



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

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



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:

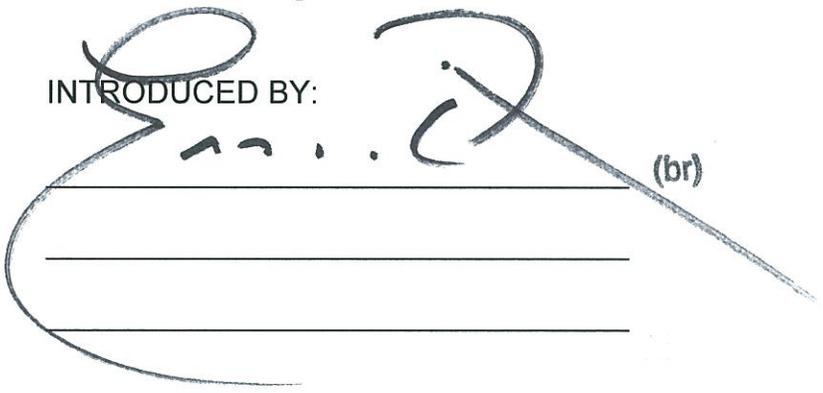
- A. The Project concept, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public;
- B. The requested Project boundaries and requested flexibility with respect to development standards and use regulations are consistent with the objectives of Transit-Oriented 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:

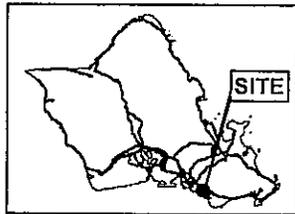
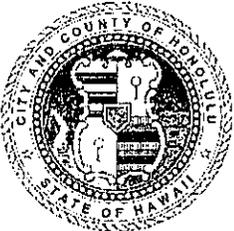
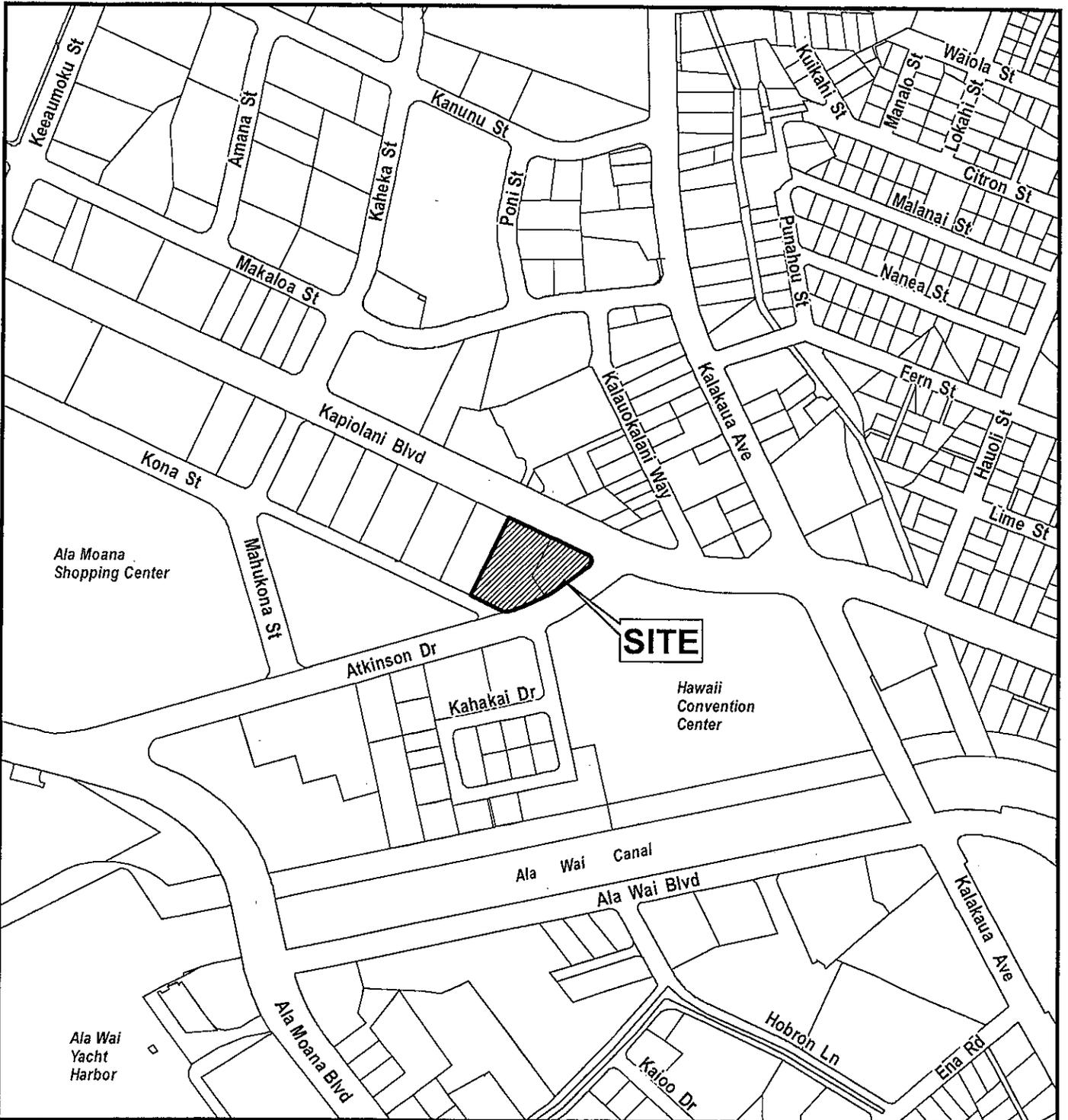
 (br)

DATE OF INTRODUCTION:

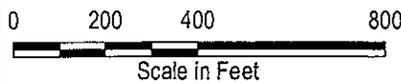
JUL 7 2016

Honolulu, Hawaii

Councilmembers



VICINITY MAP

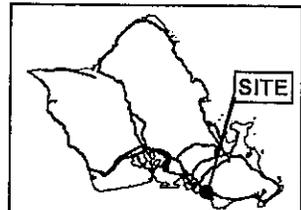
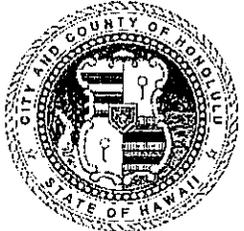
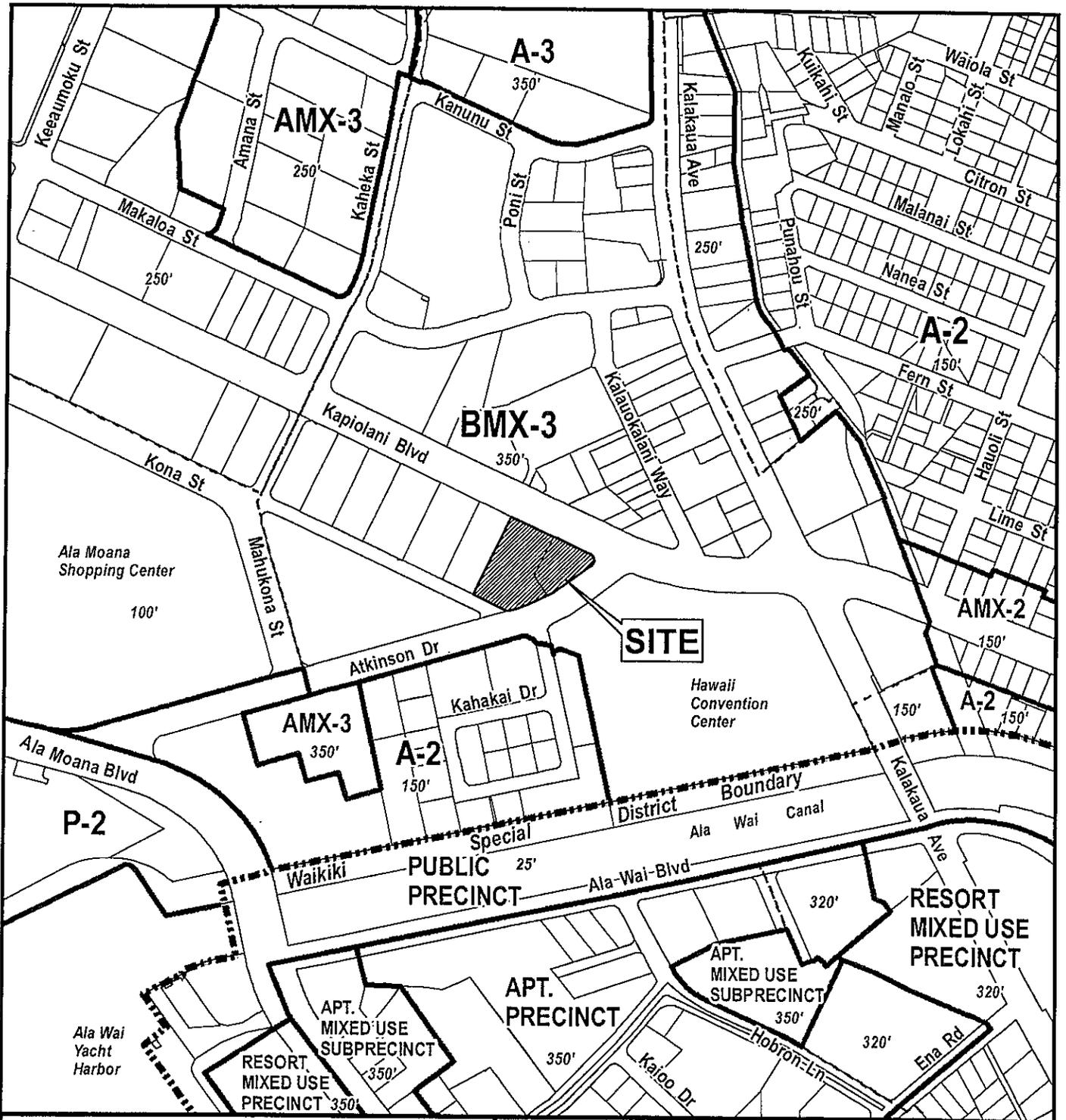


**LOCATION MAP
ALA MOANA**

EXHIBIT A-1

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

FOLDER NO.: 2016/SDD-23



VICINITY MAP



Scale in Feet

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

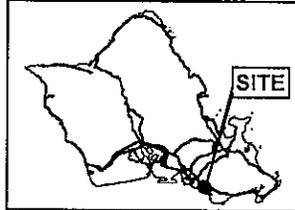
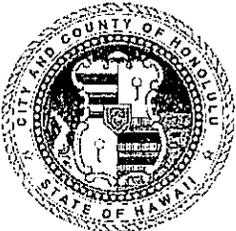
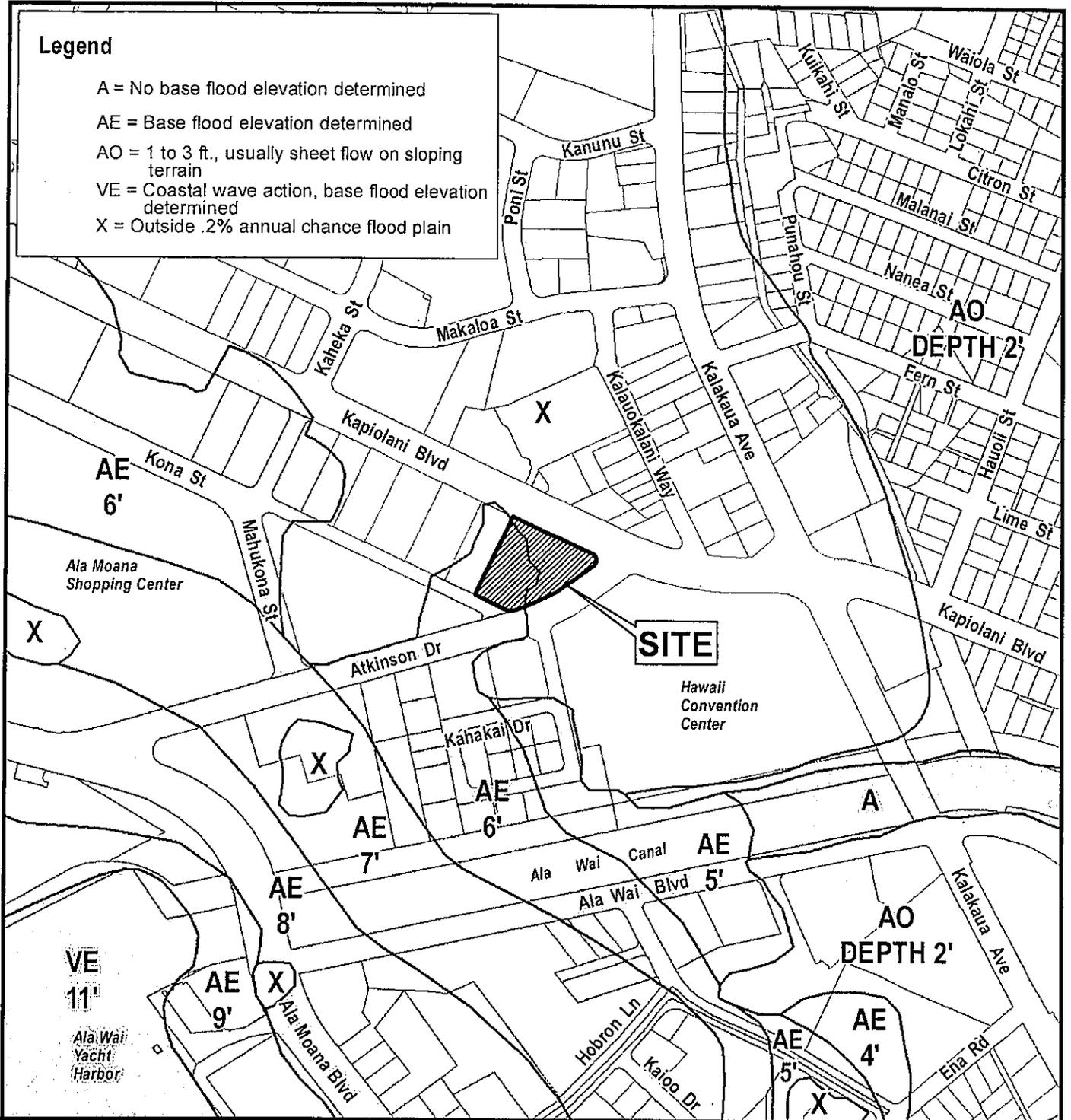
EXHIBIT A-2

