rather than the limited service hotels currently permitted in the BMX-3 Community Business Mixed Use District. (Uses permitted in the BMX-4 Central Business Mixed Use District may be allowed through the IPD-T Permit.)

- D. Proposed Community Benefits: To achieve the increase in density and height and flexibility in development and use standards, the Applicant proposes the following community benefits:

1. Wide sidewalks, outdoor dining, and parklets;

2. Publicly accessible plazas (the 4,856-square-foot public plaza at the corner of Kapiolani Boulevard and Atkinson Drive and the landscaped plaza at the Atkinson Drive/Kona Street intersection);
3. Amenity decks and terraces, private open space with allowance for public use on the roof deck, and balconies;
4. Traffic-calming and pedestrian safety measures at the Kapiolani Boulevard/Atkinson Drive intersection, including a new pedestrian island and dedicated right-turn lane;
5. The realignment and signalization of the Kona Street at Atkinson Drive intersection to create a 90-degree angle;
6. The alignment of the main Project driveway with Kahakai Drive;
7. The financing of a mobility study for the larger area to explore potential traffic improvements;
8. A new bus stop and bike-share station along Kapiolani Boulevard; and
9. A \$1 million contribution to a fund for affordable housing and/or other community improvements.

The Applicant places the overall value of these community benefits at \$7 million.

II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

- A. Description of the Site/Surrounding Uses: The site consists of two parcels at the corner of Kapiolani Boulevard and Atkinson Drive (Exhibit A-1). The site is bounded by a lot developed with an eating establishment and cabaret to the west, Atkinson Drive to the east, Kona Street to the south, and Kapiolani Boulevard to the north. The site is in the BMX-3 Community Business Mixed Use District (Exhibit A-2) and the State Land Use Urban District.

Parcel 1 is currently developed with a one-story structure containing a convenience store and other retail establishments, and a small, one-story retail kiosk. Parcel 2 is developed with a two-story structure fronting Kapiolani Boulevard, a one-story structure near the corner of Atkinson Drive and Kona Street, and a one-story structure facing Kona Street (Exhibit A-4). A variety of uses occur on the site, including retail, eating, drinking, and personal services establishments.

The surrounding area is a highly-developed, dense urban neighborhood, with hotels, commercial uses, multi-family dwellings, and meeting facilities, including the Ala Moana Shopping Center, Hawaii Convention Center, Central YMCA, and Micronesia Mart. The existing height limit in the immediate vicinity is 350 feet, and the maximum FAR achievable with bonuses is 3.5. There are several tall buildings in the immediate vicinity

of the Project site, including the Ala Moana Hotel at 396 feet, Century Center at 375 feet, Yacht Harbor Towers at 351 feet, Discovery Bay Center at 350 feet, and the Hawaiian Monarch Hotel at 350 feet. Also, the Kapiolani Residences tower currently under construction will be 400 feet high.

- B. Other Permits/Approvals Required: Permits required by the City and County of Honolulu include: Major Special District, Surface Encroachment Variance, Sewer Connection, Park Dedication, Construction Plan Approval, Demolition, Grading, Building, and Street Usage Permits. The Project will also require subdivision approval to designate easements for public utilities, access, and/or sidewalks, and for the proposed realignment of the intersection at Kona Street and Atkinson Drive. The Project will be required to comply with the prevailing storm water quality requirements at the time the construction/grading plans are submitted for review and approval. Approvals required by the State include an archaeological inventory survey plan.
- C. Environmental Review, Chapter 343, Hawaii Revised Statutes (HRS): The Project is not subject to an assessment under Chapter 343, HRS, the State Environmental Impact Law.
- D. Flood District: According to the Flood Insurance Rate Maps, Panel Nos. 0362G and 0366G, dated January 19, 2011, the site is in Zones X and AE with a base flood elevation of six feet (Exhibit A-3). Zone AE is a Special Flood Hazard Area, defined as an area that will be inundated by the flood event having a one-percent chance of being equaled or exceeded in any given year. (The one-percent annual chance flood is also referred to as the base flood or 100-year flood.) Zone X is outside of the 0.2-percent-annual-chance (or 500-year) flood. Compliance with the flood hazard ordinance is required prior to the issuance of building permits.
- E. Public Agency and Community Comments:
 - 1. Notifications and request for comments: Comments were requested from the City and County of Honolulu Department of Transportation Services (DTS), Department of Environmental Services, Department of Facility Maintenance, Department of Parks and Recreation, Board of Water Supply (BWS), Honolulu Fire Department, Honolulu Police Department (HPD), and Honolulu Authority for Rapid Transportation (HART). Within the Department of Planning and Permitting (DPP), the Civil Engineering (CEB), Traffic Review (TRB), Wastewater, Community Policy Planning, Subdivision, and TOD Branches commented on the application.

Comments were also requested from the State of Hawaii Office of Hawaiian Affairs (OHA), Department of Transportation, Department of Health, Department of Land and Natural Resources - Historic Preservation Division (DLNR-SHPD), Department of Education, Office of Planning, and Hawaii Tourism Authority.

Note: Major agency comments are contained in the analysis section.

Upon acceptance of the application for processing, informational notices were sent to landowners within 300 feet of the subject property, which included

associations of apartment owners and businesses, elected officials from the area, community organizations, and the news media. Copies of the application materials were also provided to the Ala Moana/Kakaako Neighborhood Board (NB) No. 11, the Moiliili/McCully Public Library, the Hawaii State Public Library, and the Ala Moana Satellite City Hall.

2. Ala Moana/Kakaako Neighborhood Board No. 11: On February 24, 2015, the Applicant made a presentation to the NB for the Project. The meeting minutes indicate that NB members asked questions about affordable housing and whether any variances were being requested as part of the Project. The Applicant indicated that they had not yet determined their package of community benefits and they would not be seeking a variance.
3. Written testimony: Letters in support of the Project were received from the Pacific Resource Partnership, the Hawaii Regional Council of Carpenters, Building and Construction Trades Council, and Kapiolani 1700, LLC, a landowner across Kapiolani Boulevard from the Project site.

Four letters in opposition to the Project were received from community members. One testifier stated that a lower-density Project would be more appropriate because the high-rise proposal will diminish the character of the City, will cause traffic congestion, strain the sewer system, diminish views, reduce air quality, increase noise, and lessen the quality of life. The three other testifiers opposed the height of the Project, stating that the 350-foot height limit should be upheld and that the height will impact views and cast shadows.

4. Public Hearing Testimony: A Public Hearing was held on June 3, 2016, at the Mission Memorial Auditorium at 10:30 a.m. Approximately 55 individuals attended the Public Hearing and included about eight representatives of the Applicant, nine members of the DPP staff, and 38 members of the public or representatives of other agencies.

Seven individuals gave testimony. Six people spoke in support of the Project, and one person neither supported nor opposed the Project, but expressed concerns relating to sewer, water, and electrical infrastructure in the neighborhood. The supporters of the proposed development included nearby property owners, the management company of the subject site, and representatives of the Hawaii Regional Council of Carpenters and Waikiki Improvement Association. The following summarizes the testifiers' comments:

- The current site manager noted problems with illegal activity and loitering at the site. The redevelopment, they believe, will alleviate these problems.
- The neighboring property owner believes the site currently negatively impacts the surrounding area and the proposal will revitalize the area.
- The representative of the Waikiki Improvement Association believes the Project will enrich and beautify the area, support the Hawaii Convention Center, and provide needed legal visitor units, because recently the number of hotel rooms in Waikiki has been diminishing.

- The representative of the Hawaii Regional Council of Carpenters testified that the Project will increase jobs, support TOD and increase rail ridership.
- The Project will revitalize the neighborhood, Waikiki, and the area around the Hawaii Convention Center.
- The testifier who expressed concerns about large projects in the area specified that she wanted to know how the Applicant would upgrade the infrastructure in the greater neighborhood, particularly the area across Atkinson Drive along Kahakai Drive. The Agent responded that the Applicant's sewer connection fees and water impact fees, will be used by the City and the BWS to finance upgrades to the system, but that their Project does not include regional sewer or water upgrades.

During the Public Hearing, the DPP asked the Applicant whether they are aware of any cultural resources, like subsurface archaeological features and iwi kupuna, at the site. The Applicant stated that they were not aware of any such cultural resources at this time. The DPP asked whether they are willing to conduct an Archaeological Inventory Survey with subsurface testing; the Applicant affirmed that they will conduct the study.

The DPP also asked whether the Applicant acknowledged that the site may be impacted by the future rail extension and whether they are willing to coordinate with HART during the development process to identify and incorporate opportunities that facilitate access to future stations. The Applicant responded that they did acknowledge that the site may be impacted and that they would coordinate with HART as the process moves forward.

III. ANALYSIS

The proposed development was reviewed in accordance with Land Use Ordinance (LUO) Section 21-9.100-5, relating to the TOD and IPD-T Permit Projects.

- A. Eligibility: The site is within one-half mile of the transit station, is greater than 20,000 square feet, is entirely within the State Land Use Urban District, is within the BMX-3 Community Business Mixed Use District, and the Ala Moana Station Area TOD Special District has not yet been enacted. Therefore, the zoning lot meets the eligibility standards and qualifies for an IPD-T Permit.
- B. Use Regulations: The site complies with the IPD-T Permit use regulations because any use permitted in the BMX-4 Central Business Mixed Use District may be allowed through the permit. The proposed uses for the site, i.e., hotel, multi-family dwelling, retail establishments, and eating establishments, are all permitted uses in the BMX-4 District.
- C. Site Development and Design Standards: In order to achieve flexibility in the design of the Project, the Applicant has opted to process the Project under the provisions of an IPD-T Permit. Under the IPD-T Permit option, flexibility may be provided for density, height, transitional height setbacks, yards, open space, and landscaping, if it can be demonstrated that the modification or reduction accomplishes a Project design

consistent with the goals and objectives of TOD and are commensurate with the contributions provided in the Project plan. The Applicant is seeking flexibility to exceed the allowable density, building height limit, street centerline height setback, parking, and landscaping. Community benefits commensurate to these requests are required before receiving City Council approval of the conceptual plan. When the site development standards are subjected to modifications or reductions, they are to be for the purpose of accomplishing a project design consistent with the goals and objectives of TOD.

1. Density:

BMX-3 Community Business Mixed Use District Maximum Allowable Floor Area	
Description	Floor Area (square feet)
Base 2.5 FAR (LUO)	126,353
Maximum 3.5 FAR (LUO) with the provision of Public Open Space	176,894
Ala Moana Neighborhood TOD Plan Maximum Allowable Floor Area under IPD-T Permit	
Maximum 10.0 FAR (TOD)	505,410
Proposed FAR (10.0)	505,410
Requested Increase in Floor Area (10.0 IPD-T FAR – 3.5 LUO FAR)	328,516 (505,410 – 176,894)

If the subject site were to be redeveloped in accordance with the underlying zoning district development standards of the LUO, the site would have an FAR of 2.5 or a maximum FAR of 3.5 with the provision of public open space. To determine the current base permissible floor area, the lot area is multiplied by a FAR of 2.5, which results a floor area of 126,353 square feet. To determine the current maximum permissible floor area (with a public open space provision of at least 10,108 square feet), the lot area is multiplied by an FAR of 3.5, which results in a floor area of 176,894 square feet. (Note: According to the Applicant, the current plan shows 12,806 of open space at the ground level. However, the plan does not include the level of detail required to determine whether the area meets the LUO definition of public open space.)

Pursuant to Section 21-9.100-5(d)(1)(A), the maximum FAR of a site may be up to twice that allowed by the underlying zoning district, or, where a draft neighborhood TOD Plan identifies greater density, the Project on that site may be considered for the greater density. The TOD Plan specifies a maximum FAR of 10.0 for properties fronting Kapiolani Boulevard between Piikoi Street and Kalakaua Avenue, with the provision of community benefits. The subject site is within that area designated for a 10.0 FAR. Therefore, the IPD-T Permit may allow for a floor area increase up to 505,410 square feet. The Applicant seeks to develop the maximum density, which represents a 286 percent increase over the maximum permitted floor area (126,353 square feet), or an additional FAR of 6.5 (from a FAR of 3.5 to 10.00). This is a significant request, requiring considerable

community benefits.

2. Height: The maximum height limit for the site is 350 feet. The IPD-T provisions allow a maximum height limit of 400 feet, as specified in the TOD Neighborhood Plan. According to the application documents, the Applicant is requesting to exceed the height limit by 50 feet for a maximum height of 400 feet. However, the elevation plans show the new tower with a height of 418 feet (Exhibits C1 through C-7).

In accordance with LUO Section 21-4.60(c)(1), the Director may exempt necessary mechanical appurtenances, and utilitarian and architectural features from the height regulations of the LUO, provided they are erected only to such height as is necessary to accomplish the purpose they serve, but in no case exceeding 18 feet above the maximum height limit for roof forms. The plans currently label the rooftop terrace as the 37th floor and show a large rooftop level that exceeds 400 feet. The portion of the rooftop above 400 feet cannot be considered necessary mechanical equipment and therefore shall not be allowed in its current format. Therefore, if permitted to increase the height limit to 400 feet, the Applicant must modify the plans to comply with the height limit. This should be required as a condition of approval.

The TOD Plan specifies a height limit of 400 feet with community benefits for properties fronting Kapiolani Boulevard between Piikoi Street and the area just beyond Kalakaua Avenue. The additional 50 feet in height results in five additional floors (dedicated to multi-family dwelling units and a restaurant) with approximately 71,440 square feet of floor area. Based on the plan for Levels 32 through 36, there will be 25 dwelling units at or above 350 feet (21 standard units on Levels 32 through 34 and 4 penthouse units on Levels 35 and 36). This translates to approximately 53,390 square feet of floor area dedicated to residential uses. This correlates directly to the benefit the Applicant will receive from the additional height.

3. Yards and Height Setbacks: The IPD-T Permit allows street centerline height setbacks to be modified from the standard LUO requirements where adjacent uses and street character will not be adversely affected. Because the subject site has three street frontages, the street centerline height setback is severely restrictive and prevents the building from achieving a reasonable building volume below the 350-foot height limit. As part of this proposal, the Applicant requests to encroach into the height setback by 2,868,804 cubic feet (Exhibit C-8). This request is acceptable by the DPP as strict adherence to the height setback would not allow the structure to reach the height specified in the plan. Further, the DPP has proposed amendments to the height setback regulations of the BMX-3 Community Business Mixed Use District, which are currently being considered by the City Council under Bill 75 (2015). Structures within that District will be required to comply with the height setbacks of the Apartment and Apartment Mixed Use Districts, as shown on Exhibits C-2, C-4, and C-7. Except for slight encroachments of the roof levels, the building complies with that height setback. Therefore, modifying the street centerline height setback is appropriate for the site.

Five-foot front yards are required along all streets. Front yards are provided, but they are not landscaped as required by the LUO. Rather, the Applicant proposes to place the landscaping close to the curb within the public right-of-way and in the public plaza. Relocating the landscaping will create a safe buffer between the sidewalk and street, while encouraging pedestrians to walk closer to the building. This is appropriate for a TOD project because of the large number of pedestrians anticipated at and around the site.

4. Open Space and Landscaping: Open space should be designed with a preference for publically-accessible, highly-usable parks and gathering spaces rather than buffering or unusable landscaped areas. The proposed public plaza at the corner of Kapiolani Boulevard and Atkinson Drive meets this criteria and provides places not only for walking or outdoor retail activity, but spaces to sit and enjoy the surrounding area with benches, landscaping, a water feature, decorative paving, and “vertical gardens” (wall surfaces above the second story that will be covered in plants and living greenery, as shown on Exhibits D-4, D-6, and D-7).

The Applicant also proposes to create a “Landscape Plaza” at the intersection of Kona Street and Atkinson Drive, within the existing privately-owned street. The Applicant proposes to purchase that portion of the street and utilize traffic-calming measures to ease traffic circulation and to beautify that entrance to the site. This entrance area will be heavily landscaped and buffered to the extent that it is unusable as a public space. Given that it will be an island within the busy right-of-way and between two entrances to the site, this treatment may be appropriate. However, the Applicant should consider whether this area could be designed as a parklet. The DPP CEB commented that existing City drainage easements along Kona Street will cut through the proposed landscaping area at this corner. They specified that no trees may be planted within the easement. Therefore, the Applicant should be required to redesign the landscaping around the easement and further explain whether there are reasons to keep the area landscaped with a buffer or whether it could accommodate a parklet.

A surface encroachment variance will be required to permit the proposed nonstandard improvements within the City right-of-way (planters, landscaping). A sidewalk variance will be required to permit the nonstandard sidewalk finish (pavers).

5. Parking and Loading: The off-street parking requirements and provision are summarized in the following table:

Use	Floor Area (square feet)	Units	LUO Parking Ratio	Required Parking Spaces (LUO)
Hotel Lodging Units	118,280	125	0.75 spaces per hotel unit	93.75
Retail and Food/Beverage	38,129	–	1 space per 400 square feet (s.f)	95.32
Meeting Facility	9,543	–	1 per 75 s.f.	127.24
Residential Dwelling Units	198,487	109	2 spaces per dwelling unit > 800 s.f.	218
Residential Visitor Stalls		–	1 per 10 dwelling units	10.9
Total LUO Parking Requirement				545.21
Total TOD Plan Parking Requirement (reduced at least 50 percent)				273 (272.6)
Total Parking Provided				276

The Project parking and loading may be modified through the IPD-T Permit. The Applicant has used the guidelines in the TOD Plan to determine the appropriate level of parking. The DPP strongly supports reducing the provision of parking because it encourages alternate modes of transportation in a neighborhood that already supports multi-modal transportation, which will increase with the introduction of rail. Therefore, the DPP does not object to the level of parking the Applicant is proposing at this time. Furthermore, a goal of the IPD-T Permit is to allow greater density without proportionally increasing the parking requirement. Therefore, the reduction in parking does not necessitate many community benefits above and beyond those required to mitigate the impacts of the greater density, height, and use allowances.

One community benefit that may further improve the parking area, however, would be to designate certain parking spaces for car-sharing vehicles. This would be beneficial to both the residents and hotel guests and could reduce an individual's need to either own or rent a car if such vehicles were available on site. Therefore, as a condition of approval, the Applicant should be required to designate at least 10 parking spaces for vehicles in a car-share program.

The loading space requirements and provision for the site are summarized in the following table:

Use	Floor Area/ No. of Dwelling units	No. of Stalls
Commercial (retail, eating establishment, spa)	35,496 s.f.	3
Hotel and Public Assembly	192,042 s.f.	4
Multi-family Dwellings	109 dwelling units	1
Total Required Under LUO		8
Total Provided		8
10-foot x 35-foot x 14-foot Loading Spaces		4
8.5-foot x 19-foot Loading Spaces		4

Pursuant to LUO Section 21-9.100-5(d)(7)(B), service areas and loading spaces shall be located at the side or rear of the site unless the size and configuration of the site renders this infeasible. The number of loading spaces provided may be determined through the IPD-T Permit, i.e., the code requirements may be modified. The Applicant has designed their loading spaces to meet current LUO requirements relating to size and number of loading spaces. Seven of the eight proposed loading spaces will be located off-street. Five will be accessible via the driveway on Kapiolani Boulevard (Exhibit B-1). Another will be located near the circular hotel drop-off area on the ground floor, accessible via Kona Street or Atkinson Drive (Exhibit B-1). The seventh loading space will be located on Level 2 in the parking area. The eighth loading space is proposed in the residential drop-off area with access on Atkinson Drive. This location is unacceptable as it is not at the side or rear of the site and is not screened from view. Therefore, this loading space should be removed from that location. (Note: Later, in the discussion of traffic and pedestrian circulation, the DPP recommends the removal of this drop-off area altogether.) The Applicant should either relocate that loading space elsewhere on the site or justify the reduction of one loading space. This may be dealt with as the site design is completed.

6. **Bicycle Parking:** Based on the proposed bicycle requirements in the TOD Plan, 124 spaces would be required for the 109 dwelling units and 27 spaces for the hotel and commercial uses, for a total of 138 required bicycle parking spaces. The Applicant proposes to provide 151 bicycle parking spaces. The Applicant also proposes to install a bikeshare station within the Kapiolani Boulevard right-of-way.

The Applicant proposes to locate the bicycle parking on Level 4 of the parking garage, but detailed plans showing the set-up, the types of bike rack they will use, or other ways that the bicycle parking areas will be secured have not been provided. LUO Section 21-9.100-5(d)(8) requires that long-term bicycle parking be provided for the residents of on-site dwelling units in the form of enclosed bicycle lockers or easily accessible, secure, and covered bicycle storage. Also,

short-term bicycle parking shall be provided as close as possible to the entrance of the facility so that it is visible from the street or sidewalk. Within parking structures, the provision of a fenced and gated area for secure bicycle parking is also encouraged. This would be especially beneficial to those who work on the premises. The HPD also commented that the Applicant should provide an assigned, secured area on the property for alternate means of transportation, like bicycles and mopeds.

The Applicant should be required to provide a detailed bicycle parking plan with: 1) Short-term bicycle parking at the ground level in an easily-identifiable, prominent location, secured longer-term parking for employees at the site, which may be located in the parking garage and should have additional security measures, and 2) a separate parking area for residents of the multi-family dwellings.

The Applicant has proposed to install a bikeshare station to be included in Bikeshare Hawaii's bicycle network. A bikeshare station on the site will contribute greatly to the multi-modal transportation system in the area. Therefore, as a condition of approval, the Applicant should be required to collaborate with Bikeshare Hawaii to design and locate the bikeshare station to ensure that is easily accessible, safe, does not impede pedestrians, and can utilize solar energy. Once the design is completed, the Applicant should be required to construct the sidewalks and hardscape, install the bikeshare station, and cover cost of equipment and maintenance.

7. Signage: The Applicant has not submitted a signage plan at the time of this application. The business signage, directories, and identification signs may all be designed and proposed at a later date. However, LUO Section 21-9.100-5(c)(9)(B) requires TOD-related way-finding signage to be included in the plan. The Applicant should be required to develop effective way-finding signage to guide users of the site to the rail station, bus stops, taxi stands, bicycle racks, regional attractions, public parks, on-site public gathering spaces, and significant cultural sites in the area. Such way-finding signage should be developed and submitted to the DPP prior to the issuance of building permits for the site, even if other signage for the site has not yet been developed.

If the Applicant seeks standard LUO-compliant signage, standard sign permits may be sought. If the Applicant chooses to seek greater allowances than the code normally allows, this may be achieved by the approval of a zoning adjustment for a Sign Master Plan.

The conditions of approval and more-specific design elements of the Project will be evaluated in the next phase of the IPD-T Permit review process. Some of these specific requirements include: yards, setbacks, street façade, building placement, building orientation/entrances, building transparency, and pedestrian walkways.

E. Other Development Considerations:

1. Connectivity with Rail: The Honolulu Rail Transit Project (H RTP) extension, as documented in the Final Environmental Impact Statement (FEIS), runs through the subject site. The Locally Preferred Alternative identified in the FEIS includes an extension that “would connect to the current Project at Ala Moana Center and then veer mauka to follow Kapiolani Boulevard to University Avenue.” HART has not conducted planning or environmental assessments for the rail extensions, so the exact location of the future guideway is subject to change. Furthermore, HART has not yet determined a schedule for rail extensions. In its comment letter, HART encouraged the Applicant to coordinate closely with them during the development process to identify and incorporate opportunities that facilitate access to future stations. At the Public Hearing, the Applicant stated that they would be willing to continue to work with HART.
2. Traffic and Maneuverability: The Applicant proposes to implement several traffic-calming and pedestrian safety measures, including:
 - A new pedestrian island and dedicated right-turn lane at the intersection of Kapiolani Boulevard and Atkinson Drive;
 - The realignment and signalization of the Kona Street at Atkinson Drive intersection to create a 90-degree angle;
 - The synchronization of the new traffic lights with those at Atkinson and Kahakai Drives, and Atkinson Drive and Kapiolani Boulevard;
 - The alignment of the main Project driveway with Kahakai Drive; and
 - The construction of a new bus stop and bikeshare station along Kapiolani Boulevard.

The DTS, HPD, and the DPP TRB submitted substantive comments related to traffic and pedestrians at the Project site.

- a. Transportation Planning: The Applicant should be required to create a time line with anticipated dates for obtaining major building permits for demolition and construction work. This will also identify when a Construction Management Plan (CMP), Traffic Management Plan (TMP), and updates to or validation of the findings of the Traffic Impact Analysis Report (TIAR) should be submitted for review and approval. Further, the TIAR, dated March 2015, was based on the construction of 397 residential units and showed different driveway locations than the current plan. Therefore, updates to the TIAR must reflect the changes to the Project.

The CMP will need to identify various mitigation measures related to traffic and construction-related impacts to the neighborhood. As part of the CMP, the Applicant should document the condition of roadways prior to the start of construction activities so that the existing roadway can be restored to its original or improved condition upon completion.

Also, the Applicant should coordinate construction schedules with other nearby properties that have planned developments to ensure minimal impact on City streets.

The TMP should include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by employees and for possible large events being held on the property. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives, and other similar measures, which are consistent with the goals and objectives of TOD. Similarly, a pedestrian circulation plan should be included in the TDM to provide accessibility and connectivity to the surrounding public sidewalks and intersections. A determination of the effective sidewalk widths taking into account Complete Streets initiatives should be provided. All access driveways to the Project site should be designed with the highest pedestrian and bicycle safety measures.

A post TIAR will be required approximately one year after the issuance of the certificate of occupancy to validate the traffic projections, distribution and assignment contained in the initial TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to this development, the Applicant should be required to implement these measures.

- b. Residential Drop-off Area: The DTS commented that there are traffic and pedestrian safety concerns with the inclusion of an on-site drop-off area for the residential condominium users of Atkinson Drive, which is a relatively high pedestrian traffic area. The DPP TOD Division also commented that the current driveways and landscaping are inconsistent with TOD principles to prioritize walkability and the sidewalk continuity in front of the residential lobby must be maintained. With the current plan, pedestrians are redirected towards the building, rather than giving them a choice to continue directly without diversion. The plan also introduces automobile traffic into the pedestrian realm.

According to the Applicant, this drop-off area will be designed to feed into the residential lobby and elevators, and will be used mostly for taxi pick-up and is not anticipated to be highly used. However, with this plan, vehicular circulation will be prioritized over pedestrian mobility. There will be a disruption in pedestrian flow and conflict between vehicles and residents in the drop-off area. Removing the driveway will alleviate pedestrian-resident conflicts and ease pedestrian flow with a linear, continuous path along the street. Therefore, the DPP finds that the drop-off area should be removed, particularly since it will not be highly used. A resident drop-off area could be designated in the parking garage or in the hotel drop-off area to accomplish the goal. Therefore, as a condition of approval, the Applicant will be required to remove the residential lobby drop-off area along Atkinson Drive.

- c. Crosswalk Improvements: The TRB specified that the proposed pedestrian traffic island at the intersection of Kapiolani Boulevard and Atkinson Drive should be large enough to contain the maximum projected amount of pedestrians expected to cross at this location. The crosswalk should be at-grade to the curb and the island should be raised to create a table crossing. An exclusive right-turn lane should also be constructed on Kapiolani Boulevard. Additional land may be required to implement this improvement. Project driveways with right-turn only exit restrictions should be reinforced by channelization to physically obstruct prohibited maneuvers. Based on the requirements of the proposal, certain elements of the traffic improvements may be considered as community benefits.

The TOD Division commented that since the Atkinson/Kona intersection is proposed to be synchronized with the Atkinson/Kahakai intersection, crosswalks should be constructed across Atkinson Drive mauka and makai of the Kona Street intersection, as well as mauka and makai of Kahakai Drive. Also, the crosswalk at Kona Street should be better aligned with the sidewalk along Atkinson Drive. These comments should be considered in the TMP, TIAR, and pedestrian study as the traffic plans are refined. The developer should meet with the DPP and DTS at their earliest convenience to discuss these issues for off-site construction on City streets and provisions for Complete Street strategies prior to the submittal of construction plans.

- d. Bus Stop Construction: There are 40- and 60-foot articulated buses that utilize the bus stop on Kapiolani Boulevard. The DTS recommends that the bus stop be placed at least 60 feet to the far side of the driveway to prevent busses from blocking the loading and service vehicle driveway. The Applicant should coordinate with DTS and Oahu Transit Services (OTS) as they design and identify the location of the new bus stop.
- e. Signalization: The proposed signalization of Atkinson Drive and Kona Street will need to be validated with a traffic signal warrant analysis. The Applicant will be required to obtain the approval of the City, in particular the DTS, due to the close proximity to the other signals on Atkinson Drive.
- f. Driveway Design: The Project driveway on Atkinson Drive should be designed as a right-angle configuration to the street for a distance of at least one vehicle length from the back of the sidewalk.

- 3. Archaeological and Historical Sites: The OHA stated that archaeological studies conducted in the vicinity of the Project area have identified subsurface archaeological features and iwi kupuna beneath the fill layer. Therefore, OHA is concerned about the Project's potential impact to these archaeological features. They are also concerned that the Project will impact remnants of the Kuwili Fishpond that was once located immediately adjacent to, or partially within, the Project area.

Accordingly, OHA recommends that an Archaeological Inventory Survey with subsurface testing be conducted for the site, and submitted to the DLNR-SHPD for review and approval. This should be required as a condition of approval.

4. Infrastructure:

- a. Water: The BWS commented that the existing water system is adequate to accommodate the proposed hotel and residential condominium development Project, based on data at the time the letter was written (May 17, 2016). The final decision on the availability of water will be confirmed when the building permit application is submitted for approval. When water is made available, the Applicant will be required to pay a Water Systems Facilities Charge for resource development, transmission, and daily storage. The BWS recommended that water conservation measures be implemented at the Project site. In response to the BWS comment letter, the Applicant stated that they will be installing water-efficient plumbing fixtures.

The HFD commented that a water supply approved by the City, capable of supplying the required fire flow or fire protection must be provided to all premises upon which facilities or buildings are constructed. Currently there are two fire hydrants around the perimeter of the site, one along Kapiolani and the other along Atkinson Drive. When any portion of the building is more than 150 feet from a water supply on a fire apparatus access road, on-site fire hydrants and mains capable of supplying the required fire flow must be provided when required by the authority having jurisdiction. This will be verified during the development and building permit phases when the civil drawings are routed to the HFD for review and approval.

- b. Wastewater: The DPP Wastewater Branch approved a sewer connection application (No. 2014/SCA-0894) for the site on March 31, 2015, with the condition that the Project connects to the 36-inch sewer line on Kapiolani Boulevard. The approval was based on a preliminary plan for 397 dwelling units and was conditioned to require that the wastewater hook-up be connected along the Kapiolani Boulevard. Since the plan has changed to include 125 hotel units and 109 residential units, along with commercial areas, the Applicant will need a new sewer connection application. The DPP's Wastewater branch did not report any anticipated problems based on the change in use.
- c. Drainage: According to the Applicant, stormwater runoff on Parcel 1 generally sheet-flows toward Kapiolani Boulevard and Atkinson Drive where it is intercepted by two catch basins within the City right-of-way. Parcel 2 generally sheet-flows toward Kapiolani Boulevard and Kona Street and is intercepted by the same catch basins. While the drainage system will be dealt with at the time of building permits, the Applicant should be required to create an on-site system that can accommodate all of the Project site run-off, and preferably have excess space to collect

additional drainage from the neighboring properties. With climate change and sea level rise, such a system would be a community benefit since it could help alleviate flooding in the vicinity of the Project.

The Applicant also proposes to grade the site to achieve the desired layout and promote appropriate drainage for the site. According to the Applicant, the design of the new development will comply with all City drainage requirements and the on-site post-development runoff quantity will be equal or less than the pre-development condition. Should any of the on-site runoff require a connection to the City drainage system, a drainage connection application will be submitted to DPP for approval. The improvements to the property frontage and driveways will affect the existing curb, gutter and existing drainage structures. Modifications to any City drainage structure are required to comply with all applicable drainage standards and obtain all necessary approvals. This will be assessed at the development permit phase with grading and erosion control plans within the construction plans.

- d. Utility and Other Public Services: The Applicant states that the paved walkway along Kona Street does not appear to be compliant with the Americans with Disabilities Act Accessibility Guidelines and that existing utility poles within the pedestrian path may need to be relocated. These poles should be removed. The utilities should be relocated and replaced, preferably underground to create a pedestrian-friendly walkway along Kona Street, which is the most direct pedestrian path to the planned rail station. The Applicant should be required to coordinate with the developers of the Kapiolani Residences residential tower 225 feet ewa of the subject site and the owner of the private Kona Street to create a seamless sidewalk connecting at least the two sites.

The Applicant will contract waste management with a private disposal service. The Applicant also plans to incorporate an on-site recycling program for bottles, cans, cardboard, paper, cooking oils, and kitchen waste. The waste generated by the demolition on the site will be recycled to the maximum extent feasible.

- e. Schools: According to the Applicant's analysis, the 109 dwelling units are projected to add a total of about 13 students to the public school system (7 in elementary, 3 in middle, and 3 in high school). The public schools that would serve the Project site are Ala Wai or Kaahumanu Elementary School, Washington Middle School, and McKinley High School. The Department of Education commented that the residential condominium units will have an impact on public school facilities in the area and is seeking approvals to implement a school impact fee district for the area. If the Project site falls within the implemented district, the Applicant will be subject to a calculated fee.

5. Mauka-Makai Orientation: According to the Applicant, the Project's siting and orientation on the triangular lot are intended to address the intersection and

orient the tower on an axis between mauka and makai directions. This is to comply with existing planning policies, including the TOD Plan, and is shaped to minimize the visual impact in the mauka-makai direction. Given the constraints of the site and the configuration of the surrounding streets, which are not at right angles in that location, the size, shape, and location are consistent with existing policies relating to tower orientation.

6. **Public Views:** The location of the proposed tower will not impact any identified public views. The City's 1987 Coastal View Study identifies a significant stationary view from Magic Island in the mauka direction. The proposed tower will not impact mauka views from Magic Island as the Ala Moana Hotel and Yacht Harbor Towers will block the view of the tower.
 7. **Shadow Study:** The Applicant provided a shadow study showing that depending on the time of the year, the shadows will generally be cast toward neighboring lots in the ewa direction at 9:00 a.m., directly across Kapiolani Boulevard at noon, and toward the intersection of Kapiolani Boulevard and Atkinson Drive at 3:00 p.m. It will not cast shadows on any existing parks, public gathering places, or existing dwelling units. It will, however, cast a shadow toward the Hawaii Convention Center during summer afternoons (Exhibits D-1 and D-2). The additional height is unlikely to have significant adverse impacts on the surrounding area by creating new shadows.
 8. **Wind Study:** The Applicant presented a wind study, dated July 2, 2015. The study concluded that there were several positive design features for wind control, such as the two-story podium and six-story parking structure, and that given the local wind climate, the wind conditions on and around the proposed development are expected to be suitable for the intended usage in most pedestrian areas at grade. However, the building design has changed since that time, and the study recommends that wind tunnel tests be conducted at a later design stage to evaluate the effectiveness of the proposed mitigation strategies. Accordingly, the Applicant plans to have another wind study performed. The Applicant should ensure that the usability of the public plaza is not adversely impacted by wind and should implement the recommendations of their updated wind study to guarantee pedestrians at the ground level and neighboring properties do not experience negative impacts.
- E. **Standards for Review.** The highest degree of flexibility may be authorized by this permit for those projects which demonstrate:

The ability to positively contribute to the economic enhancement of the affected area, particularly with regard to providing a broad mix of uses and diverse employment opportunities. Upon completion, the Project will contribute to the economic enhancement of the Ala Moana neighborhood and the greater Honolulu area. According to the Applicant's estimates, with the restaurants, retail establishments, and hotel services, 250 full time equivalent (FTE) jobs will be available on the Project site. The Project will provide a wide range of employment opportunities, ranging from executive hotel and restaurant management to full- and part-time retail, food industry and service industry

workers. Island-wide jobs (including off-site jobs) will increase by about 620 FTE jobs.

The construction period is anticipated to take 2.3 years (June 2017 to September 2019) and directly create nearly 540 FTE jobs per year. The construction period is anticipated to generate \$77 million per year in personal earnings in 2018 and \$53 million in 2020, when the bulk of construction is complete. Once operational, personal earnings are anticipated to be \$45 million in 2020, and \$28 million per year after 2021. On-site jobs will increase by 250 FTE positions. Annual net revenues for the City and County of Honolulu will increase by about \$0.5 million in 2018, \$4.8 million in 2020, and \$4.4 million per year, starting in 2021. Thus, over the ten years following construction, the City government will receive about \$36.6 million more in revenue, on a cumulative basis, than without the Project.

Annual net revenues for the State of Hawaii will increase by about \$5.7 million in 2018, \$10.1 million in 2020, and \$5.0 million per year, starting in 2021. Thus, over the ten years following construction, the State government will receive about \$56.4 million more in revenue, on a cumulative basis, than without the Project.

Therefore, the DPP finds that the proposed Project will create a vibrant, active place that employs a large number of people. The Project meets this standard for review.