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

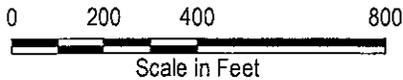
FOLDER NO.: 2016/SDD-23

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

KAPIOLANI

BLVD

BOULEVARD

DEMOLITION PLAN

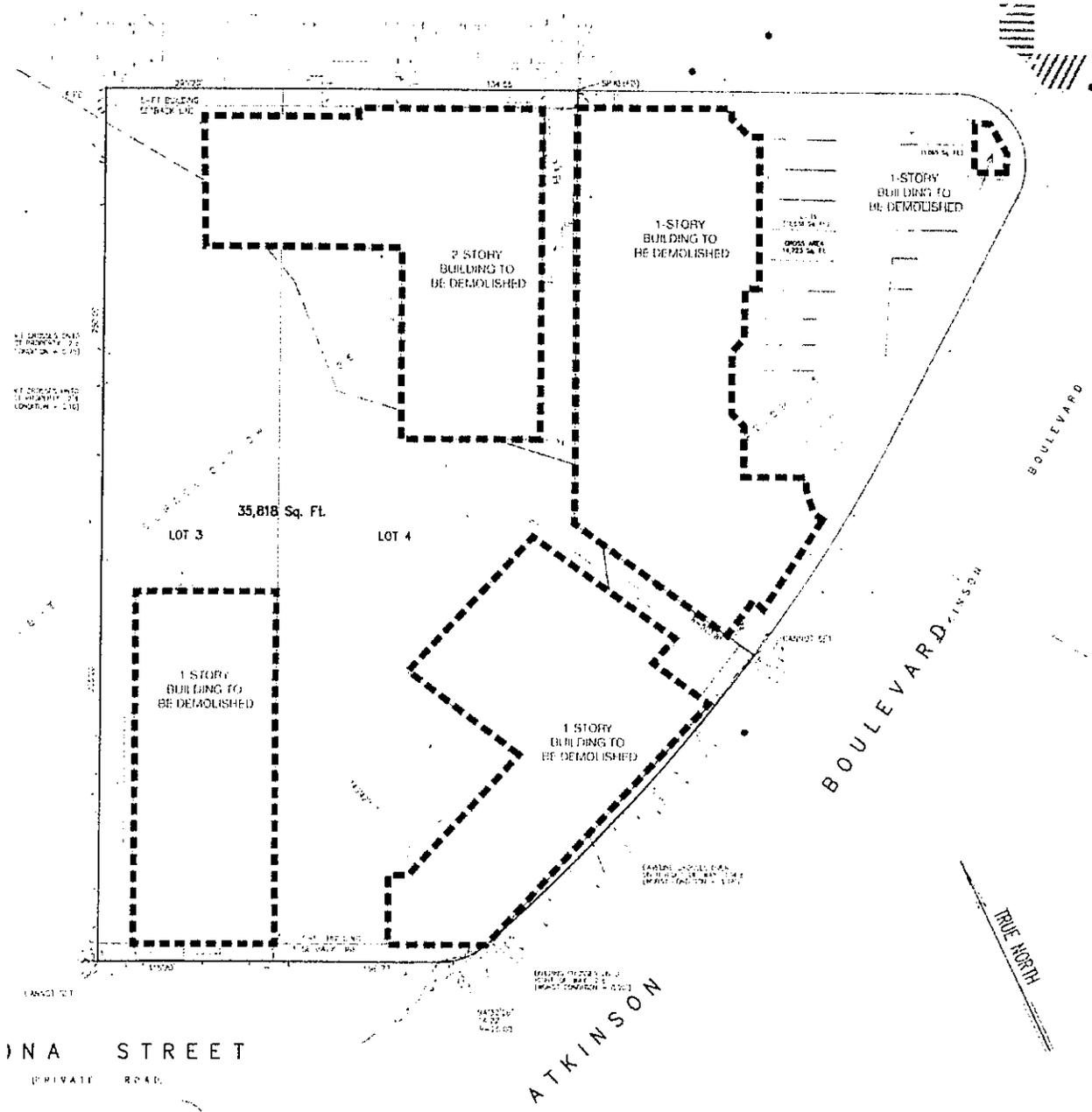


EXHIBIT A-4



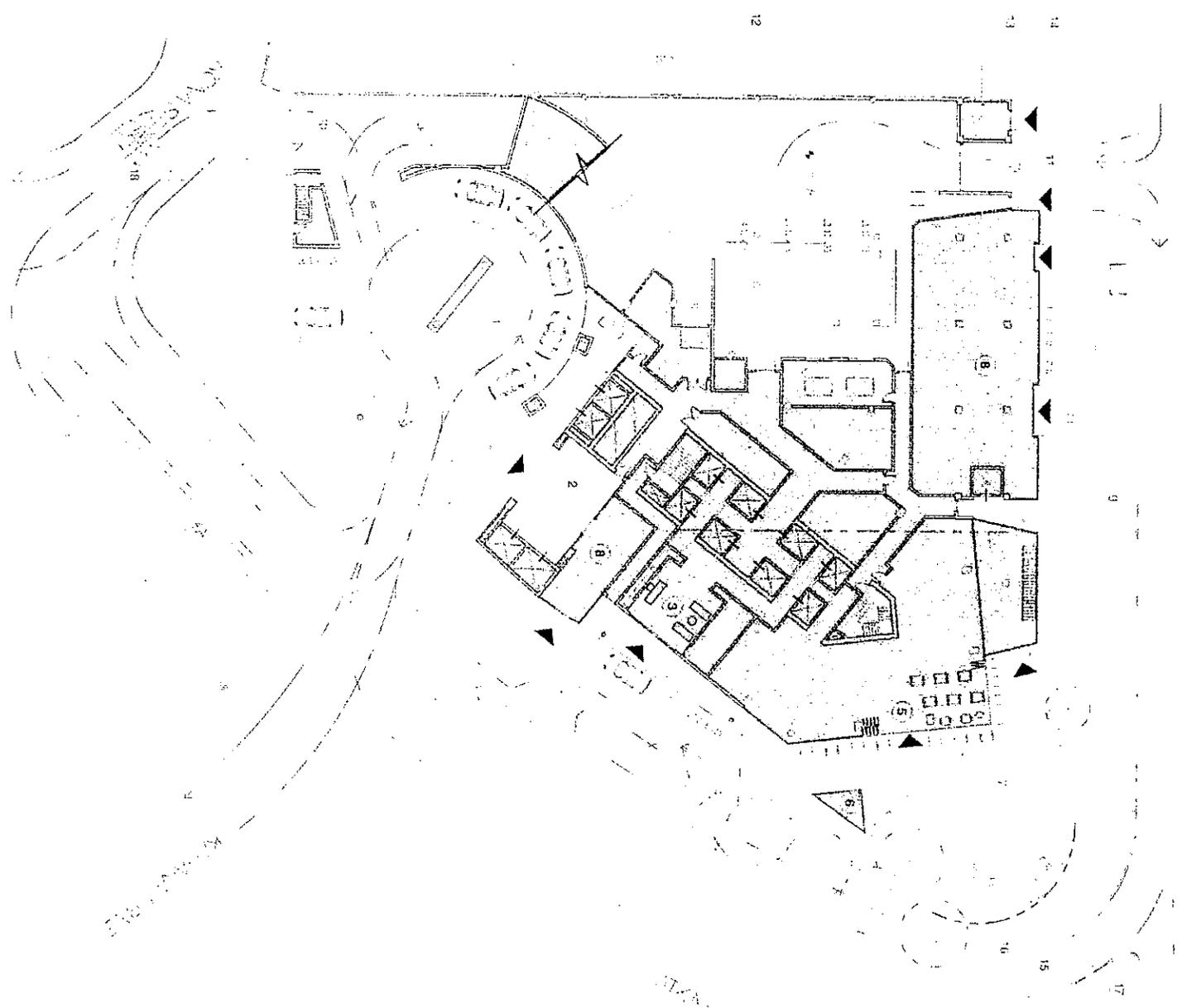
PLANNING DEPARTMENT



DATE: 11/11/2011

TIME: 11:58:00 AM





SITE PLAN

EXHIBIT B-1



MIAMI
 CITY OF MIAMI

APPROVED FOR THE CITY OF MIAMI

LANDSCAPE PLAN

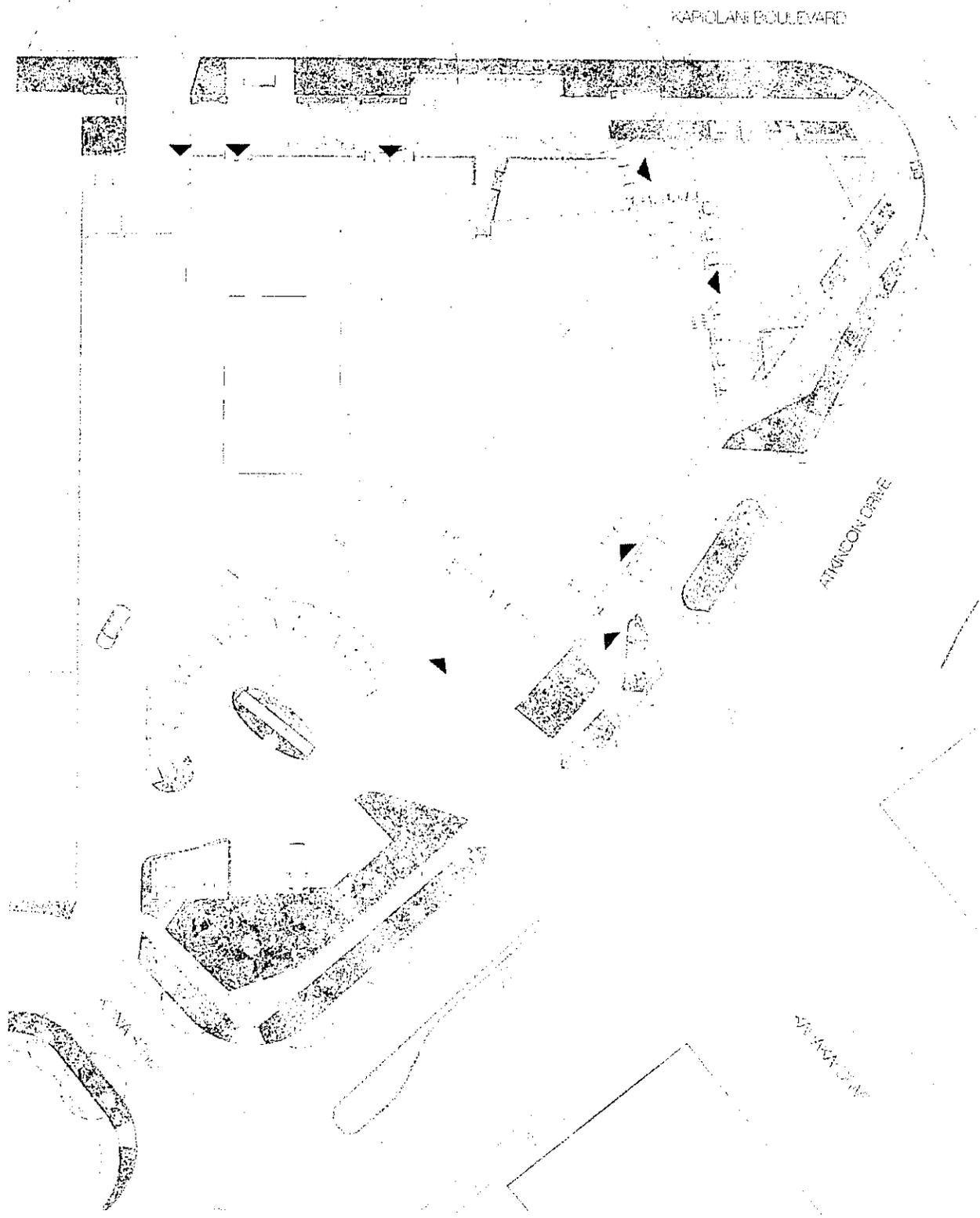
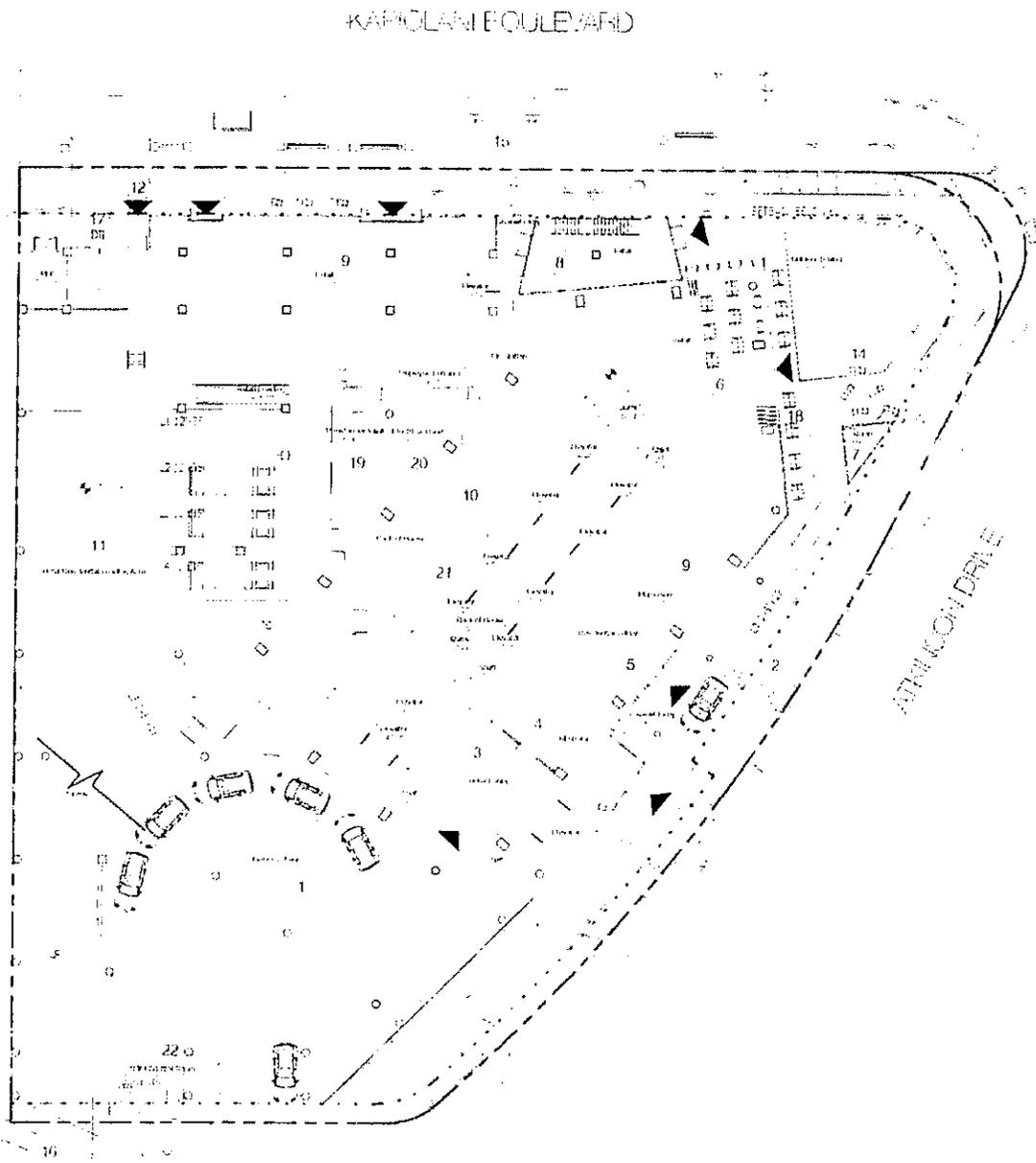


EXHIBIT B-2



FLOOR PLANS



GROUND FLOOR

1

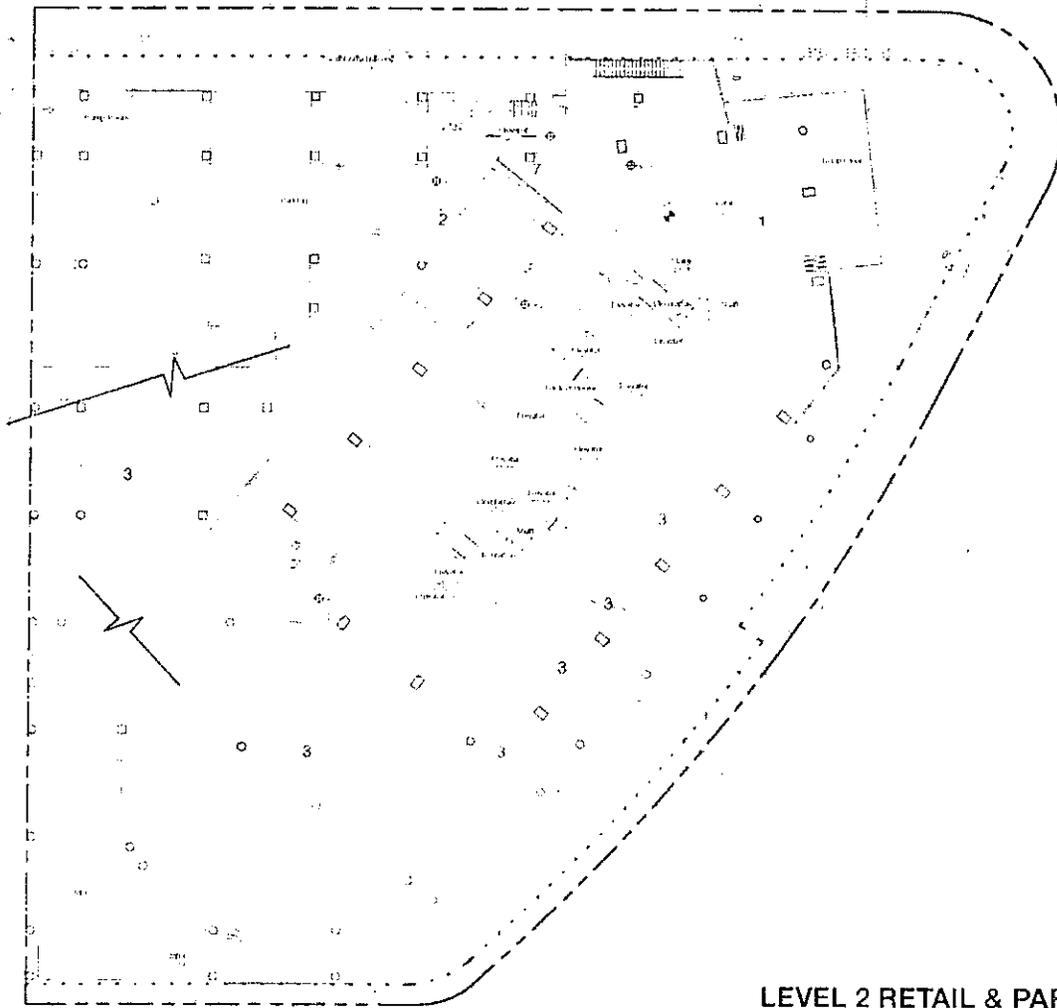
EXHIBIT B-3



MANA'OLANA



FLOOR PLANS



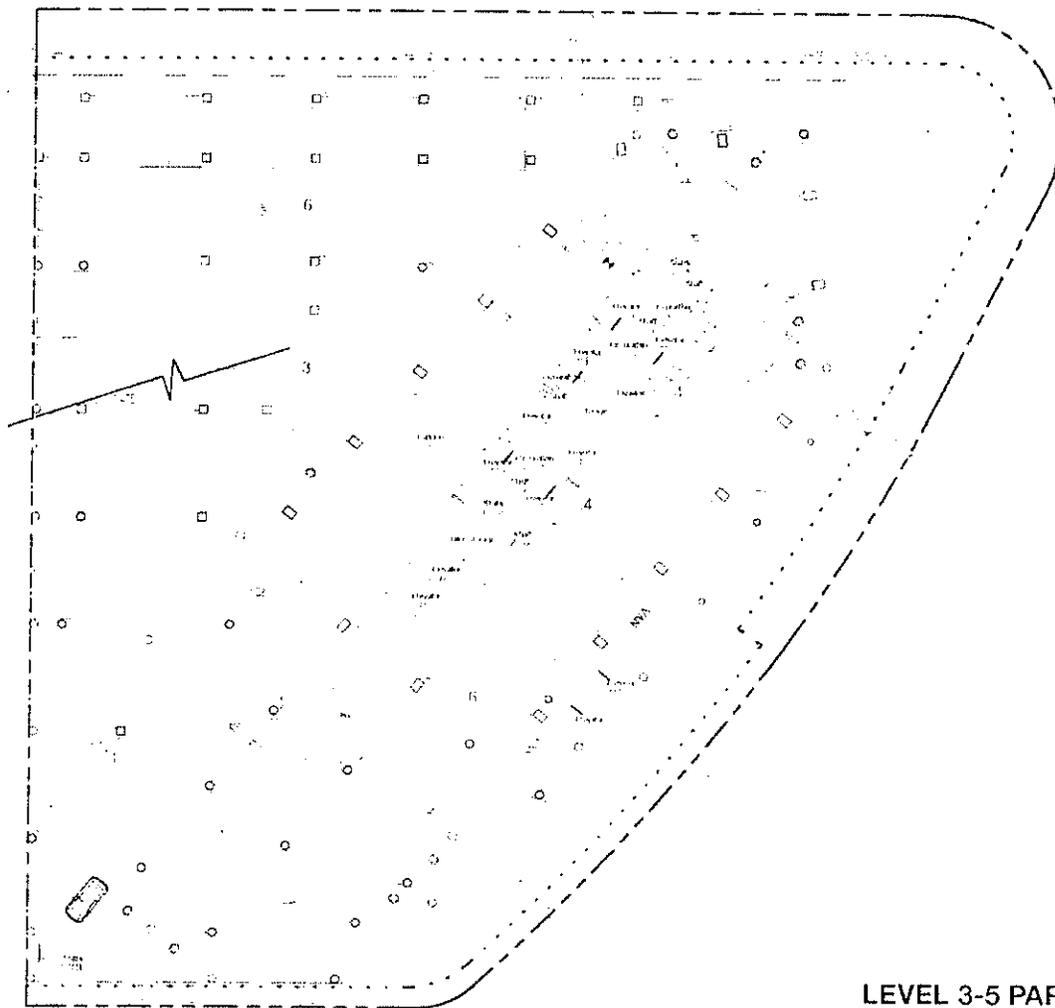
LEVEL 2 RETAIL & PARKING

EXHIBIT B-4



MANA'OLANA

FLOOR PLANS



LEVEL 3-5 PARKING
(LEVEL 3 SHOWN)

EXHIBIT B-5



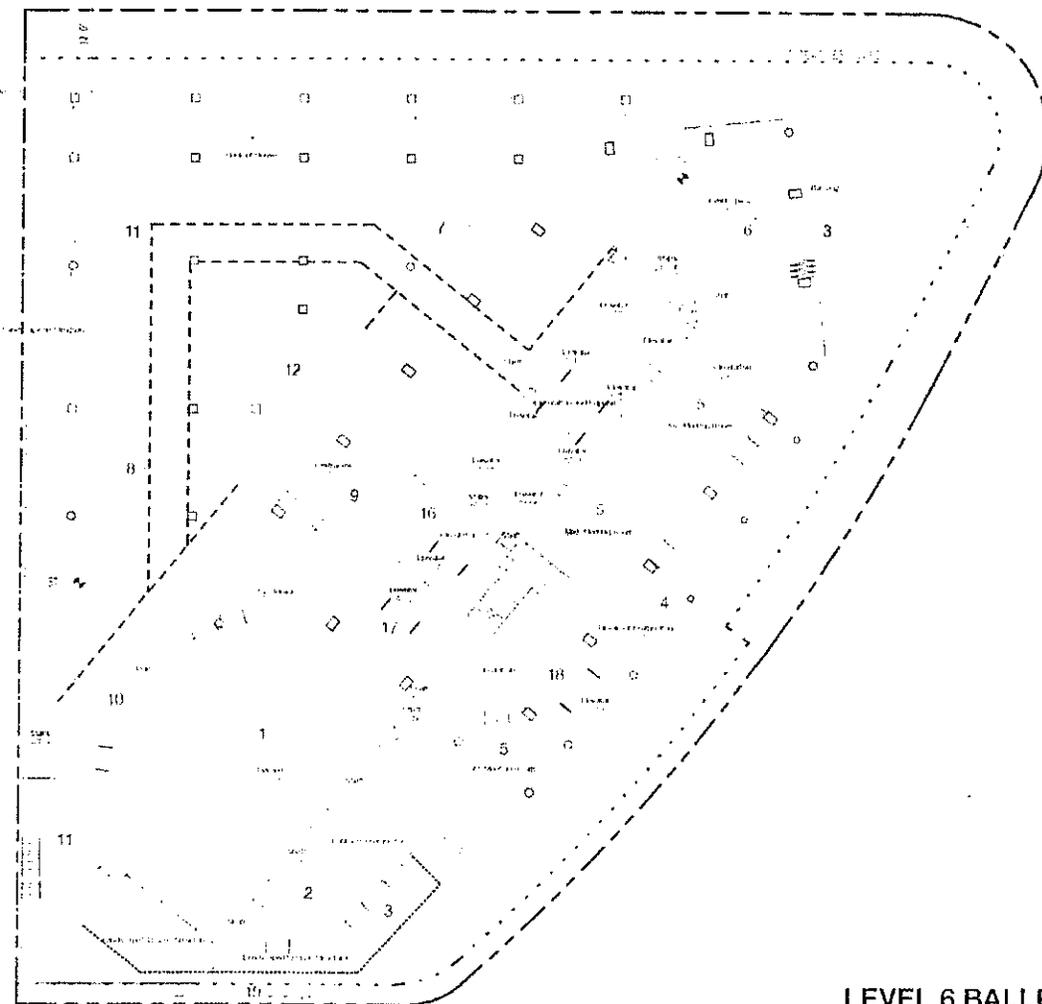
UNIVERSITY OF HAWAII



MANA OLANA

MANA OLANA





LEVEL 6 BALLROOM

EXHIBIT B-6

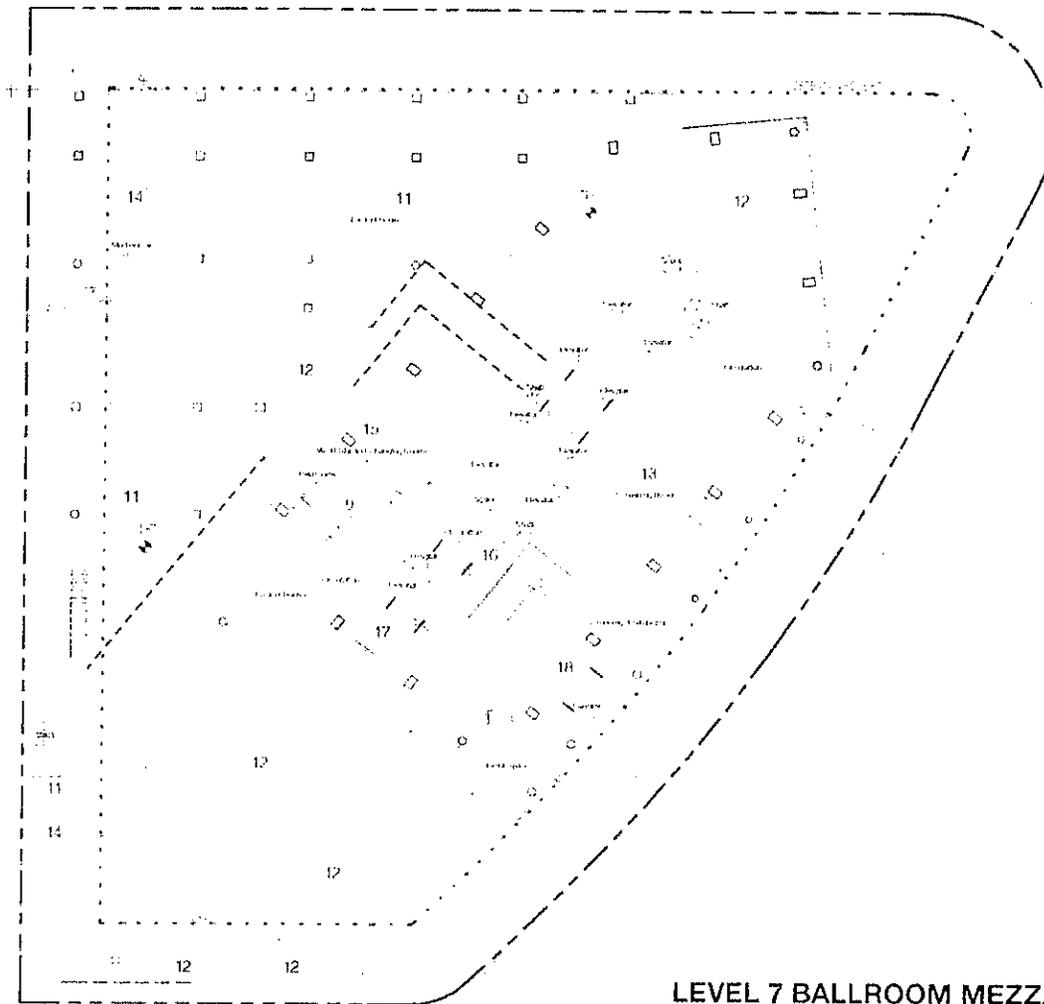


STATE OF HAWAII



DATE: 10/11/2011 10:11:20 AM





LEVEL 7 BALLROOM MEZZANINE

EXHIBIT B-7



UNIVERSITY OF HAWAII



MANA OLANA

MANA OLANA IS A REGISTERED TRADEMARK OF THE UNIVERSITY OF HAWAII





LEVEL 8 POOL & SPA

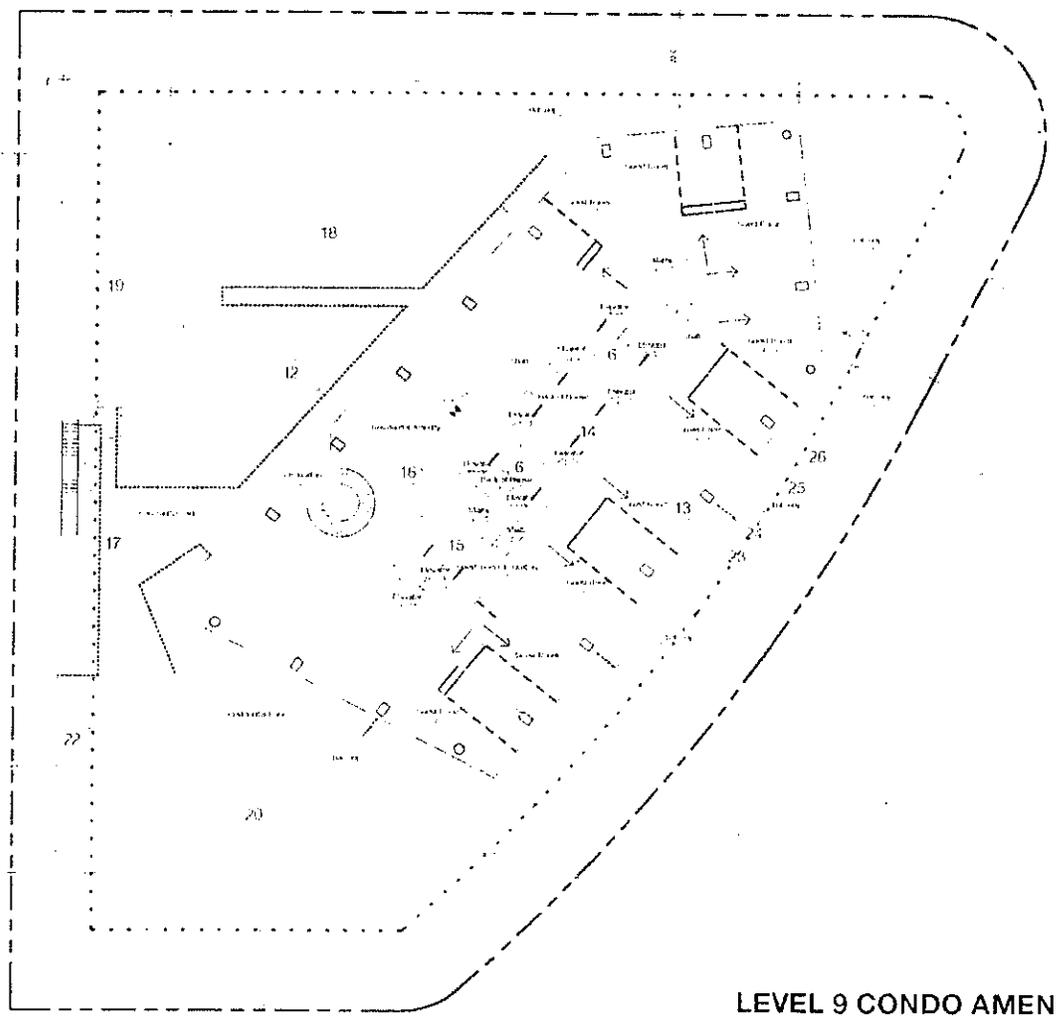
EXHIBIT B-8



MANA OLANA PARTNERSHIP



MANA OLANA PARTNERSHIP



LEVEL 9 CONDO AMENITY

EXHIBIT B-9



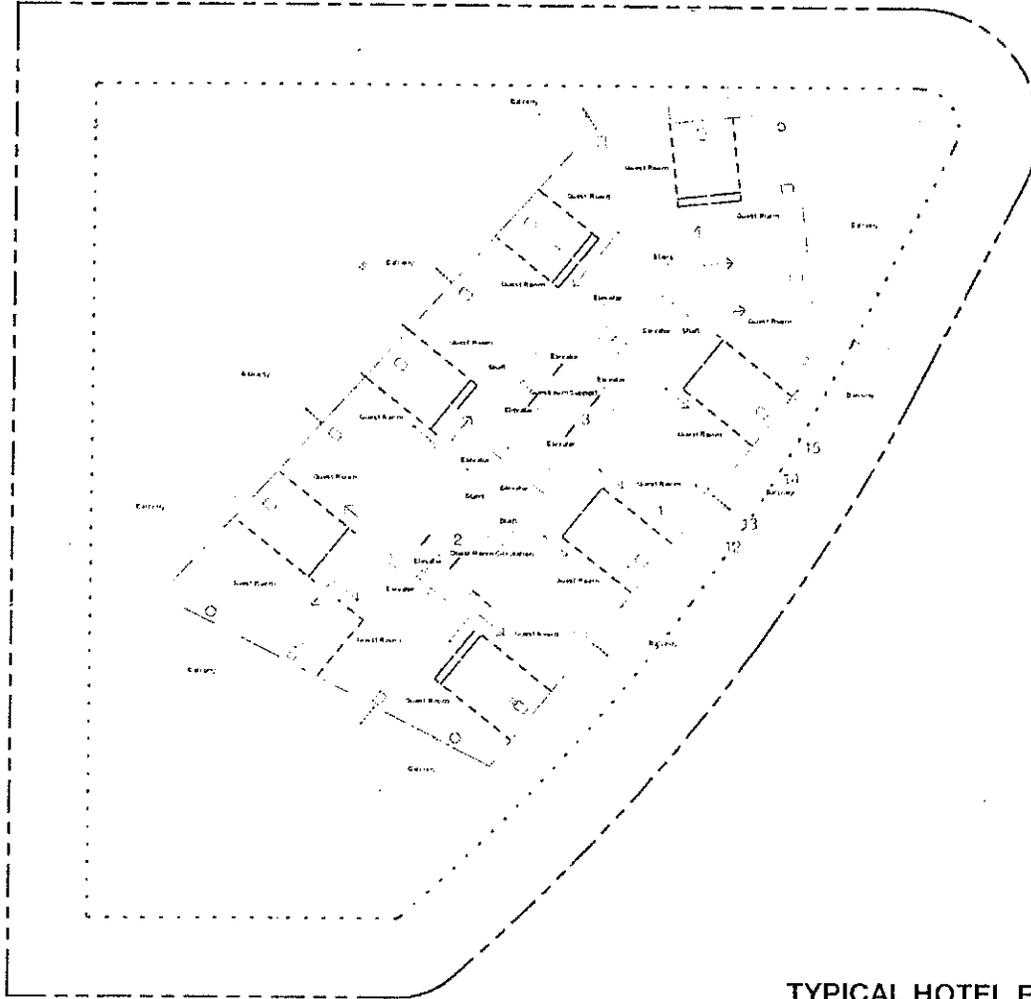
DEPARTMENT OF URBAN PLANNING AND CONSTRUCTION