1. **The provision of measures and facilities to promote a highly functioning, safe, inter-connected, multi-modal circulation system, supporting easy access to, and effective use of the transit system on a pedestrian scale.**

The Applicant proposes to build a new bus stop, provide a new bike-share station, provide on-site bicycle parking, repave and widen the sidewalks, and construct intersection improvements with new crosswalks, pedestrian islands, and a dedicated right-turn lane to increase pedestrian mobility around the site. Further, the Applicant will be required to provide 10 parking spaces for a car-sharing facility. The site is less than one-half mile from the proposed rail station, so while these improvements will improve pedestrian mobility on the Project site and near the Hawaii Convention Center, they will not necessarily improve a pedestrian or cyclist's route to the station. Sidewalks are present along Kapiolani Boulevard, but Kona Street, which provides a shorter, more direct path to the rail station, are not pedestrian- or bicycle-friendly. However, Kona Street is a privately-owned street. Therefore, coordination with the owners, all of the adjacent landowners, and other stakeholders, would be necessary to improve the sidewalks between Atkinson Drive to Kona Iki Street. For IPD-T approval, the Applicant should be required to prioritize pedestrian mobility at the rear of the site and work with the developers of the Kapiolani Residences, which is currently under construction 225 feet ewa of the Project site, to create a continuous sidewalk at least between those two sites.

The proposal meets this standard of review because the users of the hotel will be able to access the site via rail, bus, and bicycle. Mobility within the Ala Moana neighborhood will be improved with the roadway and sidewalk improvements, upgraded bus stop and bikeshare station. Similarly, residents at the site will be

able to utilize these multi-modal options for daily transportation needs. Multi-modal opportunities for residents and hotel visitors alike would be improved if several parking spaces were set aside for car-sharing vehicles. As a condition of approval, the Applicant should be required to designate at least 10 designated parking spaces for a car-sharing program; a plan showing the location of the car-sharing parking spaces shall be submitted to the DPP for review and approval.

3. **The provision of usable, safe, and highly accessible public accommodations, gathering spaces, pedestrian ways, bicycle facilities, and parks.** The Applicant is proposing to designate the entire corner of Kapiolani and Atkinson Drive (approximately 4,000 square feet) as a public plaza with benches, landscaping, a water feature, and a kiosk with refreshments. Such a facility will be a great improvement over the parking lot that exists in the location today. With the Hawaii Convention Center across the street, the plaza is likely to become a highly utilized gathering space in the neighborhood, which the TOD Plan established does not have many outdoor gathering spaces apart from the Ala Moana Beach Park at this time. Therefore, the proposed plaza is a very valuable community benefit for the neighborhood.

The intersection at Atkinson Drive and Kona Street will be redesigned. Kona Street will be realigned to create a new 1,106-square-foot landscaped area. Based on the conceptual plans, the corner, which is currently in the Kona Street right-of-way, is heavily landscaped to the extent that it will not be usable as a gathering space or pocket park. The Applicant should consider designing this area as another usable area that is accessible to the public. Therefore, as a condition of approval, the Applicant should be required to submit detailed landscape plans, for review and approval by the Director of the DPP, showing areas with pedestrian amenities within the landscaped corner.

Further, the removal of the residential drop-off area along Atkinson Drive will allow another public gathering space to be developed. As a condition of approval, the Applicant should develop this area as a public gathering space and be required to submit a proposed plan of the area for review and approval by the DPP.

To improve and facilitate pedestrian mobility, wayfinding signage shall be incorporated into the Project design. Wayfinding signage is a requirement of the IPD-T Permit; such signage would increase safety, usability, and accessibility of the regional places of interest. Therefore, as a condition of approval, the Applicant should be required to design and submit a wayfinding sign plan for review and approval of the Director of the DPP. The Applicant should then be required to implement the approved wayfinding signage plan prior to the issuance of a Certificate of Occupancy.

With the inclusion of public spaces along Atkinson Drive (residential drop-off area) and potentially at the corner of Atkinson Drive and Kona Street, the Applicant has dedicated substantial open space and design efforts to provide publicly accessible accommodations for pedestrians. Therefore, if the proposed

conditions of approval are implemented, the proposal will meet this standard for review.

4. **An appropriate mix of housing and unit types, particularly affordable and/or rental housing; with qualifying affordable housing being located on the project site or within at least one-half-mile of the same identified transit station as the project site. "Affordable housing" means housing which is affordable to households earning up to 120 percent of the annual median income for Oahu.** The Applicant is proposing to develop 109 two-, three-, and four-bedroom dwelling units for sale on the site. The proposed multifamily dwelling units will range from 1,255 square feet to 2,217 square feet (not including the penthouses) (Exhibit B-12). Three- and four-bedroom units in particular are desirable because they are not often offered in multifamily dwelling units in the area. The existing and new dwelling units in the neighborhood tend to be studios, one-, and two-bedroom units and have smaller floor areas.

The provision of hotel units, while not housing, has been identified as an important amenity for the site as it is directly across the street from the Hawaii Convention Center. The representative of the Waikiki Improvement Association, who was involved in the development of the Hawaii Convention Center while at the Office of Planning, testified at the Public Hearing that the type of hotel currently proposed was identified as a very desirable type of development to increase the usability of the convention center.

The Applicant does not propose to develop any affordable housing on- or off-site; the Applicant proposes to contribute monetarily to the City's affordable housing goals. Therefore, this standard for review is only partially met. Monetary contributions are not equivalent to the provision of affordable housing, particularly since the IPD-T regulations specify that where affordable housing is provided as a community benefit, at least one-half of the housing is required on-site. Thus, this Project does not meet this standard for review at the highest rate possible. The nature of a high-end hotel and multi-family dwelling Project does not support on-site affordable housing for several reasons. The main reason is that while an affordable unit may have an initial home price that is lower than the other dwellings, the maintenance fees will be the same as the market units. The Project includes a pool, over 10,000 square feet of residential recreational area, along with multiple elevators and other amenities. Therefore, the maintenance fees will likely be unaffordable to those who qualify for affordable housing.

The OHA commented that they are concerned the proposed Project does not sufficiently provide community benefits and that the \$1 million is monetarily insufficient. Further, OHA recommends calculating an affordable housing fee.

The goals and objectives of the IPD-T Permit are to facilitate transformative, catalytic development projects that would not be developable under existing LUO regulations. Housing developments with a percentage of units designated as affordable may be one such project, but the fact that the current proposal is not

providing affordable housing does not preclude this type of development from being the type of catalytic development the City is seeking or wants to promote through this type of permit.

Therefore, the DPP recommends a monetary contribution to the City affordable housing fund be accepted as a community benefit that is commensurate to the height, density, and other allowances requested by the Applicant.

The Applicant has proposed to contribute \$1 million toward a monetary fund dedicated to affordable housing. The City's draft affordable housing policy, dated September 8, 2015, recommends that where affordable housing is not provided on-site, the Applicant should pay an in-lieu fee of \$45 per square foot of floor area. If this fee is applied to the additional 53,390 square feet of residential floor area, which is the floor area above the 350-foot level, the resultant in-lieu fee is about \$2.4 million. Therefore, as a condition of approval, the Applicant should be required to contribute \$2.4 million to a fund dedicated to affordable housing, rather than \$1 million.

5. **General consistency with the Ala Moana Neighborhood TOD Plan, Draft Final Plan, dated April 2016.** The Project is generally compliant with the TOD Plan. The DPP TOD Division commented that the proposed Project is consistent with the TOD Plan and City policies directing compact, mixed-use high-density development within the transit rail corridor, and consistent with the height, density, and design recommendations of the TOD Plan. The proposal is generally consistent with the setbacks recommended in the TOD Plan, which specifies that above 60 feet in elevation, the tower should be set back 20 feet from the property line (Exhibits C-1 through C-7).

- F. **Guidelines for Review and Approval of the Conceptual Plan:** In accordance with LUO Section 21-9.100-5(h), prior to the approval of a conceptual plan for an IPD-T project, the City Council must find that the Project concept, as a unified plan, is in the general interest of the public. The requested Project boundaries and requested flexibility with respect to development standards and use regulations are consistent with the objectives of TOD and the provisions enumerated in Section 21-9.100-4, and that the requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed. Although the Applicant presents several categories of community benefits, not all of the proposed public amenities can be construed to primarily benefit the general public and, therefore, are not considered commensurate with the requested exemptions.
 1. **Community Benefits:** Of the proposed public benefits offered, the following may be considered benefits in the general interest of the public:
 - a. Publicly accessible plazas are community benefits. As previously stated, the proposed 4,856-square-foot public plaza at the corner of Kapiolani and Atkinson Drive will be a great improvement over the parking lot that exists in the location today, and with the Hawaii Convention Center across the street, the plaza is likely to become a highly utilized gathering

space in the neighborhood. Therefore, the proposed plaza is a valuable community benefit for the neighborhood.

The new 1,106-square-foot landscaped area intersection at Atkinson Drive and Kona Street may be a community benefit if it is designed as a usable gathering space or pocket park. Therefore, once the Applicant has complied with the recommended condition of approval to show areas with pedestrian amenities within the landscape corner, this pocket park will also qualify as a community benefit.

The Applicant values these amenities at \$4.5 million.

- b. The traffic-calming and pedestrian safety measures at the Kapiolani Boulevard/Atkinson Drive intersection, including a new pedestrian island and dedicated right-turn lane, may be considered a community benefit as these improvements exceed the level of roadway improvements that would typically be required based on the scale of the Project, the condition of the roadways, and the locations of the principal vehicular entrances. The details of the improvements to this intersection, particularly the siting and striping of the pedestrian crosswalks will be determined as the Applicant complies with the traffic-related conditions of approval.
 - c. A new bus stop and bikeshare station along Kapiolani Boulevard are community benefits as they will increase multi-modal access to the site and further the effectiveness of the public gathering places. In essence, these measures will promote a highly functioning, safe, inter-connected, multi-modal circulation system, supporting easy access to, and effective use of the transit system on a pedestrian scale.
 - d. The contribution of \$1 million to a fund for affordable housing and/or other community improvements is a community benefit, but, as explained in Section E.4, the amount should be increased to \$2.4 million in order to be commensurate with the level of height and density increases sought.
1. Non-Community Benefits: Of the proposed public benefits offered, the following may not be considered benefits in the general interest of the public:
 - a. Wide sidewalks, outdoor dining, and parklets are elements of good site design, but are not community benefits. The plans show wide sidewalks, but the Applicant is also required to provide a pedestrian circulation plan, and based on the number of pedestrians anticipated in the area, wide sidewalks would be required to adequately accommodate pedestrian traffic. The site plan does not currently show any parklets, so apart from the publicly accessible plazas previously discussed, the Applicant's willingness to explore parklets is not a community benefit. Outdoor dining is similarly one aspect of the proposal that is effective for activating the ground floor, but it is a benefit to the users of the site more than the community at large. Also, there is no guarantee that the area specified

for outdoor dining will always be used for that in the future, and the community benefit of the plaza has already been considered.

- b. Amenity decks and terraces, private open space with allowance for public use on the roof deck, and balconies are benefits to the visitors and residents of the site, not the public at large. The DPP TOD Division specified that while the TOD Plan called out amenity decks, private open spaces, and balconies for residential and/or business tenants as a potential community benefit for density bonuses "at a discounted rate," it was not intended to be applicable for hotel uses. Given the design of the proposed structure, where the amenity decks and balconies benefit the residents and visitors of the site directly, they cannot be considered community benefits. Furthermore, some of these areas are likely to be used to meet the Park Dedication requirements, which are designed to enhance the livability of the site for the residents, not the general public. The amenities and upper level (not ground level) recreation areas cannot be counted twice as a community benefit and as Park Dedication area.
 - c. The realignment and signalization of the Kona Street at Atkinson Drive intersection to create a 90-degree angle is not a community benefit because such improvements would be required of a Project of this scale under ordinary circumstances. The main Project entrance will generate a significant amount of traffic at the Kona Street and Atkinson Drive intersection. Any traffic improvements that only mitigate the direct impact of the development cannot be considered community benefits in that all developments are required to ensure that the level of traffic and pedestrian maneuverability in the immediate area are not diminished. Therefore, only those traffic improvements that increase the level of service beyond what is required can be considered community benefits.
 - d. Similarly, the alignment of the main Project driveway with Kahakai Drive is a traffic code requirement and cannot be considered a community benefit.
 - e. A mobility study for the larger neighborhood to explore potential traffic improvements is not a desirable community benefit unless the recommendations of the study are implemented. The Applicant has not committed to the implementation of the recommendations of the study. While a regional traffic study could be beneficial for purposes of information gathering, without the sanction of the Department of Design and Construction or the Department of Facilities Maintenance, the study's effectiveness and value is low and unlikely to benefit the community. Therefore, the mobility study should not be required as a condition of approval.
3. Other Recommended Community Benefits: The proposed public benefits are not commensurate with the requested exemptions for such a significant increase in floor area (density), height, street centerline height setbacks, parking, landscaping, and use allowances. In addition to the proposed amenities listed by

the Applicant, the DPP recommends the following community benefits be added to the Project as conditions of approval:

- a. The provision of 10 parking spaces for car-sharing;
- b. An increased monetary contribution to affordable housing (from \$1 to \$2.4 million);
- c. A detailed bicycle parking plan with short- and long-term bicycle racks; and
- d. Increased public gathering space and amenities along Atkinson Drive (replacing the resident drop-off area).

The Applicant values all of the proposed community benefits, both those that are acceptable and those that are not acceptable, at \$7 million. The financial values of the proposals acceptable as community benefits have not been assessed, however. Therefore, it is difficult to commensurate community benefits through dollar valuations. Instead, we have addressed each of the standards for review and each of the proposed community benefits individually to determine the best ways for the Project to meet the goals and objectives of the TOD. Accordingly, if the Applicant complies with the recommended conditions of approval, then the requested flexibility in the unified Project concept is commensurate with the community benefits proposed. Therefore, the DPP recommends approval of the conceptual Project plan, subject to conditions of approval.

IV. CONCLUSIONS OF LAW

Based on the foregoing Findings, the Director has made the following conclusions:

- A. The Project concept, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public;
- B. The requested Project boundaries and requested flexibility with respect to development standards and use regulations are consistent with the objectives of TOD and the provisions enumerated in Section 21-9.100-4; and
- C. Upon implementation of the conditions of approval, the requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed.

V. RECOMMENDATIONS

Based on the Analysis and Conclusions, the Director of the Department of Planning and Permitting (DPP) hereby recommends the Interim Planned Development–Transit application be APPROVED, subject to the following conditions:

- A. The maximum permitted floor area for the Manaolana Project shall be 505,410 square feet or a floor area ratio (FAR) of 10.0, whichever is greater.
- B. The maximum height of the Project shall be 400 feet.
- C. The height setback shall be as follows: Any portion of a structure over 40 feet in height shall have additional height setbacks; for each 10 feet of additional height or portion thereof, an additional one-foot setback shall be provided. The additional setback shall be a continuous plane from the top of the structure to the height of 40 feet above grade.
- D. The use of the site as a full-service hotel, in compliance with the plans and the other conditions of approval, shall be permitted.
- E. Landscaping shall not be required in the five-foot front yard, provided site landscaping is installed pursuant to an approved landscape plan.
- F. The Applicant shall provide a minimum of 276 parking spaces on the site.
- G. The pull-out driveway and residential drop-off area on Atkinson Drive shall be removed from the plans and replaced with a public gathering space.
- H. All construction plans and drawings shall be reviewed by the DPP Civil Engineering Branch for compliance with drainage and grading requirements.
- I. The public plaza proposed at the intersection of Kapiolani Boulevard and Atkinson Drive shall be available to the public and shall be maintained by the Applicant.
- J. Prior to the application for a building permit, the Applicant shall:
 - 1. Submit a detailed bicycle parking plan to the DPP for review and approval. The plan shall include short- and long-term parking space and ground floor bike racks.
 - 2. Designate a minimum of 10 parking spaces to be used for car-sharing vehicles in perpetuity.
 - 3. Coordinate with Bikeshare Hawaii to design, implement, fund, construct, and maintain a bikeshare station at the site, and shall fund the required equipment for the bikeshare station.
 - 4. Submit a revised site plan showing a public gathering space along Atkinson Drive (replacing the pull-out driveway and residential drop-off area).
 - 5. Coordinate with the Department of Transportation Services (DTS) and Oahu Transit Services to design, implement, fund, and construct a new bus stop along Kapiolani Boulevard.
 - 6. Submit landscape plans for review and approval by the DPP (Land Use Approvals and CEB) for the new landscape corner at Kona Street and Atkinson

Drive, ensuring that trees are not planted over easements and bringing in elements of parklets to create an area where people can utilize the landscaped area.

7. Submit a sidewalk and pedestrian circulation plan for review and approval by the DPP.
 8. Submit an updated wind study and wind mitigation strategies for review and approval by the DPP.
- J. Prior to the issuance of a building permit for the superstructure or building shell, the Applicant shall:
1. Obtain approval for private Park Dedication.
 2. Obtain subdivision approval to designate the necessary public walkway and utility easements.
 3. Contribute \$2.4 million to a fund designated by the City to be used for affordable housing.
- K. The Applicant shall design and submit a wayfinding sign plan for review and approval of the Director of the DPP, and then install the approved wayfinding signage prior to the issuance of a Certificate of Occupancy (CO).
- L. Prior to the issuance of any demolition or building permit the Applicant shall provide:
1. A time line or phasing plan of the anticipated dates to obtain major building permit(s) for demolition/construction work, including the projected date of occupancy, shall be prepared by the Applicant in a format acceptable to the DPP. The time line should identify when the Construction Management Plan (CMP), the Traffic Management Plan (TMP) and updates and/or validation to the findings of the initial Traffic Impact Analysis Report (TIAR), dated March 2015, and off-site roadway work will be submitted for review and approval in relation to when approvals for construction plans, building and occupancy permits will be needed. Typically, the CMP should be submitted for review and approval prior to the issuance of demolition/building permits for major construction work. The TMP or subsequent updates should be submitted and approved prior to the issuance of the (temporary) CO. A post TIAR, including supplemental studies or subsequent updates, should be submitted and approved approximately one year after the (temporary) CO. A new TIAR may be required if there is a significant change to the scope or timing of the major work items contained in the initial report.
 2. The CMP shall identify the type, frequency and routing of heavy trucks and construction related vehicles. Every effort shall be made to minimize impacts from these vehicles and related construction activities on adjacent streets and neighborhoods. The CMP should identify and limit vehicular activity related to construction to periods outside of the peak periods of traffic, utilizing alternate

routes for heavy trucks, provisions for either on-site or off-site staging areas for construction related workers and vehicles to limit the use of on-street parking around the Project site and other mitigation measures related to traffic and potential neighborhood impacts. Preliminary or conceptual traffic control plans should also be included in the CMP. The Applicant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as restriping, road resurfacing and/or reconstruction if the condition of the roadways deteriorates as a result of the related construction activities.

3. A TMP shall include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by employees and for the possibility of large events being held on the property. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar TDM measures. A pedestrian circulation plan should also be included to provide accessibility and connectivity to and along the surrounding public sidewalks and at street intersections. A determination of the effective sidewalk widths, taking into account Complete Streets initiatives, should be provided. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of the various TDM strategies identified in the initial report.
4. The proposed pedestrian traffic island at the intersection of Kapiolani Boulevard and Atkinson Drive should be large enough to contain the maximum projected amount of pedestrians expected to cross at this location. The crosswalk should be at-grade to the curb and a pedestrian island (raised table crossing) should be constructed. An exclusive right turn lane should be constructed on Kapiolani Boulevard, similar to the intersection configuration at Kapiolani Boulevard at Keeaumoku Street. Additional land may be required to implement this improvement and should be considered as a public benefit being provided by this Project.
5. The Project driveway on Atkinson Drive should be designed as a right angle configuration to the street for a distance of at least one vehicle length from the back of the sidewalk.
6. The proposed signalization of Atkinson Drive and Kona Street will need to be validated with a traffic signal warrant analysis and obtain the approval of the City, in particular the Department of Transportation Services, due to the close proximity to the other signals on Atkinson Drive.
7. Construction plans for all work within or affecting public streets should be submitted for review and approval. Traffic control plans during construction should also be submitted for review and approval, as required. Vehicular access points shall be constructed as standard City dropped driveways. Adequate vehicular sight distance shall be provided and maintained at all driveways to pedestrians and other vehicles. Driveway grades shall not exceed five percent for a minimum distance of 25 feet from the back of the designated pedestrian walkway. Entry gates and ticket dispensers should be recessed as far into the

driveway as necessary to avoid any queuing onto public streets. All loading and parking areas shall be designed such that vehicles enter and exit, front first.

8. The developer should meet with staff at DPP and DTS at their earliest convenience to discuss traffic related issues for off-site work on City streets and provisions for Complete Street strategies for this Project prior to the submittal of construction plans to minimize and expedite the time necessary for construction plan review.
- M. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution and assignment contained in the initial TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to this development, the Applicant will be required to implement these measures. If the findings of the post TIAR are inconclusive, a follow-up study may be required within a year of this post study, as necessary.
- N. An archaeological inventory survey shall be completed and submitted to the Department of Land and Natural Resources – State Historic Preservation Division for review and approval. In the event that subsurface historic resources, including human skeletal remains, structural remains, cultural deposits, artifacts, sand deposits, or sink holes are identified during the demolition and/or construction activities, all work shall cease in the immediate vicinity of the find. The Applicant shall protect the find from additional disturbance and contact the SHPD immediately. Without any limitation to any other condition found herein, if any burials or archaeological or historic sites are discovered during the course of construction of the Project, all construction activity in the vicinity of the discovery shall stop until the issuance of an archaeological clearance from the SHPD that mitigation measures have been implemented to its satisfaction.
- O. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- P. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City/State for maintenance.
- Q. Approval of this Interim Planned Development-Transit Permit does not constitute compliance with other Land Use Ordinance or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project approved under this permit comply with all applicable Land Use Ordinance and other governmental provisions and requirements.
- R. The Project shall receive a development permit for the proposed development within five years of the date of this permit. Failure to obtain a development permit within this period shall render this permit null and void, provided that this period may be extended as follows:

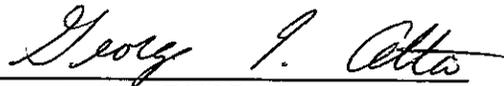
The Director of the DPP may extend this period if the Applicant demonstrates good cause, but the period shall not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its

complete discretion. If the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which shall include the Director's findings and recommendations thereon. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution. If the Council fails to take final action on the proposed extension within the first to occur of: (i) 60 days after receipt of the Director's report; or (ii) the Applicant's then-existing deadline for obtaining a building permit, the extension shall be deemed to be denied.

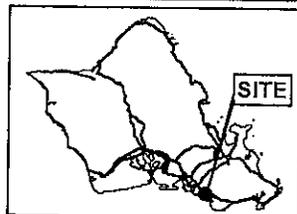
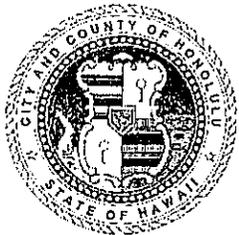
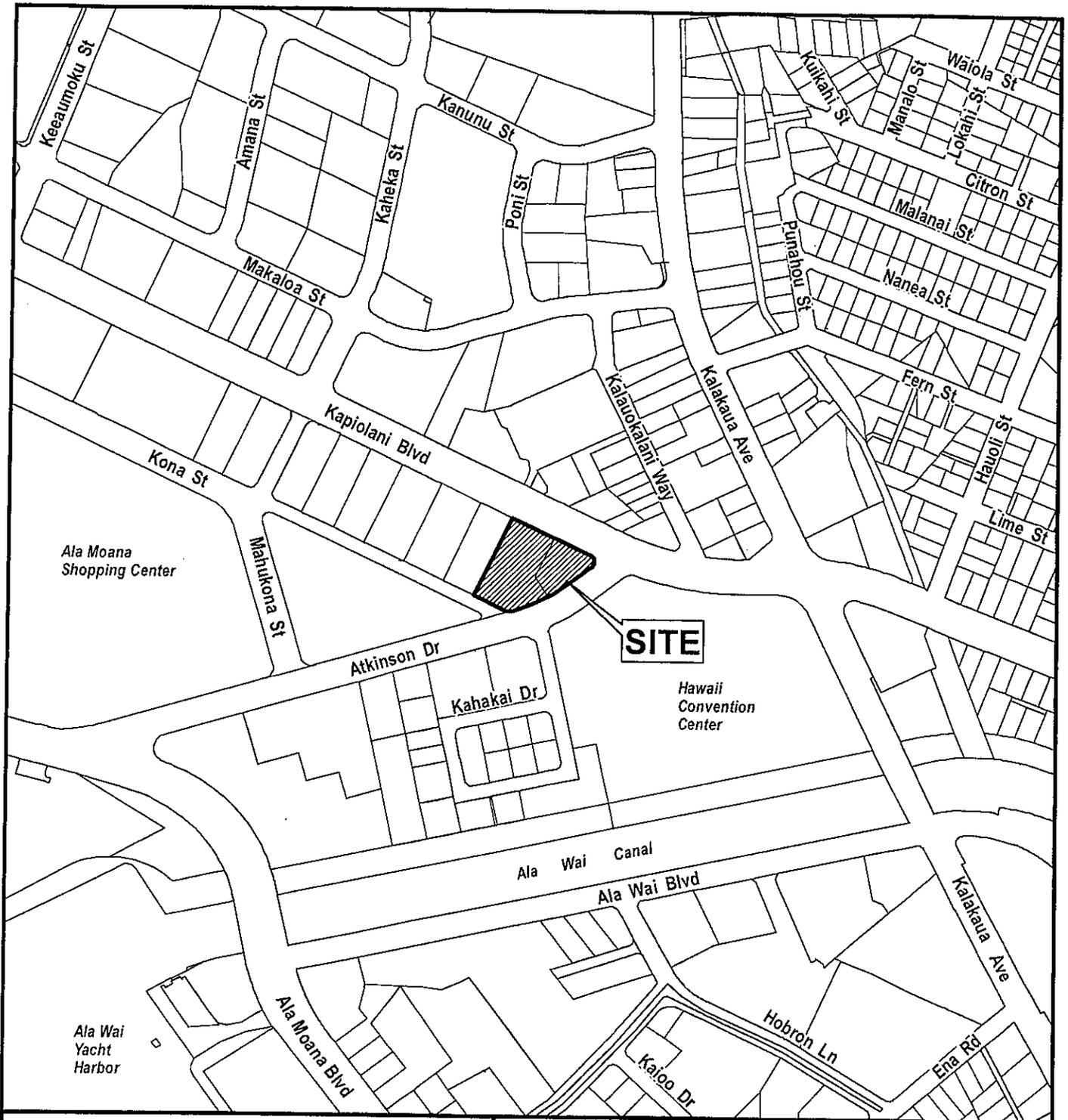
- S. Construction shall be in general conformity with the plans on file with the DPP. Any change in the size or nature of the Project which significantly alters the proposed development shall require a new application. Any change which does not significantly alter the proposed Project shall be considered a minor modification and therefore permitted under this resolution, upon review and approval of the Director of the DPP.

Dated at Honolulu, Hawaii, this 5th day of July, 2016.

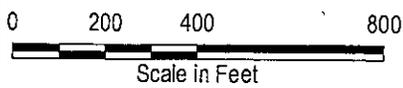
Department of Planning and Permitting
City and County of Honolulu
State of Hawaii

By 
George I. Atta, FAICP
Director

Attachments



VICINITY MAP

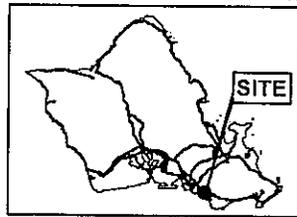
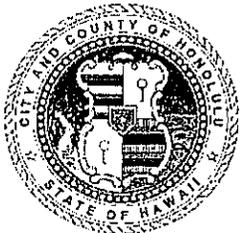
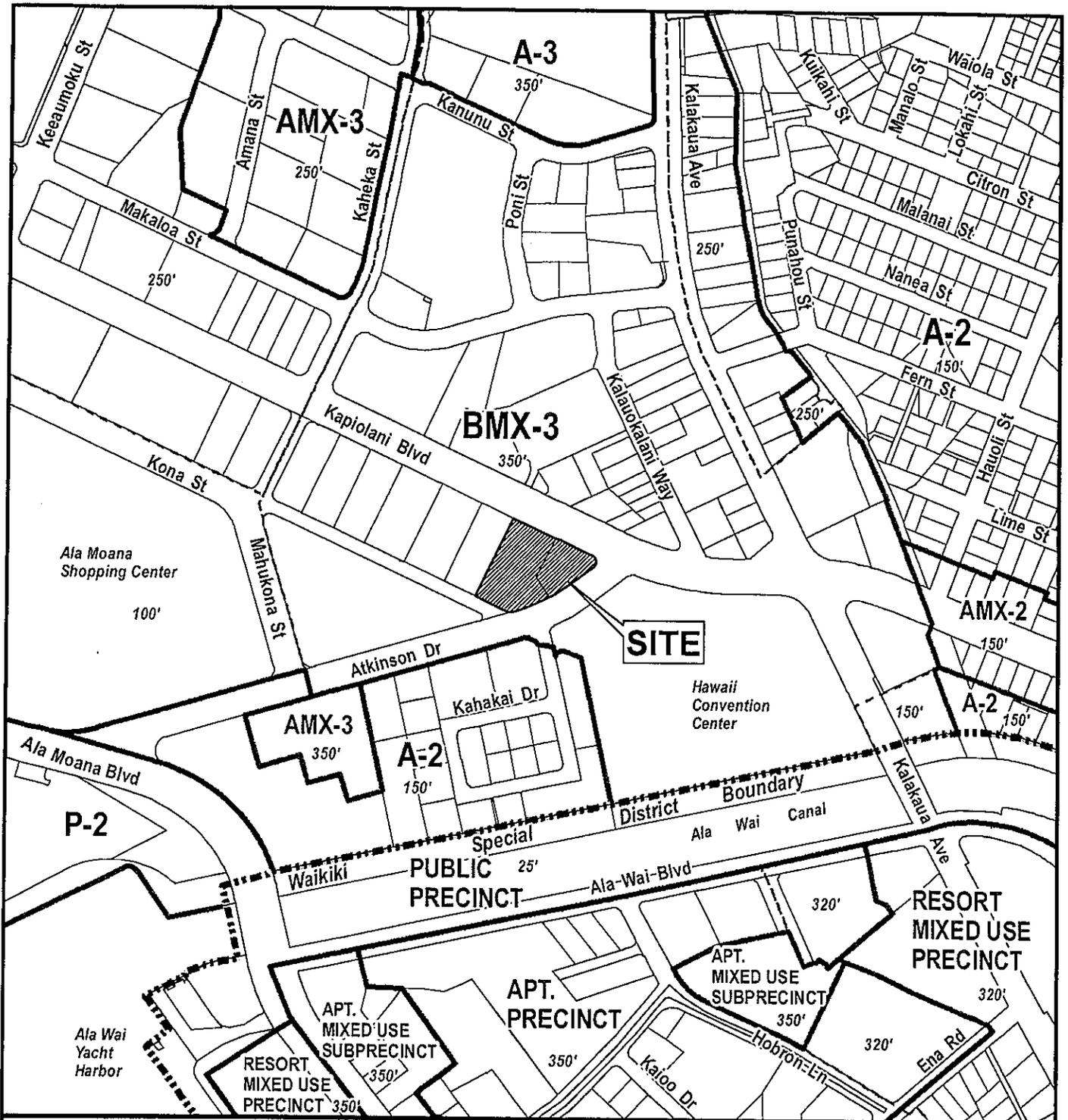


**LOCATION MAP
ALA MOANA**

EXHIBIT A-1

TAX MAP KEY(S): 2-3-041: 1 and 2

FOLDER NO.: 2016/SDD-23



VICINITY MAP



PORTION OF
EXISTING ZONING MAP
(NUUANU - MCCULLY)

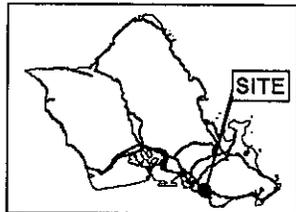
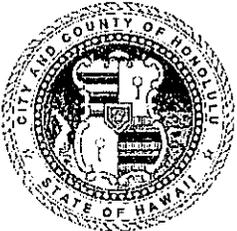
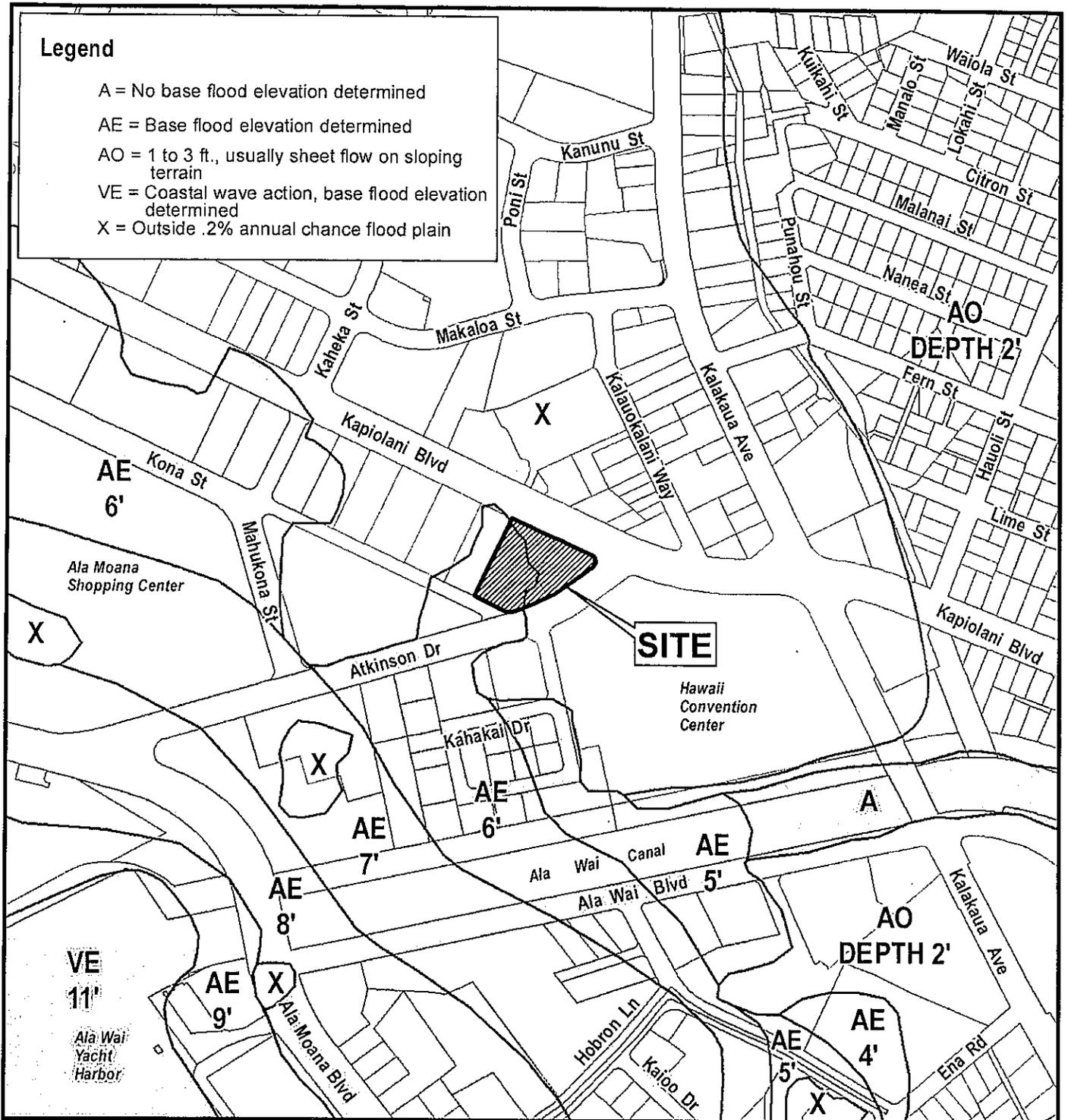
EXHIBIT A-2

TAX MAP KEY(S): 2-3-041: 1 and 2

FOLDER NO.: 2016/SDD-23

Legend

- A = No base flood elevation determined
- AE = Base flood elevation determined
- AO = 1 to 3 ft., usually sheet flow on sloping terrain
- VE = Coastal wave action, base flood elevation determined
- X = Outside .2% annual chance flood plain