MANA OLANA



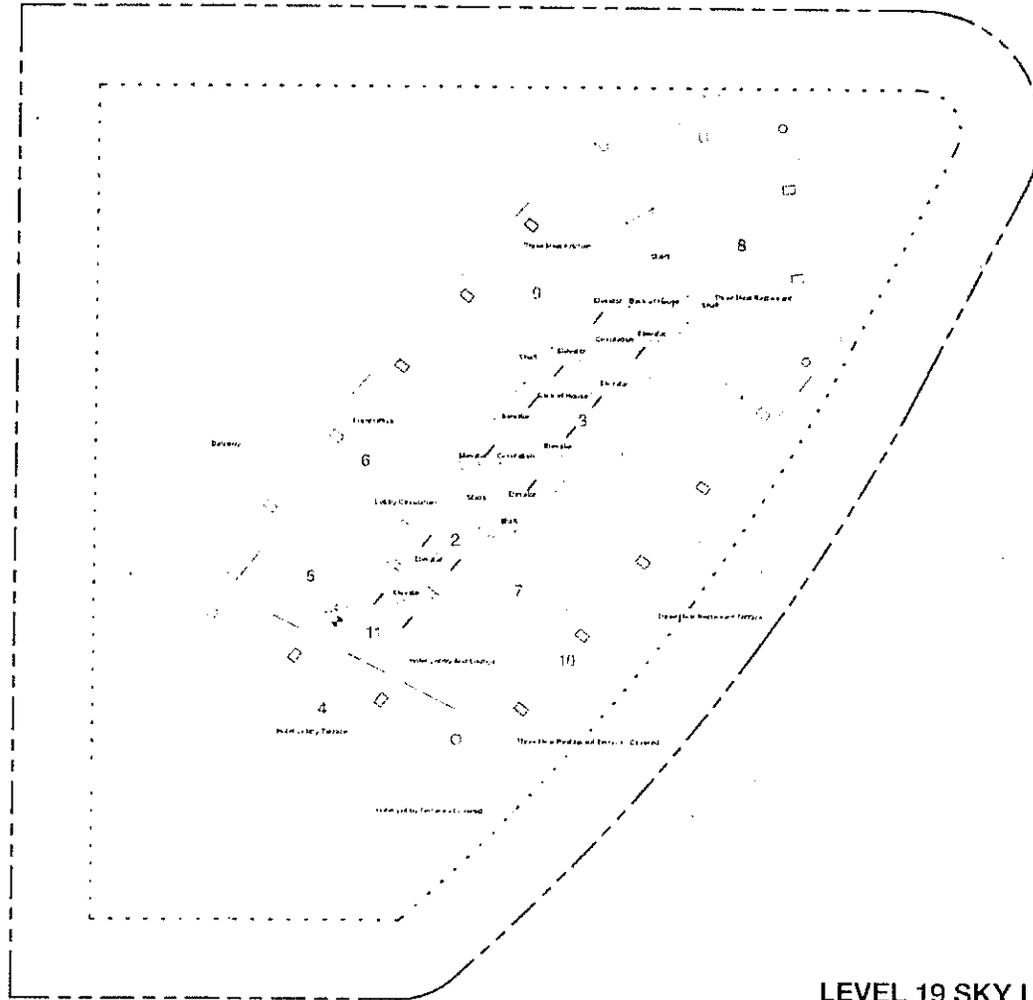
FLOOR PLANS



TYPICAL HOTEL FLOOR

EXHIBIT B-10





LEVEL 19 SKY LOBBY

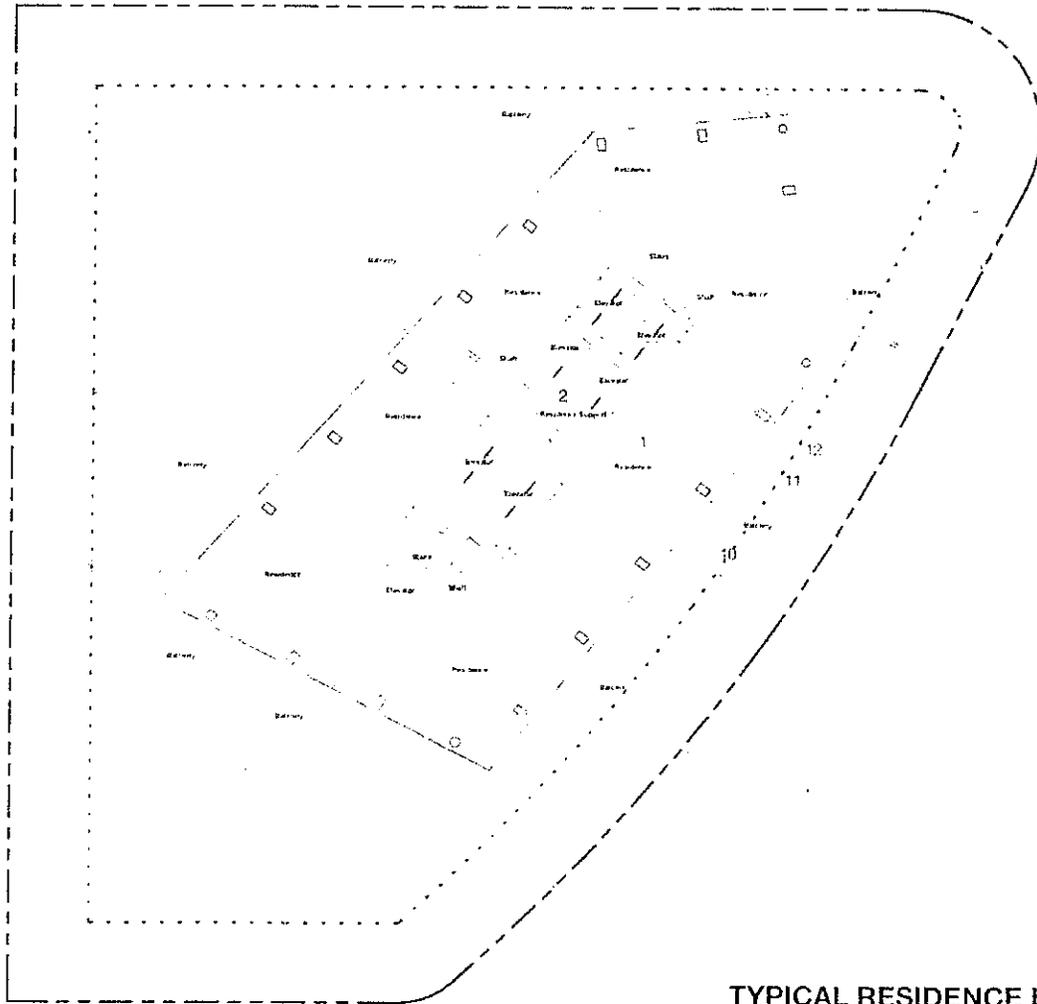
EXHIBIT B-11



MANA'OLANA



FLOOR PLANS



TYPICAL RESIDENCE LEVEL

EXHIBIT B-12

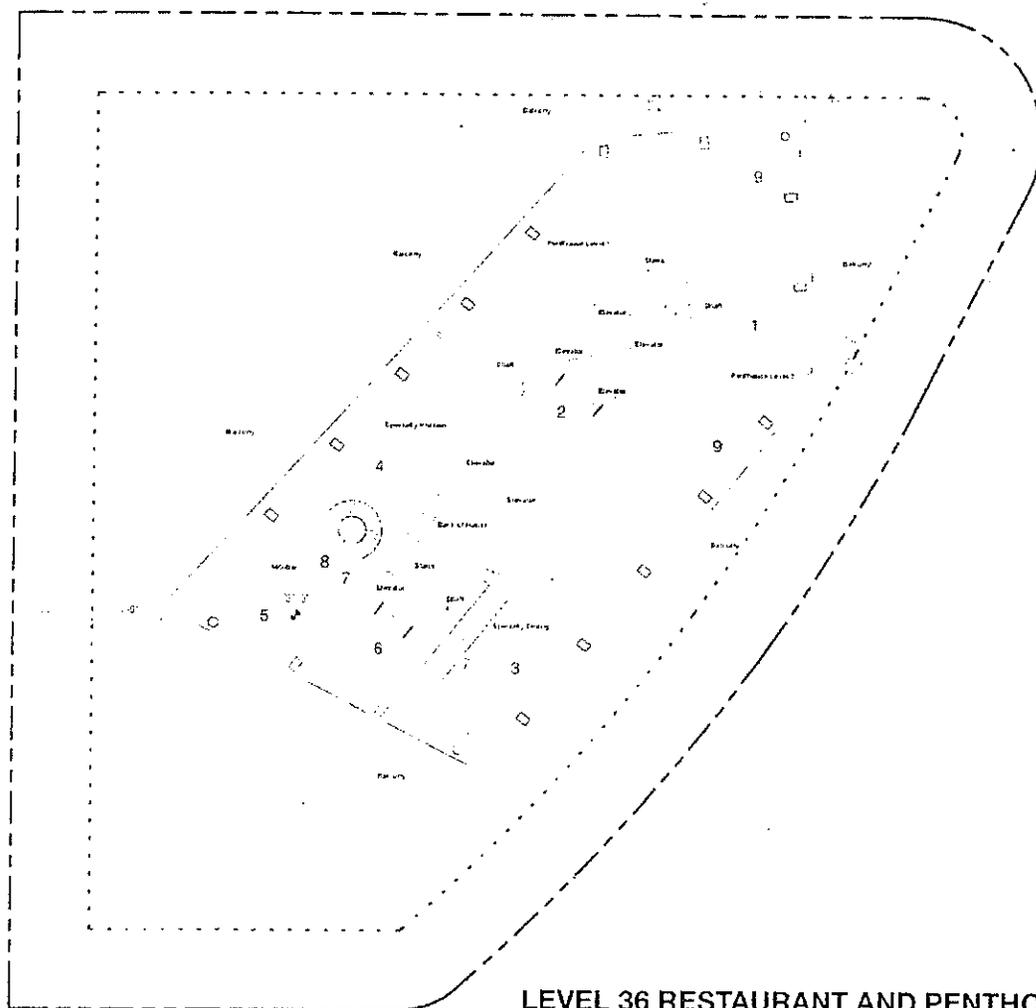


PLANNING AND ECONOMIC DEVELOPMENT



MANA OLANA IS A REGISTERED TRADEMARK OF MANA OLANA LIMITED





LEVEL 36 RESTAURANT AND PENTHOUSES

EXHIBIT B-13

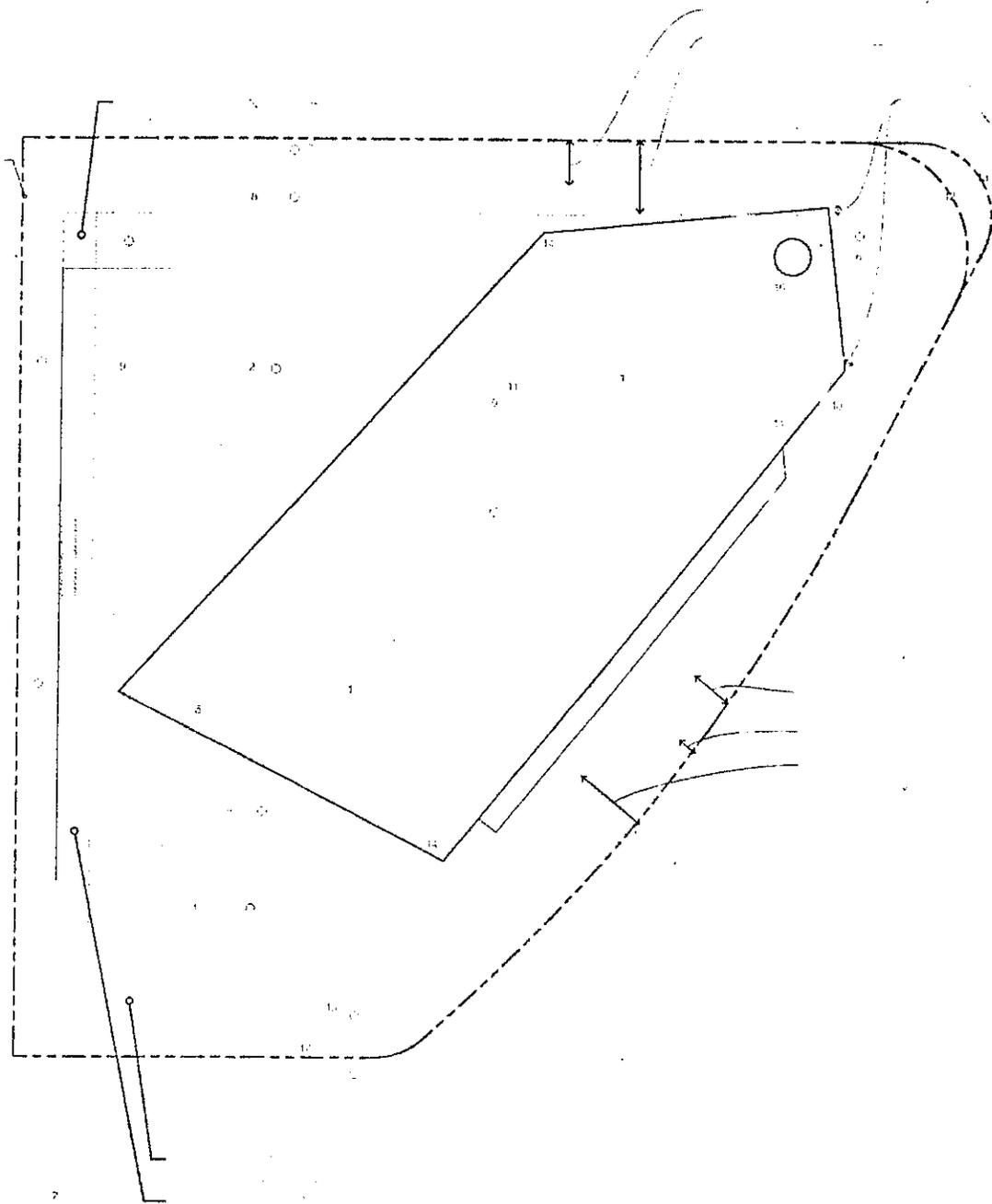


DEPARTMENT OF HEALTH AND HUMAN SERVICES



MANA'OLANA - THE HAWAIIAN TRADITION





SITE SETBACKS

EXHIBIT B-15



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT



MANA'OLANA



1000 SOUTH SHORE DRIVE, SUITE 200, HONOLULU, HI 96813



COMMUNITY BENEFITS

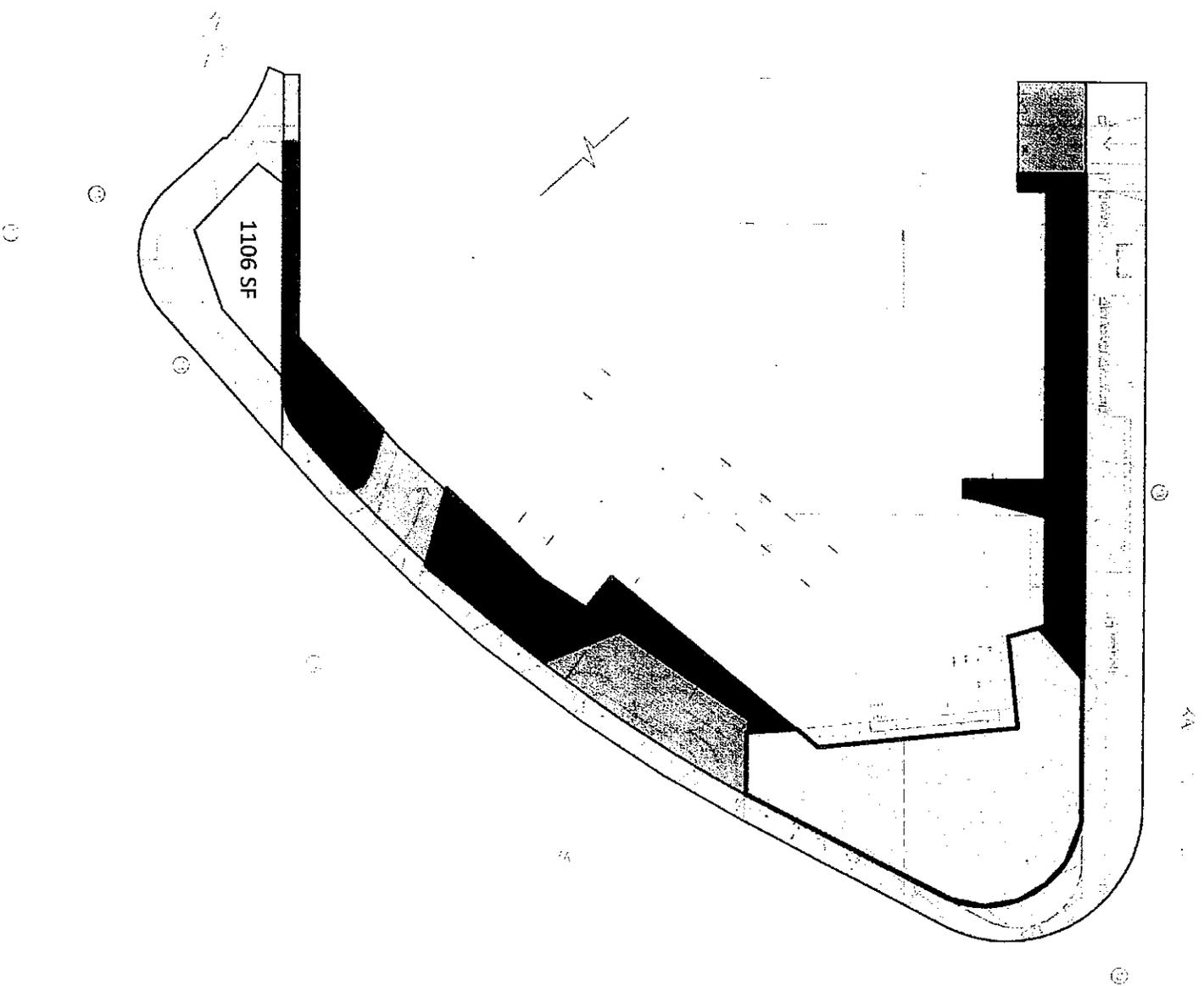
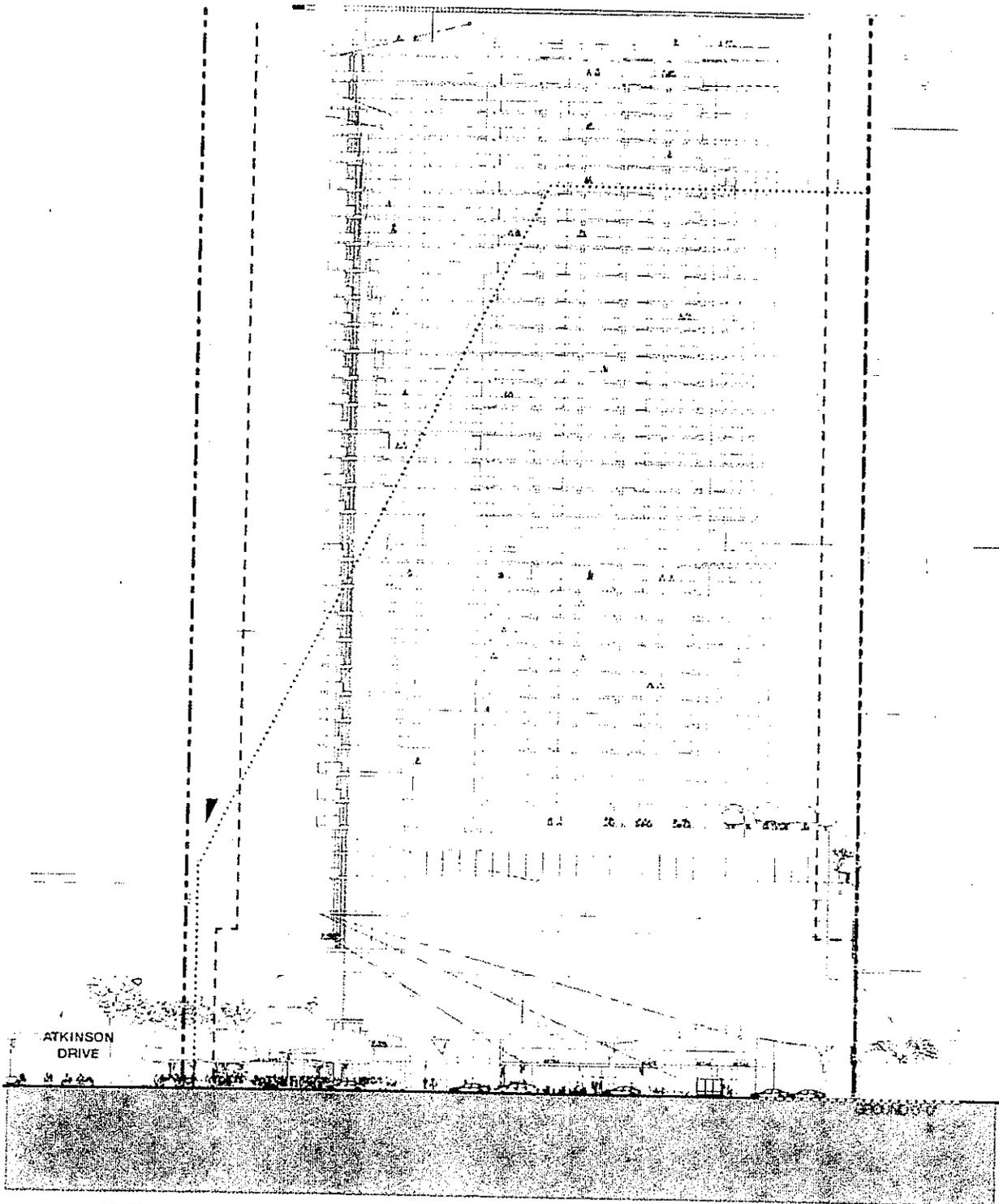


EXHIBIT B-16



GENERAL NOTE:

KAPIOLANI ELEVATION

EXHIBIT C-1

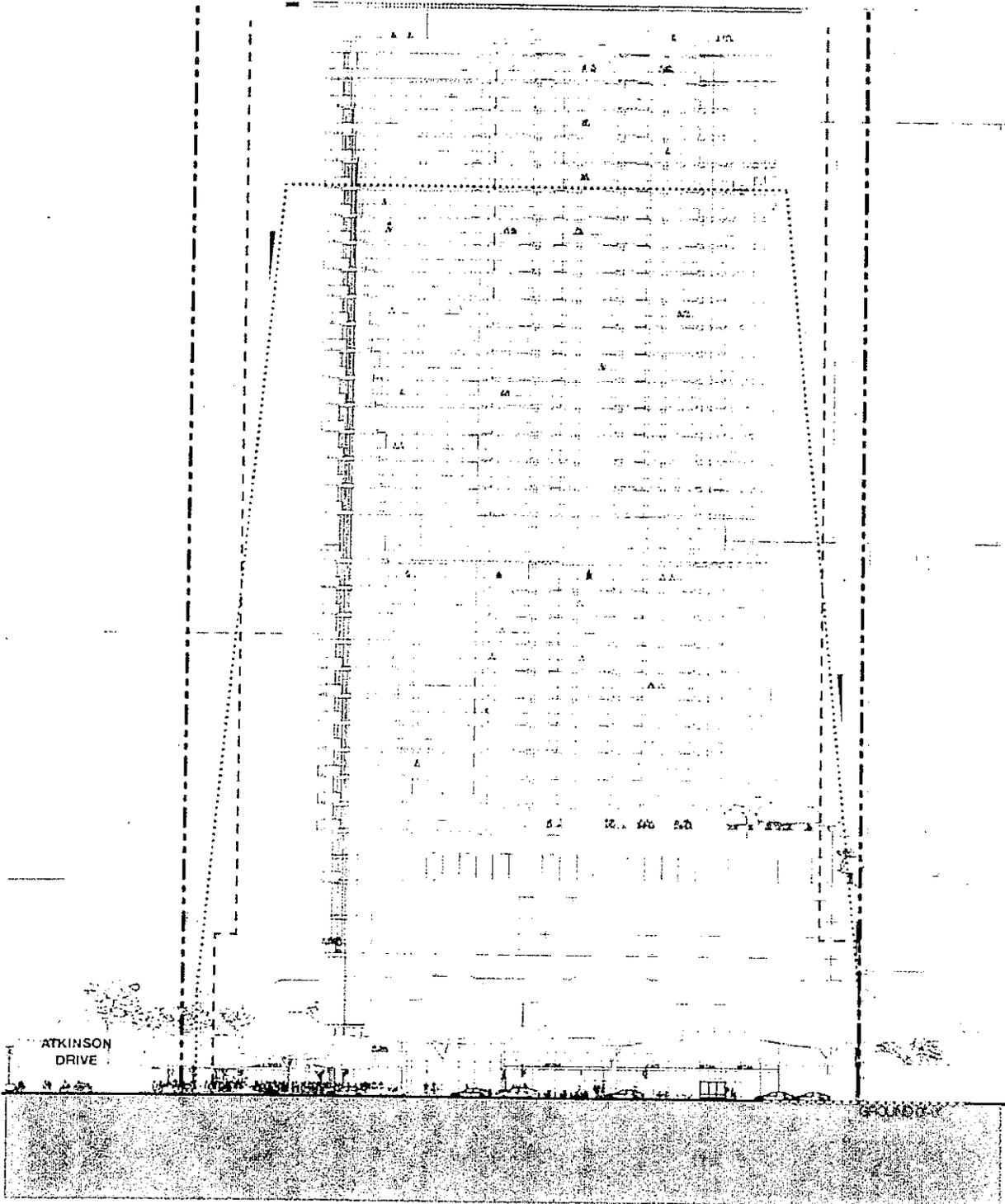


UNIVERSITY OF HAWAII

MANA'OLANA

UNIVERSITY OF HAWAII ARCHITECTURAL RECORDS 3-11-11

NEW LUO
SETBACKS



KAPIOLANI ELEVATION
NEW LUO SETBACKS

EXHIBIT C-2



UNIVERSITY OF HAWAII



MANA'OLANA

EXHIBIT C-3

MANN OLANA

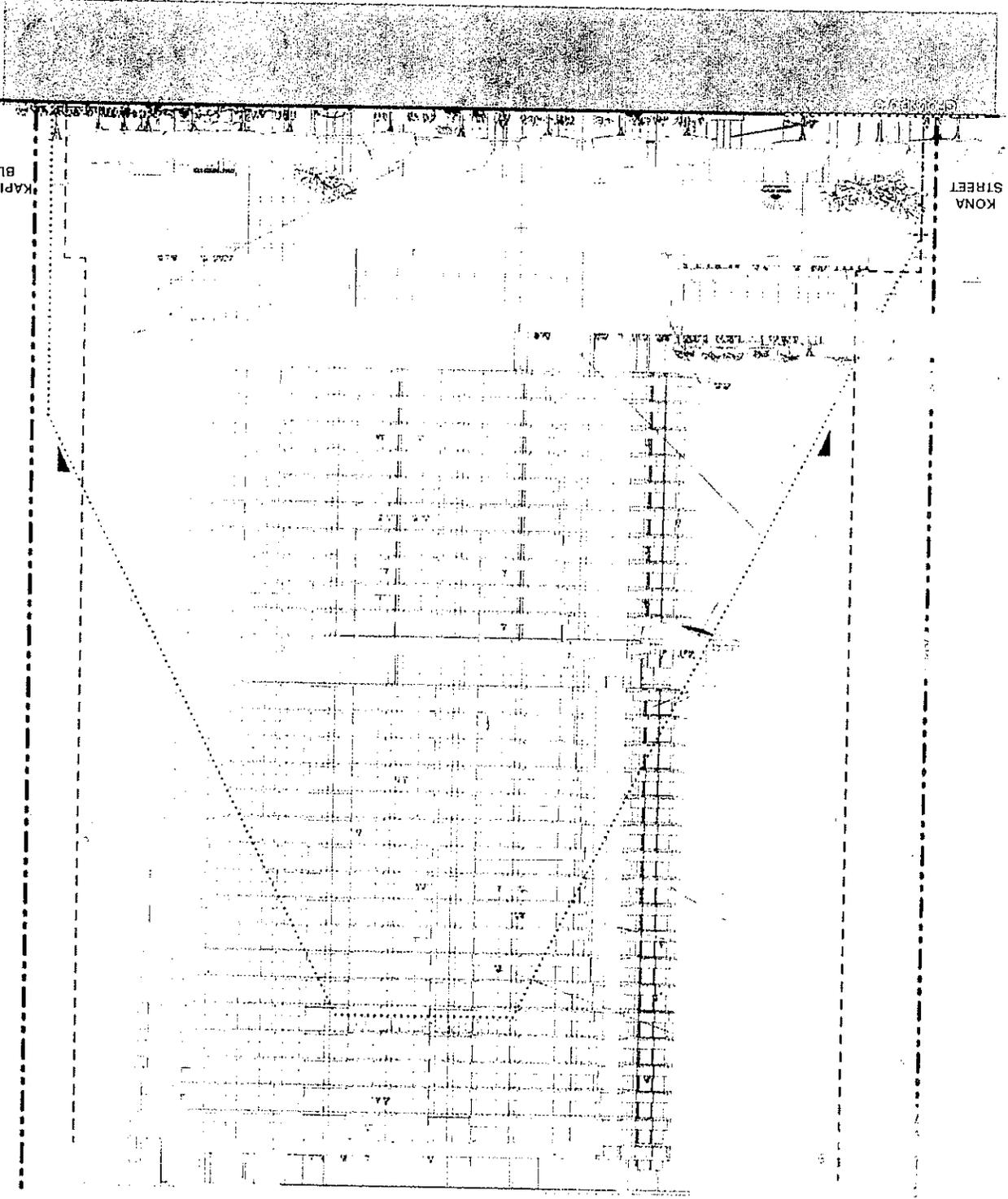


ATKINSON ELEVATION

GENERAL NOTE:

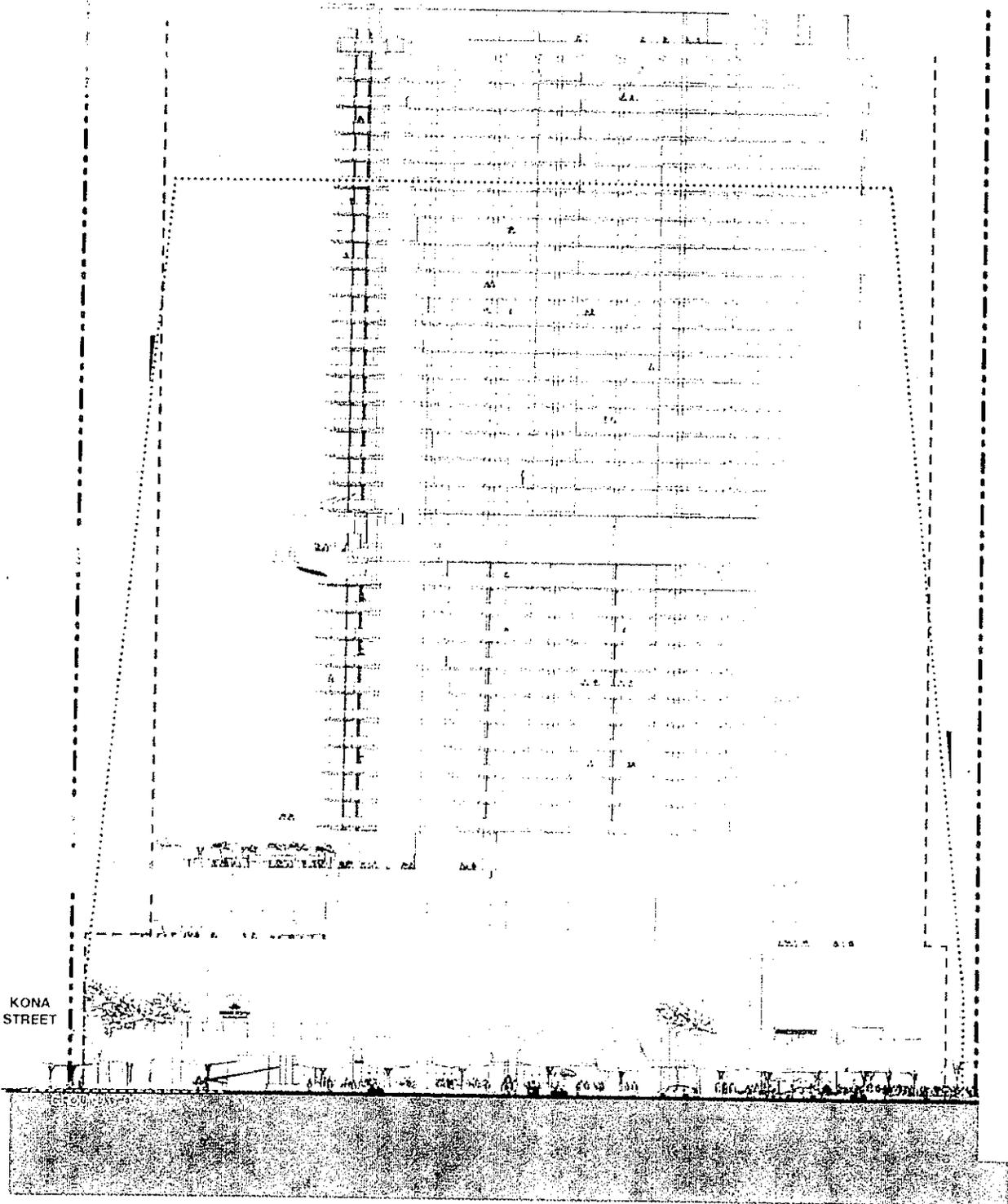
KAPOLANI
BLVD.