VICINITY MAP



**PORTION OF
FLOOD MAP
ALA MOANA**

EXHIBIT A-3

TAX MAP KEY(S): 2-3-041: 1 and 2

FOLDER NO.: 2016/SDD-23

DEMOLITION PLAN

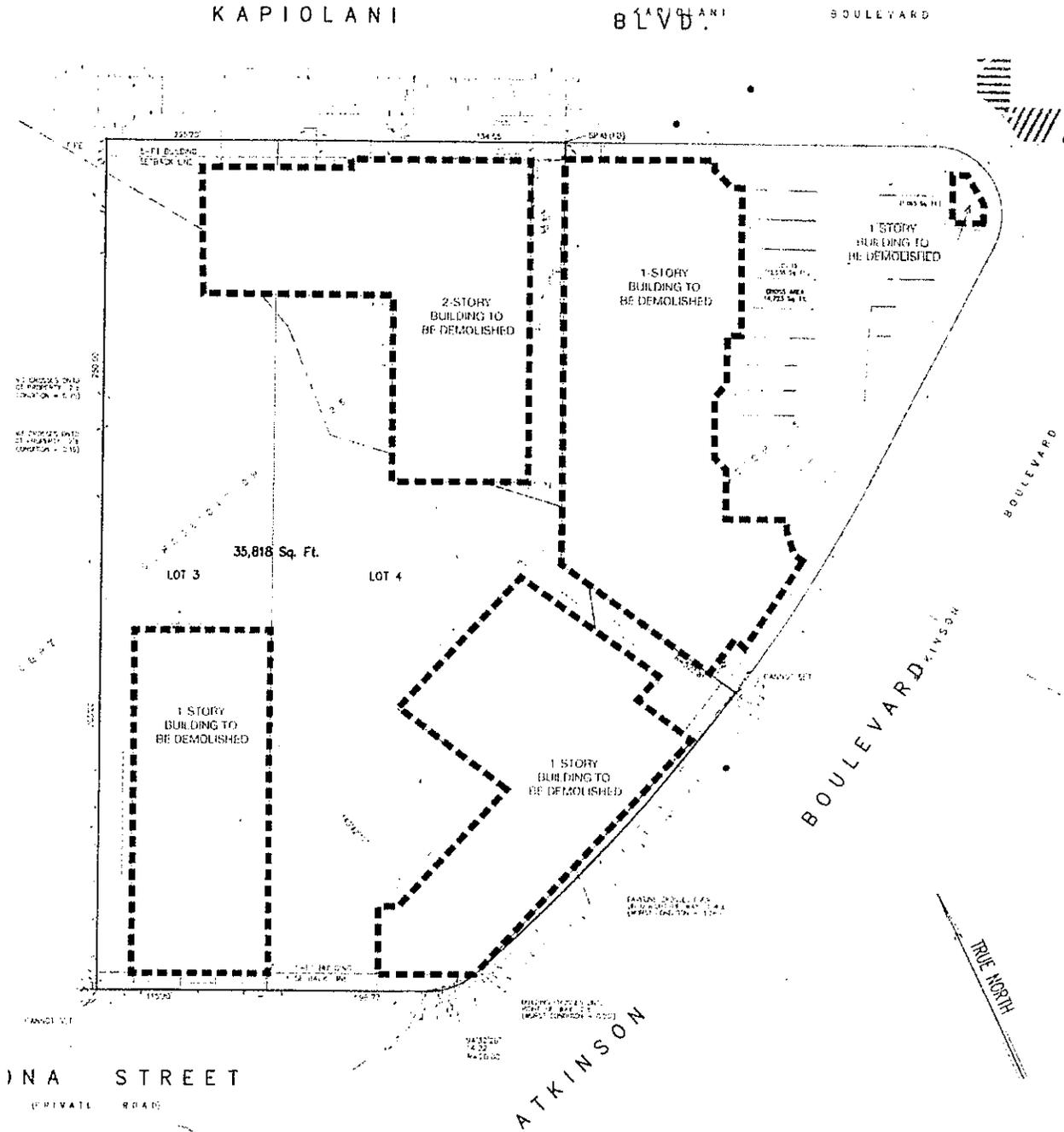
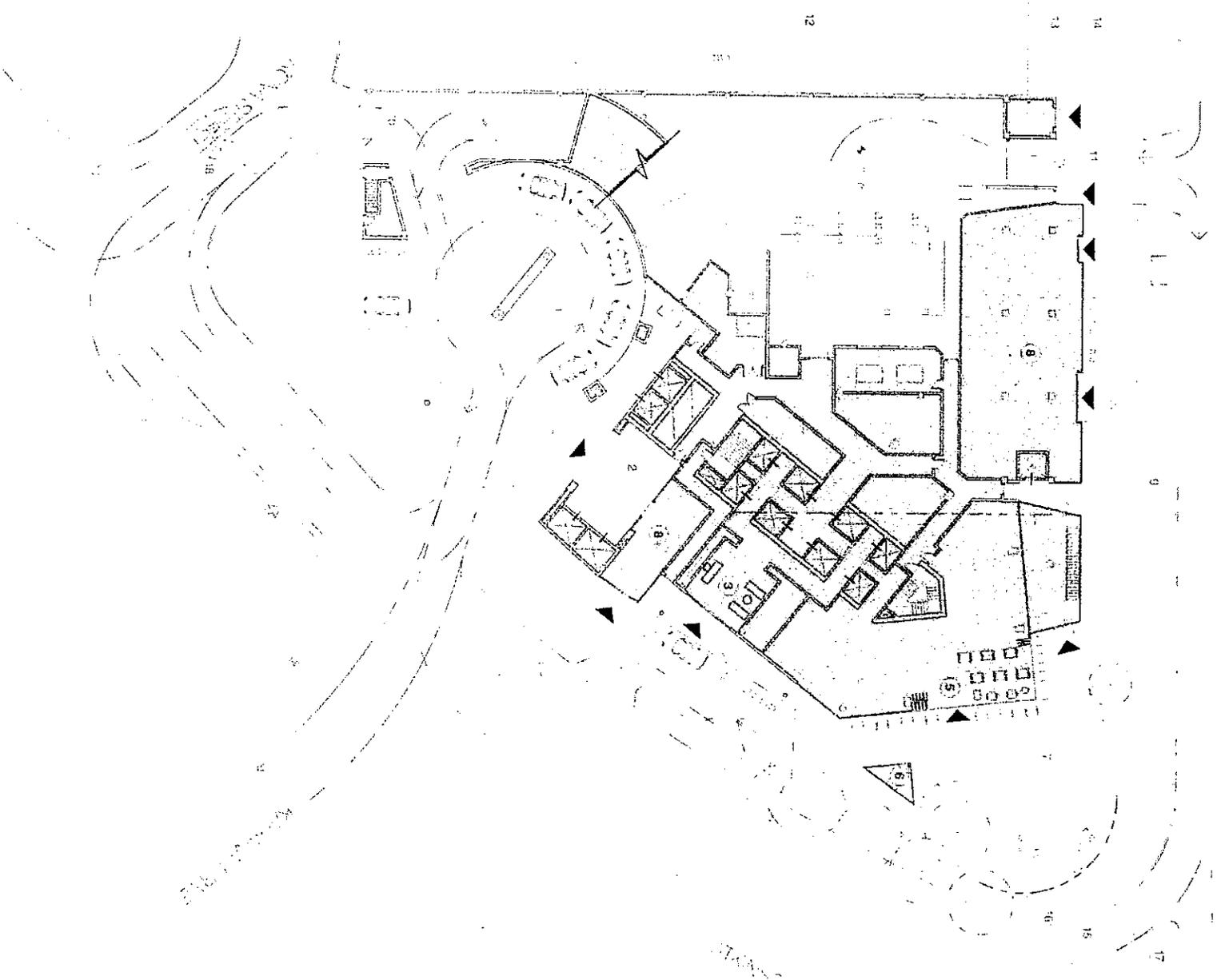


EXHIBIT A-4





SITE PLAN



EXHIBIT B-1

UNIVERSITY OF HAWAII

100 UNIVERSITY AVENUE, HONOLULU, HI 96822



LANDSCAPE PLAN



EXHIBIT B-2



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT



MANA'OLANA LANDSCAPE ARCHITECTURE, INC. 1515 KALANIKULANI DRIVE, SUITE 200, HONOLULU, HI 96813



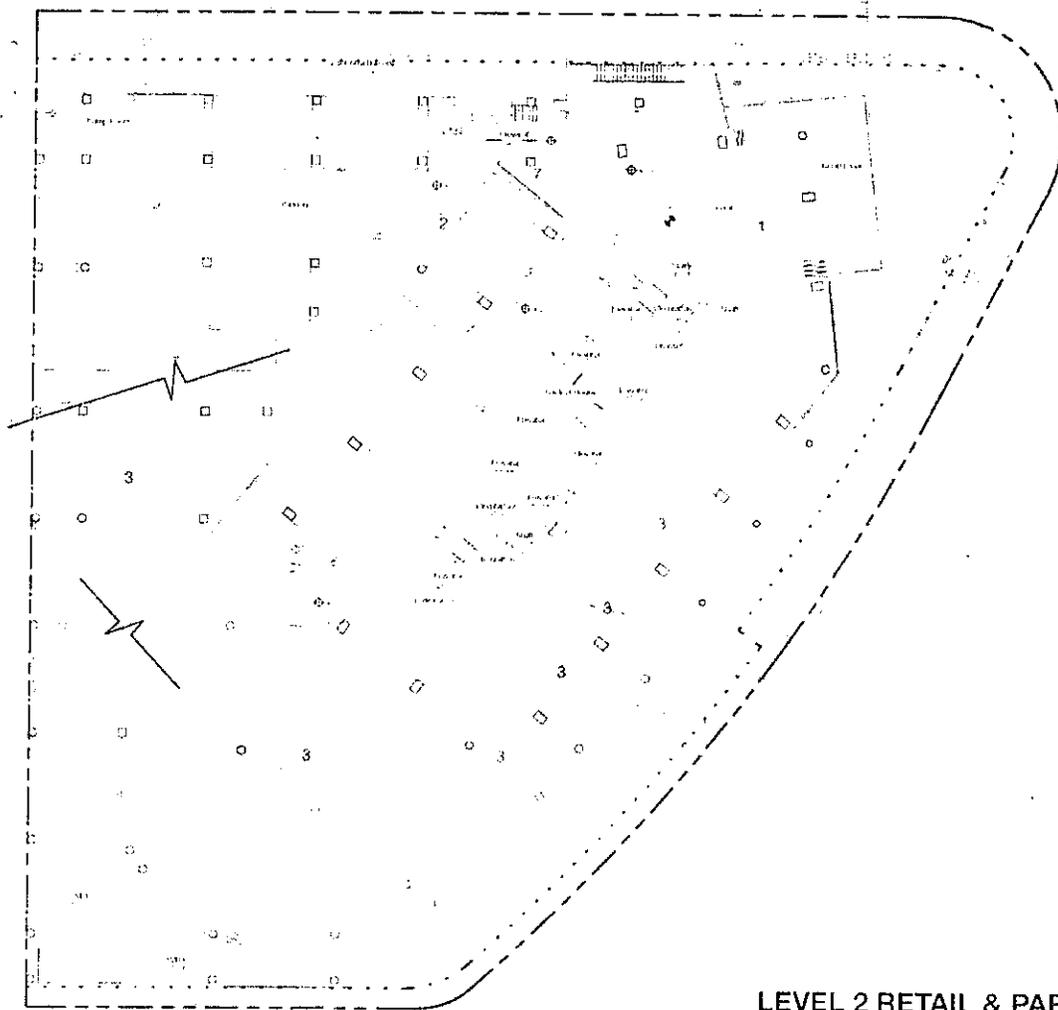
FLOOR PLANS



GROUND FLOOR

EXHIBIT B-3





LEVEL 2 RETAIL & PARKING

EXHIBIT B-4

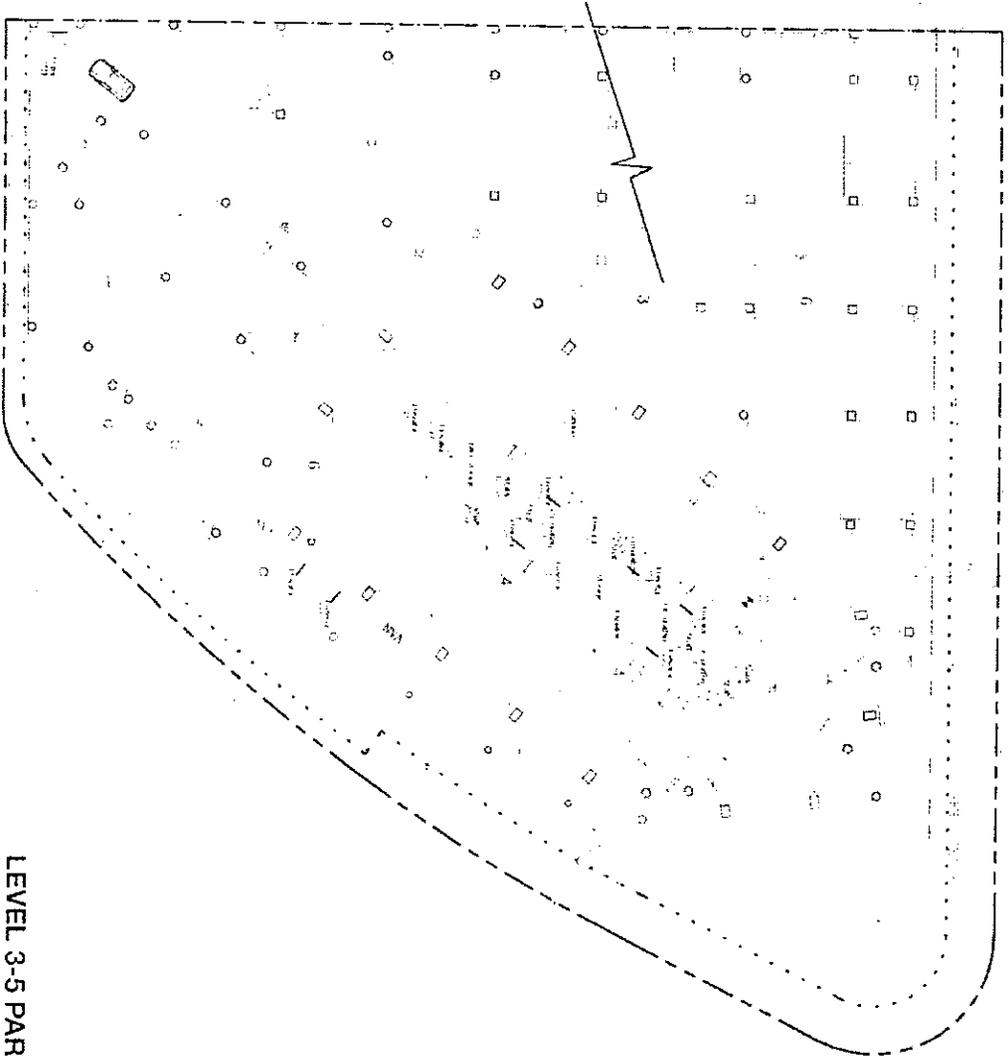


CITY OF HONOLULU

MANA OLANA

11-11-11 4:13 PM

FLOOR PLANS

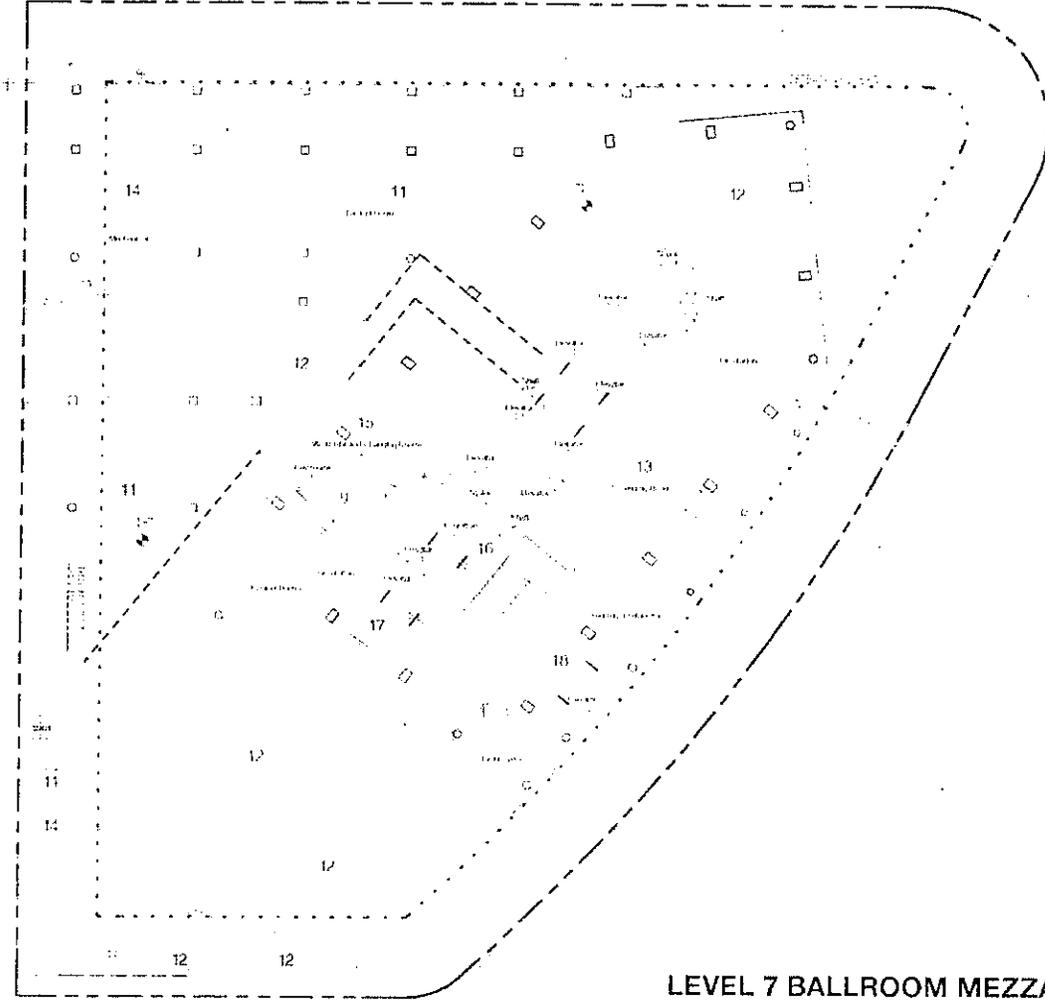


LEVEL 3-5 PARKING
(LEVEL 3 SHOWN)

EXHIBIT B-5



MANA'OLA'ANA



LEVEL 7 BALLROOM MEZZANINE

EXHIBIT B-7



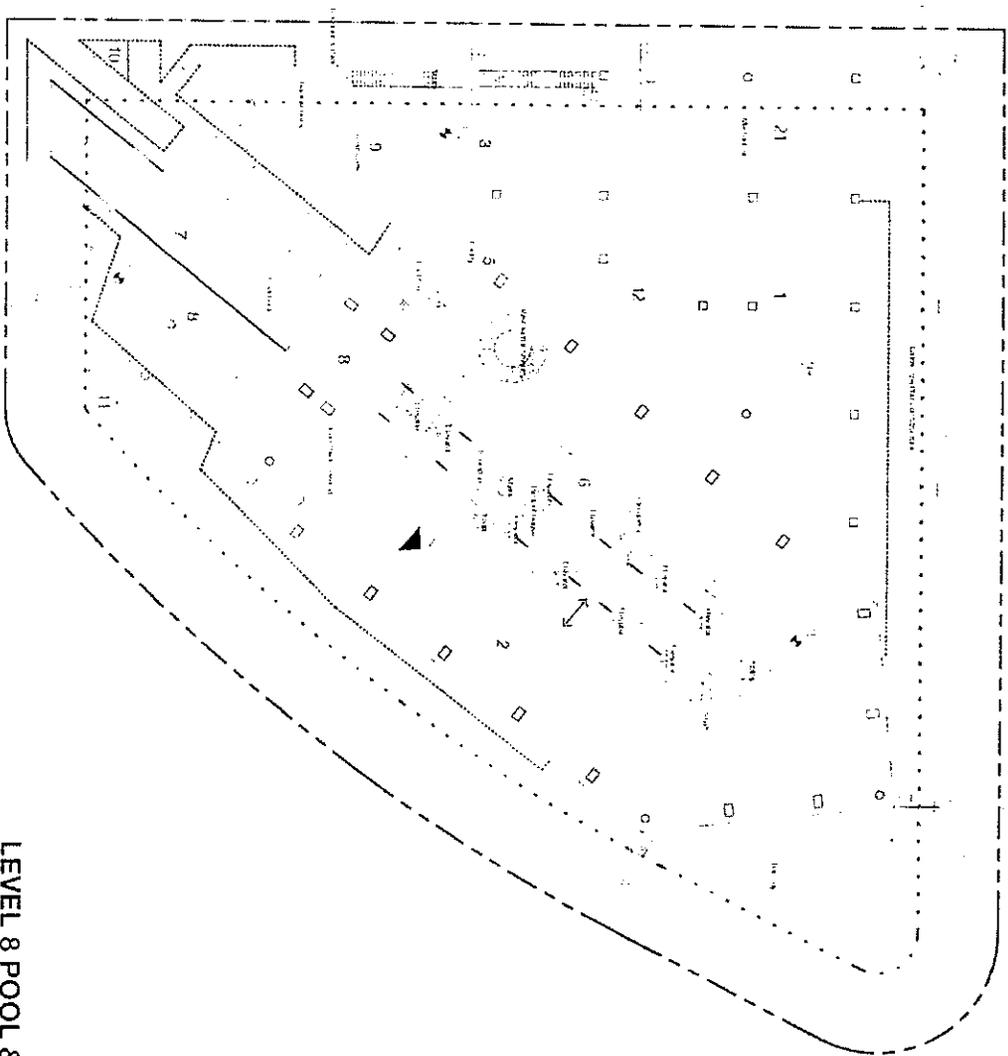
UNIVERSITY OF HAWAII



MANA'OLANA

EXHIBIT B-7

FLOOR PLANS

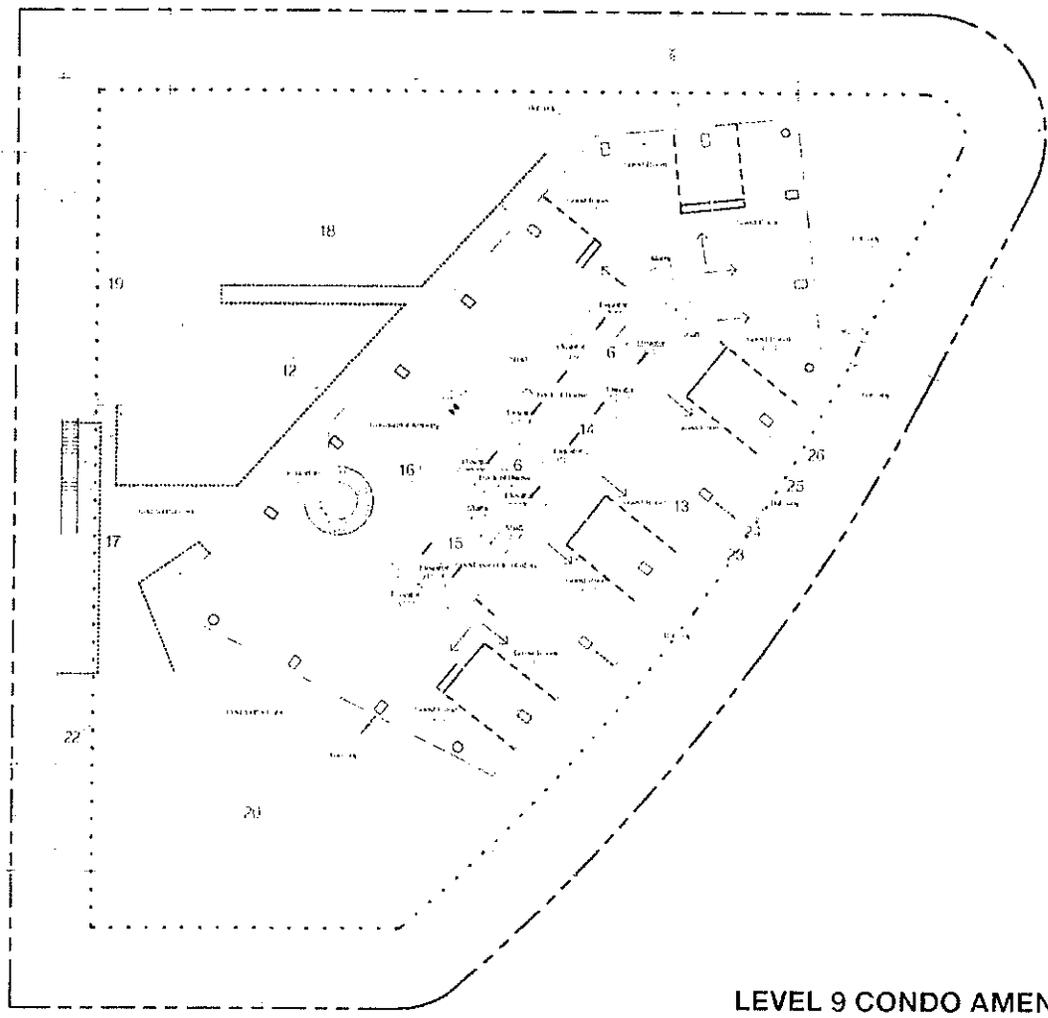


LEVEL 8 POOL & SPA

EXHIBIT B-8



STATE OF HAWAII, DEPARTMENT OF HEALTH, DIVISION OF ENVIRONMENTAL HEALTH SERVICES, 2015-2016

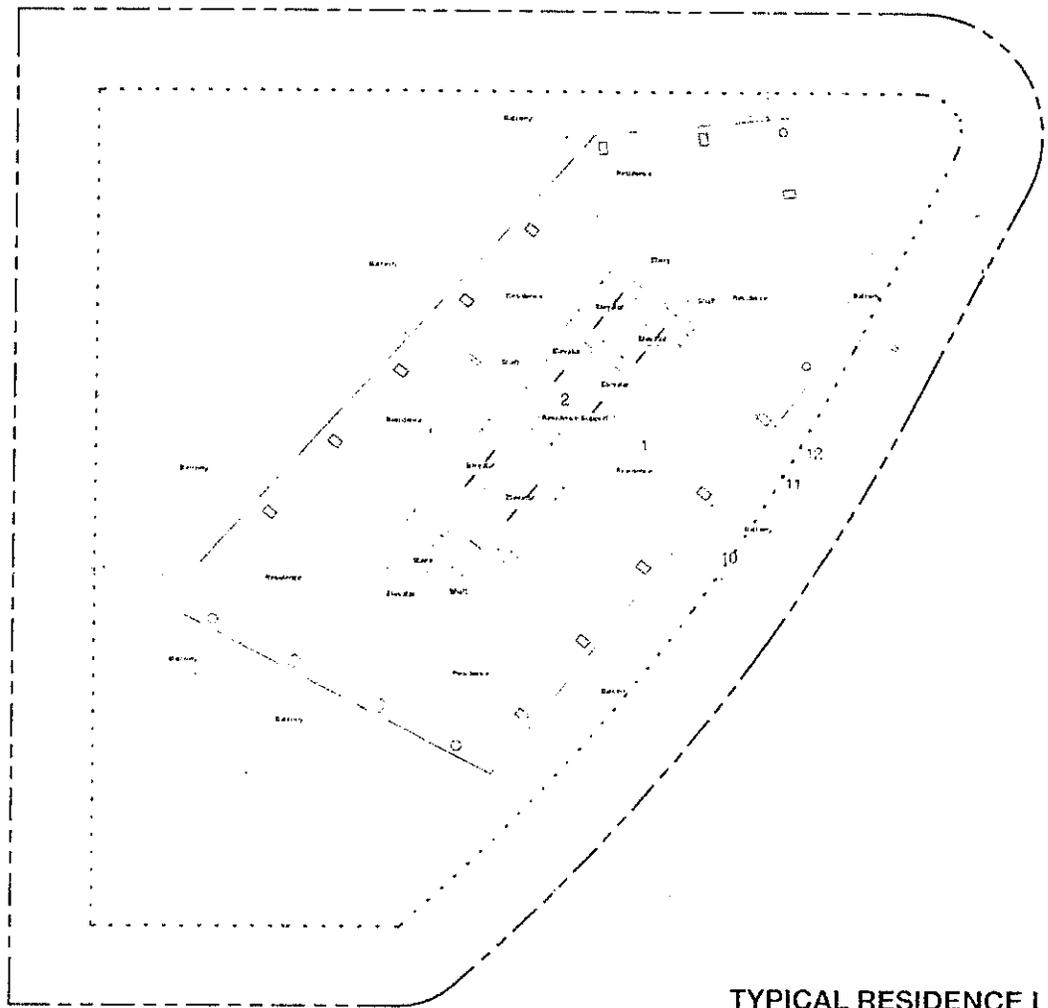


LEVEL 9 CONDO AMENITY

EXHIBIT B-9



FLOOR PLANS



TYPICAL RESIDENCE LEVEL

EXHIBIT B-12

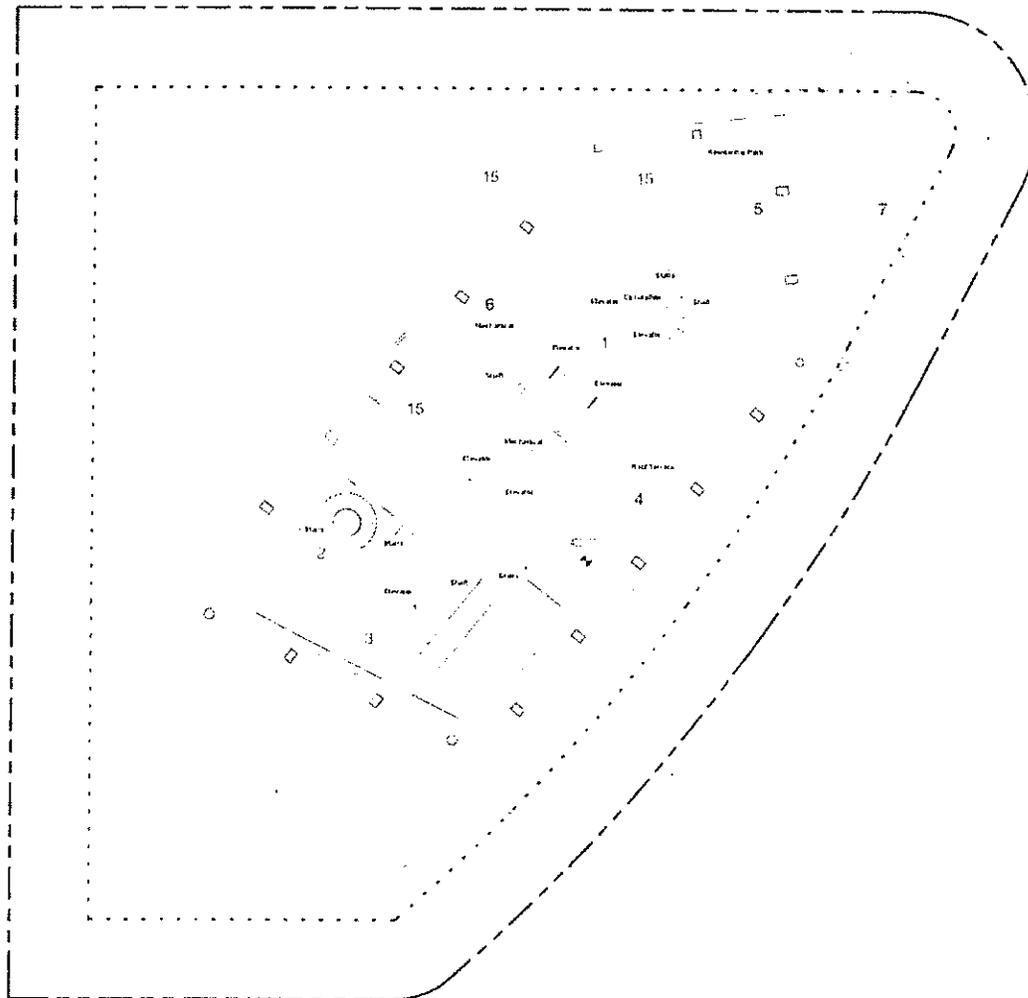


MANA'OLANA



MANA'OLANA

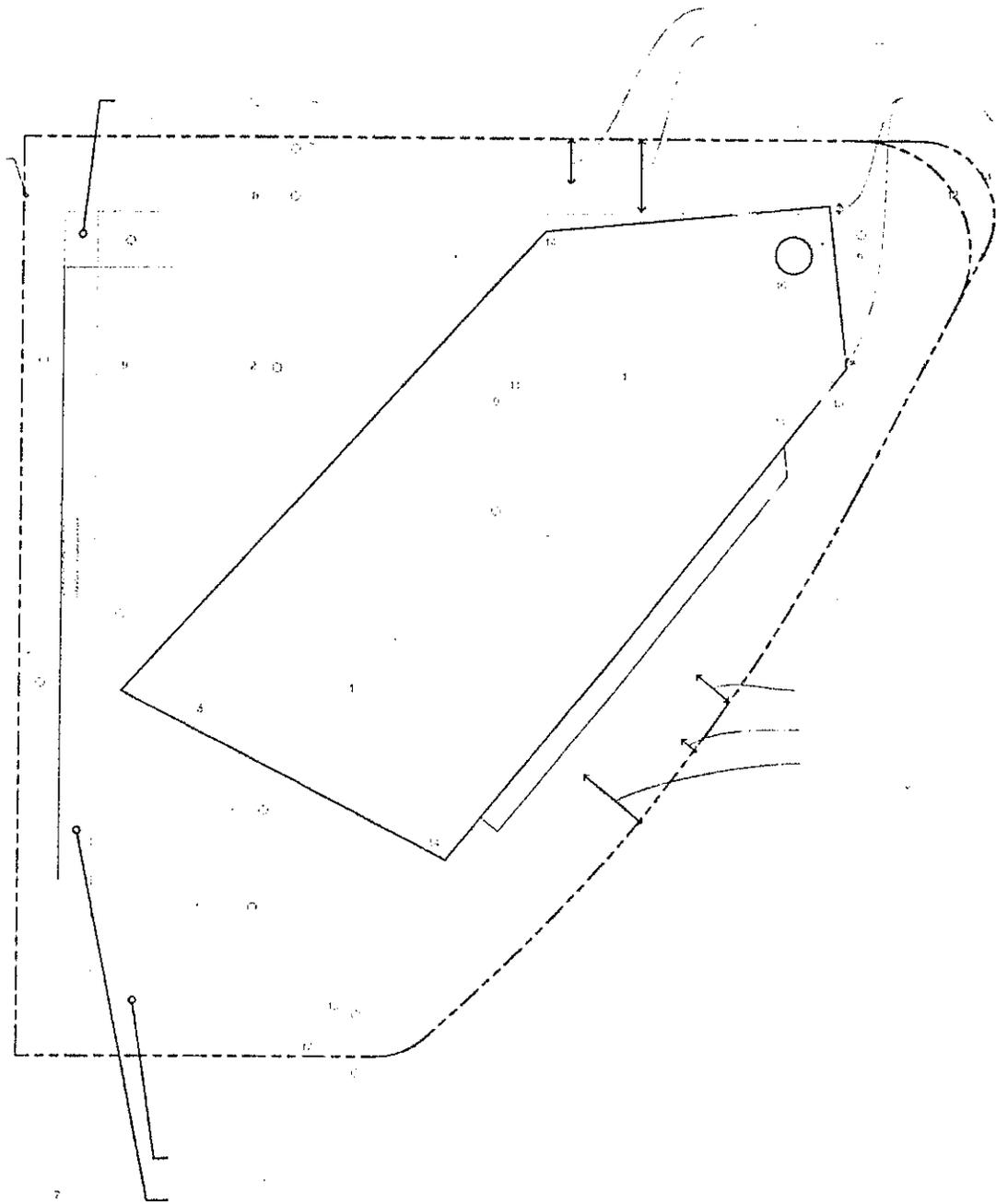




LEVEL 37 OUTDOOR ROOF TERRACE AND GARDEN

EXHIBIT B-14

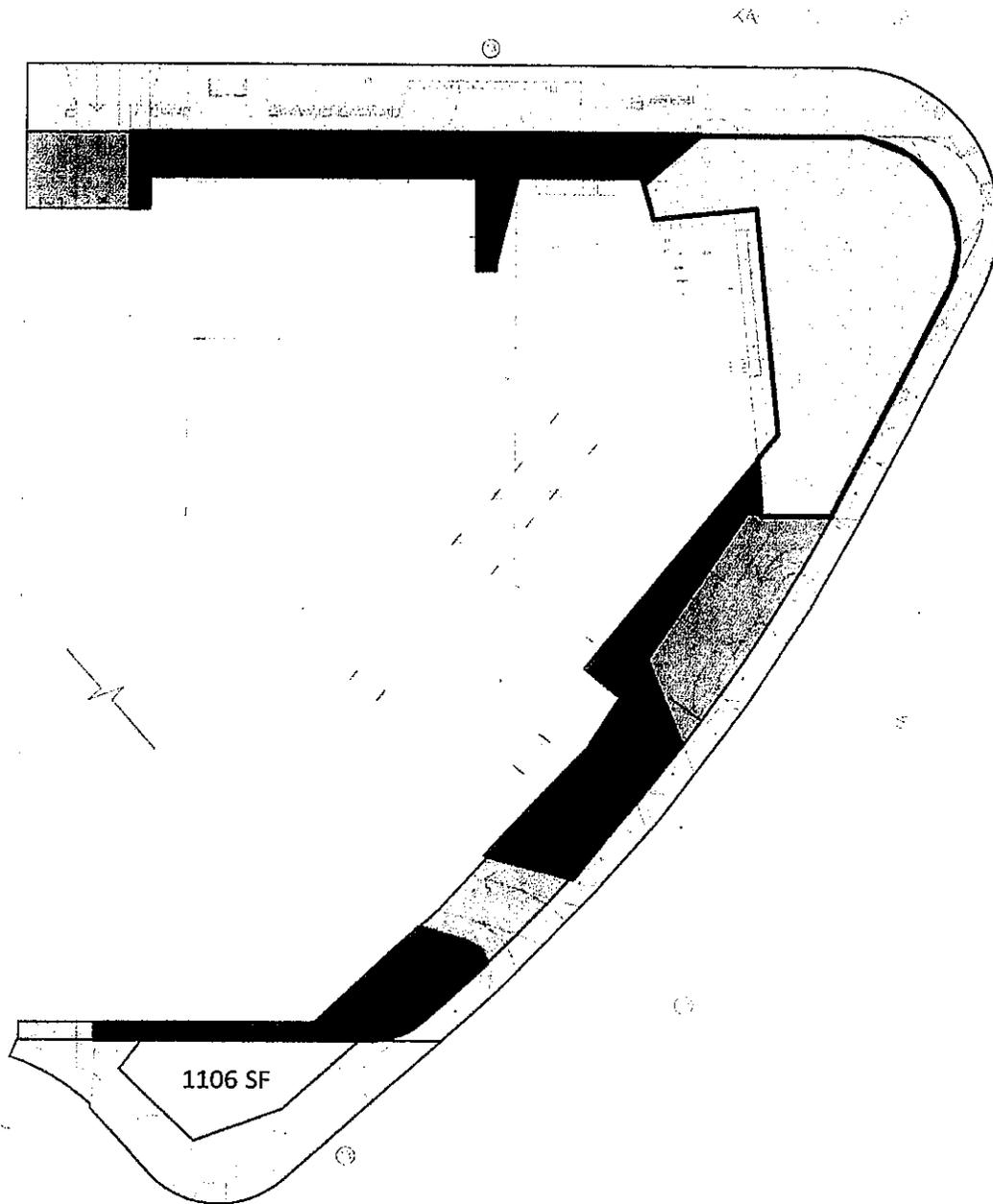




SITE SETBACKS

EXHIBIT B-15

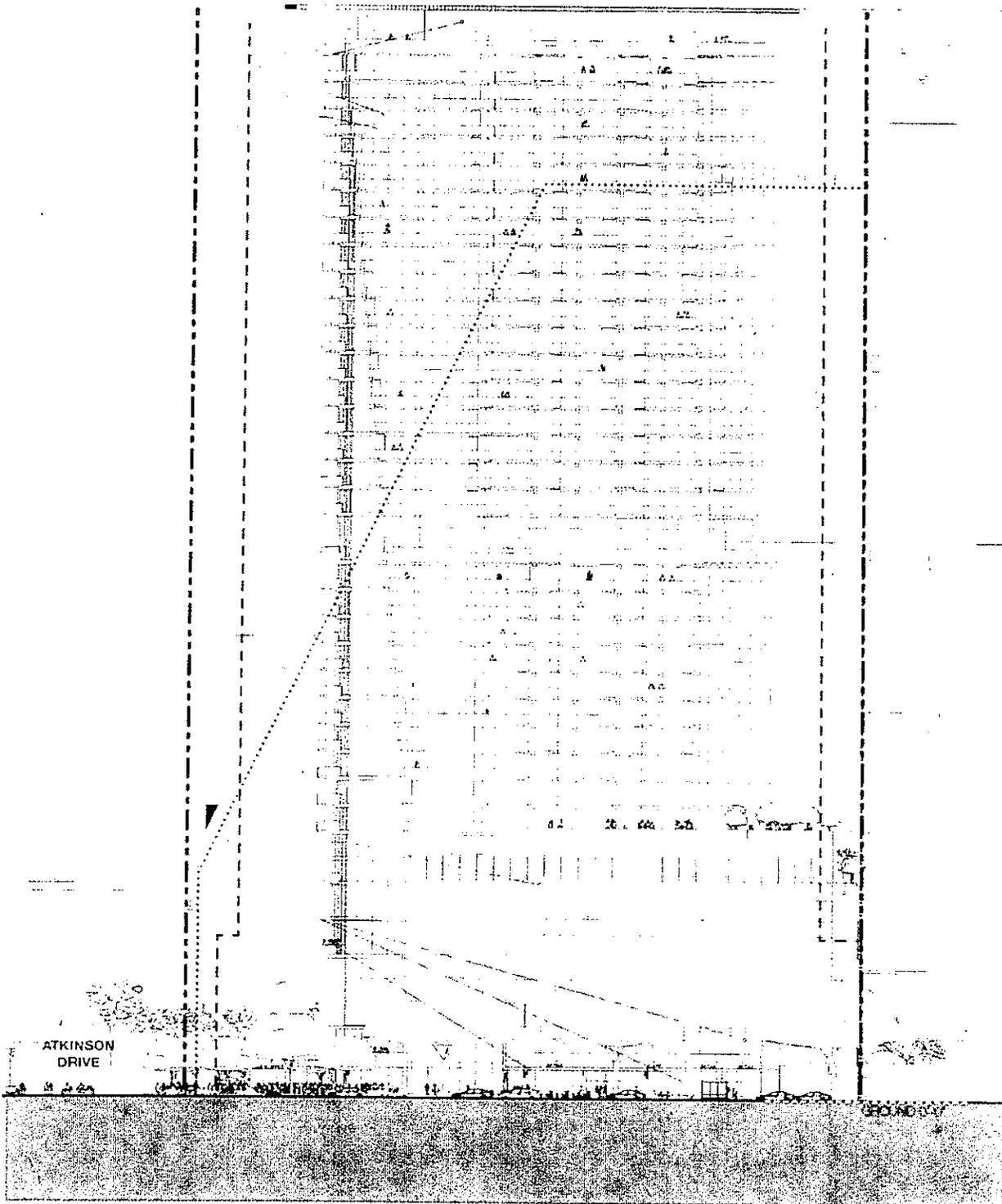




COMMUNITY BENEFITS

EXHIBIT B-16





GENERAL NOTE:

KAPIOLANI ELEVATION

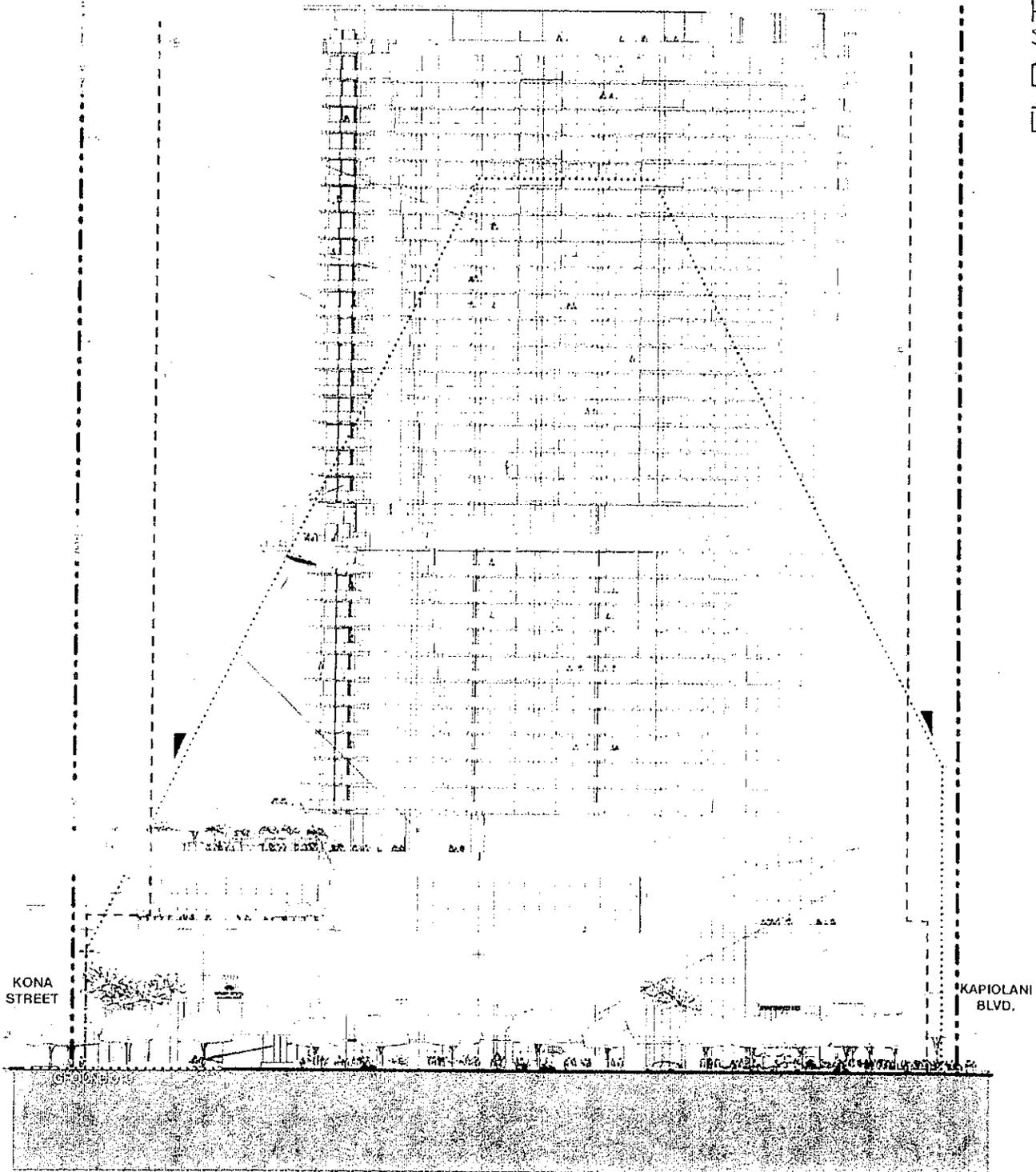
EXHIBIT C-1



UNIVERSITY OF HAWAII



MANA OLANA



GENERAL NOTE:

ATKINSON ELEVATION

EXHIBIT C-3

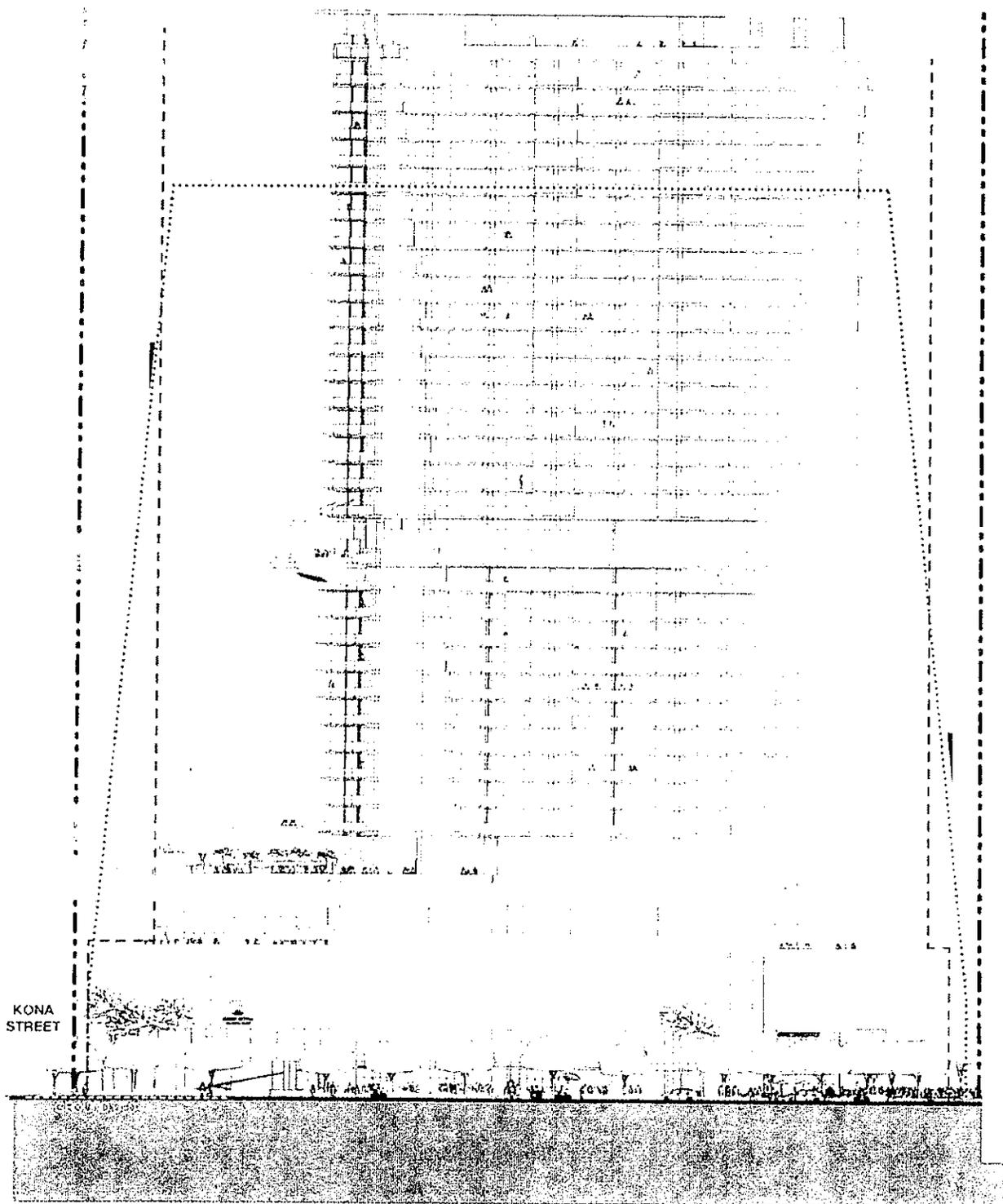


UNIVERSITY OF HAWAII

MANA OLANA

ARCHITECTURAL SERVICES

NEW LUO
SETBACKS



ATKINSON ELEVATION
NEW LUO SETBACKS

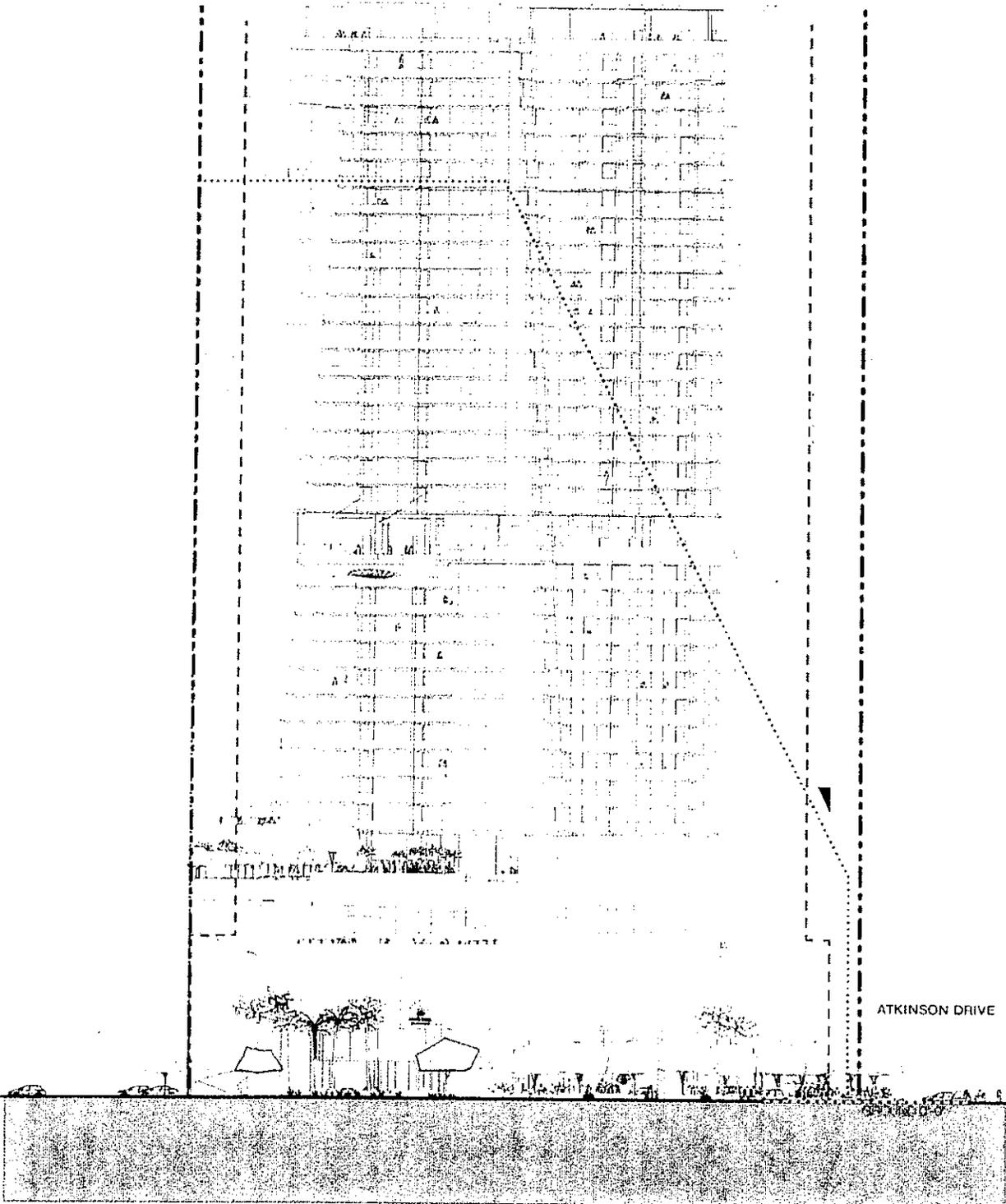
EXHIBIT C-4



PLANNING DEPARTMENT



NO. 1000 KALANIAN'IMAMANI STREET, SUITE 1000, HONOLULU, HI 96813



GENERAL NOTE:

KONA ELEVATION

EXHIBIT C-6

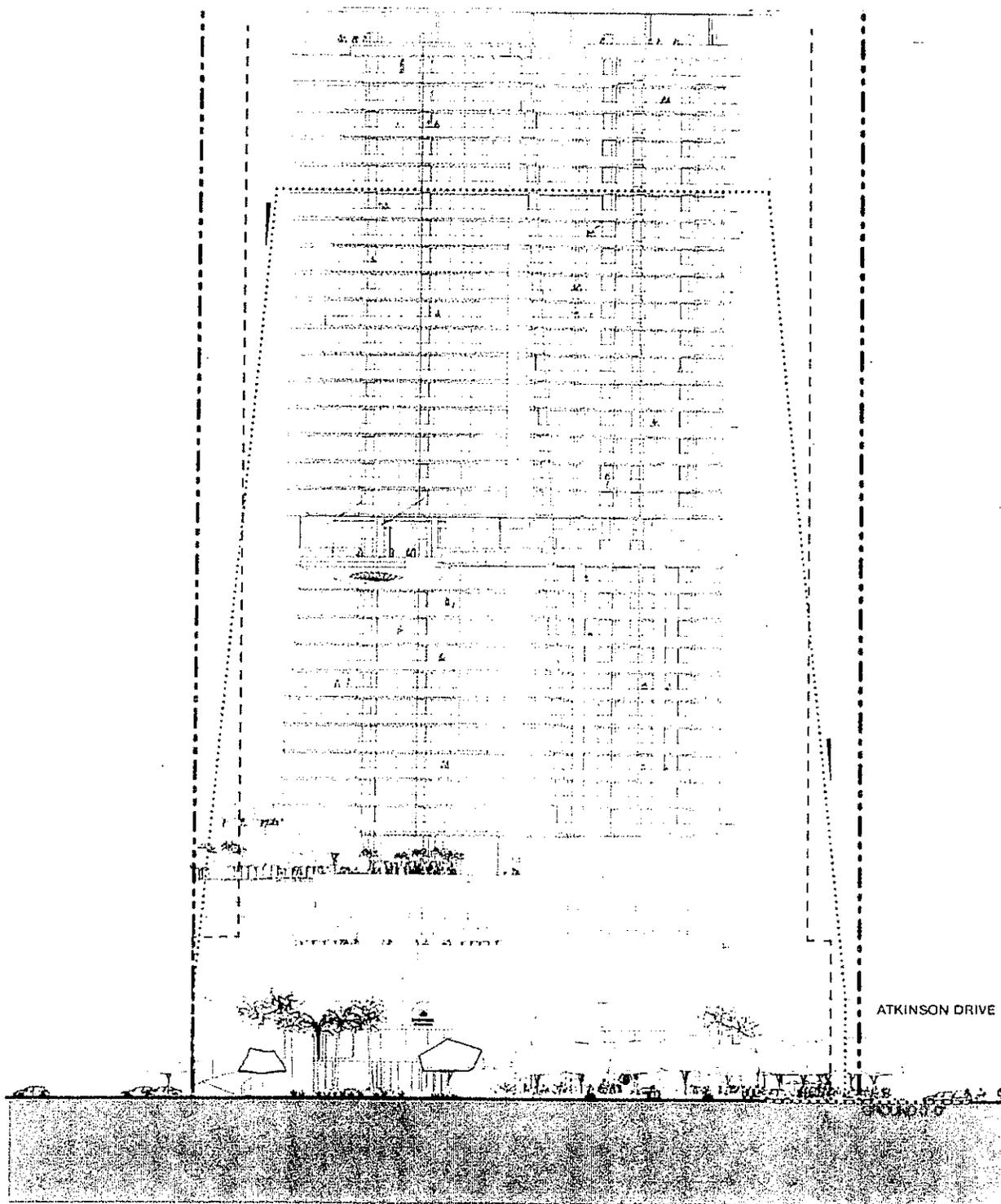


CITY OF HONOLULU



MANA OLANA CONSULTANTS, INC. 3001 KALANANĀHUI DRIVE, SUITE 200, HONOLULU, HI 96815

NEW LUO
SETBACKS



KONA ELEVATION
NEW LUO SETBACKS

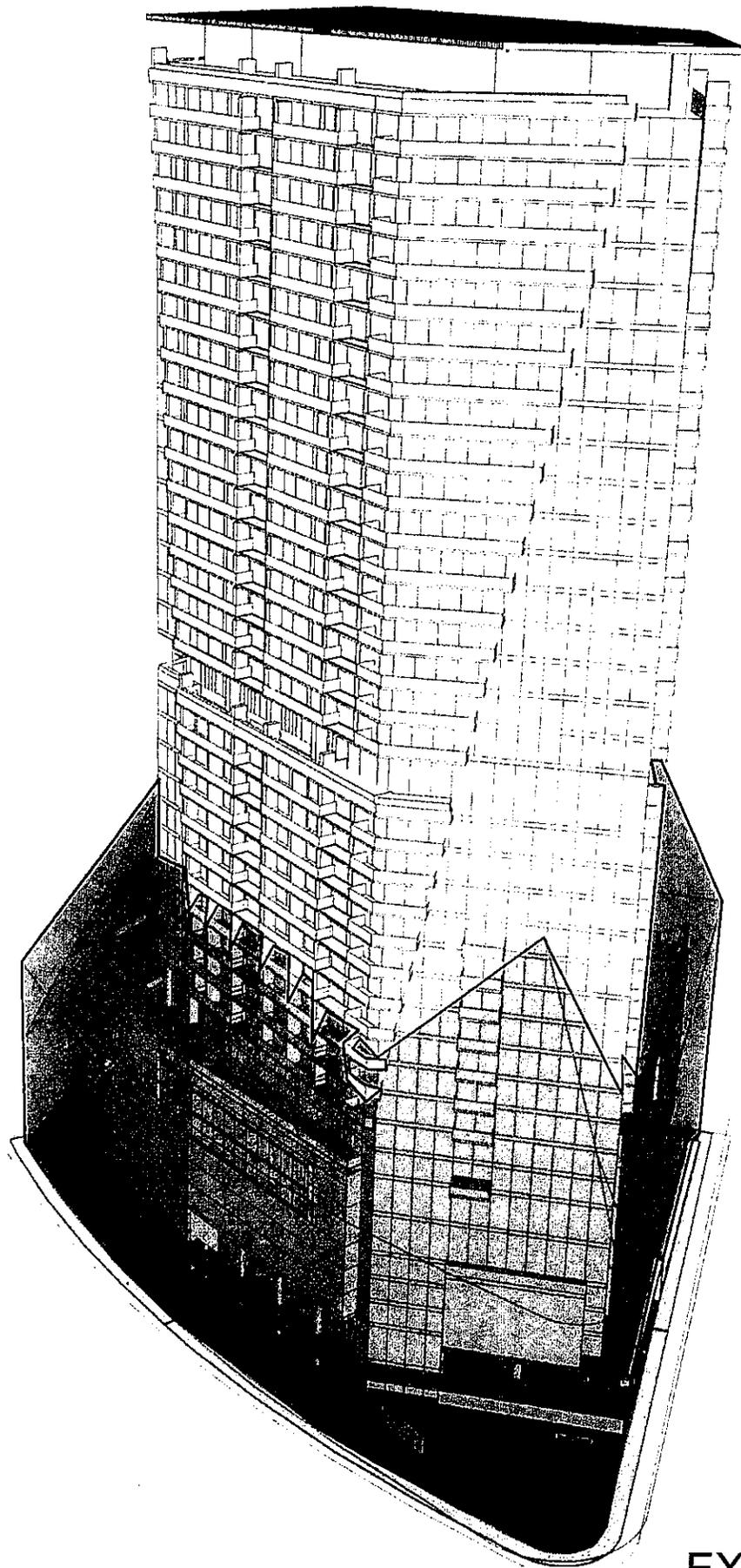
EXHIBIT C-7



DEPARTMENT OF CITY PLANNING



APPROVED FOR THE CITY OF HONOLULU



LUO ENVELOPE

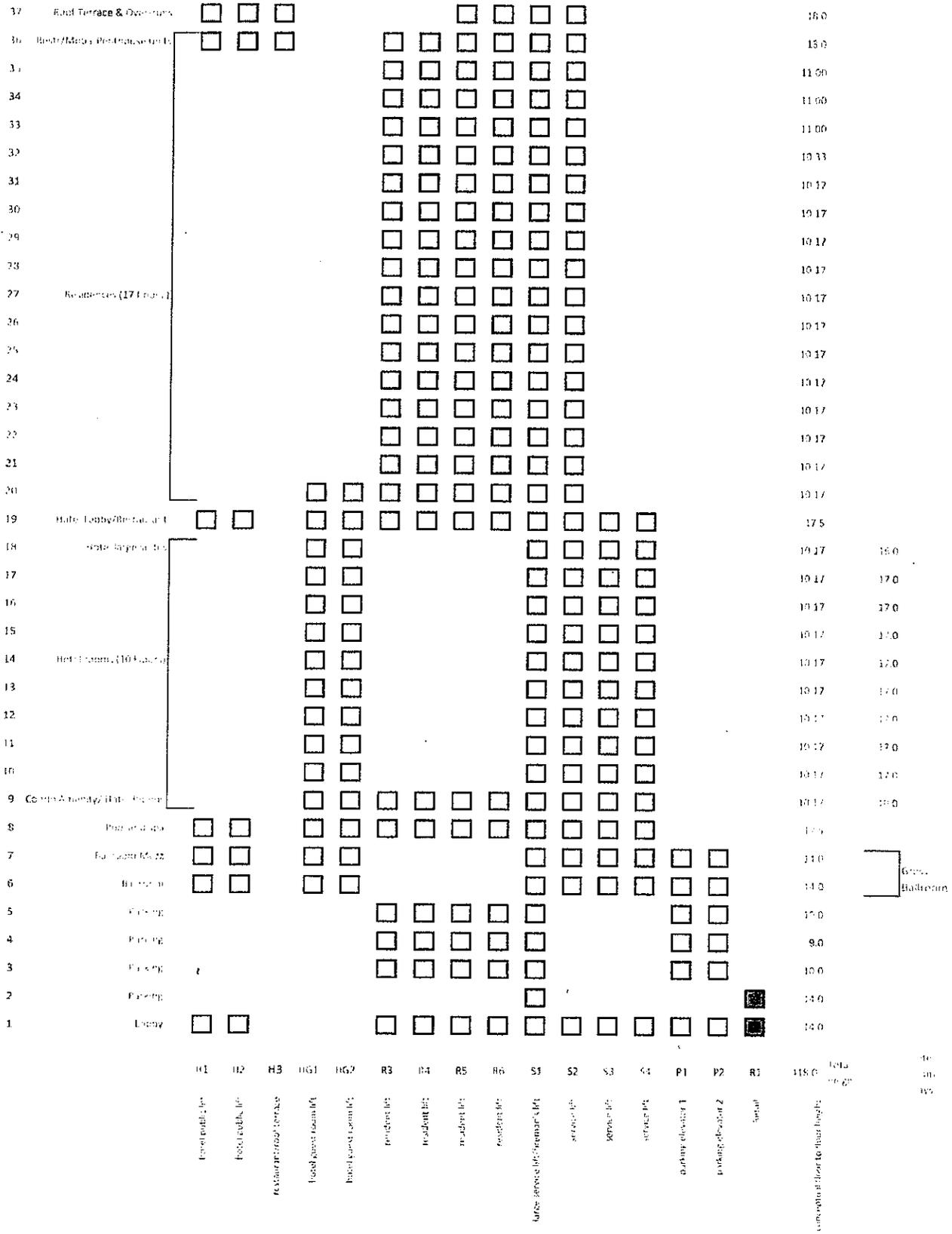
EXHIBIT C-8



DEPARTMENT OF ARCHITECTURE



UNIVERSITY OF TORONTO LIBRARY

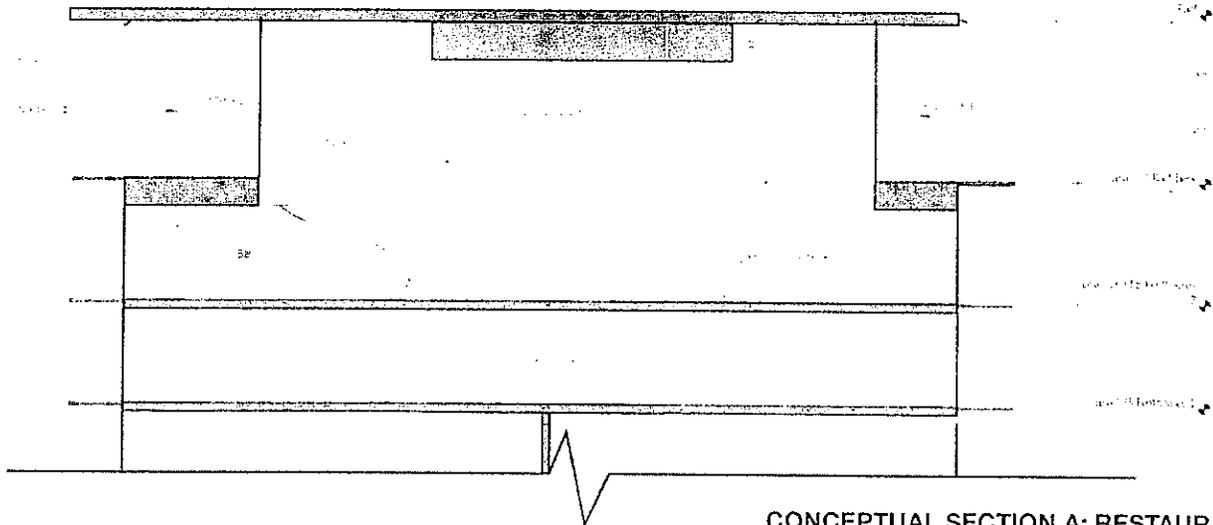


ELEVATORING DIAGRAM

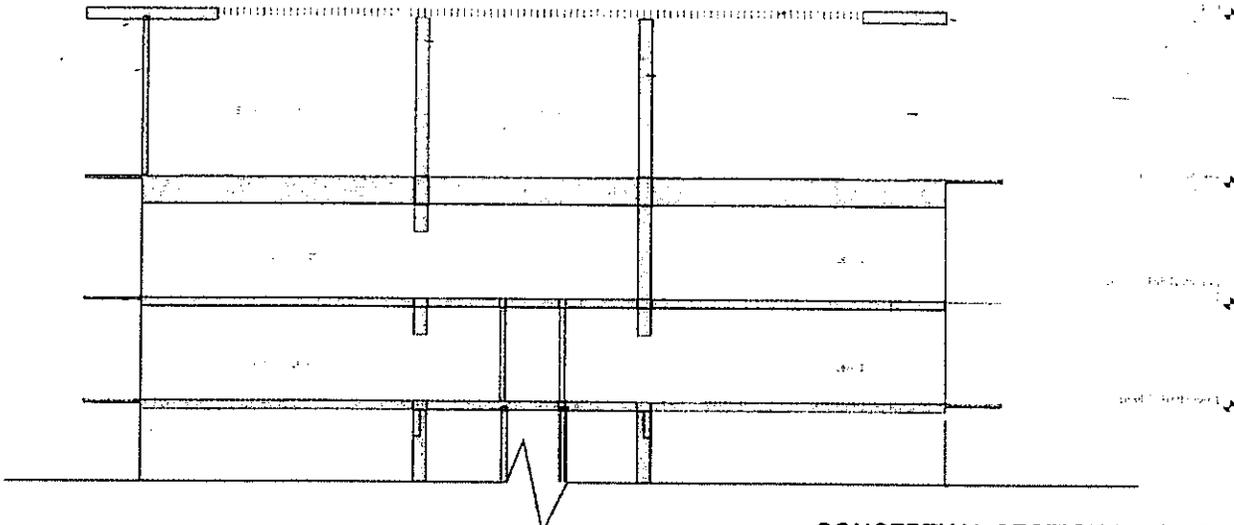
EXHIBIT C-9



ROOF DETAIL SECTIONS



CONCEPTUAL SECTION A: RESTAURANT



CONCEPTUAL SECTION B: TERRACE

EXHIBIT C-10

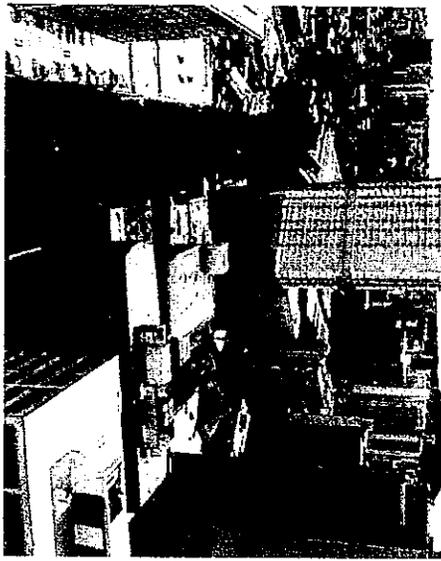


UNIVERSITY OF AUCKLAND

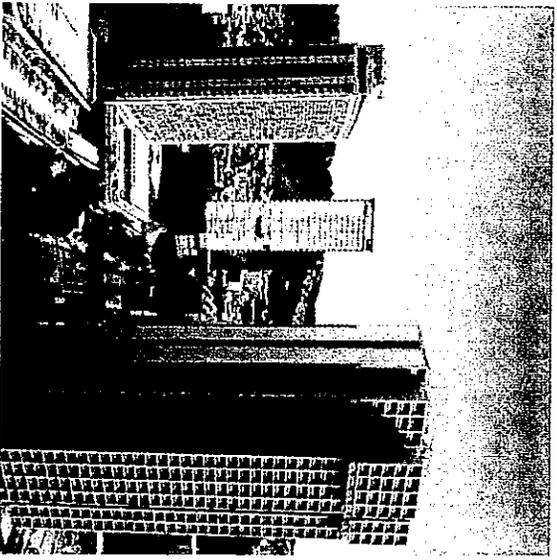
MANA OLANA

UNIVERSITY OF WAIKATO

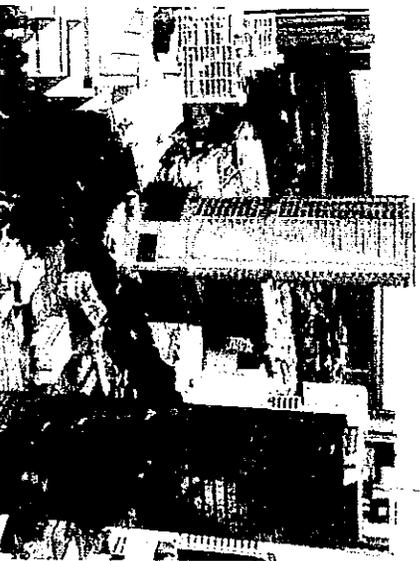
CONTEXT VIEWS



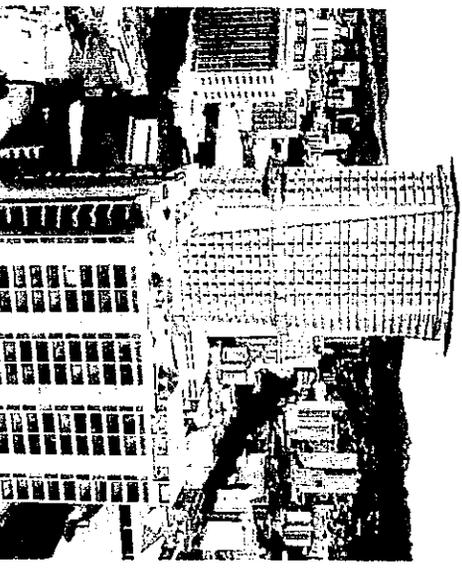
VIEW FROM NORTH



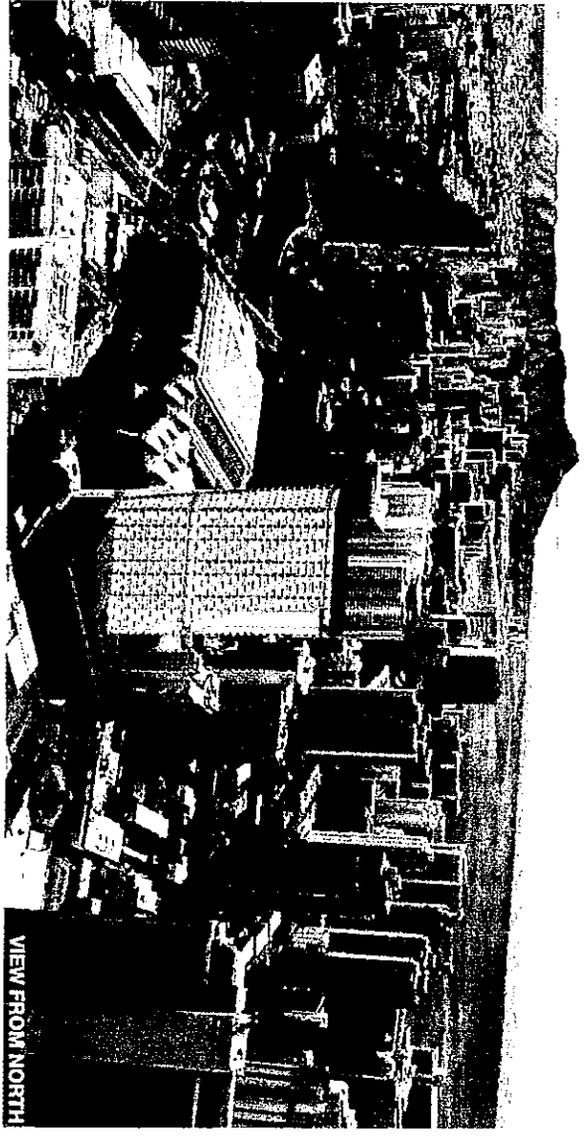
VIEW FROM WEST



VIEW FROM EAST



VIEW FROM SOUTH



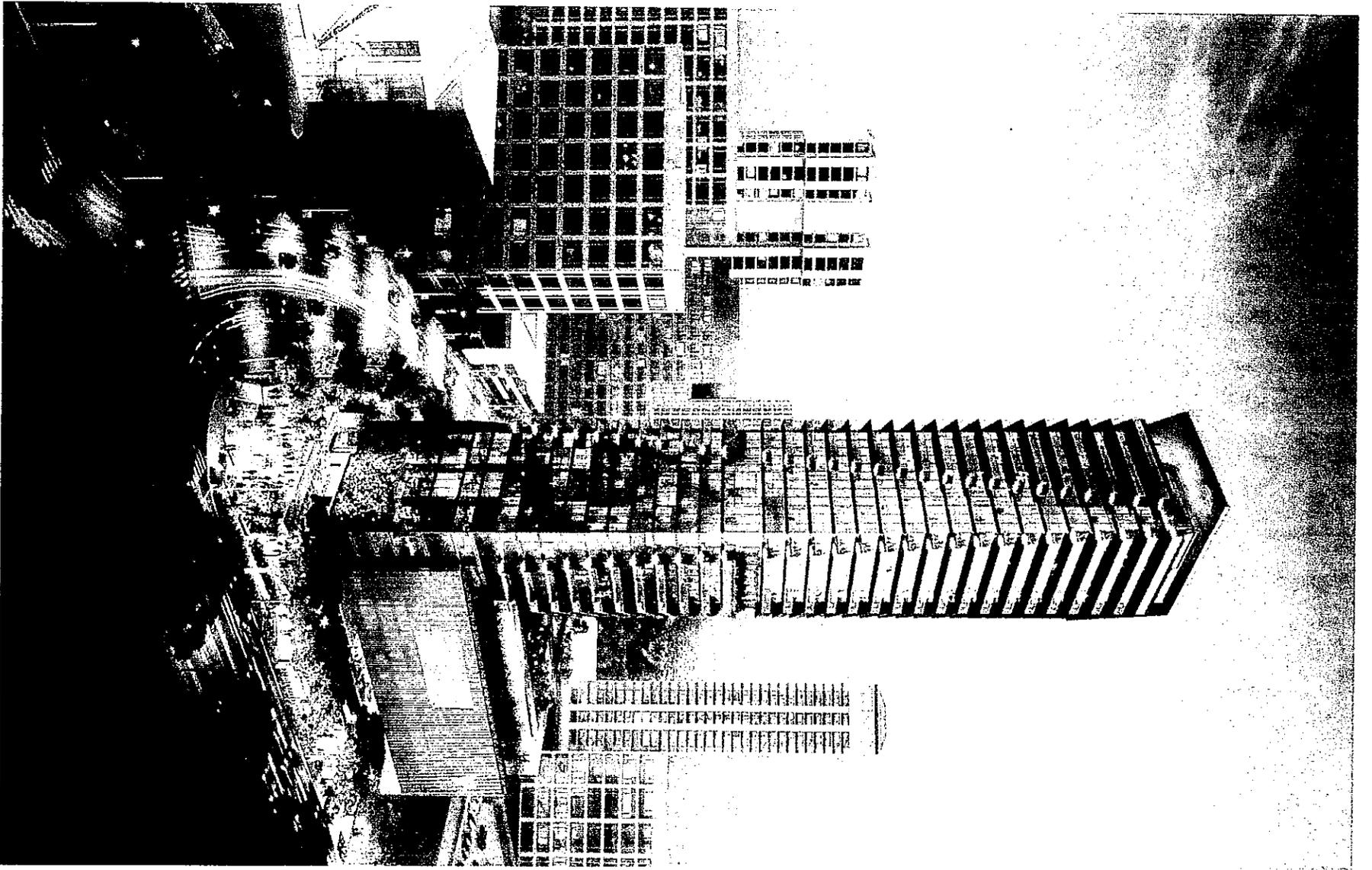
VIEW FROM NORTH

EXHIBIT D-3



MANNA OLIANA

10000 100th Ave NE, Redmond, WA 98073



PERSPECTIVE FROM EAST

EXHIBIT D-4



MANA OLANA

MANA OLANA



MANA OLANA



MANA OLANA

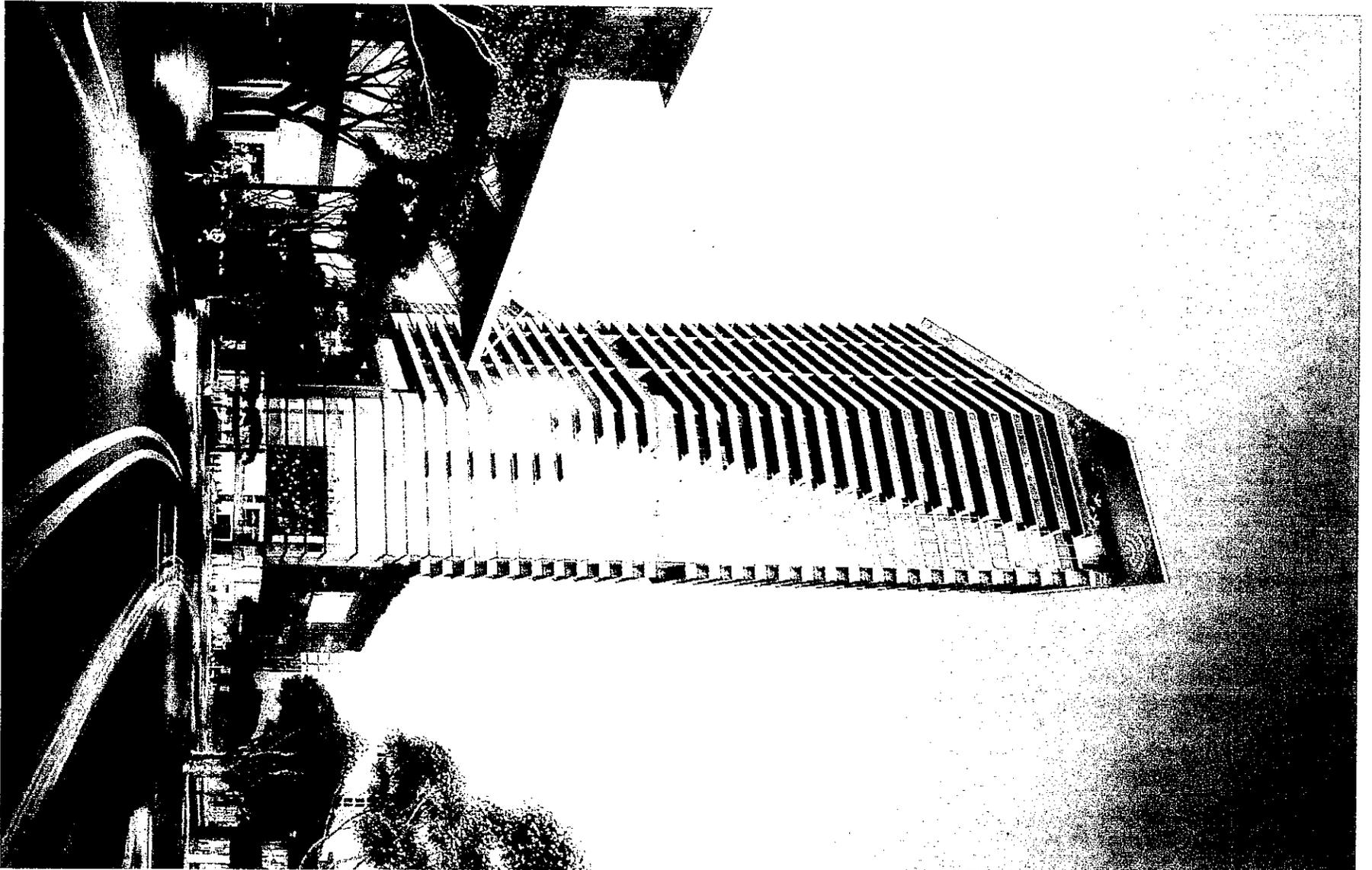


EXHIBIT D-5

PERSPECTIVE FROM KAPIOLANI



2011-2012



MANA OIANA



3000 KAPIOLANI BLVD, HONOLULU, HI 96815

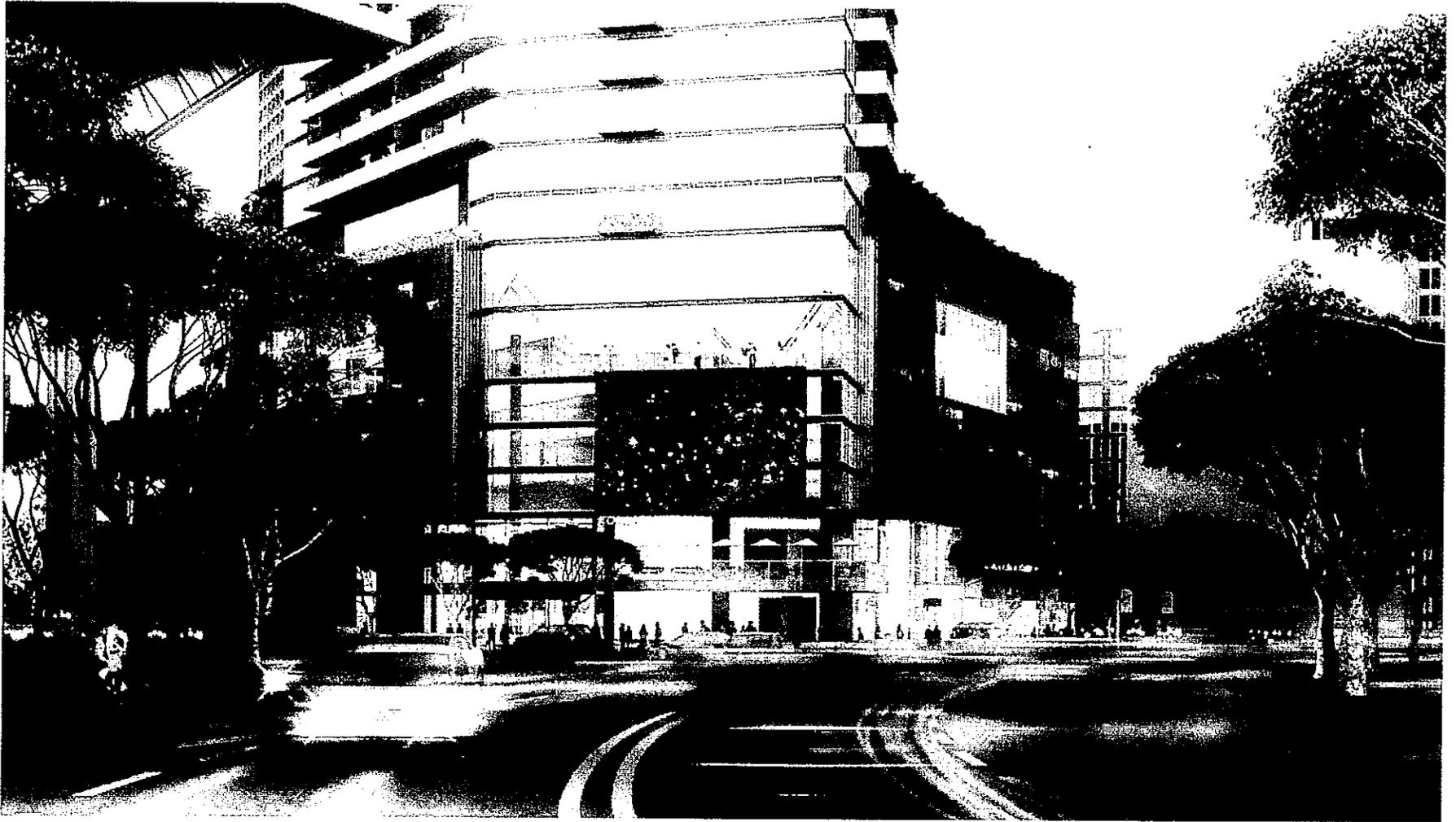


EXHIBIT D-6

PERSPECTIVE FROM KAPIOLANI



PLAZA PERSPECTIVE

EXHIBIT D-7



UNIVERSITY OF HAWAII



MANA'OLANA



UNIVERSITY OF HAWAII, HONOLULU CAMPUS, PLAZA PERSPECTIVE, JANUARY 2011



PERSPECTIVE FROM ATKINSON

EXHIBIT D-8



CITY OF HONOLULU



MANA OLANA

MANA OLANA PROJECT - PHASE 1 - ENVIRONMENTAL IMPACT STATEMENT



PERSPECTIVE FROM WEST

EXHIBIT D-9



LOS ANGELES, CALIFORNIA



LOS ANGELES, CALIFORNIA

EXHIBIT D-9



ATKINSON STREETSCAPE FROM ABOVE

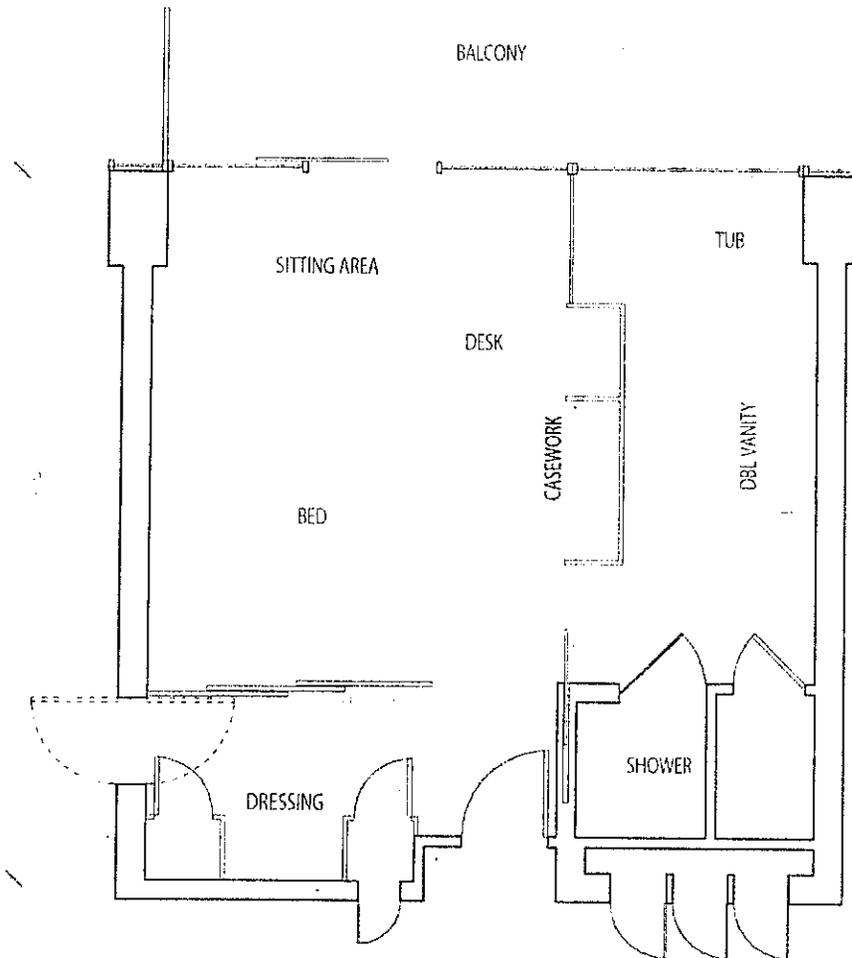
EXHIBIT D-10



MANA'OLA NA


3-27-2009

GUEST ROOM CHARACTER



CONCEPTUAL TYPICAL GUEST ROOM

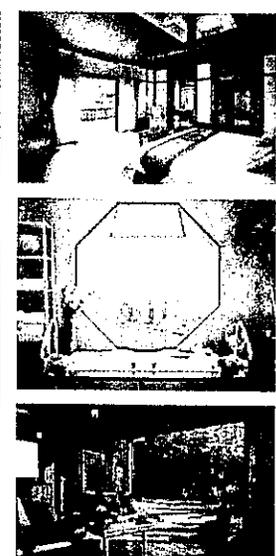
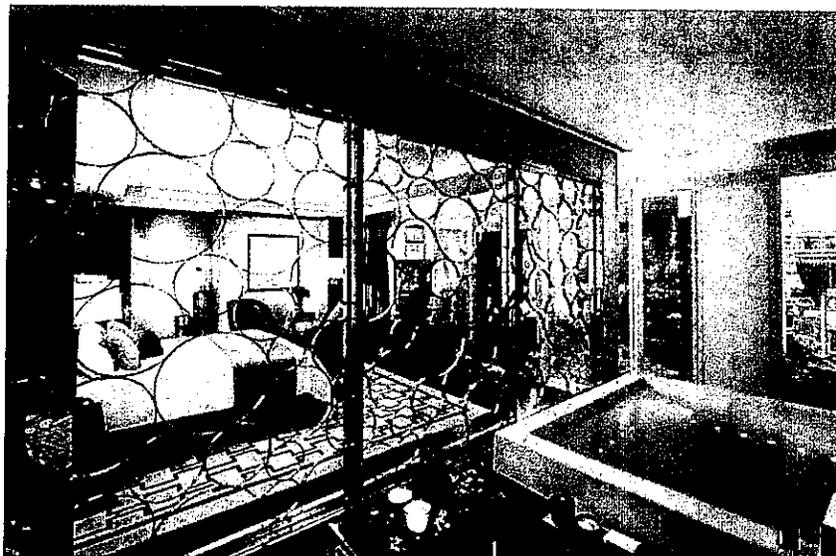


EXHIBIT D-11





RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE DEVELOPMENT OF THE MANAOLANA PLACE HOTEL AND RESIDENTIAL CONDOMINIUM DEVELOPMENT PROJECT.

WHEREAS, on April 5, 2016, the Department of Planning and Permitting (DPP) accepted the application of Manaolana Partners, LLC (File No. 2016/SDD-23), herein referred to as the "Applicant", for an Interim Planned Development-Transit (IPD-T) Permit to redevelop approximately 1.16 acres of land with a mixed use hotel and residential project in the Ala Moana neighborhood (the "Project"), and identified as Tax Map Keys 2-3-41: 1 and 2, as shown on Exhibit A-1. The Project will include the demolition of five low-rise buildings and the development of a 400-foot-high mixed-use tower with 109 multi-family dwelling units, 125 hotel units, a hotel lobby, residential activity and park areas, a ballroom, pool, personal services area (spa), four levels of parking with about 276 parking spaces, retail and eating establishments, a publically accessible corner plaza at the street level, and other ground-level pedestrian and right-of-way improvements in the BMX-3 Community Business Mixed Use District within one-half mile of the future transit station in the Ala Moana neighborhood (Exhibits A-2 through A-4, B1 through B-15, and C-1 through C-10); and

WHEREAS, on June 3, 2016, the DPP held a Public Hearing which was attended by the Applicant, its representatives and Agent, and approximately 38 members of the public, of whom seven provided testimony; and

WHEREAS, on July 5, 2016, the DPP, having duly considered all evidence and reports of said Public Hearing and the review guidelines established in Sections 21-2.110-2 and 21-9.100-5 of the Land Use Ordinance (LUO), completed its report and transmitted its findings and recommendation of approval to the Council; and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits B-1 through B-15, C-1 through C-10, and D-1 through D-11, and is further described in the findings and recommendation of approval, all of which are incorporated herein by this reference; and

WHEREAS, the City Council, having received the findings and recommendation of the DPP on _____, having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the conceptual plan for the IPD-Transit Project is approved under the following conditions:



RESOLUTION

- A. The maximum permitted floor area for the Manaolana Project shall be 505,410 square feet or a floor area ratio (FAR) of 10.0, whichever is greater.
- B. The maximum height of the Project shall be 400 feet.
- C. The height setback shall be as follows: Any portion of a structure over 40 feet in height shall have additional height setbacks; for each 10 feet of additional height or portion thereof, an additional one-foot setback shall be provided. The additional setback shall be a continuous plane from the top of the structure to the height of 40 feet above grade.
- D. The use of the site as a full-service hotel, in compliance with the plans and the other conditions of approval, shall be permitted.
- E. Landscaping shall not be required in the five-foot front yard, provided site landscaping is installed pursuant to an approved landscape plan.
- F. The Applicant shall provide a minimum of 276 parking spaces on the site.
- G. The pull-out driveway and residential drop-off area on Atkinson Drive shall be removed from the plans and replaced with a public gathering space.
- H. All construction plans and drawings shall be reviewed by the DPP Civil Engineering Branch for compliance with drainage and grading requirements.
- I. The public plaza proposed at the intersection of Kapiolani Boulevard and Atkinson Drive shall be available to the public and shall be maintained by the Applicant.
- J. Prior to the application for a building permit, the Applicant shall:
 - 1. Submit a detailed bicycle parking plan to the DPP for review and approval. The plan shall include short- and long-term parking space and ground floor bike racks.
 - 2. Designate a minimum of 10 parking spaces to be used for car-sharing vehicles in perpetuity.



RESOLUTION

3. Coordinate with Bikeshare Hawaii to design, implement, fund, construct, and maintain a bikeshare station at the site, and shall fund the required equipment for the bikeshare station.
 4. Submit a revised site plan showing a public gathering space along Atkinson Drive (replacing the pull-out driveway and residential drop-off area).
 5. Coordinate with the Department of Transportation Services (DTS) and Oahu Transit Services to design, implement, fund, and construct a new bus stop along Kapiolani Boulevard.
 6. Submit landscape plans for review and approval by the DPP (Land Use Approvals and CEB) for the new landscape corner at Kona Street and Atkinson Drive, ensuring that trees are not planted over easements and bringing in elements of parklets to create an area where people can utilize the landscaped area.
 7. Submit a sidewalk and pedestrian circulation plan for review and approval by the DPP.
 8. Submit an updated wind study and wind mitigation strategies for review and approval by the DPP.
- J. Prior to the issuance of a building permit for the superstructure or building shell, the Applicant shall:
1. Obtain approval for private Park Dedication.
 2. Obtain subdivision approval to designate the necessary public walkway and utility easements.
 3. Contribute \$2.4 million to a fund designated by the City to be used for affordable housing.
- K. The Applicant shall design and submit a wayfinding sign plan for review and approval of the Director of the DPP, and then install the approved wayfinding signage prior to the issuance of a Certificate of Occupancy (CO).
- L. Prior to the issuance of any demolition or building permit the Applicant shall provide:



RESOLUTION

1. A time line or phasing plan of the anticipated dates to obtain major building permit(s) for demolition/construction work, including the projected date of occupancy, shall be prepared by the Applicant in a format acceptable to the DPP. The time line should identify when the Construction Management Plan (CMP), the Traffic Management Plan (TMP) and updates and/or validation to the findings of the initial Traffic Impact Analysis Report (TIAR), dated March 2015, and off-site roadway work will be submitted for review and approval in relation to when approvals for construction plans, building and occupancy permits will be needed. Typically, the CMP should be submitted for review and approval prior to the issuance of demolition/building permits for major construction work. The TMP or subsequent updates should be submitted and approved prior to the issuance of the (temporary) certificate of CO. A post TIAR, including supplemental studies or subsequent updates, should be submitted and approved approximately one year after the (temporary) CO. A new TIAR may be required if there is a significant change to the scope or timing of the major work items contained in the initial report.
2. The CMP shall identify the type, frequency and routing of heavy trucks and construction related vehicles. Every effort shall be made to minimize impacts from these vehicles and related construction activities on adjacent streets and neighborhoods. The CMP should identify and limit vehicular activity related to construction to periods outside of the peak periods of traffic, utilizing alternate routes for heavy trucks, provisions for either on-site or off-site staging areas for construction related workers and vehicles to limit the use of on-street parking around the Project site and other mitigation measures related to traffic and potential neighborhood impacts. Preliminary or conceptual traffic control plans should also be included in the CMP. The Applicant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as restriping, road resurfacing and/or reconstruction if the condition of the roadways deteriorates as a result of the related construction activities.
3. A TMP shall include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by employees and for the possibility of large events being held on the property. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar TDM measures. A pedestrian circulation plan should also be included to provide accessibility



RESOLUTION

streets and provisions for Complete Street strategies for this Project prior to the submittal of construction plans to minimize and expedite the time necessary for construction plan review.

- M. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution and assignment contained in the initial TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to this development, the Applicant will be required to implement these measures. If the findings of the post TIAR are inconclusive, a follow-up study may be required within a year of this post study, as necessary.
- N. An archaeological inventory survey shall be completed and submitted to the Department of Land and Natural Resources–State Historic Preservation Division for review and approval. In the event that subsurface historic resources, including human skeletal remains, structural remains, cultural deposits, artifacts, sand deposits, or sink holes are identified during the demolition and/or construction activities, all work shall cease in the immediate vicinity of the find. The Applicant shall protect the find from additional disturbance and contact the SHPD immediately. Without any limitation to any other condition found herein, if any burials or archaeological or historic sites are discovered during the course of construction of the Project, all construction activity in the vicinity of the discovery shall stop until the issuance of an archaeological clearance from the SHPD that mitigation measures have been implemented to its satisfaction.
- O. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- P. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City/State for maintenance.
- Q. Approval of this Interim Planned Development-Transit Permit does not constitute compliance with other Land Use Ordinance or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project approved under this permit comply with all applicable Land Use Ordinance and other governmental provisions and requirements.



RESOLUTION

- R. The Project shall receive a development permit for the proposed development within five years of the date of this permit. Failure to obtain a development permit within this period shall render this permit null and void, provided that this period may be extended as follows:

The Director of DPP may extend this period if the Applicant demonstrates good cause, but the period shall not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion. If the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which shall include the Director's findings and recommendations thereon. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution. If the Council fails to take final action on the proposed extension within the first to occur of: (i) 60 days after receipt of the Director's report; or (ii) the Applicant's then-existing deadline for obtaining a building permit, the extension shall be deemed to be denied.

- S. Construction shall be in general conformity with the plans on file with the Department of Planning and Permitting. Any change in the size or nature of the Project which significantly alters the proposed development shall require a new application. Any change which does not significantly alter the proposed Project shall be considered a minor modification and therefore permitted under this resolution, upon review and approval of the Director of the DPP.

BE IT FURTHER RESOLVED that the Council finds as follows with respect to the conceptual plan for the Project, as conditioned herein:

- A. The Project concept, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public;
- B. The requested Project boundaries and requested flexibility with respect to development standards and use regulations are consistent with the objectives of Transit-Oriented Development and the provisions enumerated in Section 21-9.100-4; and
- C. Upon implementation of the conditions of approval, the requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed.



RESOLUTION

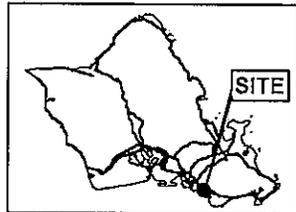
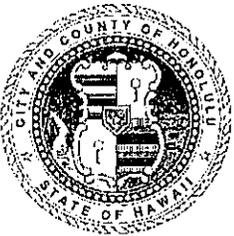
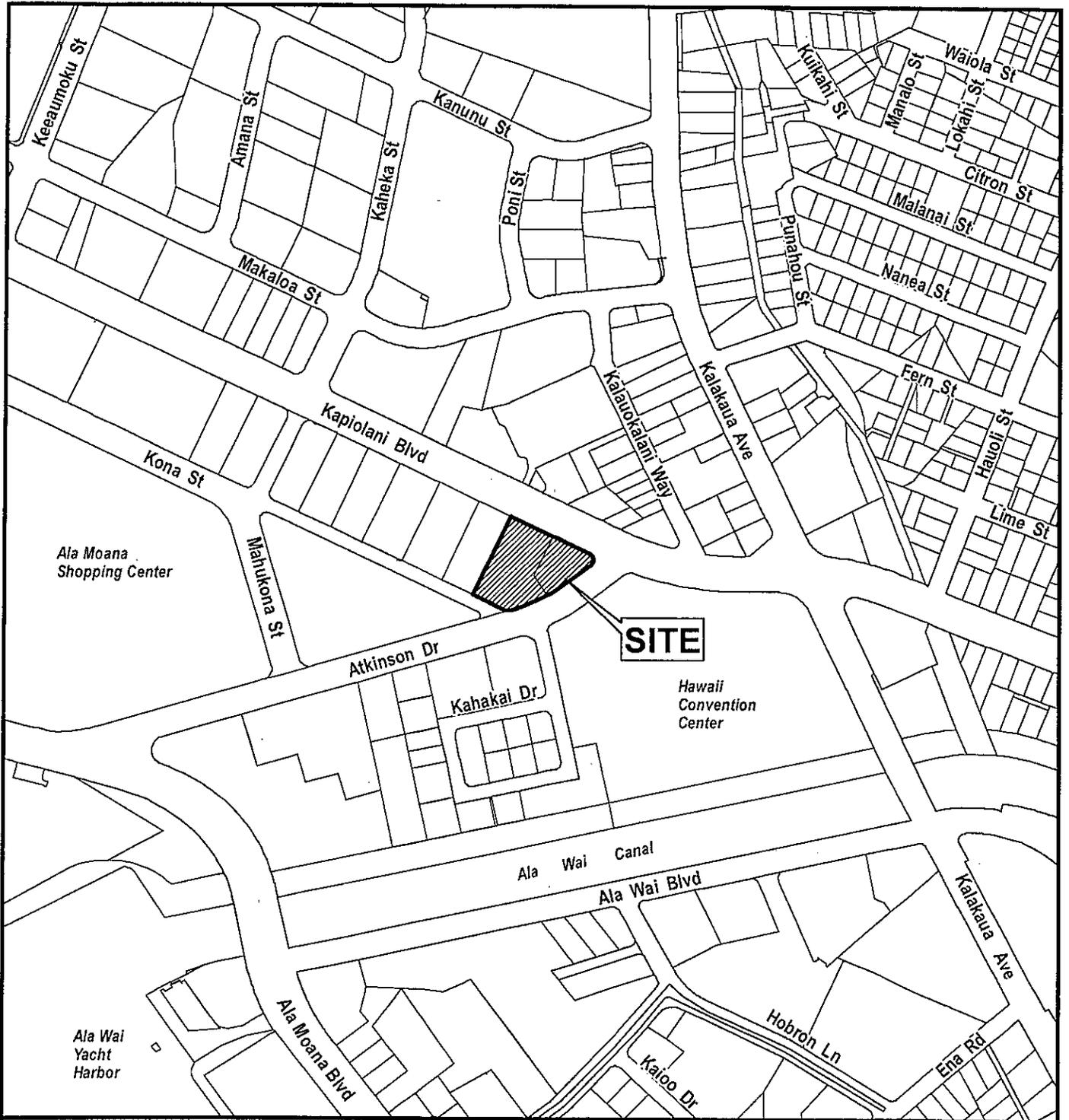
BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the Clerk be and is directed to transmit copies of this resolution to George I. Atta, FAICP, Director of the Department of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawaii 96813; Manaolana Partners, LLC, 1111 Santa Monica Boulevard, Suite 2250, Los Angeles, California 90025; Kaijima Kagaku USA Inc., 1001 Bishop Street, Suite 1700, Honolulu, Hawaii, 96813; and Michael D. Formby, Director of the Department of Transportation Services, 650 South King Street, 3rd Floor, Honolulu, Hawaii 96813.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawaii

Councilmembers



VICINITY MAP

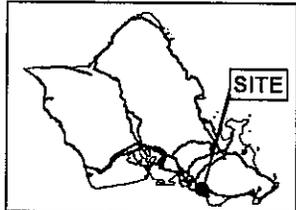
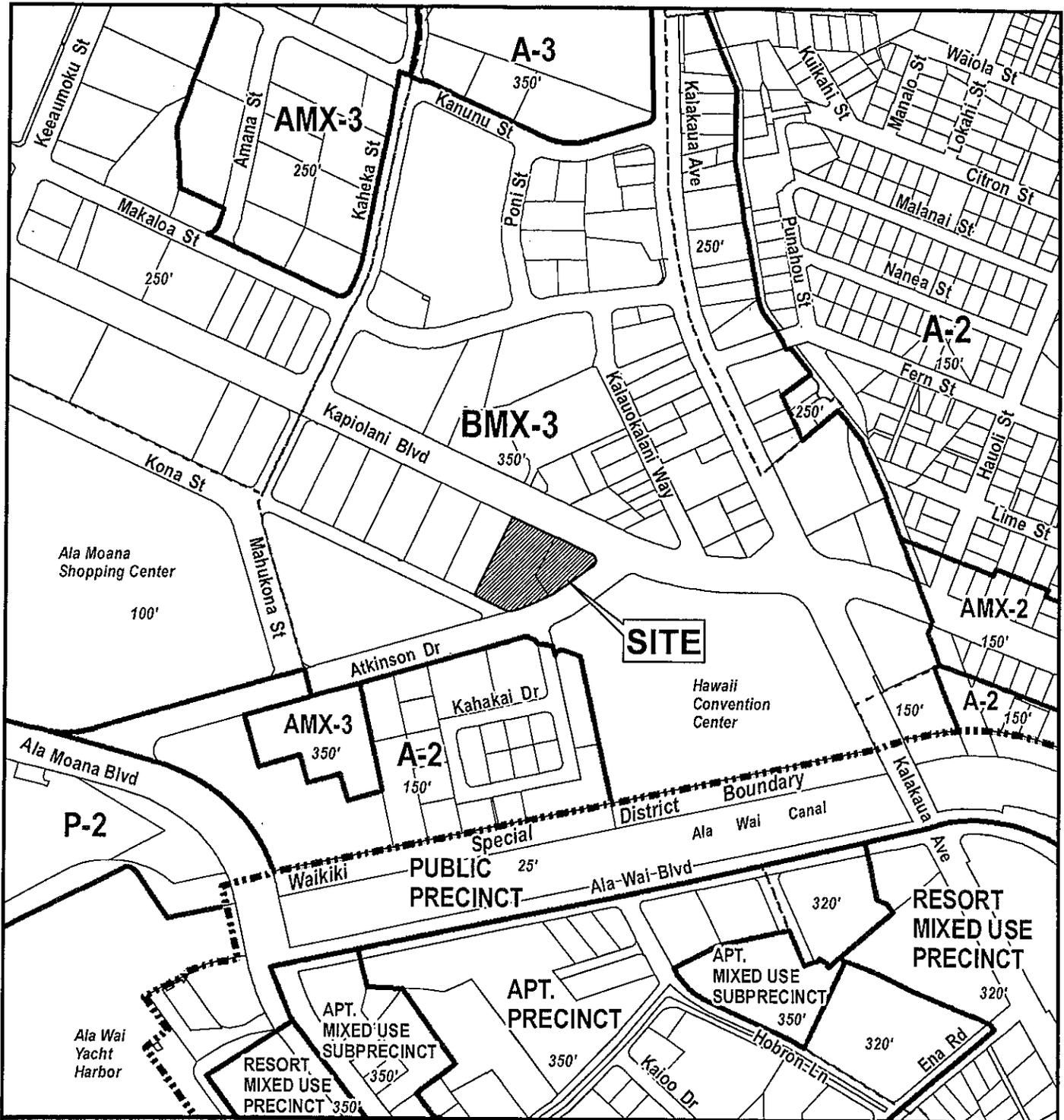


LOCATION MAP ALA MOANA

EXHIBIT A-1

TAX MAP KEY(S): 2-3-041: 1 and 2

FOLDER NO.: 2016/SDD-23



**PORTION OF
EXISTING ZONING MAP
(NUUANU - MCCULLY)**

EXHIBIT A-2

TAX MAP KEY(S): 2-3-041: 1 and 2

FOLDER NO.: 2016/SDD-23

KAPIOLANI

BLVD.