KONA
STREET



ELEVATIONS

NEW LUO
SETBACKS



ATKINSON ELEVATION
NEW LUO SETBACKS

EXHIBIT C-4



LONGITUDINAL SECTION

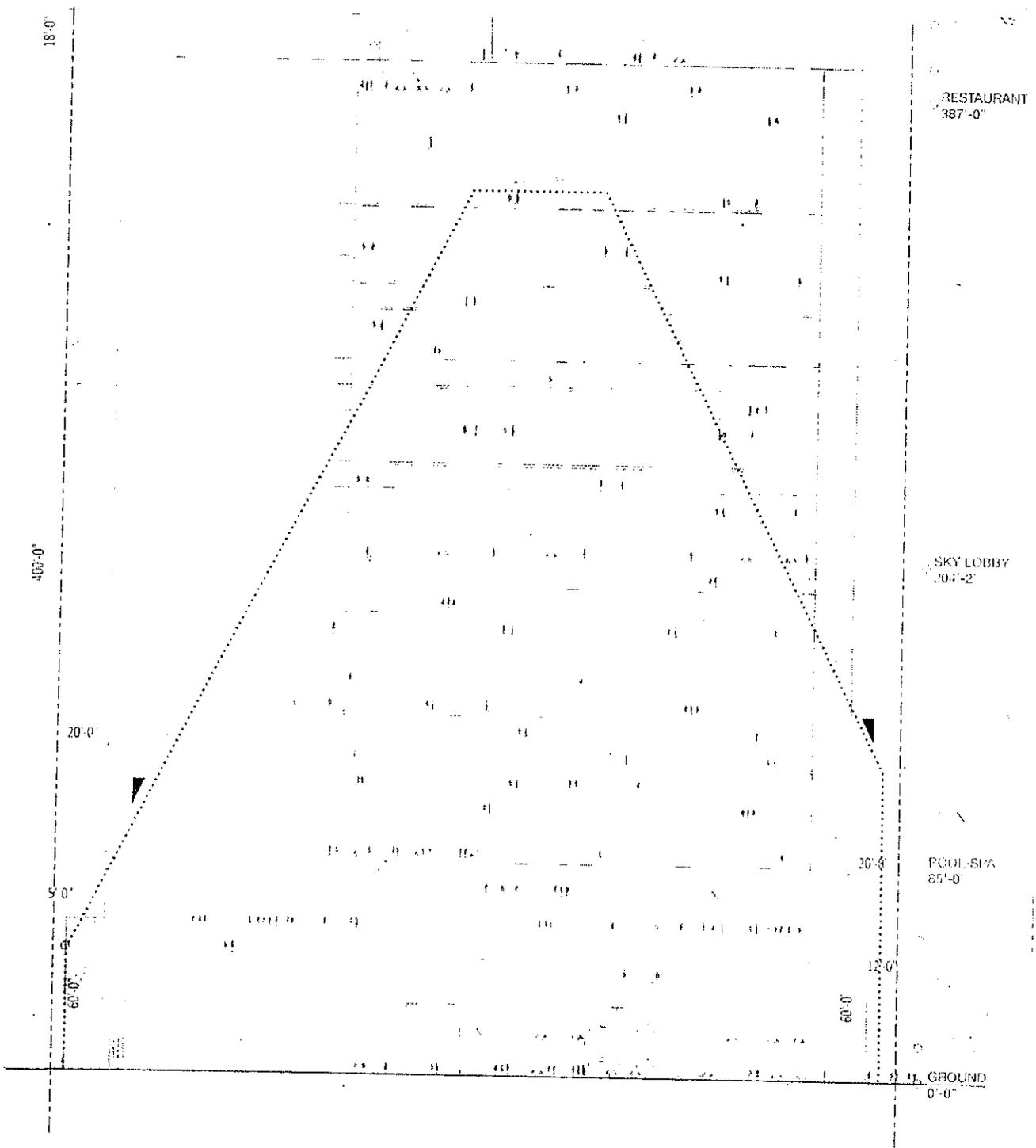


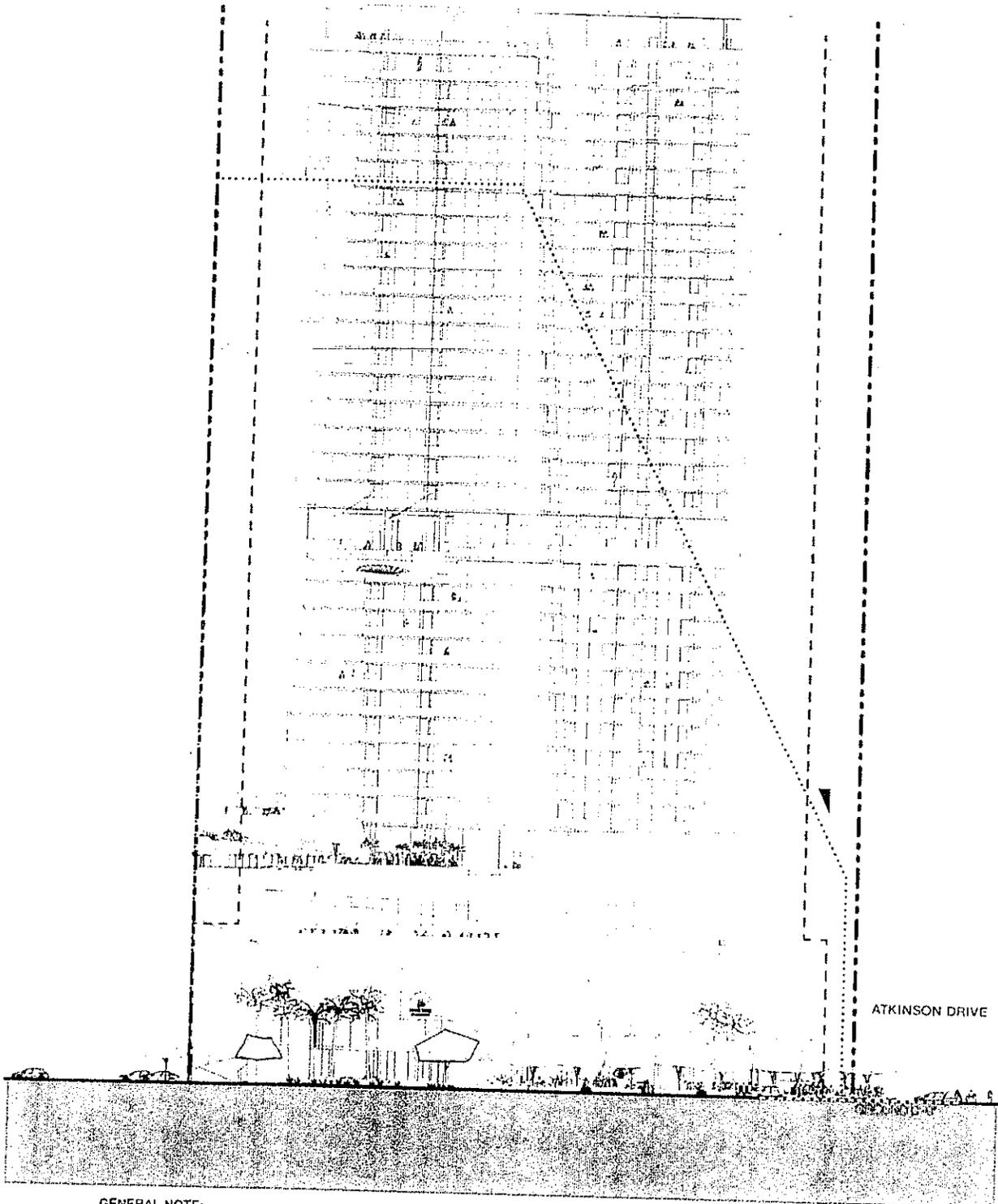
EXHIBIT C-5



ARCHITECTURAL UNIT

MANA OLANA

MANA OLANA PROJECT, 1000 KANANI DRIVE, HONOLULU, HI 96813



GENERAL NOTE:

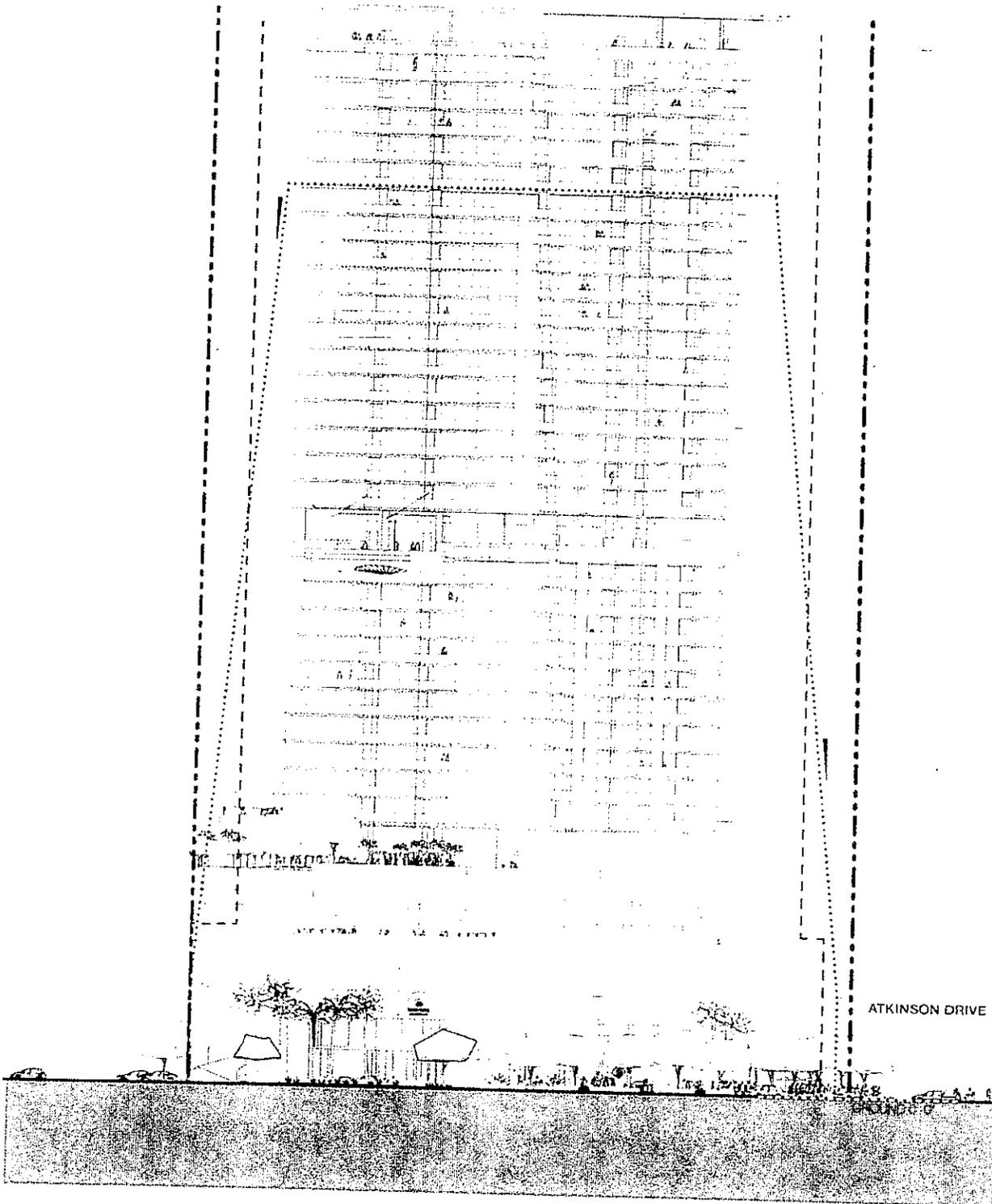
KONA ELEVATION



MANA OLANA

EXHIBIT C-6

NEW LUO
SETBACKS



KONA ELEVATION
NEW LUO SETBACKS

EXHIBIT C-7



LUO ENVELOPE

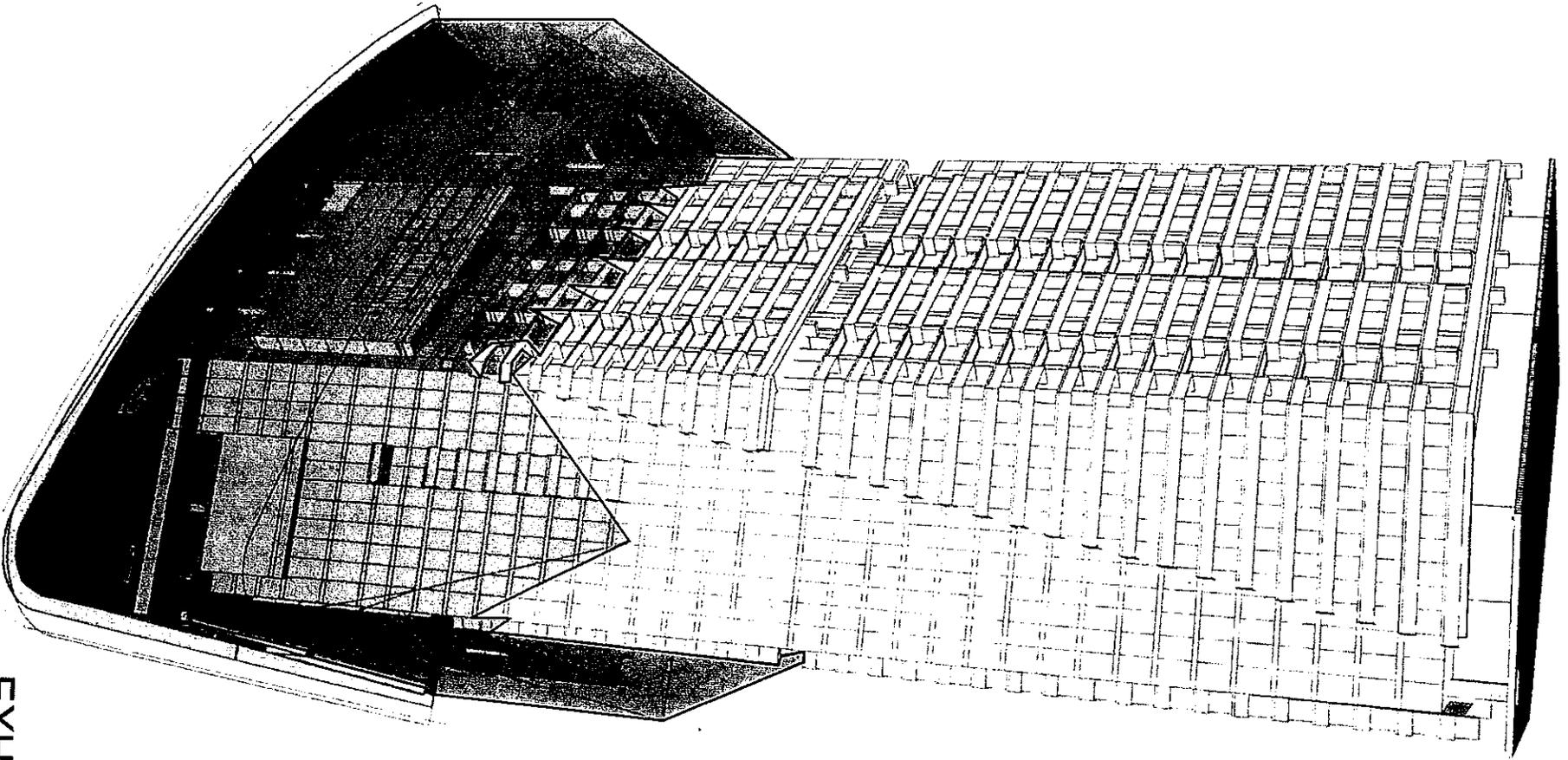
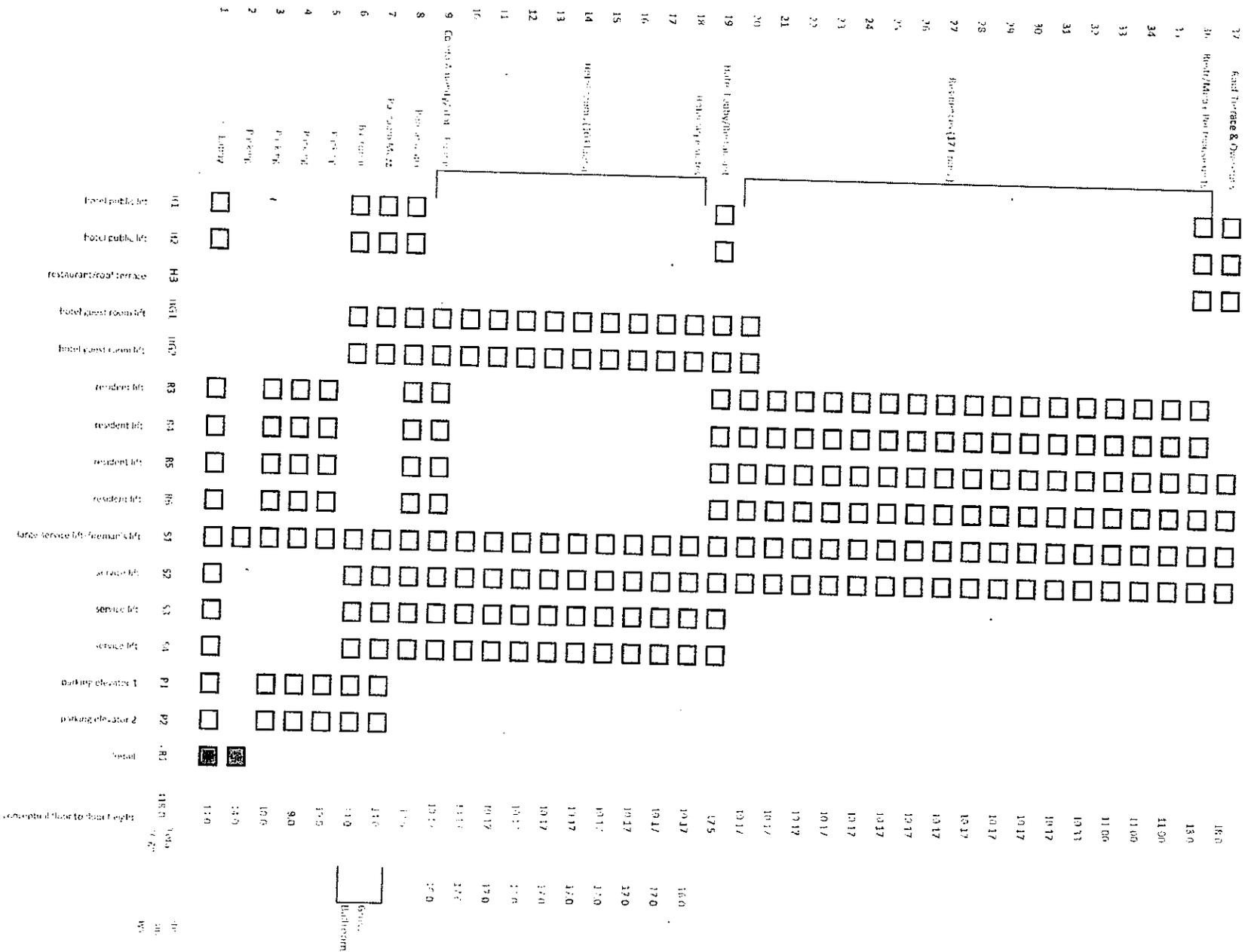


EXHIBIT C-8



MANAOLIANA

MANAOLIANA ARCHITECTURE & INTERIOR DESIGN

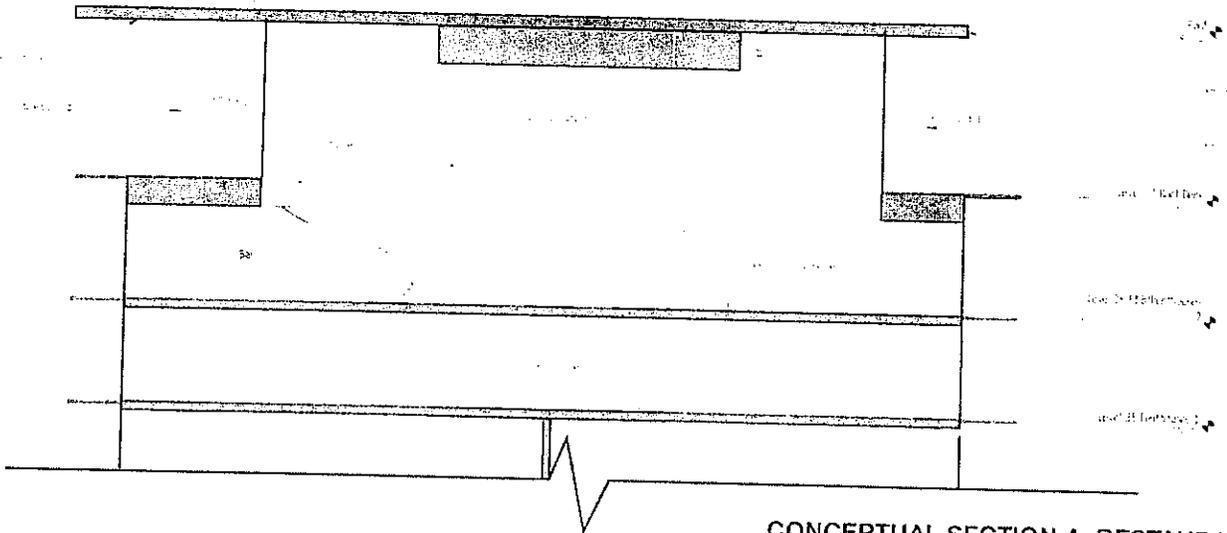


ELEVATORING DIAGRAM

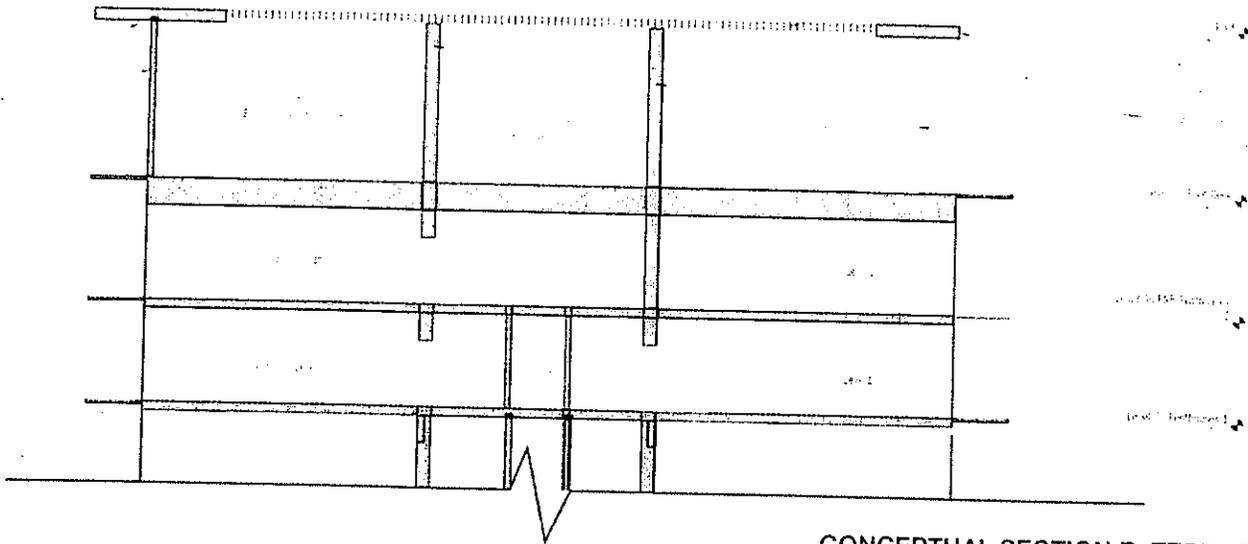
EXHIBIT C-9



ROOF DETAIL SECTIONS



CONCEPTUAL SECTION A: RESTAURANT



CONCEPTUAL SECTION B: TERRACE

EXHIBIT C-10

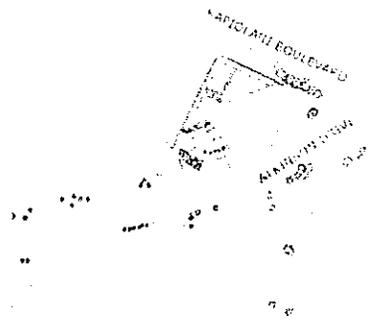




MANA OLANA



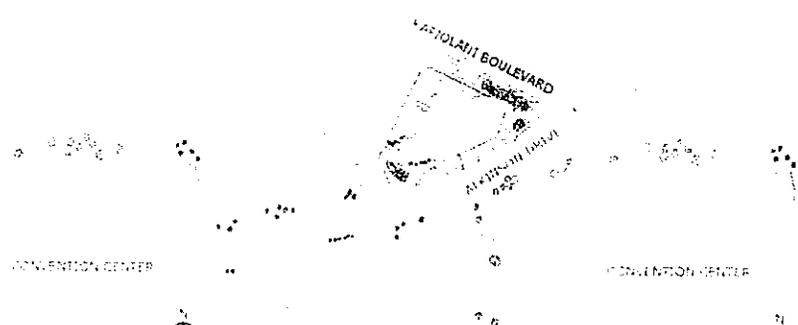
CONVENTION CENTER SHADOW STUDY 3-21-2011



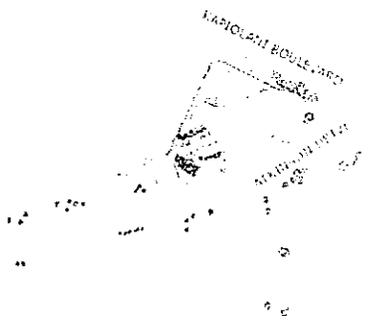
MARCH 21 9.00A



MARCH 21 12.00P



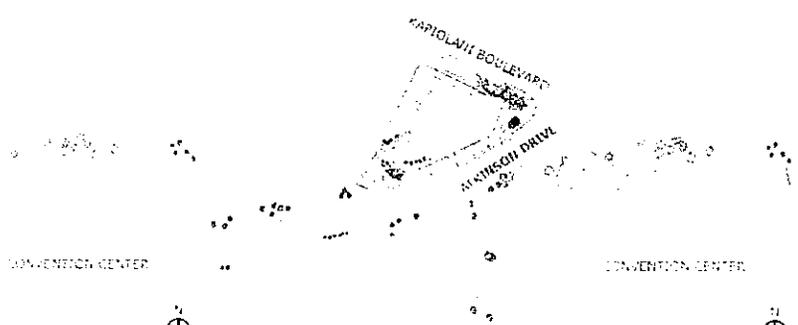
MARCH 21 3.00P



JUNE 21 9.00A



JUNE 21 12.00P



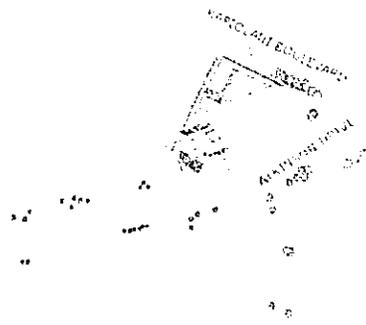
JUNE 21 3.00P

EXHIBIT D-1

SHADOW STUDY



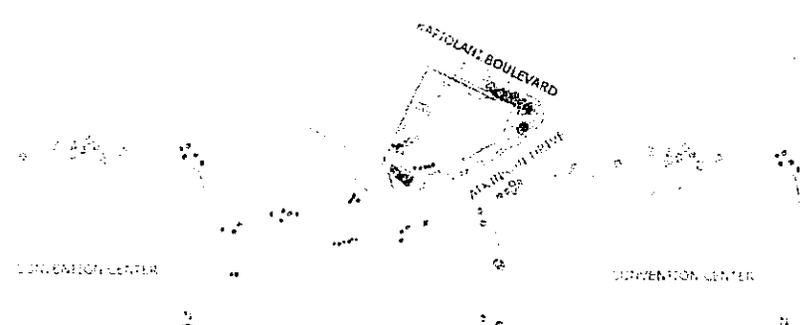
MANA OLANA



SEPTEMBER 21 9.00A



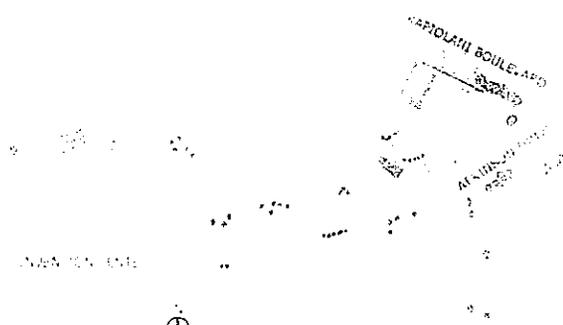
SEPTEMBER 21 12.00P



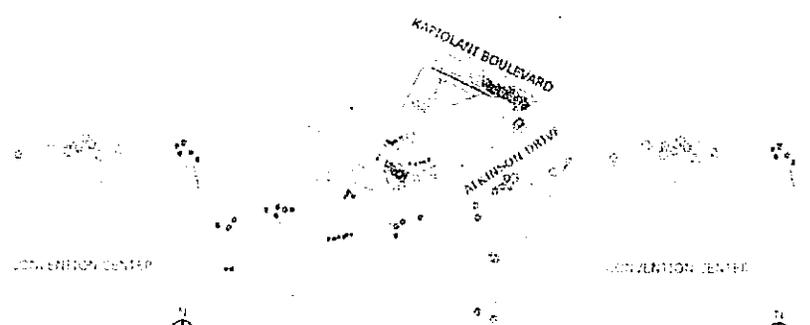
SEPTEMBER 21 3.00P



DECEMBER 21 9.00A



DECEMBER 21 12.00P



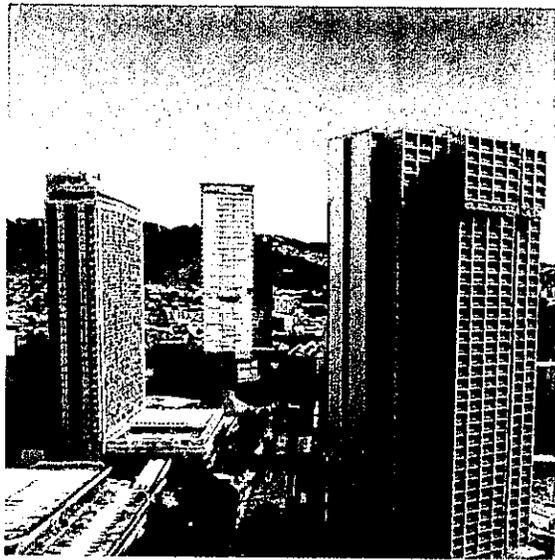
DECEMBER 21 3.00P

EXHIBIT D-2

SHADOW STUDY



VIEW FROM NORTH



VIEW FROM WEST



VIEW FROM EAST



VIEW FROM SOUTH



VIEW FROM NORTH

EXHIBIT D-3



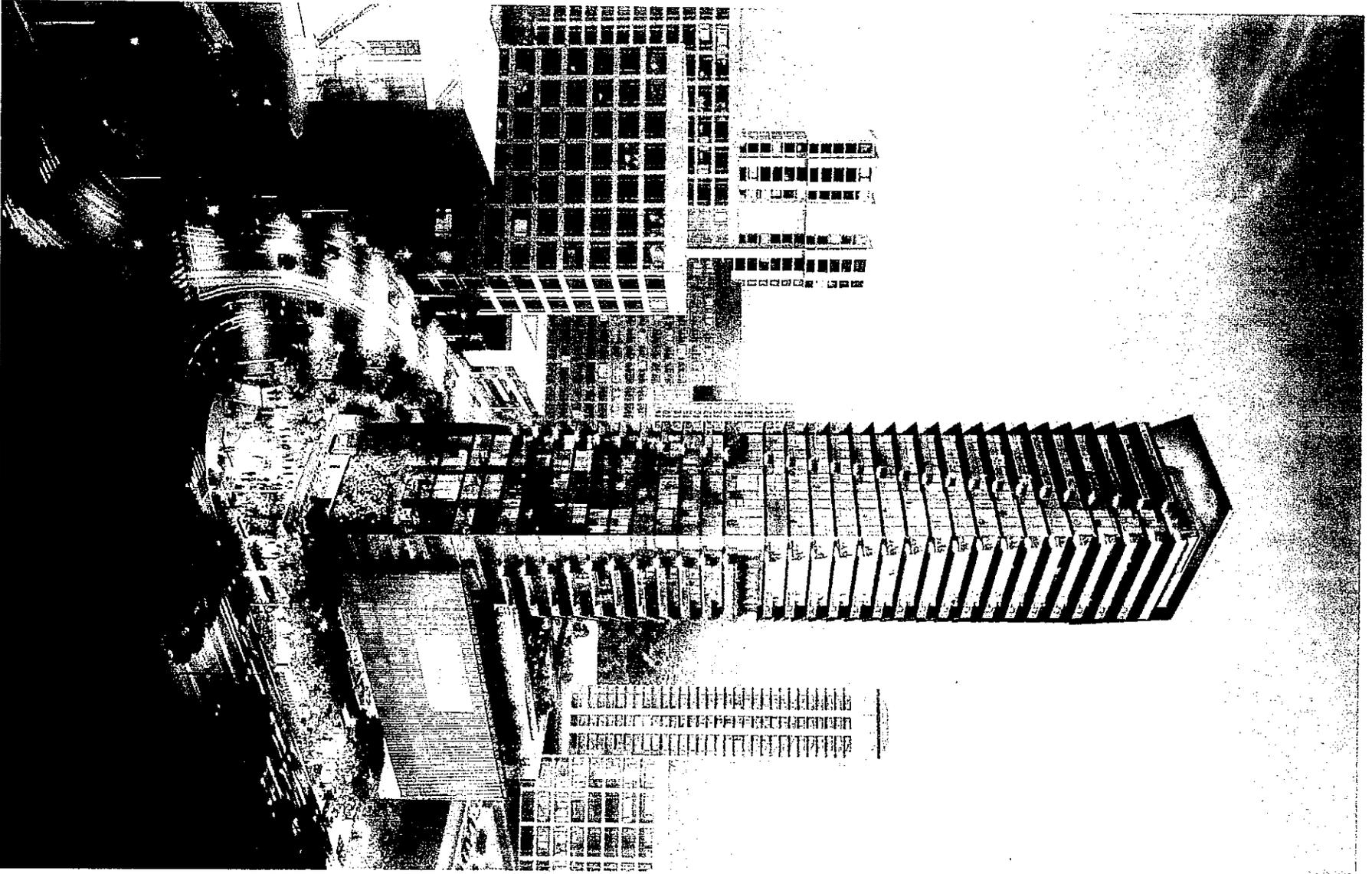
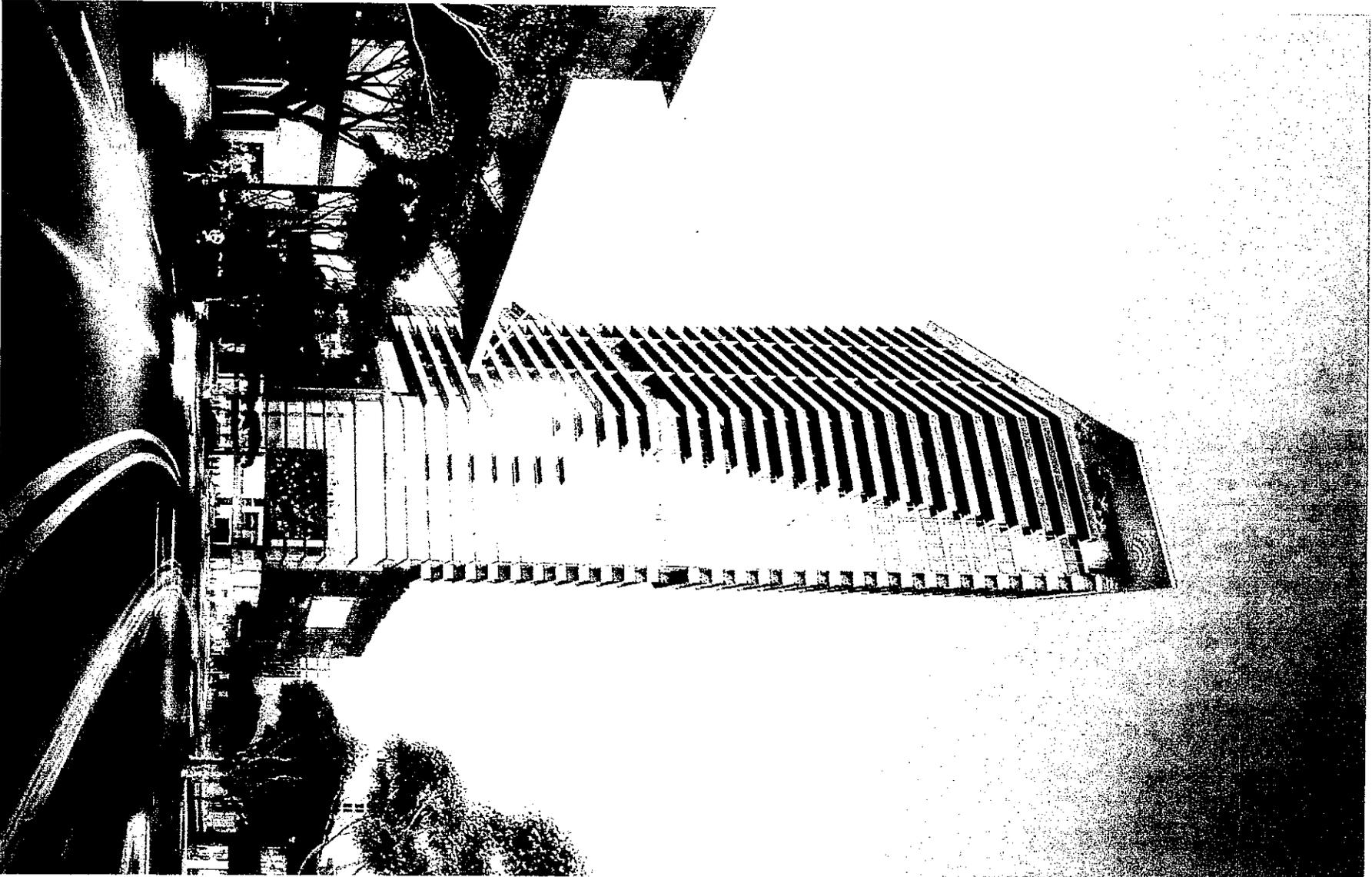