BOULEVARD

DEMOLITION PLAN

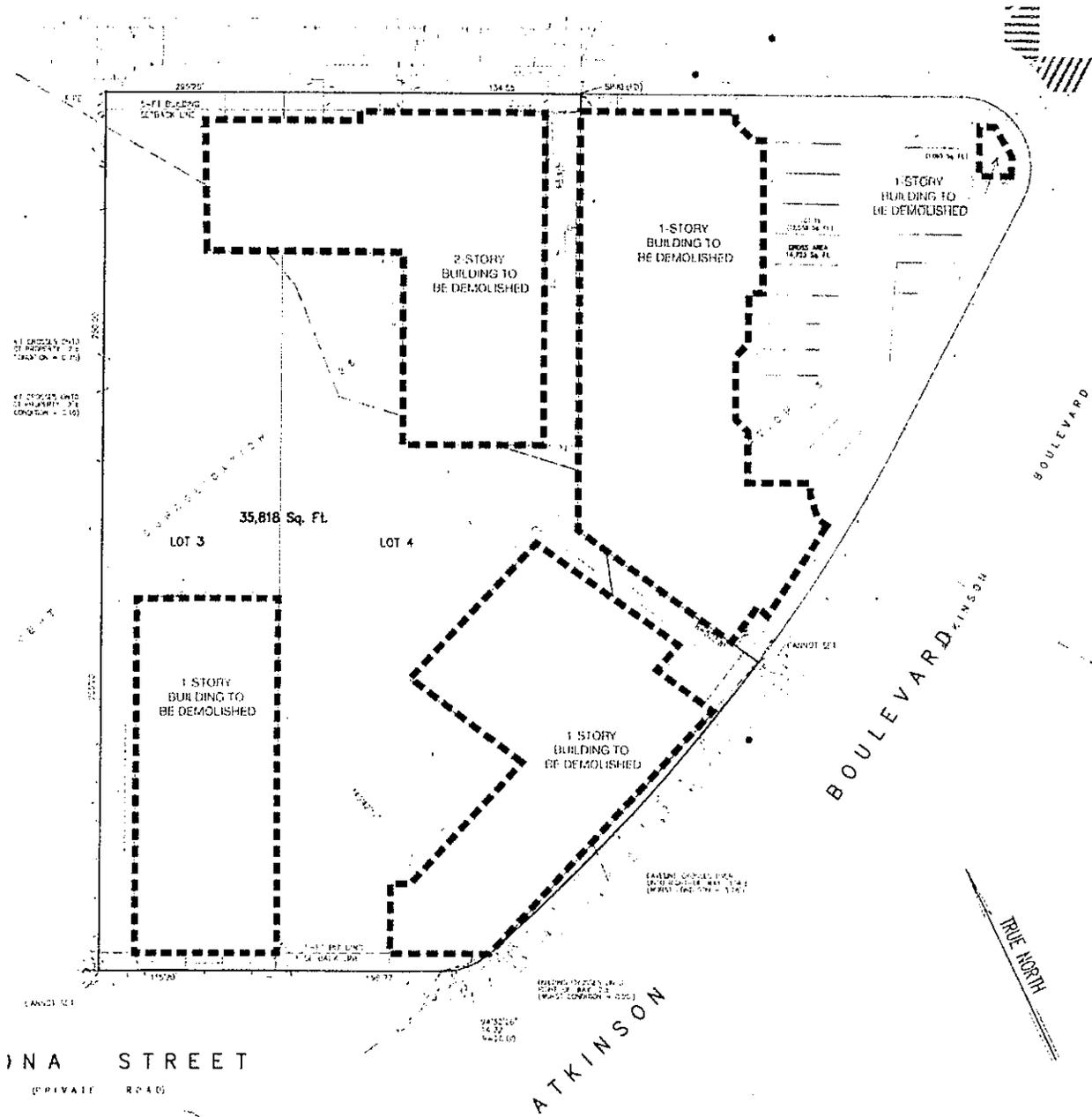


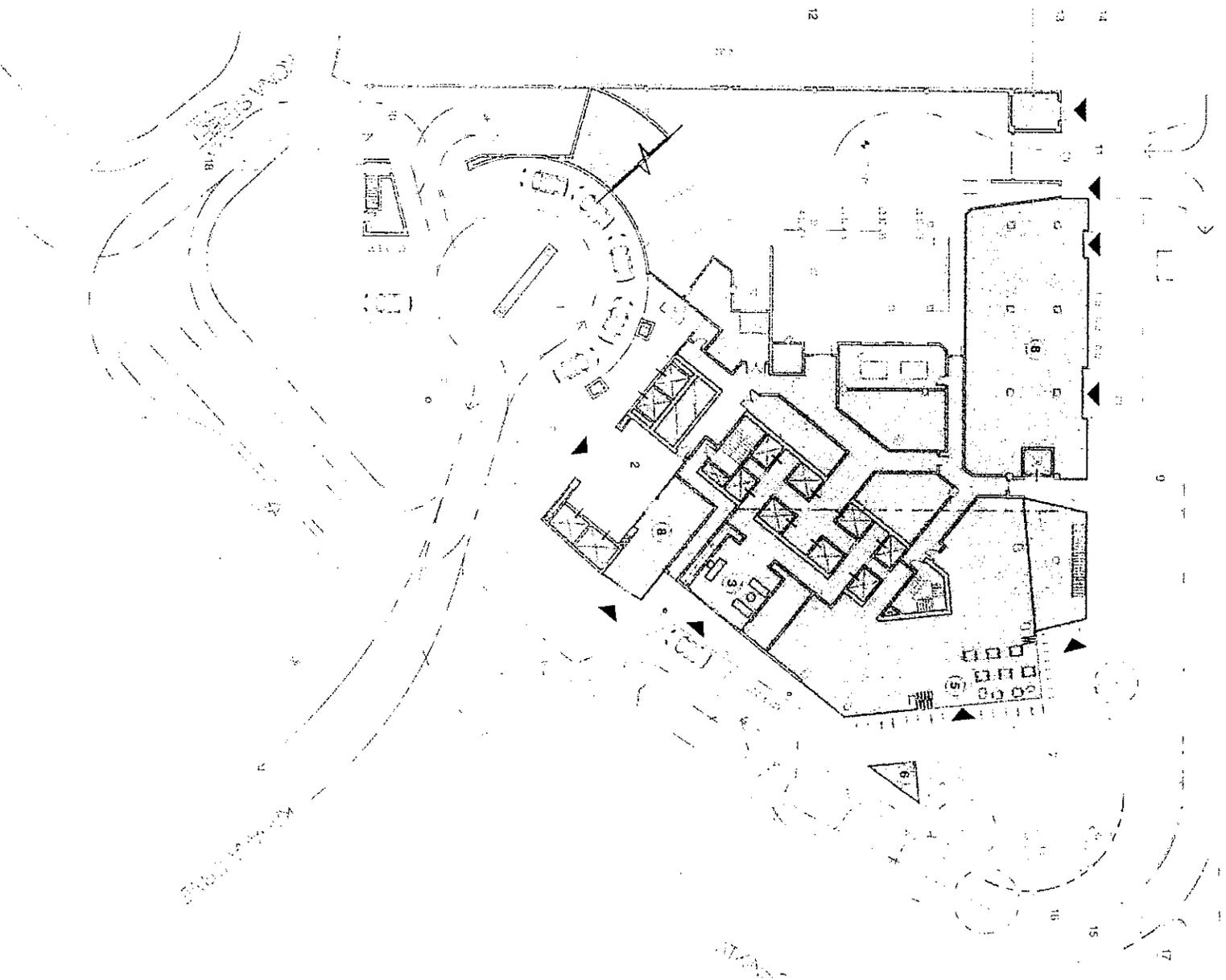
EXHIBIT A-4



PLANNING DEPARTMENT

MANA'OLANA





SITE PLAN

EXHIBIT B-1

LANDSCAPE PLAN

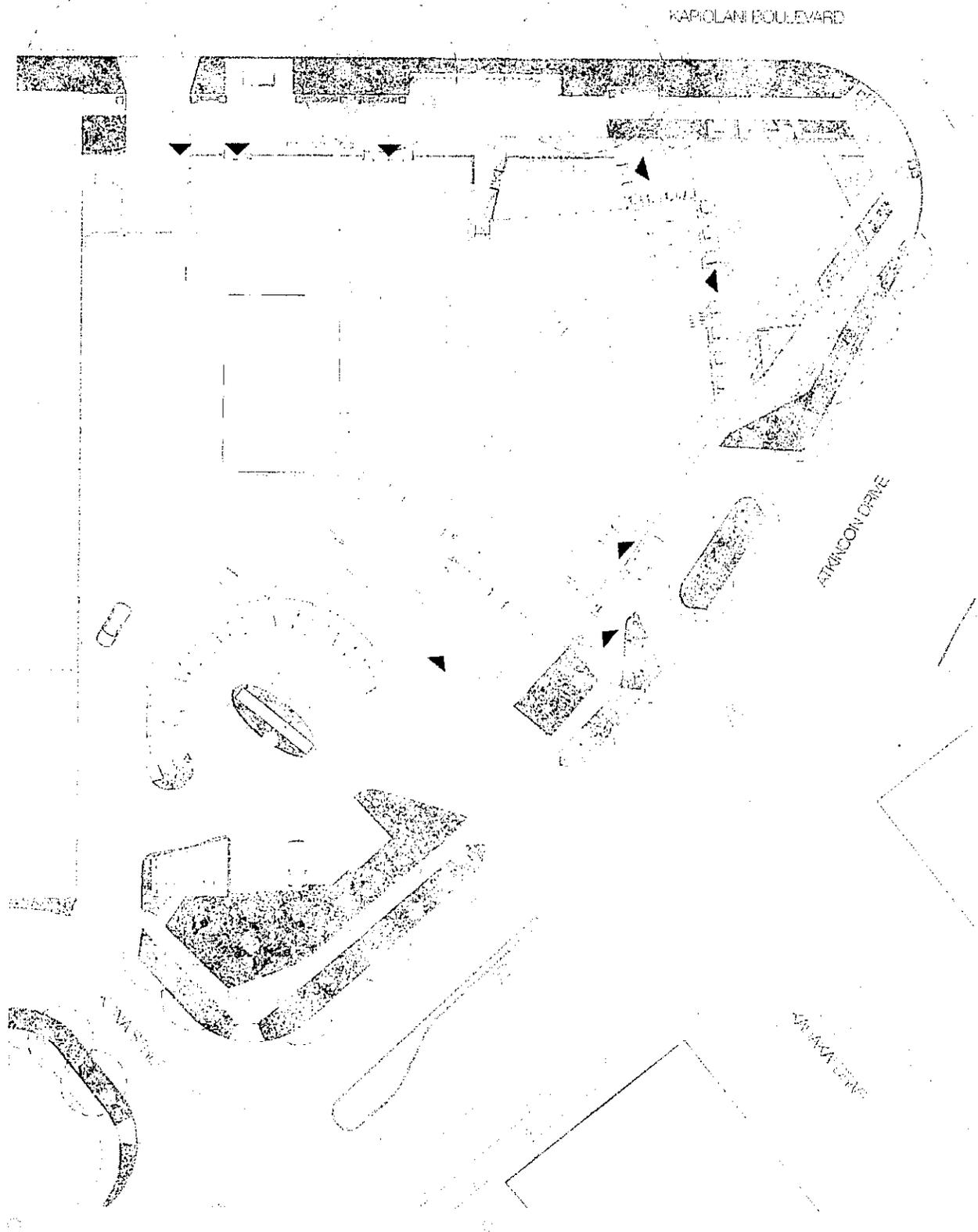


EXHIBIT B-2



FLOOR PLANS



GROUND FLOOR

EXHIBIT B-3



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

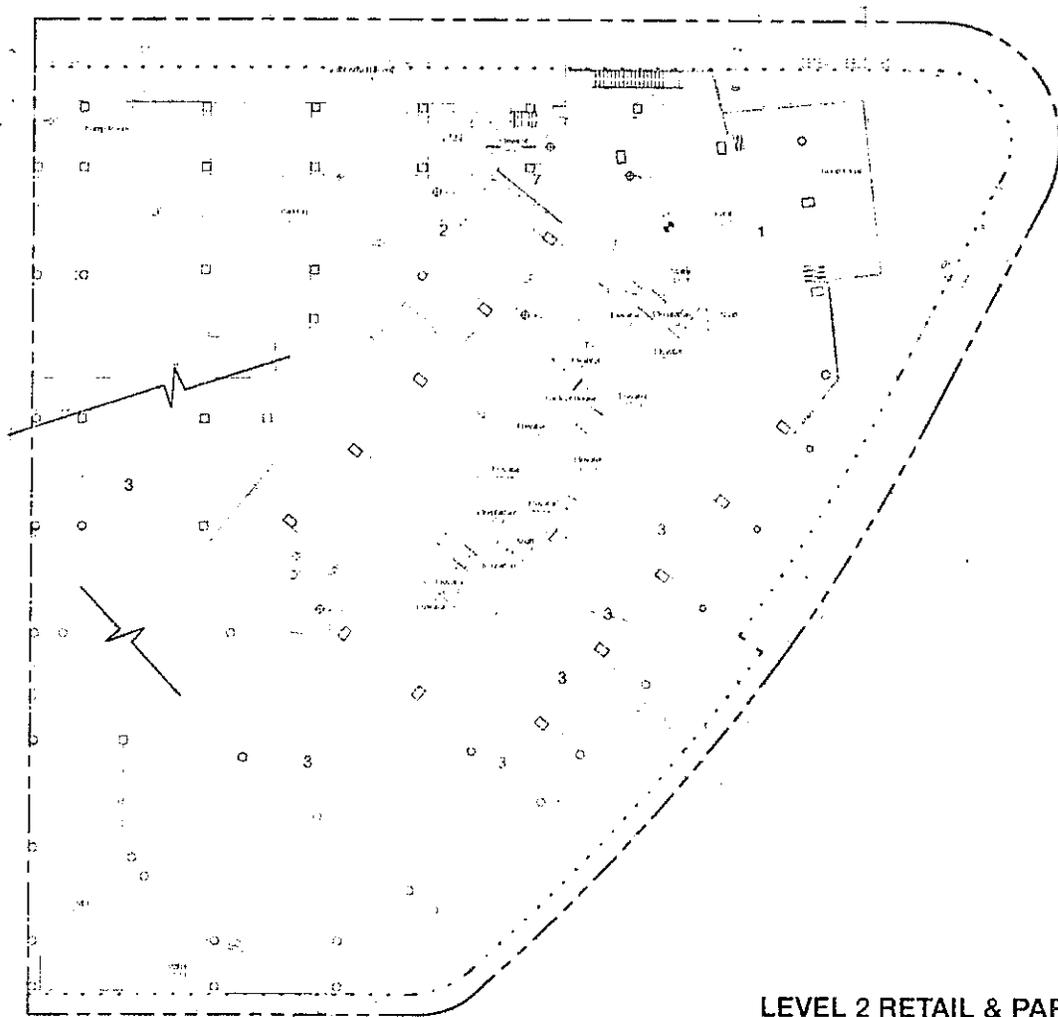


CITY OF HONOLULU



MANA'OLANA





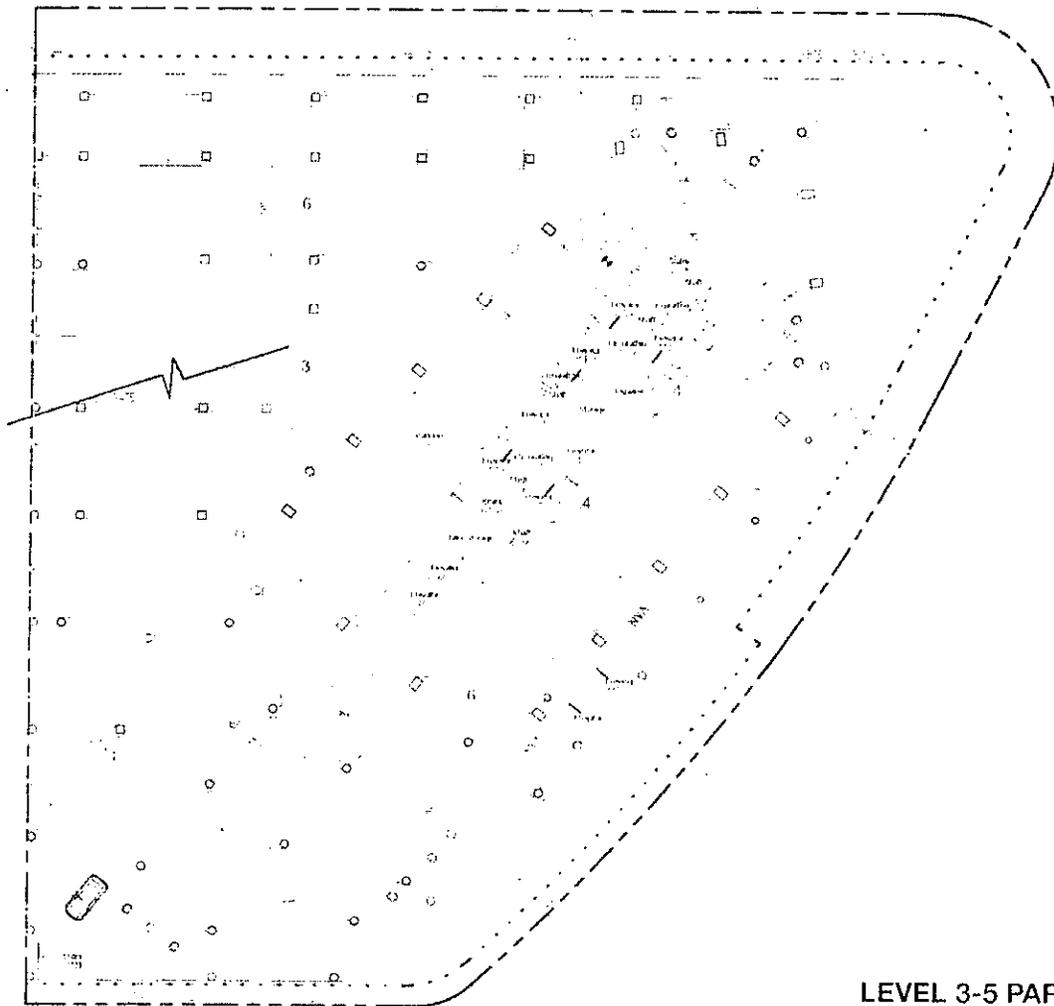
LEVEL 2 RETAIL & PARKING

EXHIBIT B-4



MANA'OLANA

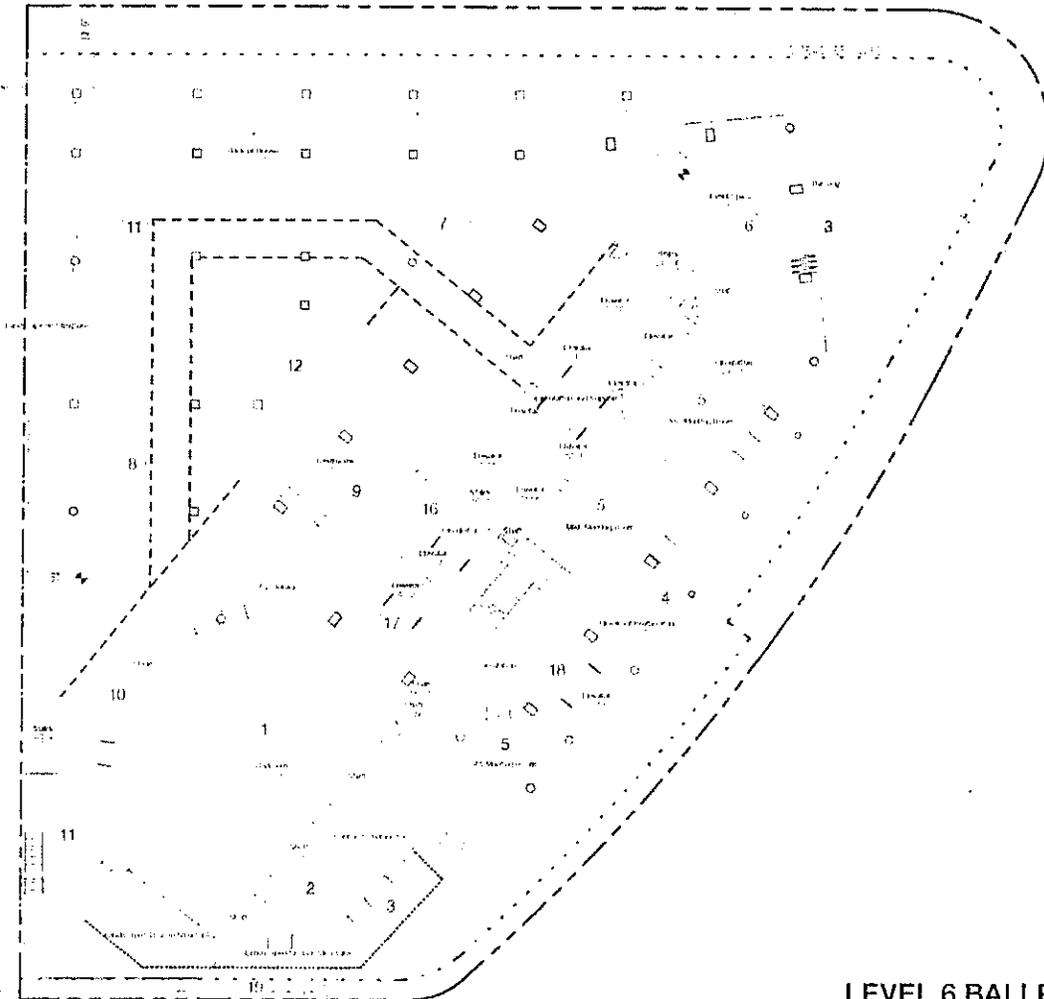
FLOOR PLANS



LEVEL 3-5 PARKING
(LEVEL 3 SHOWN)

EXHIBIT B-5





LEVEL 6 BALLROOM

EXHIBIT B-6

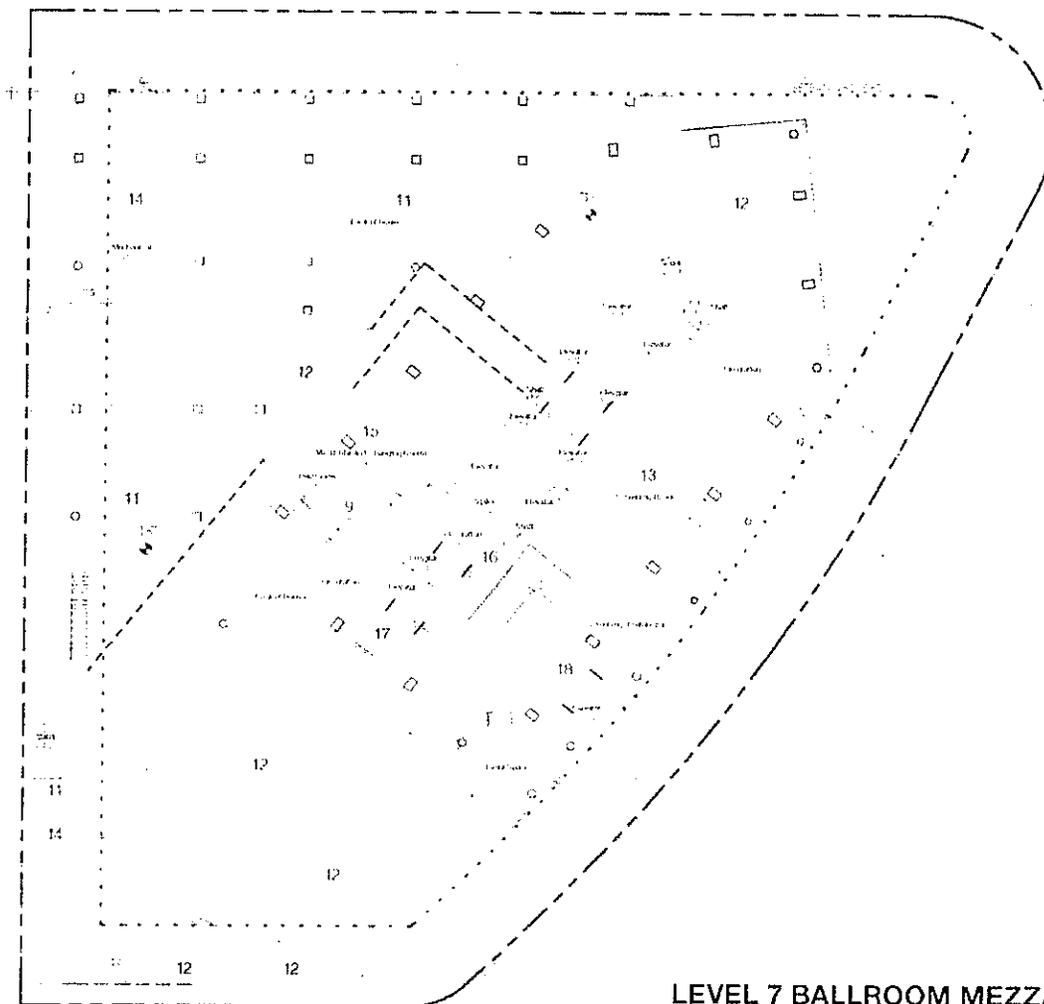


UNIVERSITY OF HAWAII



MANA'OLANA





LEVEL 7 BALLROOM MEZZANINE

EXHIBIT B-7



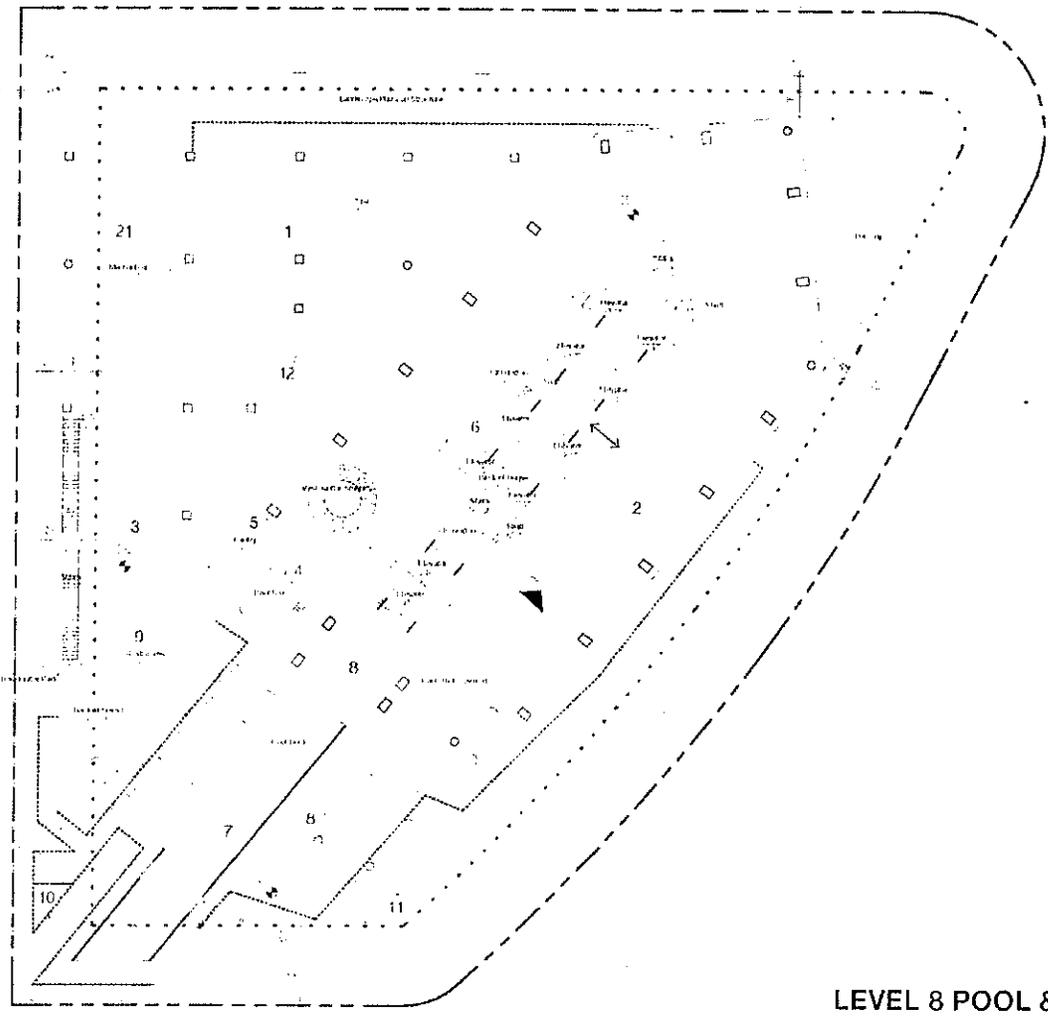
UNIVERSITY OF HAWAII



MANA'OLANA



EXHIBIT B-7: LEVEL 7 BALLROOM MEZZANINE FLOOR PLAN, 3/13/2011



LEVEL 8 POOL & SPA

EXHIBIT B-8

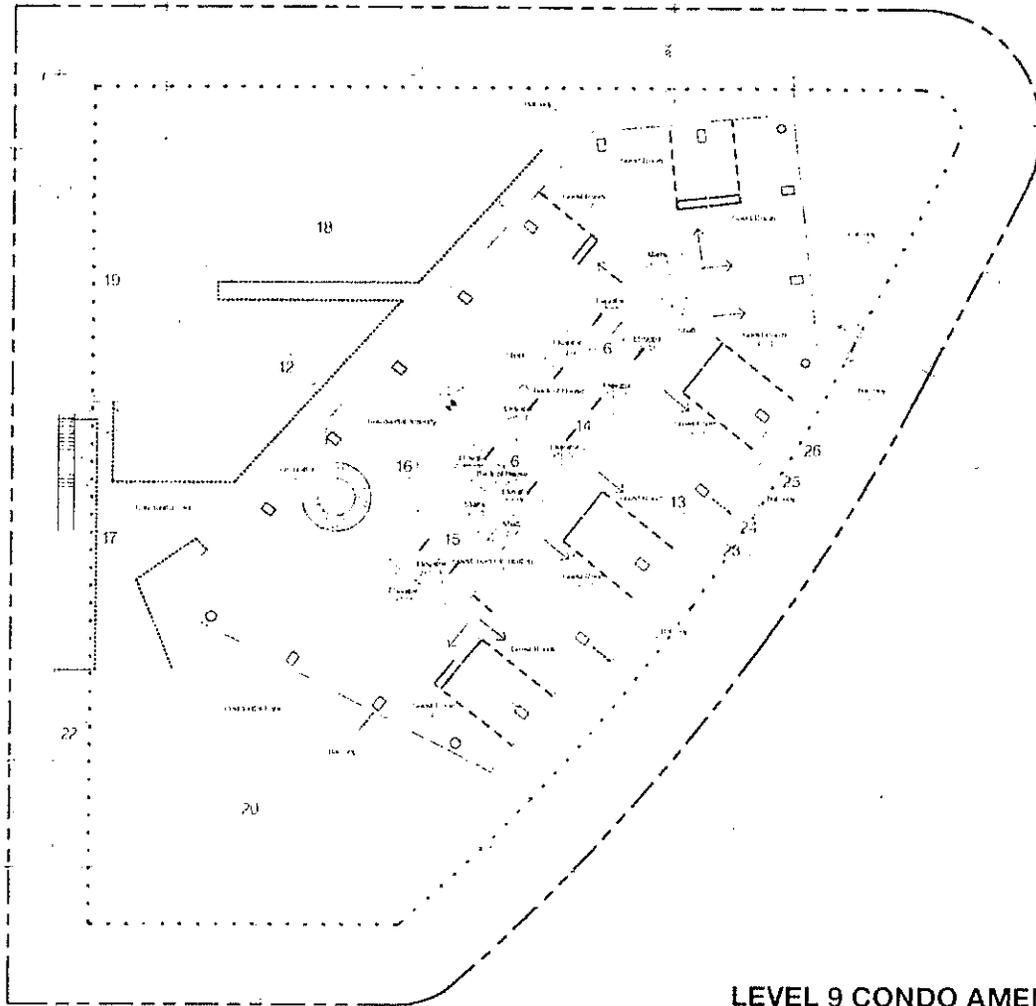


2025 RELEASE UNDER E.O. 14176



2025 RELEASE UNDER E.O. 14176





LEVEL 9 CONDO AMENITY

EXHIBIT B-9



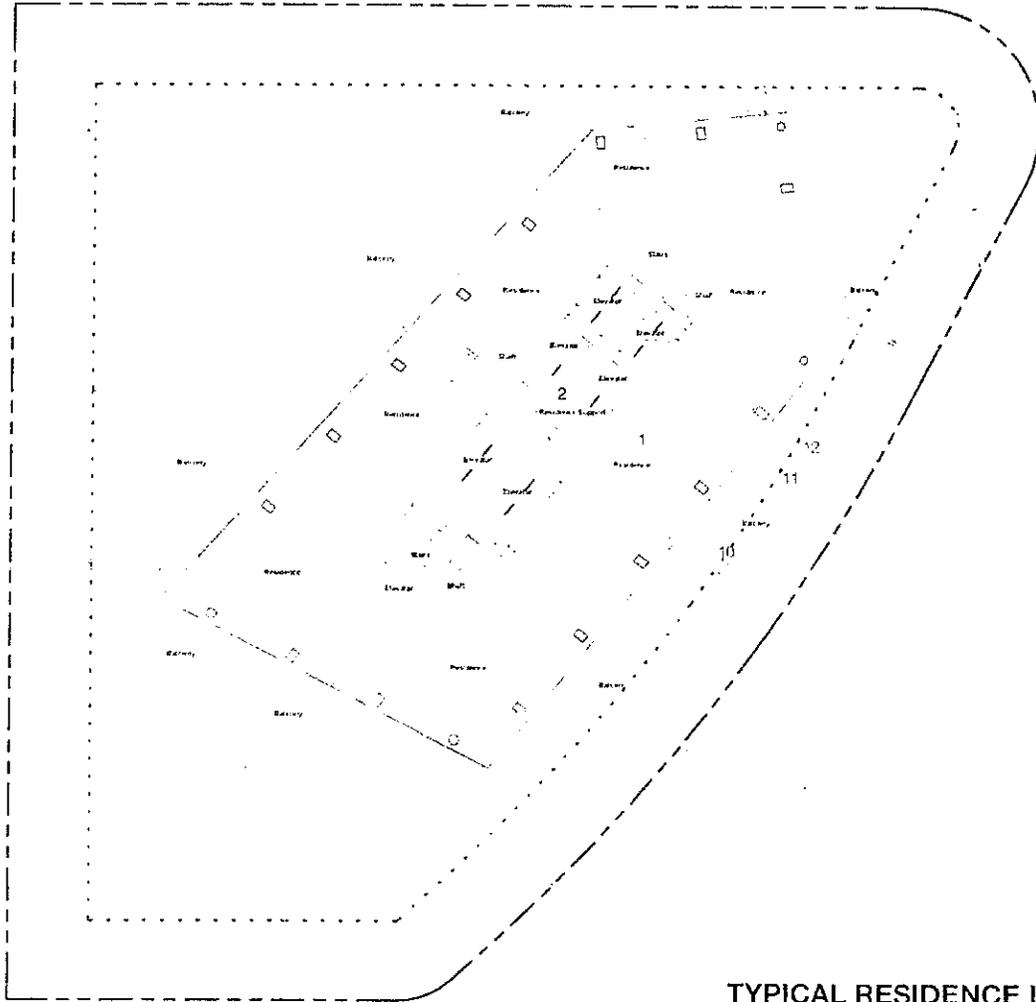
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT



MANA'OLANA CORPORATION



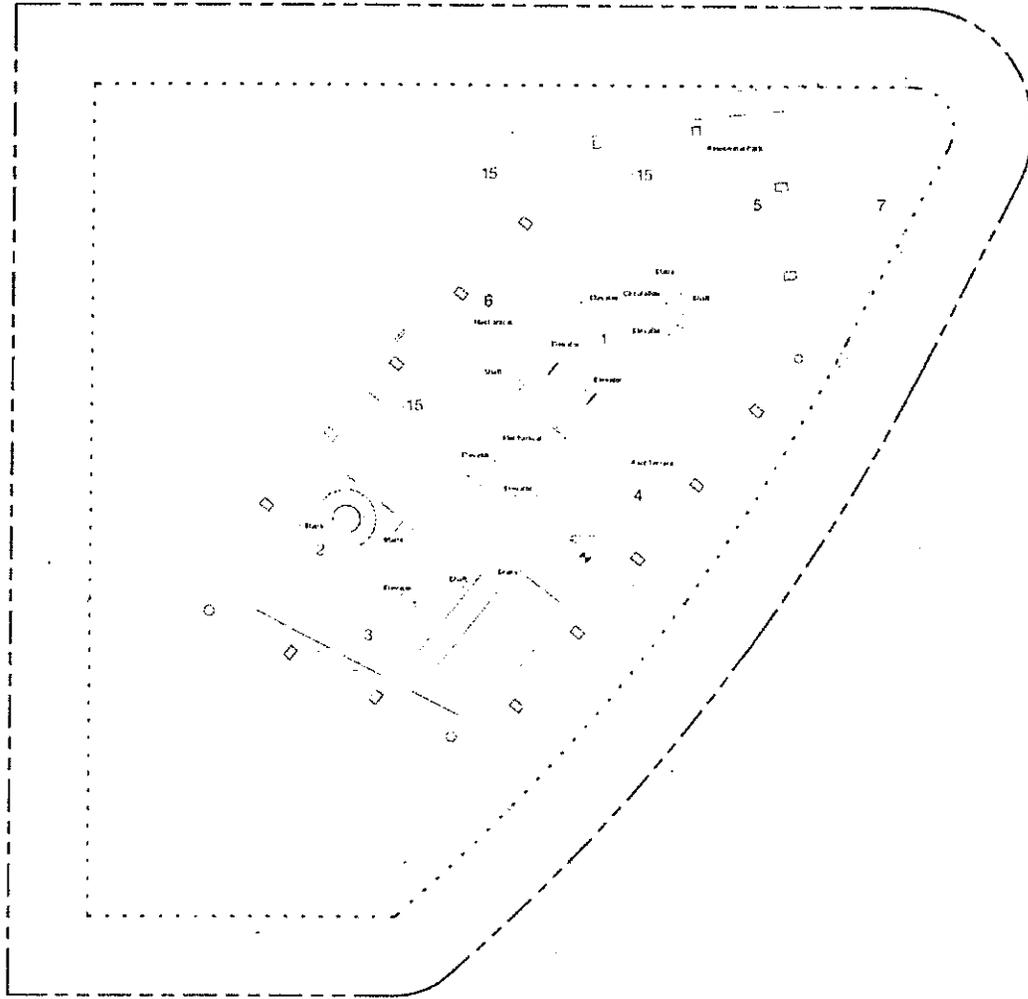
FLOOR PLANS



TYPICAL RESIDENCE LEVEL

EXHIBIT B-12

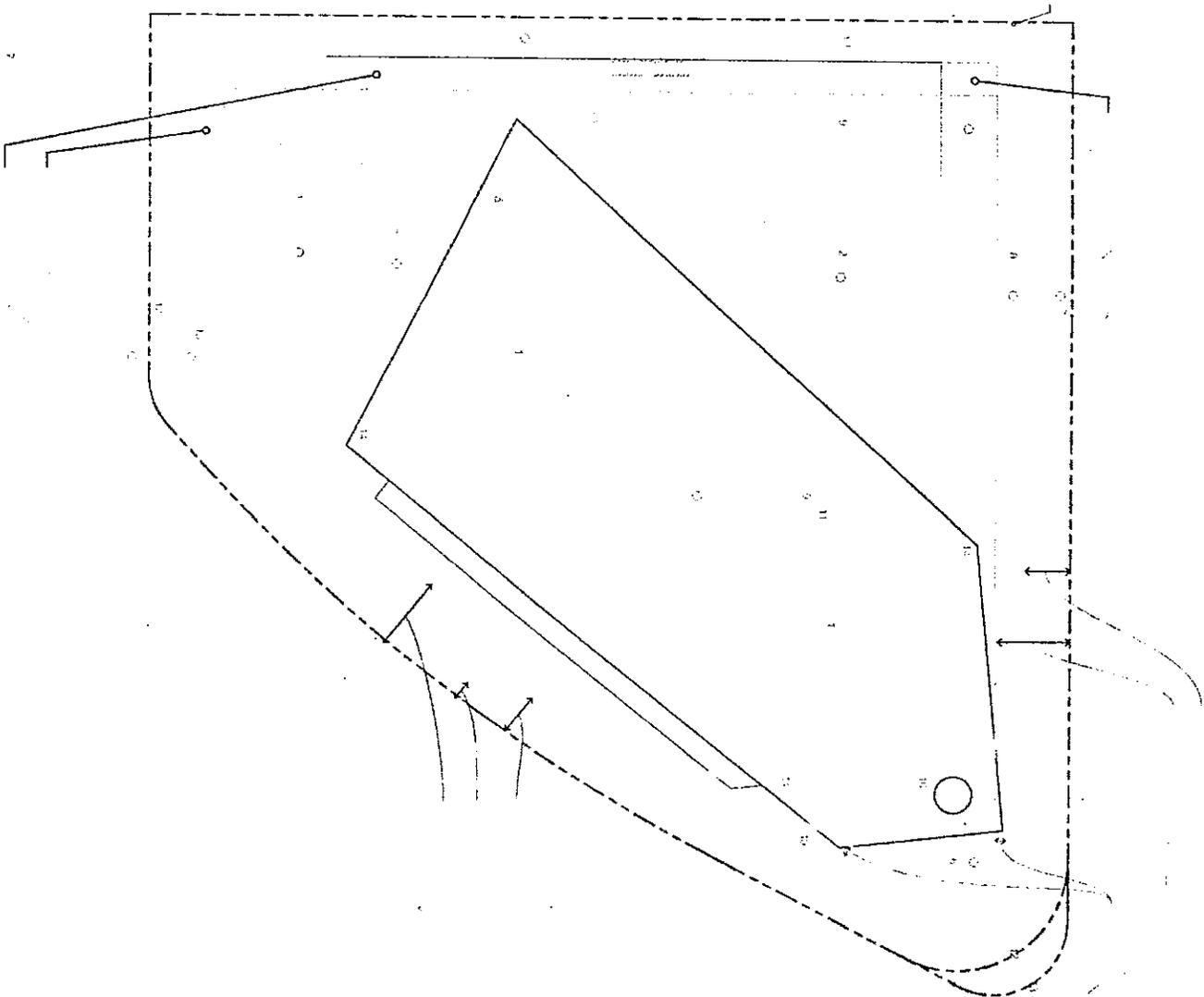




LEVEL 37 OUTDOOR ROOF TERRACE AND GARDE

EXHIBIT B-14





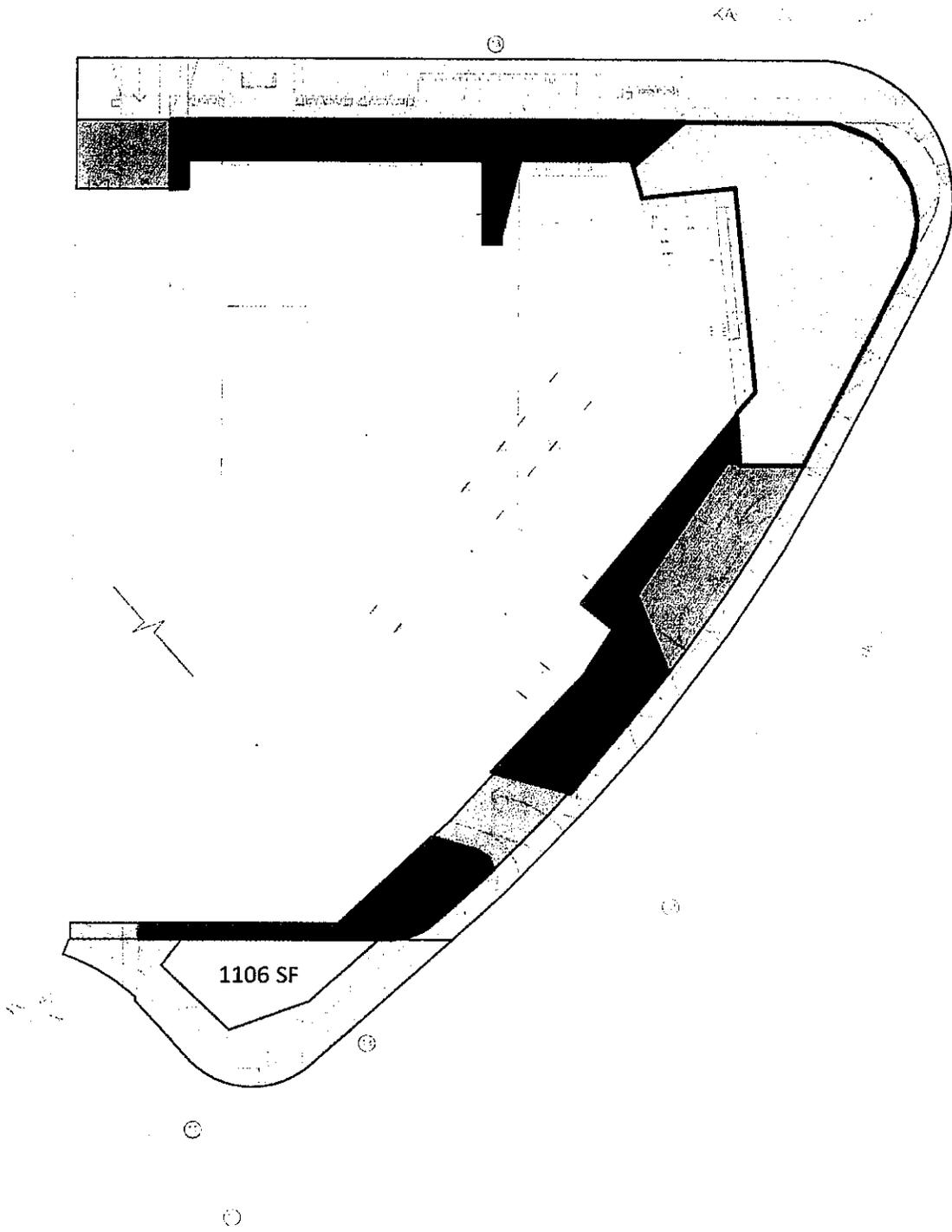
SITE SETBACKS

EXHIBIT B-15



MANA'OLA'ANA

1000 Kalia Road, Suite 100, Honolulu, HI 96813



COMMUNITY BENEFITS

EXHIBIT B-16

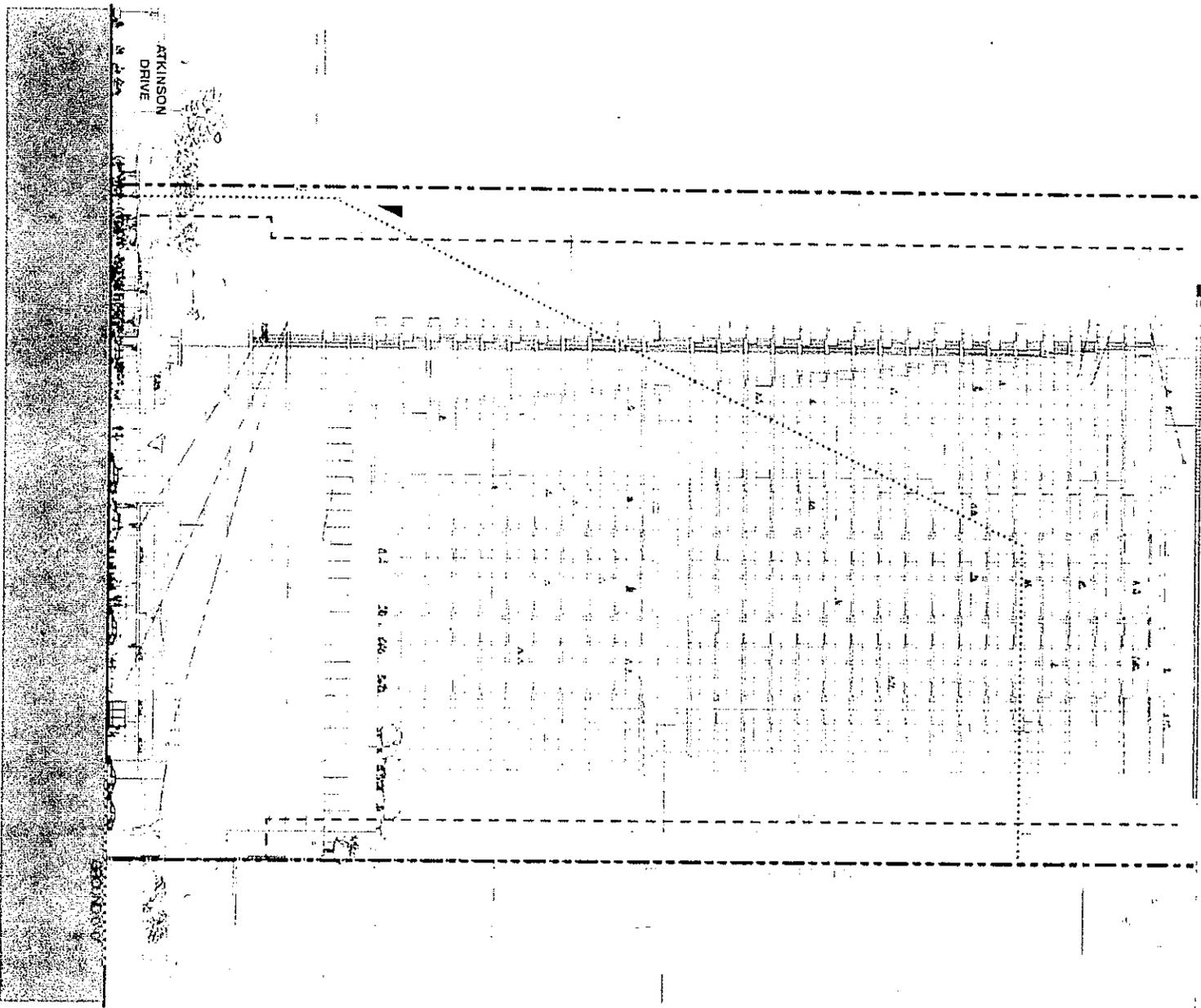


UNIVERSITY OF HAWAII



MANA'OLANA COMMUNITY CENTER





GENERAL NOTE

KAPIOLANI ELEVATION

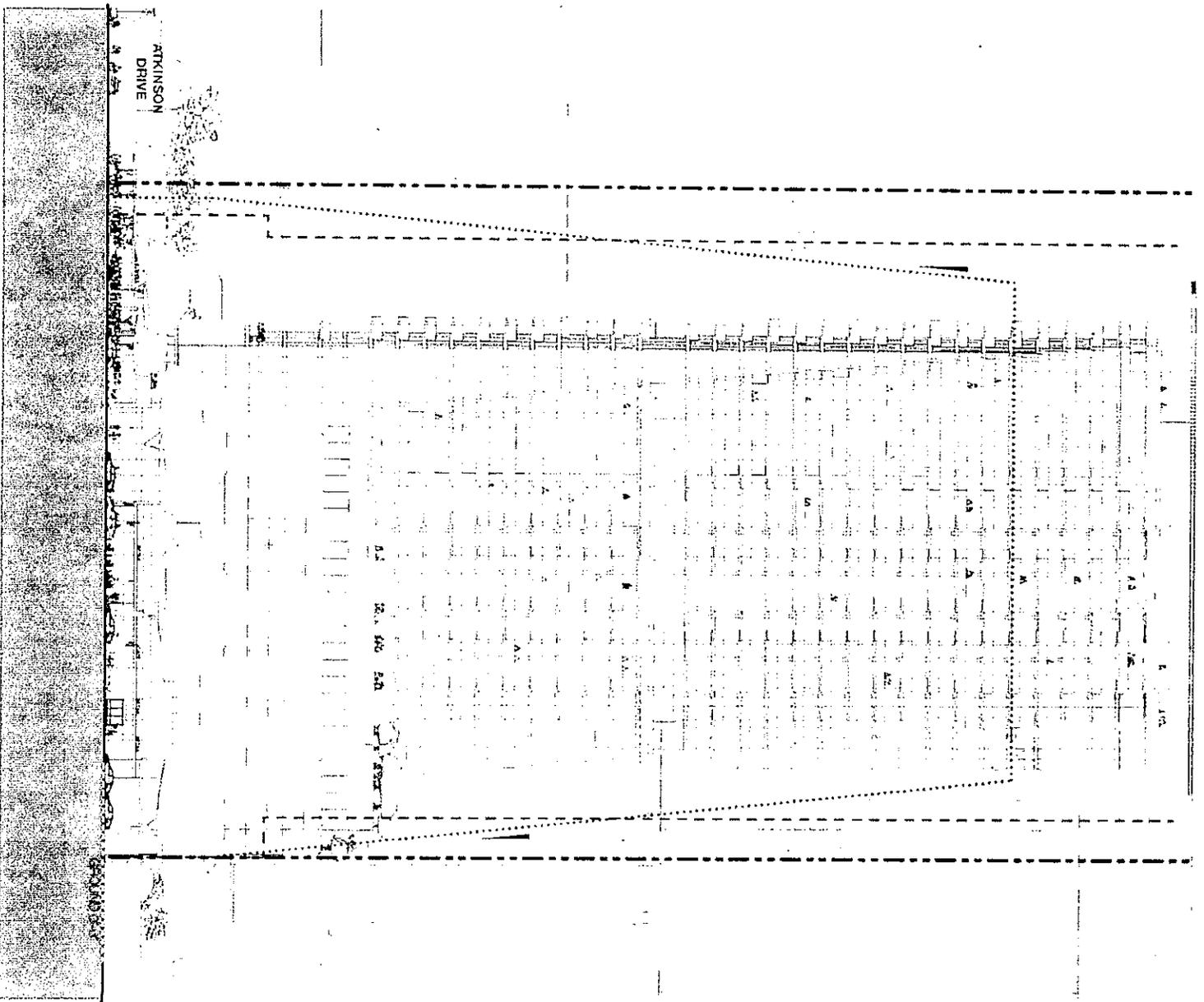
ATKINSON
DRIVE

0.1 20 40 60



EXHIBIT C-1

NEW LUO SETBACKS



KAPIOLANI ELEVATION
NEW LUO SETBACKS

EXHIBIT C-2



MANA OLAHA





EXHIBIT C-3

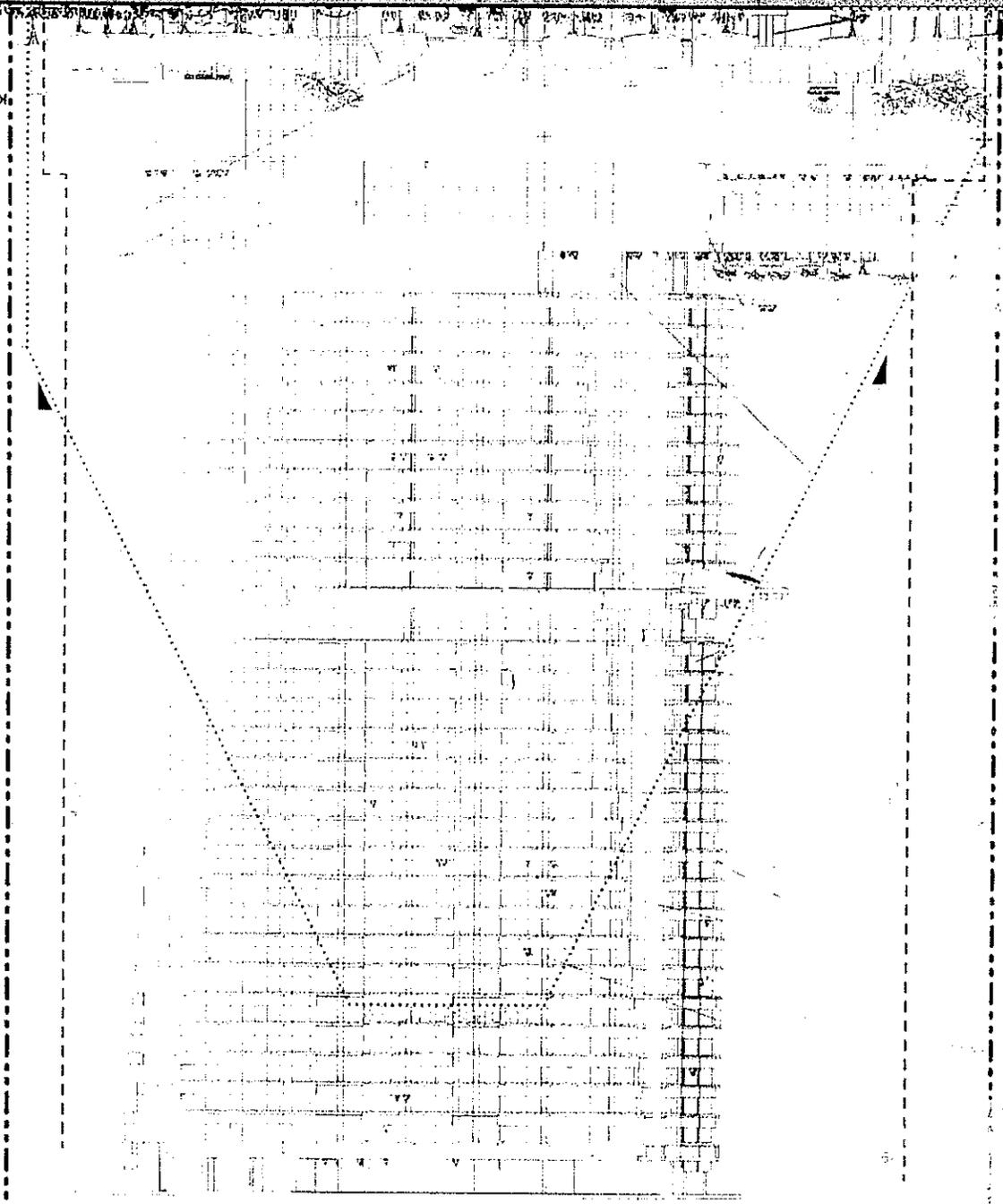
ATKINSON ELEVATION

GENERAL NOTE:



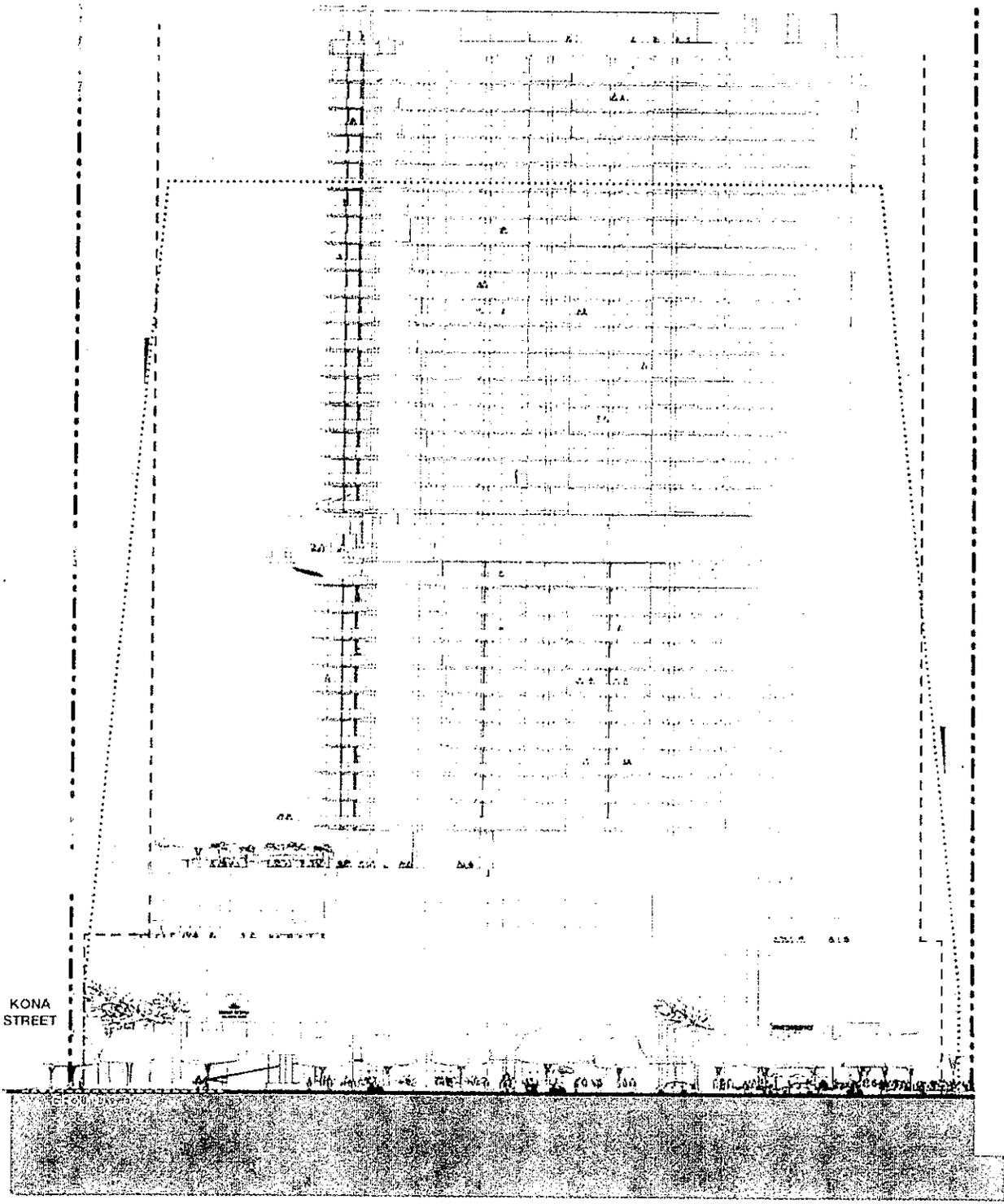
KAPOLANI
BLVD.

KONA
STREET



ELEVATIONS

NEW LUO
SETBACKS



ATKINSON ELEVATION
NEW LUO SETBACKS

EXHIBIT C-4



PLANNING DEPARTMENT



LONGITUDINAL SECTION

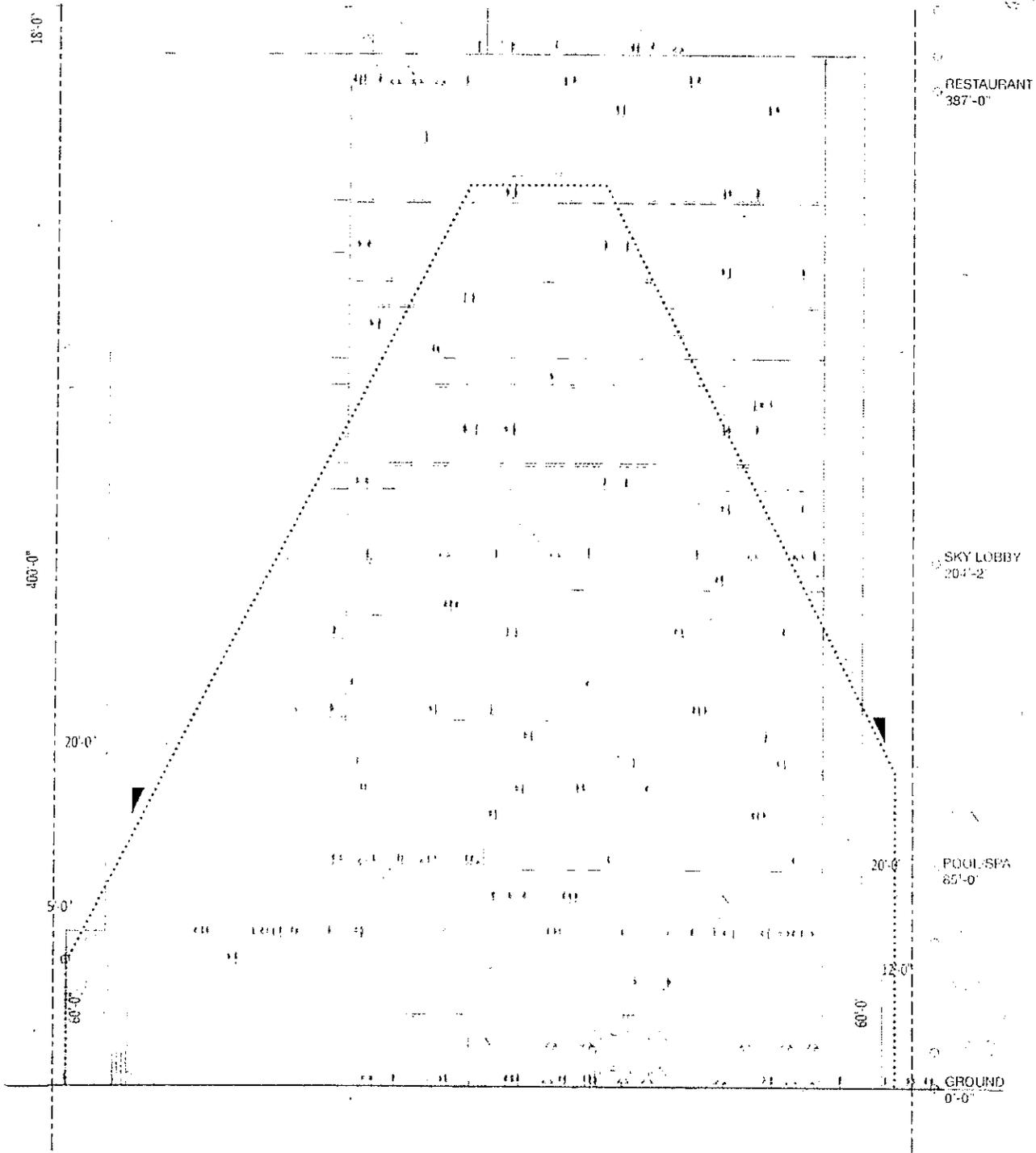


EXHIBIT C-5

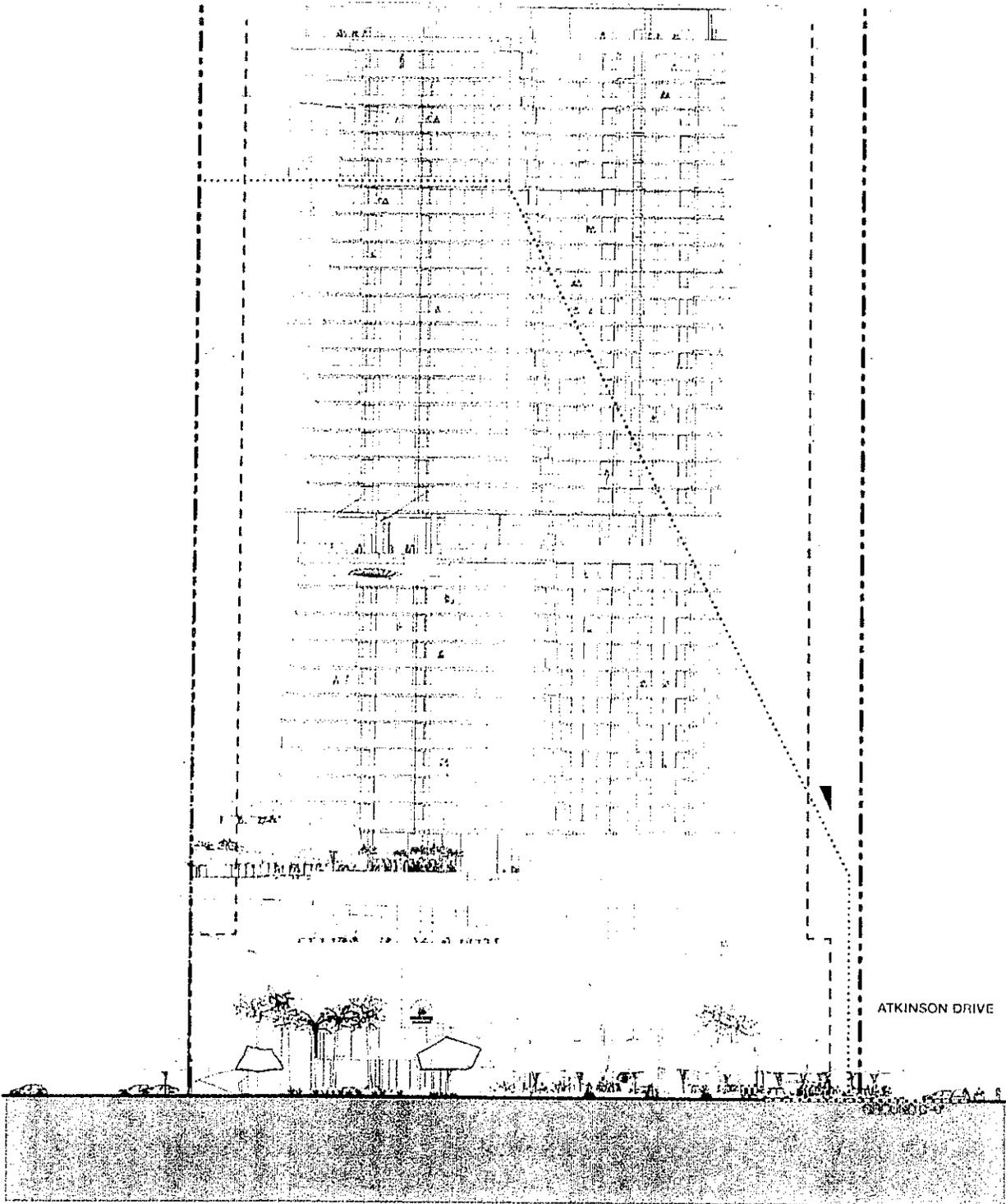


ALOKA UNIVERSITY



MANA'OLANA





GENERAL NOTE:

KONA ELEVATION

EXHIBIT C-6



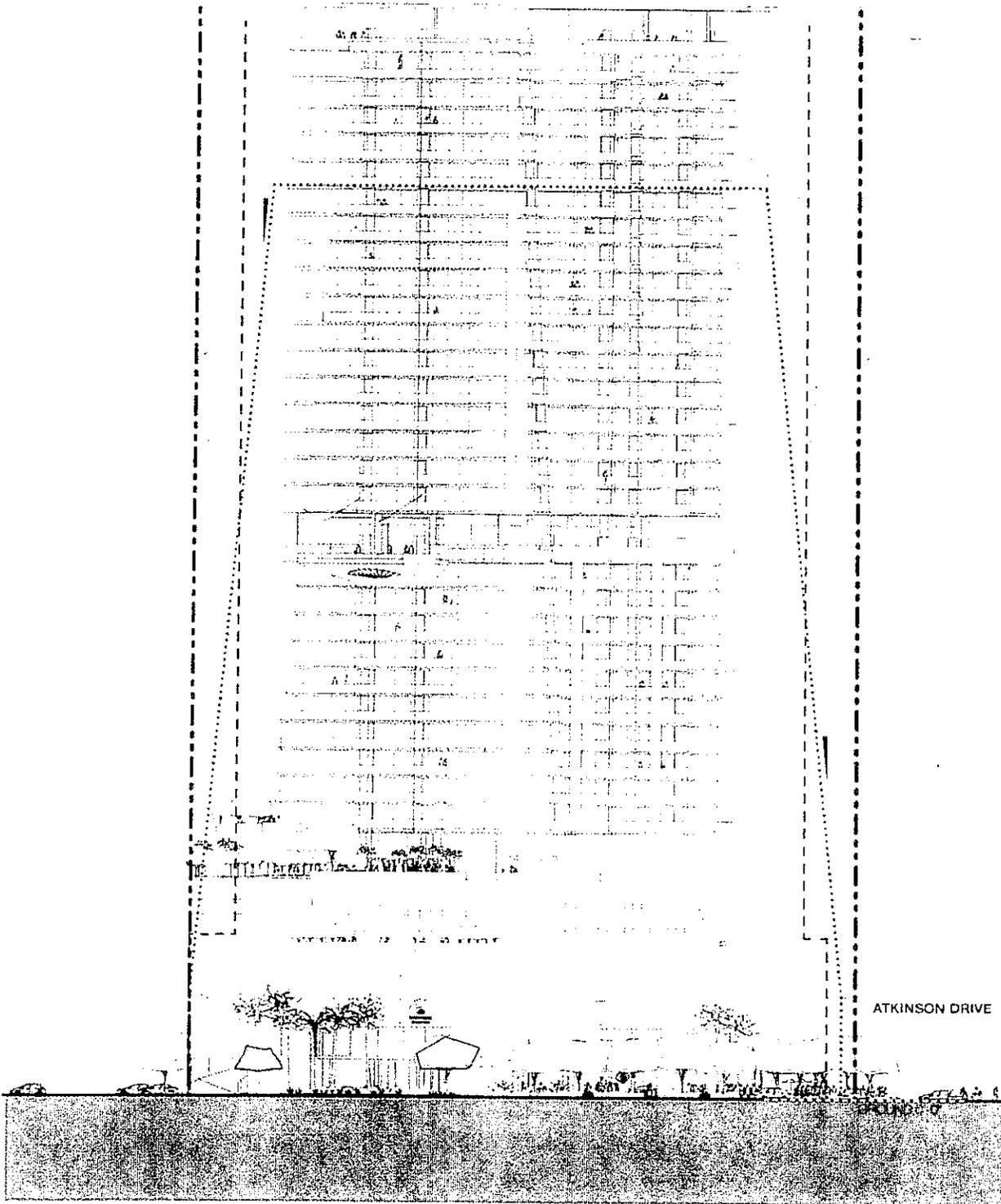
UNIVERSITY OF HAWAII



MANA OLANA

MANA OLANA IS A REGISTERED TRADEMARK OF THE UNIVERSITY OF HAWAII

NEW LUO
SETBACKS



KONA ELEVATION
NEW LUO SETBACKS

EXHIBIT C-7



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT



MANA OLANA: A COMMUNITY DEVELOPMENT AND ECONOMIC GROWTH STRATEGY

LUO ENVELOPE

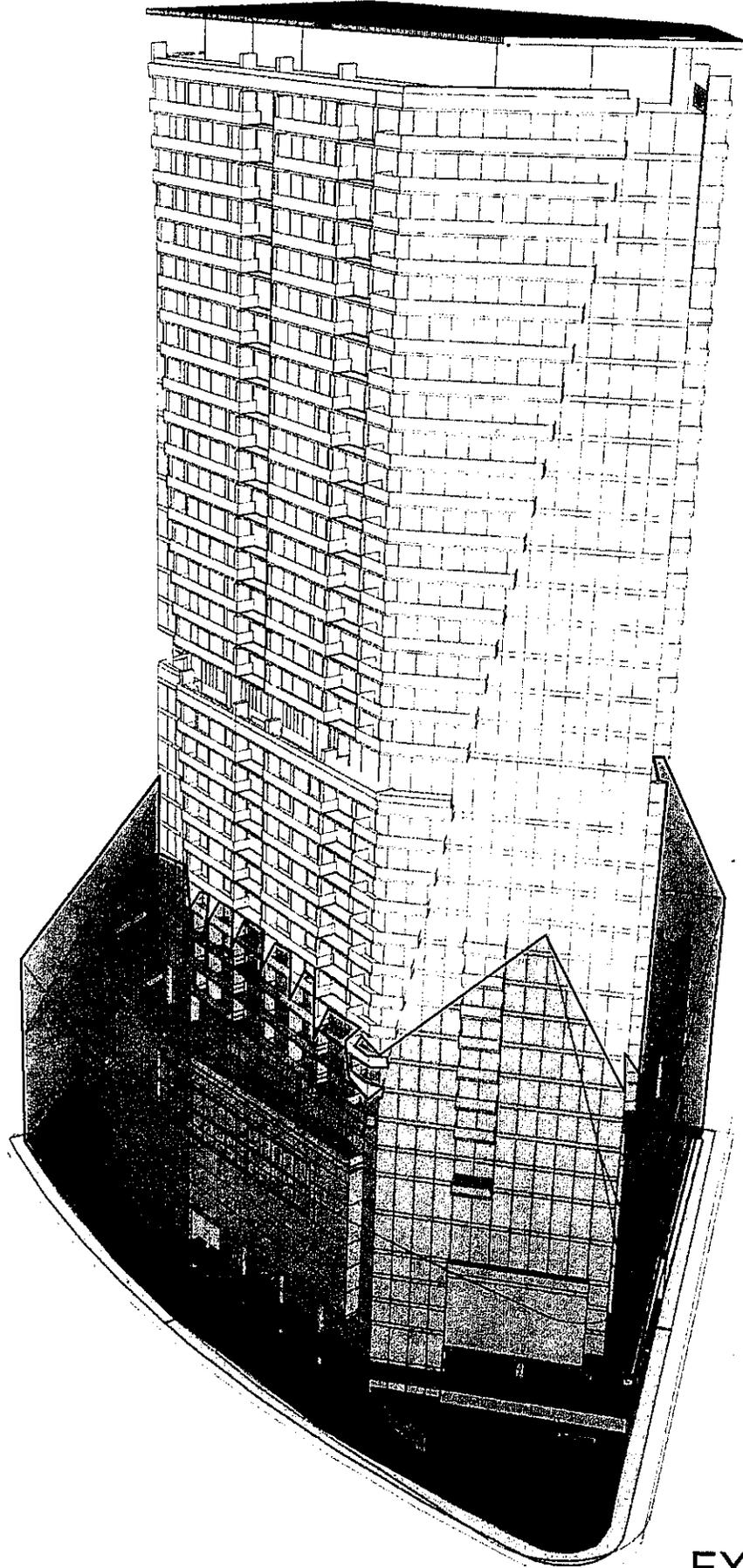


EXHIBIT C-8



UNIVERSITY OF HAWAII



MANA'OLANA

ELEVATORING DIAGRAM

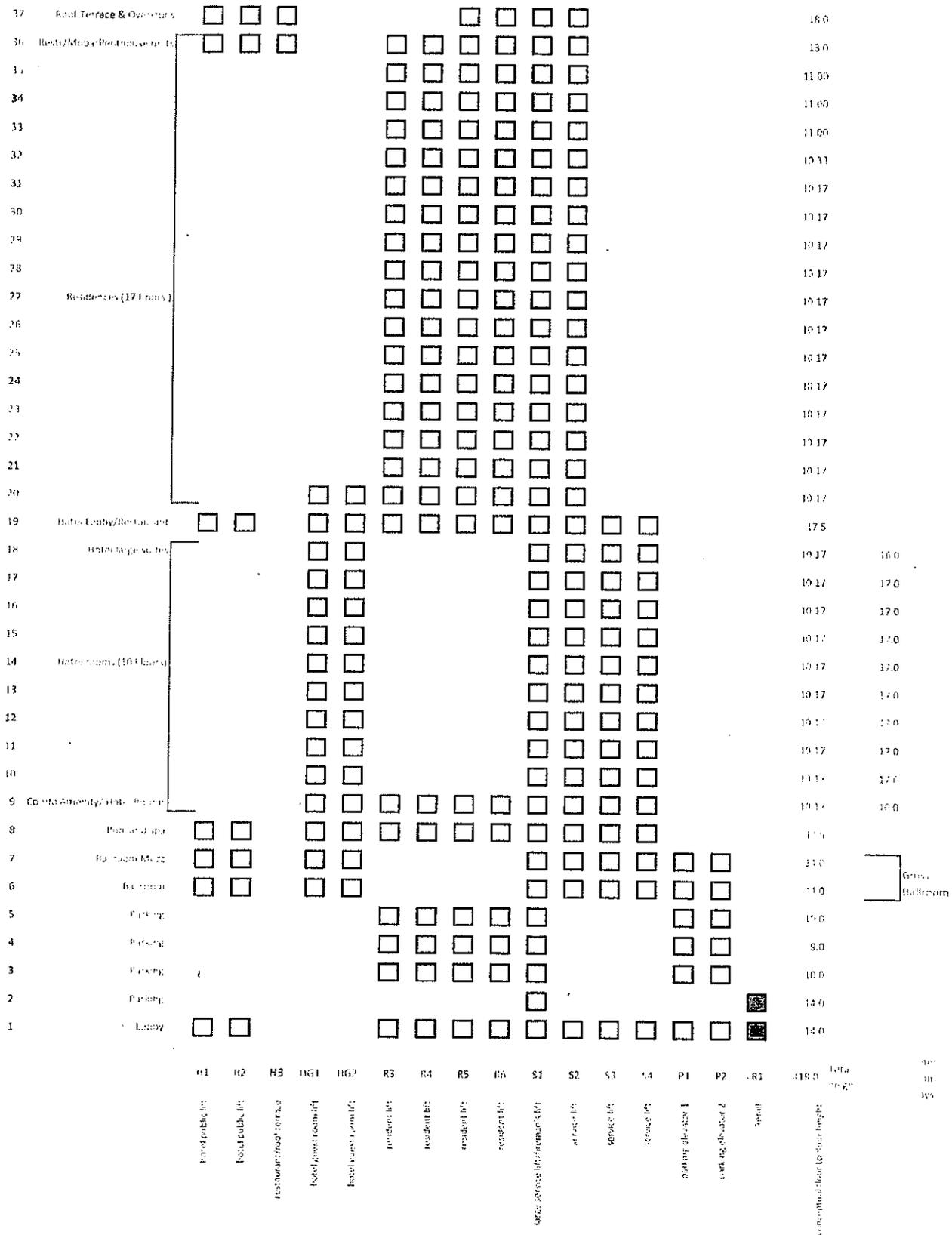
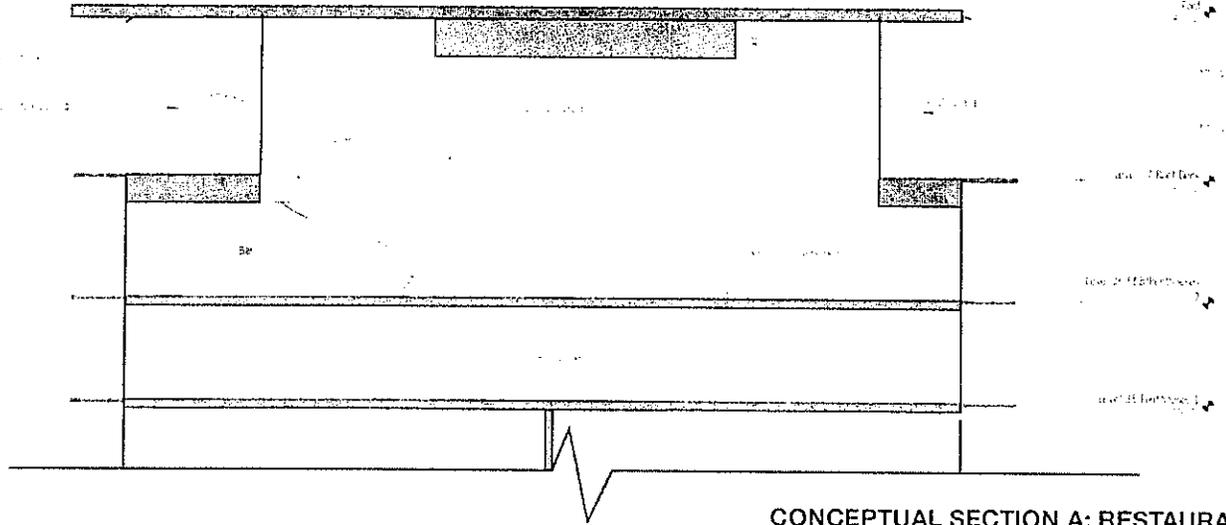


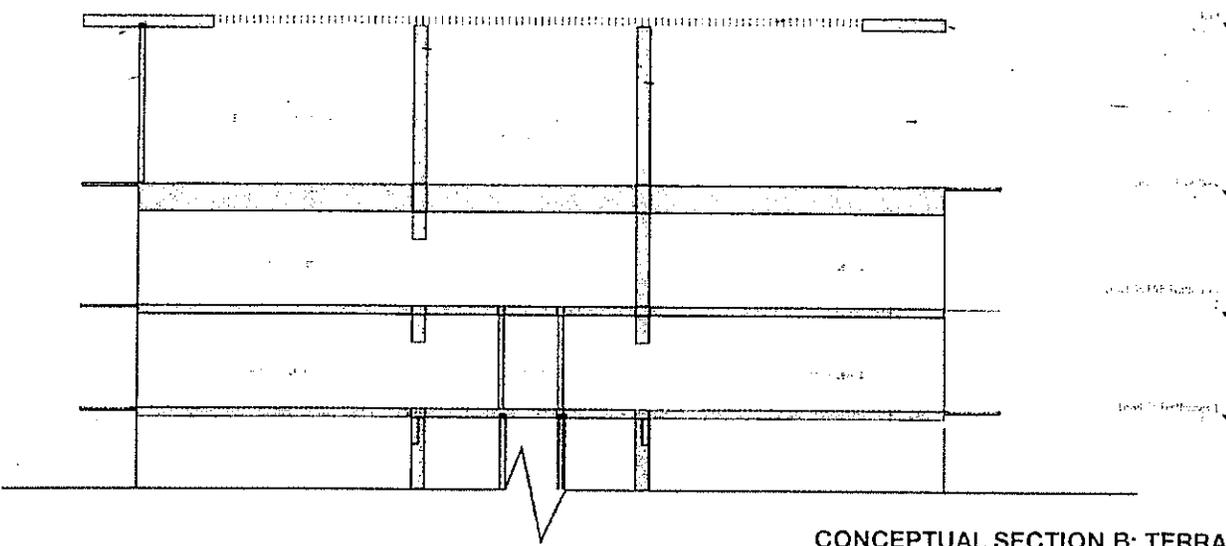
EXHIBIT C-9



ROOF DETAIL SECTIONS



CONCEPTUAL SECTION A: RESTAURANT



CONCEPTUAL SECTION B: TERRACE

EXHIBIT C-10



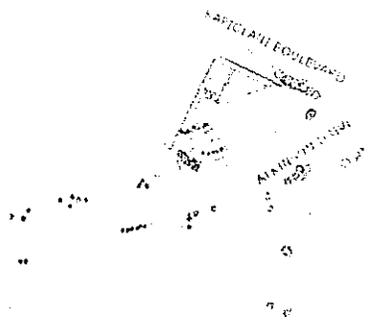


MISSISSIPPI



SHADOW STUDY FOR THE UNIVERSITY OF MISSISSIPPI CONVENTION CENTER

EXHIBIT D-1



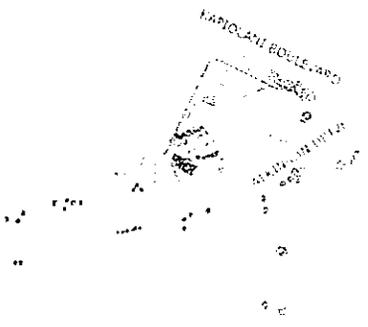
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MARCH 21 12.00P



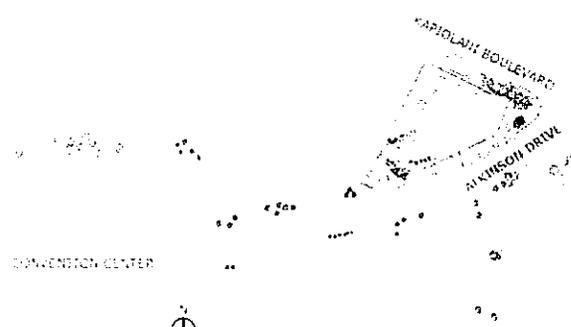
MARCH 21 3.00P



JUNE 21 9.00A



JUNE 21 12.00P



JUNE 21 3.00P

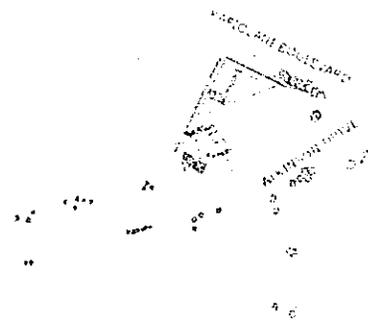
SHADOW STUDY



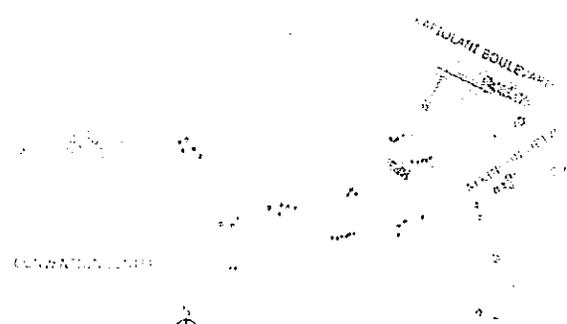
MINNESOTA



MINNESOTA DEPARTMENT OF TRANSPORTATION



SEPTEMBER 21 9.00A



SEPTEMBER 21 12.00P



SEPTEMBER 21 3.00P



DECEMBER 21 9.00A



DECEMBER 21 12.00P



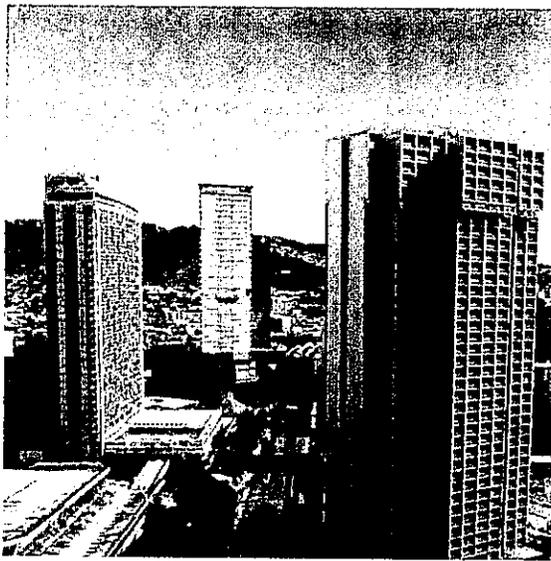
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EXHIBIT D-2

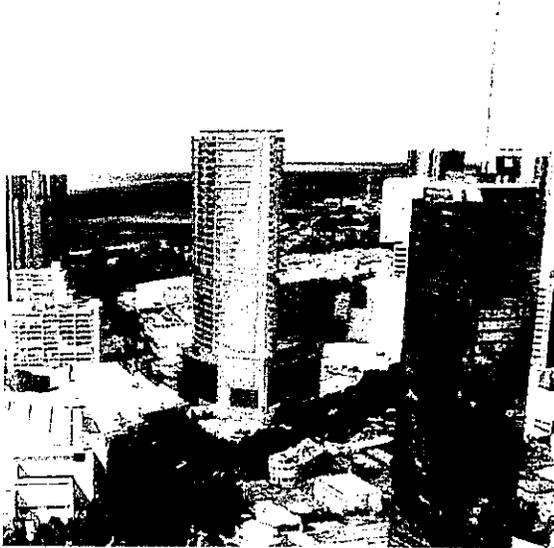
SHADOW STUDY



VIEW FROM NORTH



VIEW FROM WEST



VIEW FROM EAST



VIEW FROM SOUTH



VIEW FROM NORTH

EXHIBIT D-3





MANA OLANA

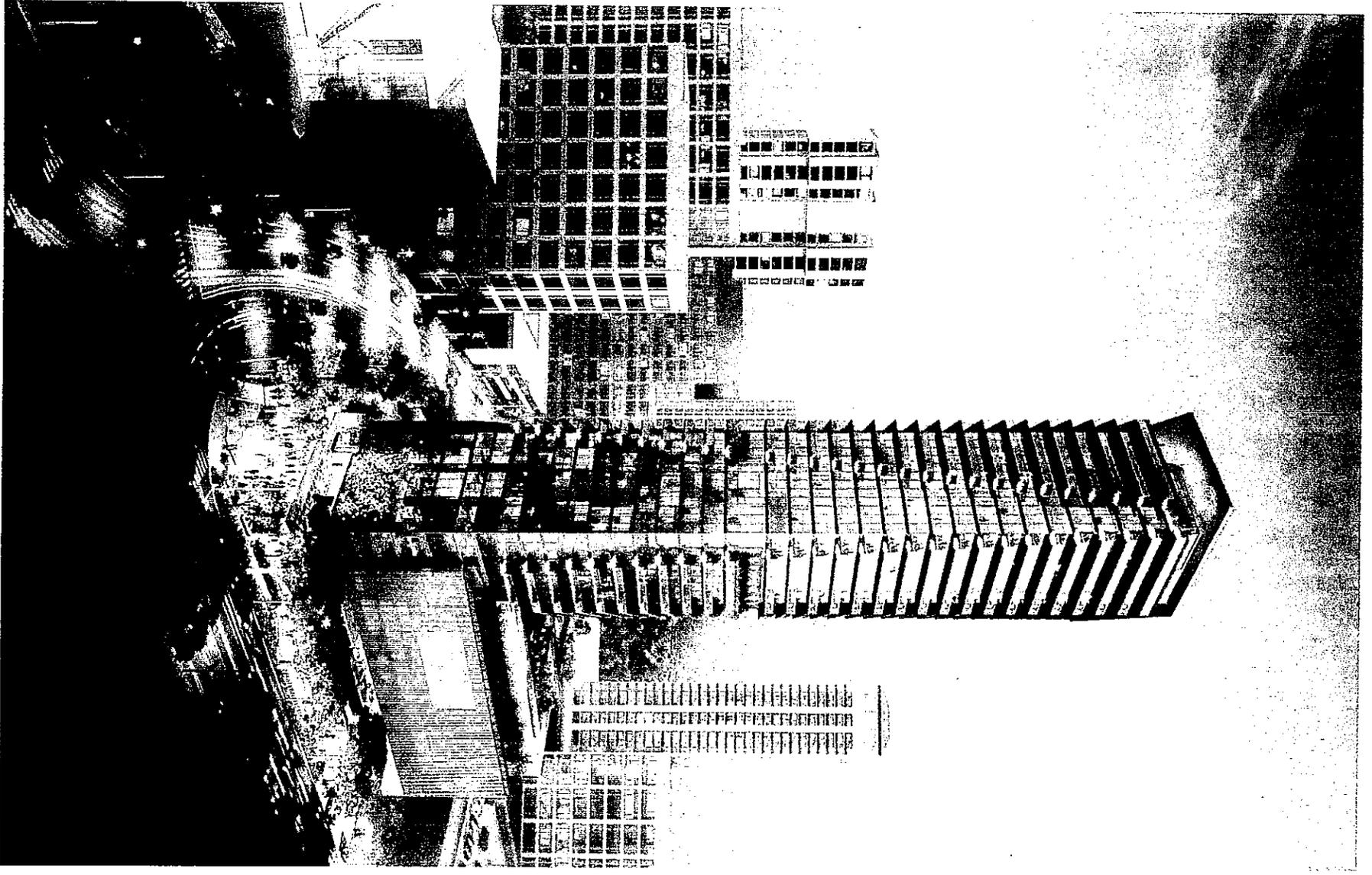


EXHIBIT D-4

PERSPECTIVE FROM EAST



UNIVERSITY OF HAWAII
MĀNOA
3 1 00

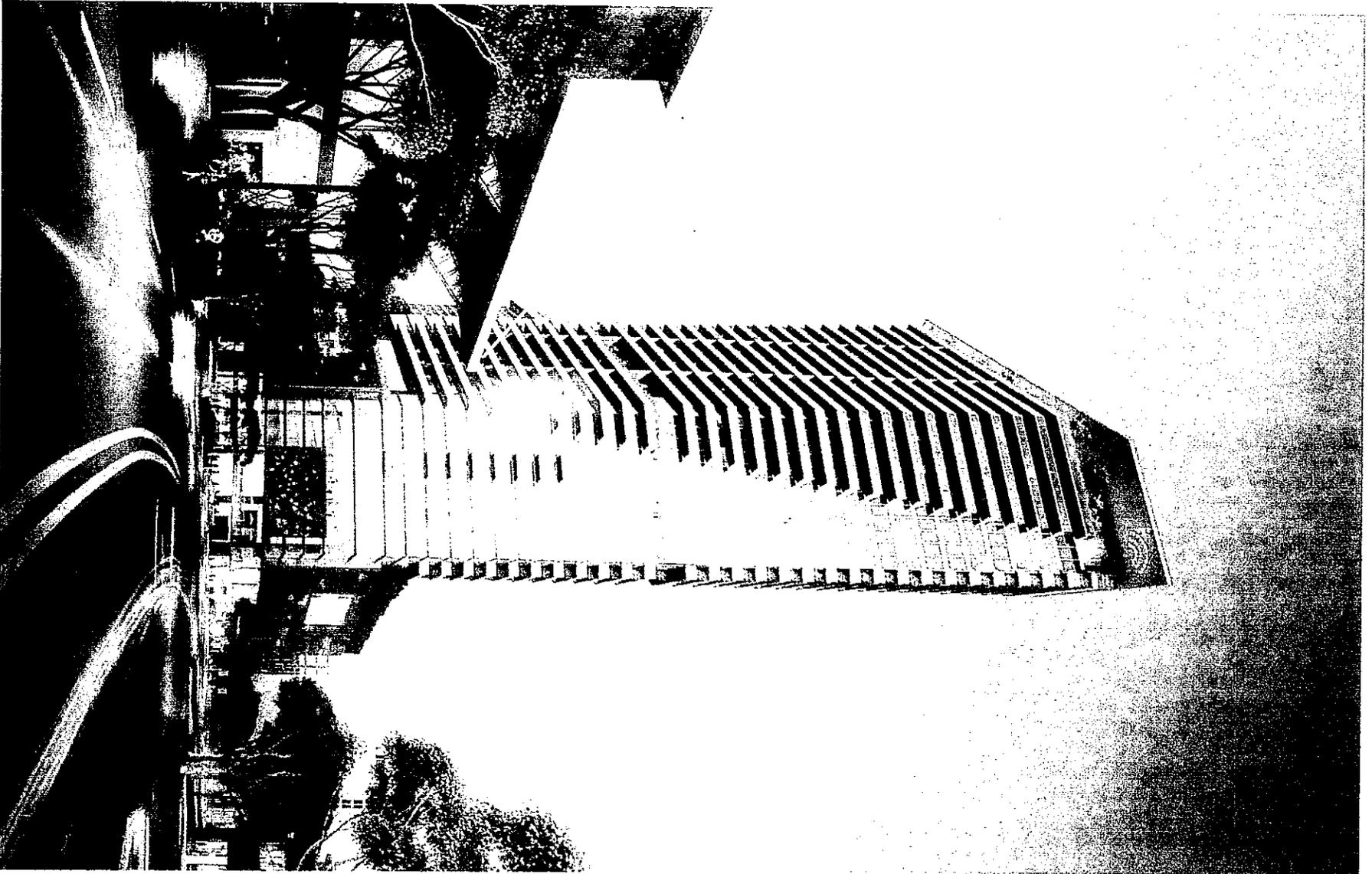


EXHIBIT D-5

PERSPECTIVE FROM KAPIOLANI



MANA OLANA
3000 KAPIOLANI BLVD, SUITE 3000, HONOLULU, HI 96861

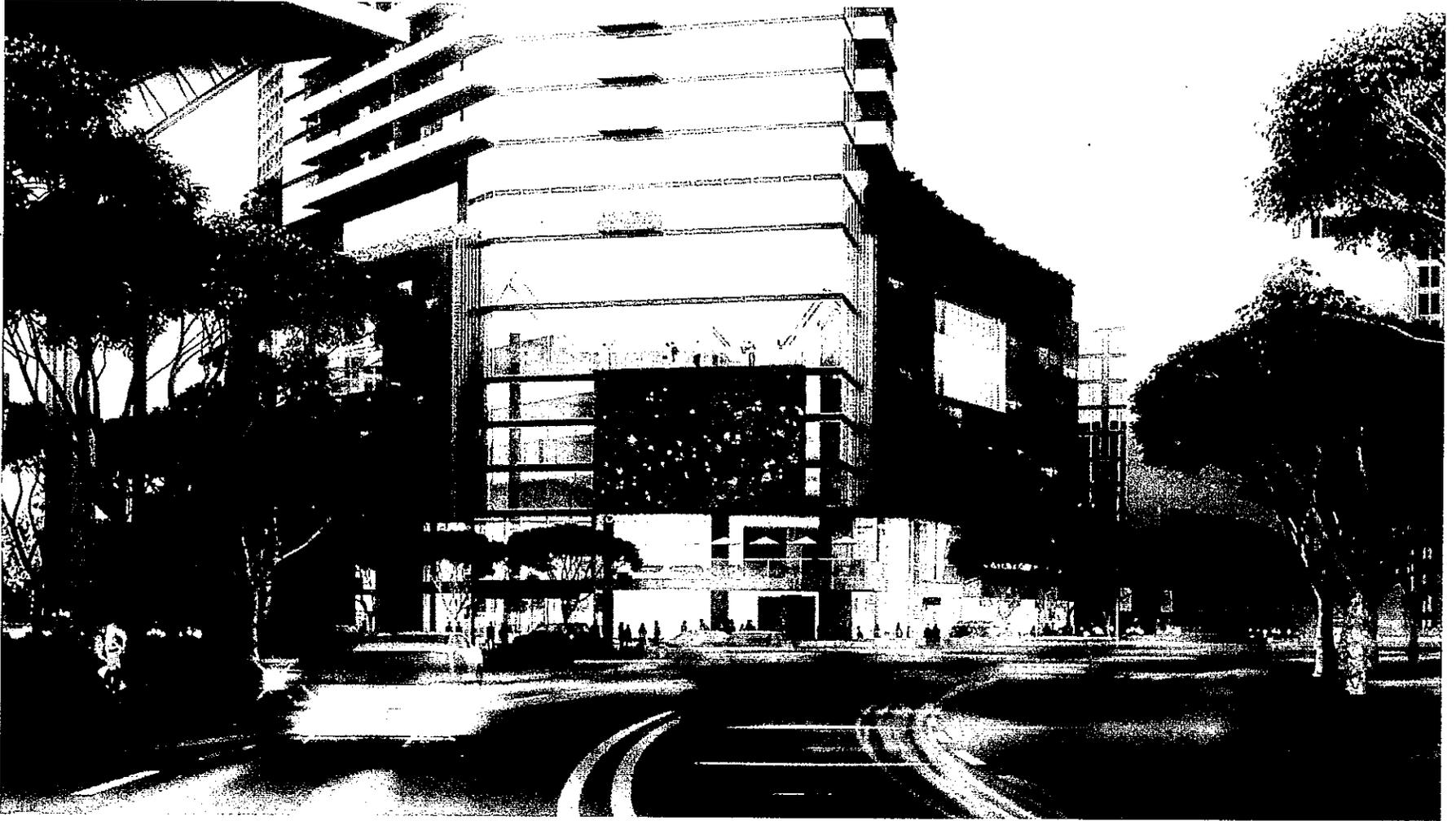
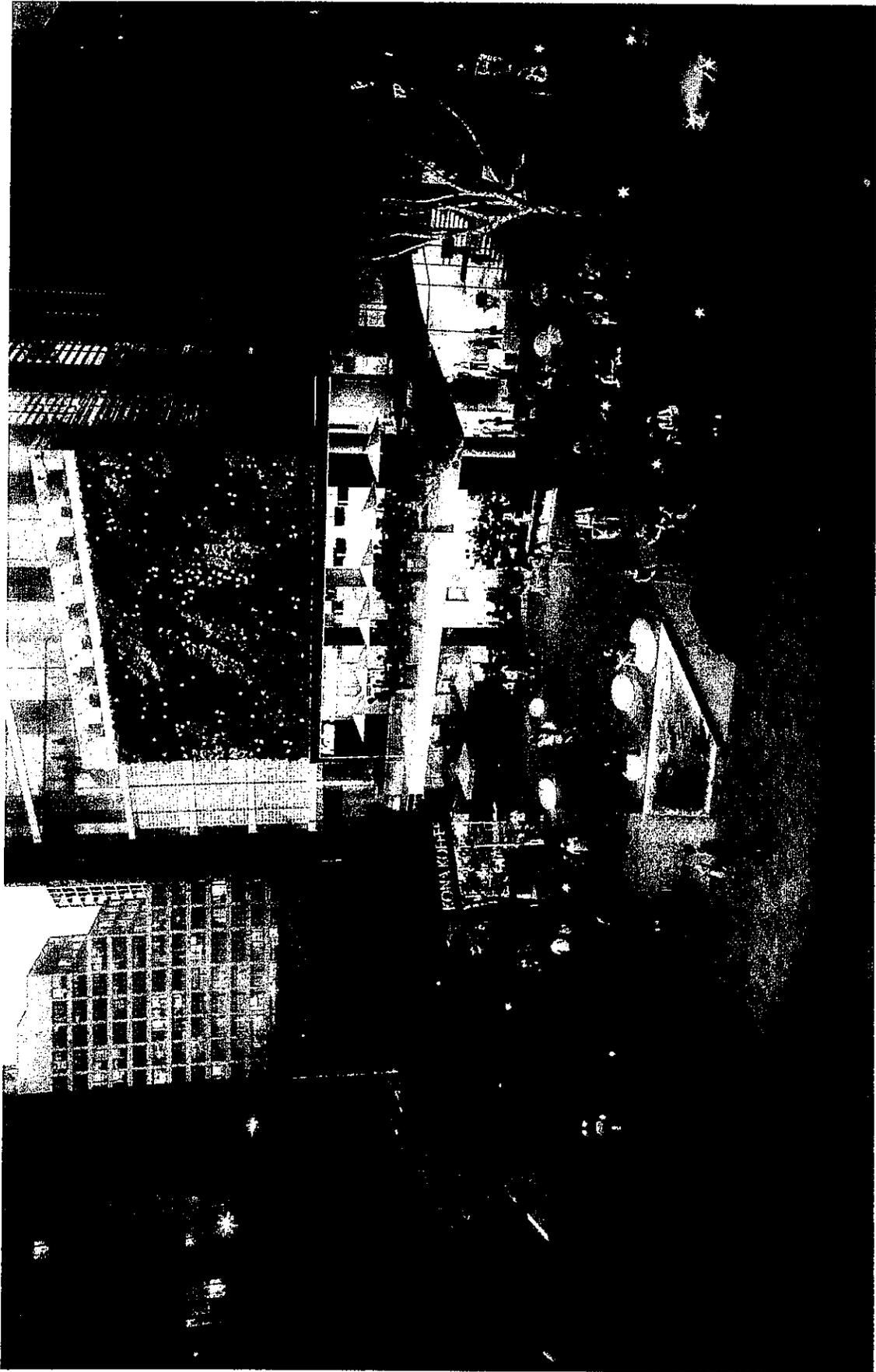


EXHIBIT D-6

PERSPECTIVE FROM KAPIOLANI



PLAZA PERSPECTIVE

EXHIBIT D-7



CITY OF HONOLULU



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT



MANA OLANA

2015 HONOLULU CITY PLAN



PERSPECTIVE FROM ATKINSON

EXHIBIT D-8



MANA'OLANA PROJECT | HONOLULU, HI



PERSPECTIVE FROM WEST

EXHIBIT D-9



CITY OF HONOLULU



MANA OLANA

100 SOUTH KING STREET, SUITE 1000, HONOLULU, HI 96813



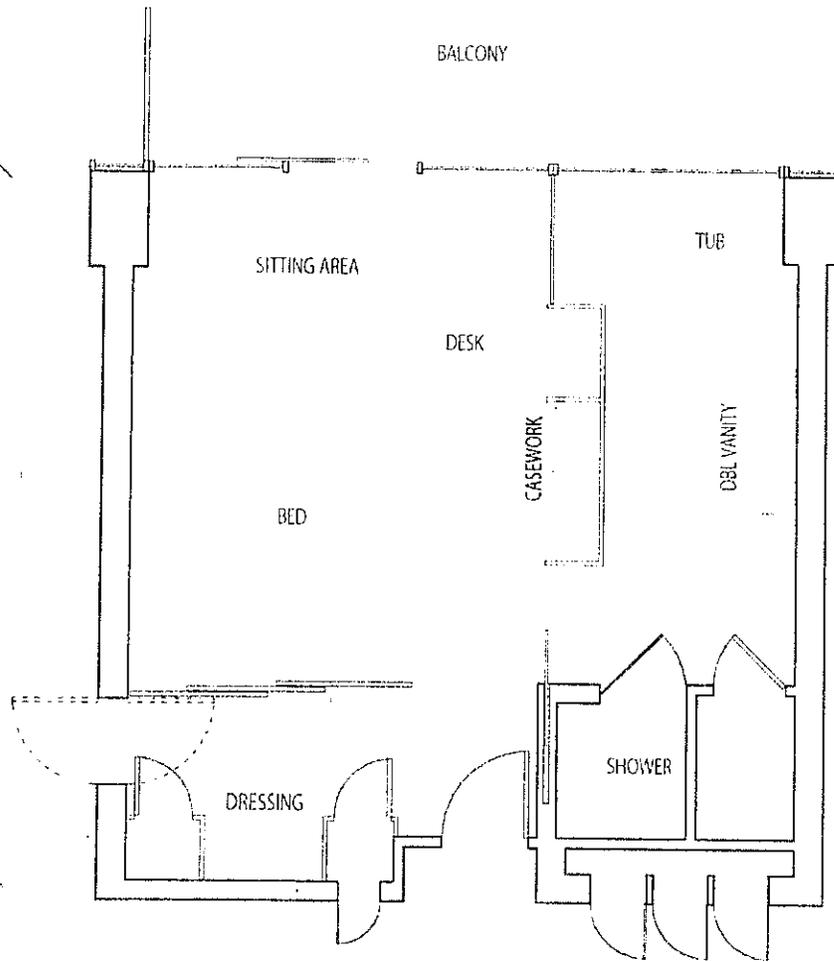
ATKINSON STREETSCAPE FROM ABOVE

EXHIBIT D-10



City of Honolulu, Department of Planning and Economic Development, 311

GUEST ROOM CHARACTER



CONCEPTUAL TYPICAL GUEST ROOM

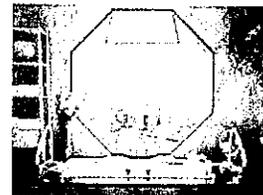
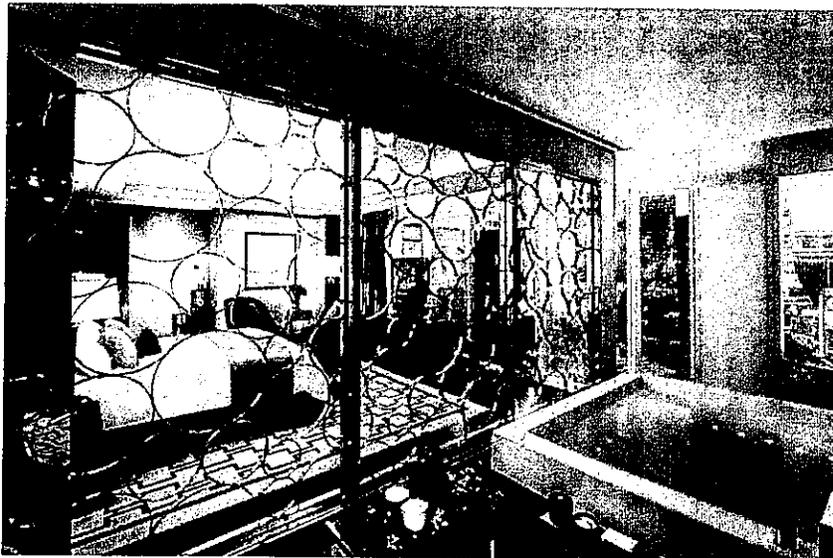


EXHIBIT D-11



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