EXHIBIT D-4

PERSPECTIVE FROM EAST



MANA OLANA



PERSPECTIVE FROM KAPIOLANI

EXHIBIT D-5



MANA OI'ANA

MANA OI'ANA



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

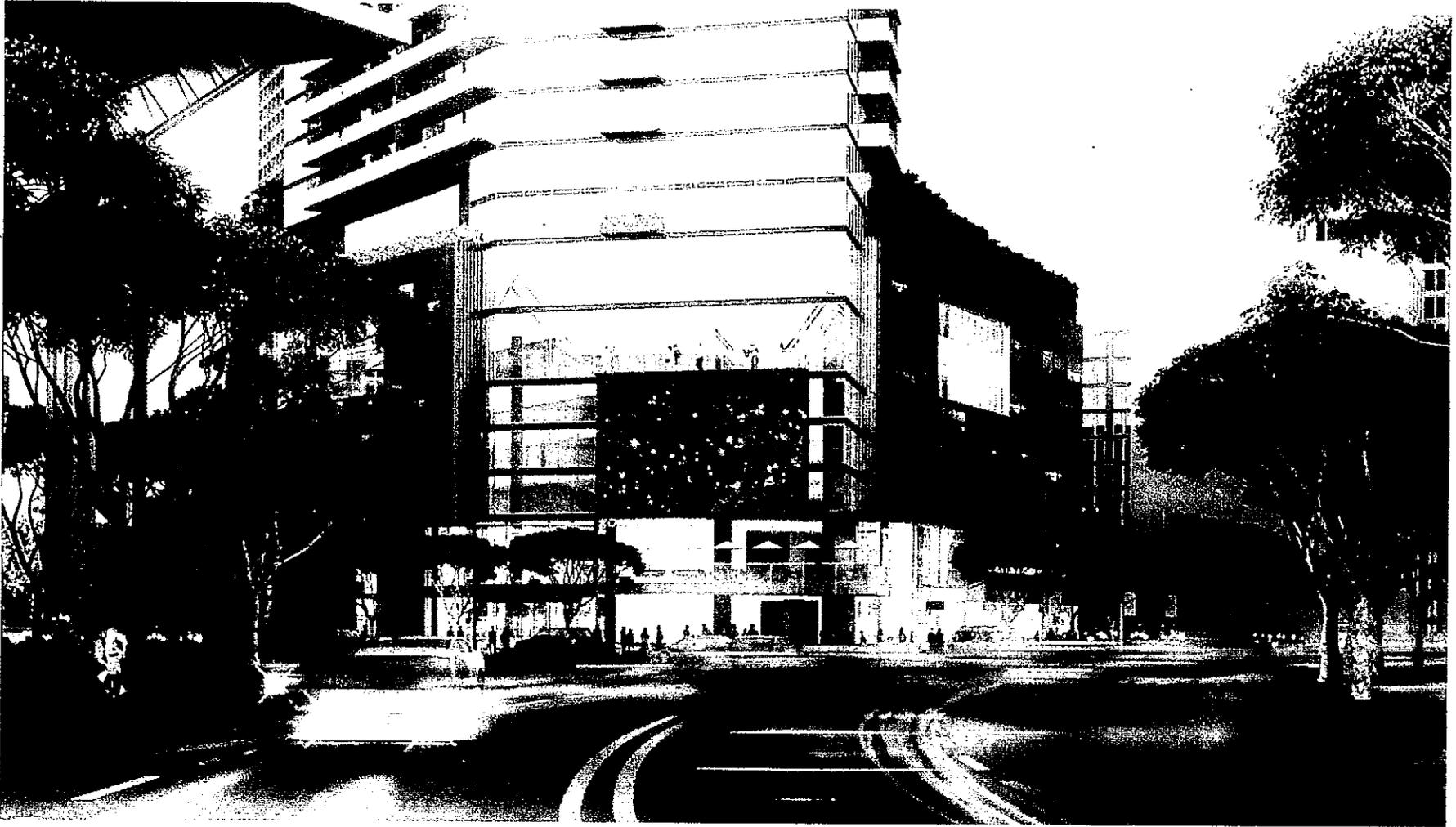
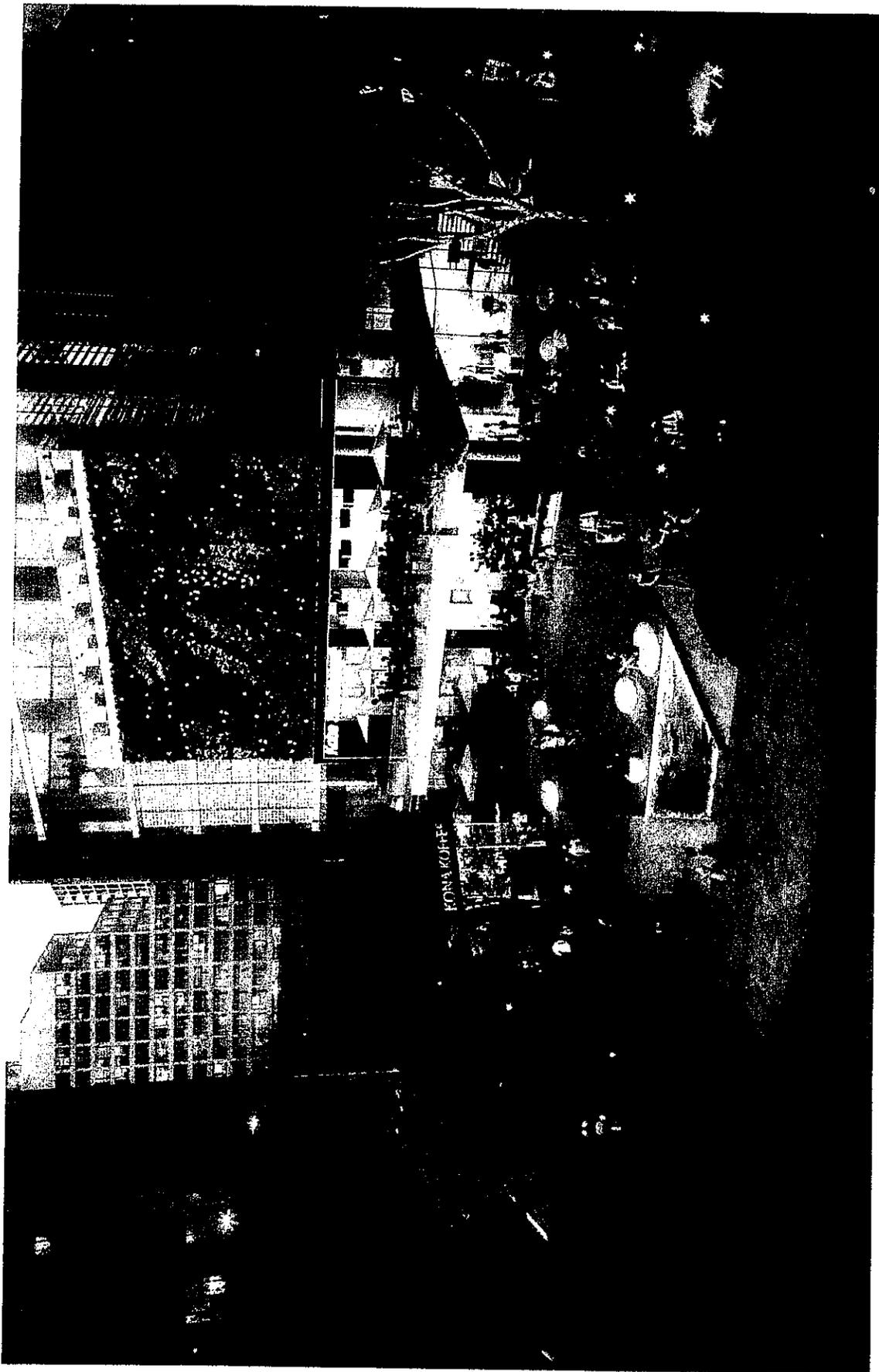


EXHIBIT D-6

PERSPECTIVE FROM KAPIOLANI



PLAZA PERSPECTIVE

EXHIBIT D-7



MANA OLANA

2025 KONA KOHLE PLAZA DEVELOPMENT



PERSPECTIVE FROM ATKINSON

EXHIBIT D-8





MANA O'IANA

MANA O'IANA IS A REGISTERED TRADEMARK OF THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

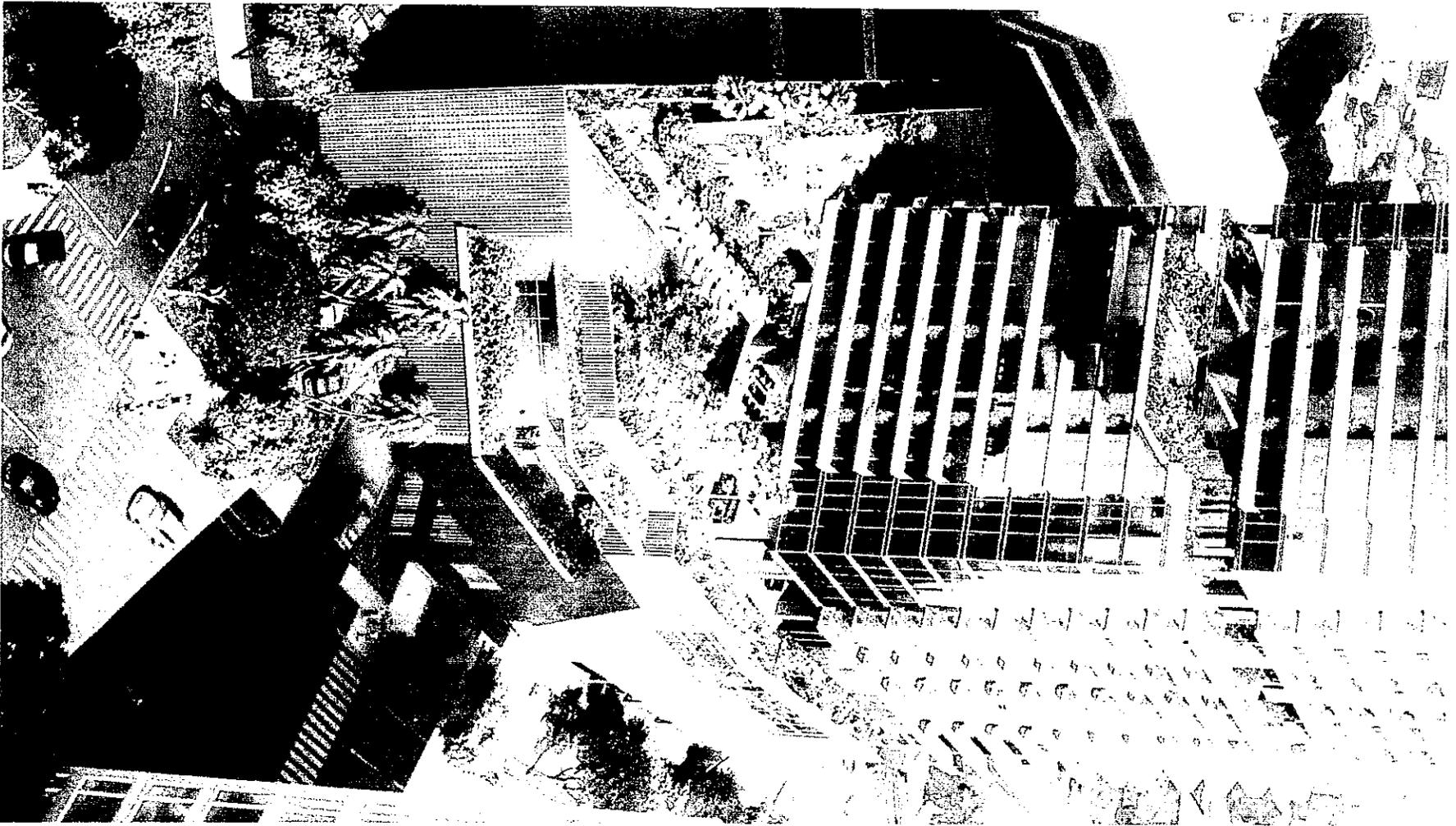


EXHIBIT D-9

PERSPECTIVE FROM WEST



ATKINSON STREETSCAPE FROM ABOVE

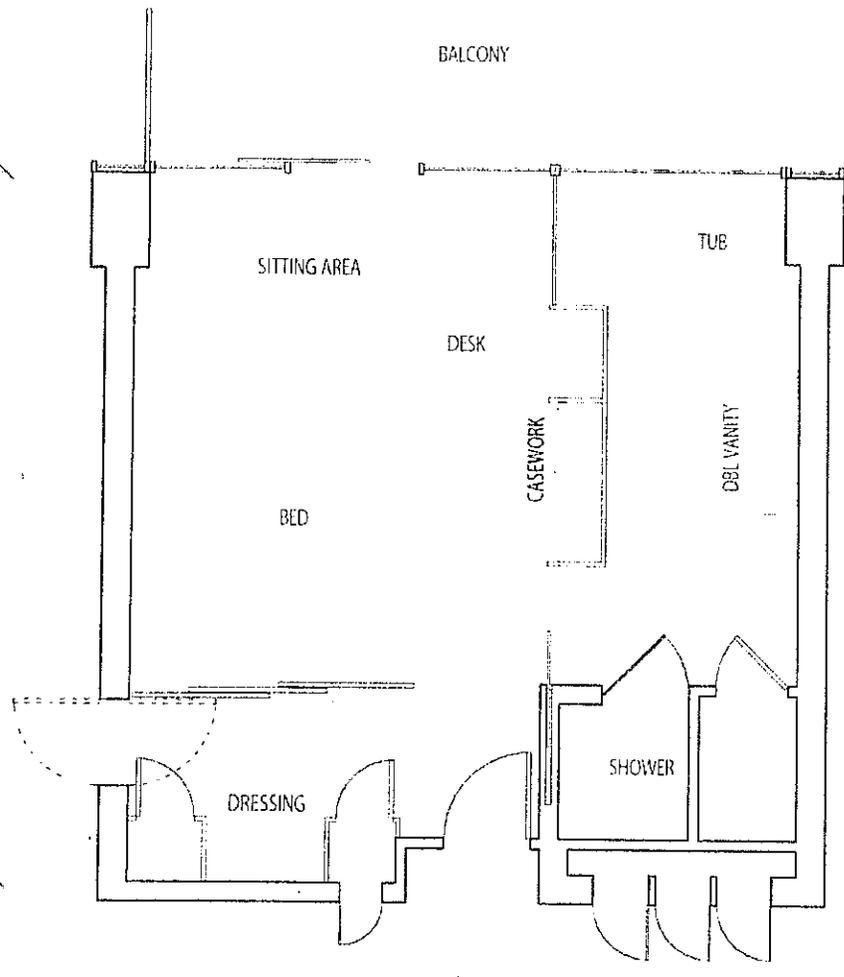


MANATŌLANUI

3150 KALANANĪHUI DRIVE, SUITE 310, HONOLULU, HI 96813

EXHIBIT D-10

GUEST ROOM CHARACTER



CONCEPTUAL TYPICAL GUEST ROOM

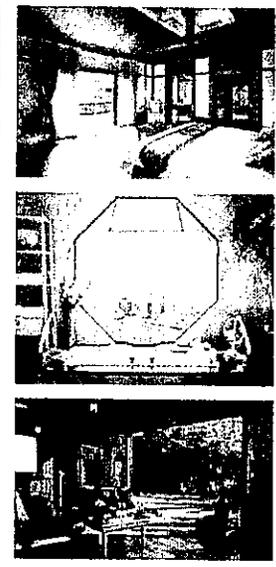
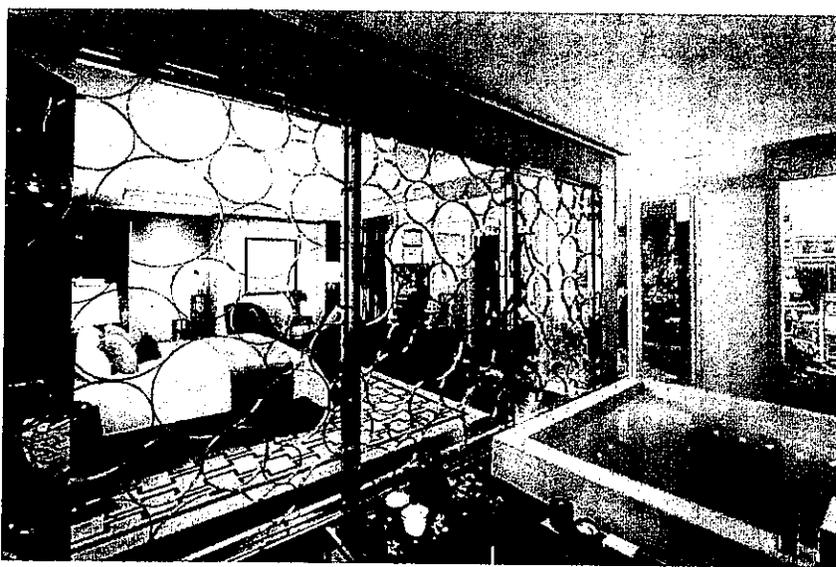


EXHIBIT D-11



UNIVERSITY OF HAWAII



MANA'OLANA