RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE DEVELOPMENT OF THE 1500 KAPIOLANI CONDO-HOTEL AND RESIDENTIAL DEVELOPMENT PROJECT.

WHEREAS, on April 17, 2017, the Department of Planning and Permitting ("DPP") accepted the application (DPP Reference Numbers 2017/SDD-24) of Manaolana AREP III Holdings, LLC (herein referred to as the "Applicant") for an Interim Planned Development-Transit (IPD-T) permit to redevelop 78,973 square feet of land with a mixed use, condo-hotel, residential, and commercial project in the Ala Moana neighborhood on land zoned BMX-3 Community Business Mixed Use District, located at 1460, 1470, 1488, and 1500 Kapiolani Boulevard, and identified as Tax Map Key 2-3-021: 007 through 010 (herein referred to as the "Project"); and

WHEREAS, the Project is proposed to include the demolition of the existing mid-rise commercial and parking structure and the development of a 444-unit full-service hotel, six residential penthouse units, one affordable housing unit, "air rights" for 67 affordable rental units, lobbies, private and semi-private residential amenity and activity areas, 517 parking spaces, 157 bicycle parking spaces, a six-story parking podium, an amenity deck with a pool, eating and drinking establishments, a ballroom, ground floor commercial and restaurant spaces, two small public plazas, and other ground floor pedestrian and right-of-way improvements; and

WHEREAS, on June 28, 2017, the DPP held a Public Hearing which was attended by the Agent and its representatives, Applicant and its representative, and approximately 45 members of the public; testimony was offered by 10 members of the public at the hearing; and

WHEREAS, on ______________, the DPP, having duly considered all evidence and reports of said public hearing and the review guidelines established in Section 21-2.110-2 and 21-9.100-5 of the Land Use Ordinance (L.U.O), completed its report and transmitted its findings and recommendation of approval to the Council by Departmental Communication ______ (2017); and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits B-1 through B-5, C-1 through C-15, D-1 through D-6, E-1 through E-5, and F-1 through F-4, and is further described in Departmental Communication ______ (2017), all of which are incorporated herein by this reference; and
WHEREAS, the City Council, having received the findings and recommendation of the DPP on ___________, and 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-T Project is approved under the following conditions, subject to the following conditions:

A. Within 10 working days of City Council approval of the IPD-T Permit for 1500 Kapiolani, the Applicant shall submit an application for a Major Special District Permit, including detailed plans and drawings of the Project.

B. The maximum permitted floor area for the site shall be 727,725 square feet (Floor Area Ratio [FAR] about 9.21).

C. The maximum height of the Project shall be 400 feet. Rooftop structures must conform to the Land Use Ordinance (LUD) Section 21-4.60(c).

D. The minimum number of parking spaces for the Project shall be 274 spaces. The maximum shall be 487 spaces. Furthermore, the required minimum number of loading spaces may be reduced to 7 loading spaces, at least half of which must be full-size.

E. The required yard (buildable area boundary) for the Project shall be as follows: five feet along Keauamoku (existing), five feet along Makaloa Street, 12 feet along Kapiolani Boulevard, and no setback along the common property line. Only existing structures, converted existing structures, awnings, or architectural features approved by the DPP may encroach into these required yards. A minimum of 65 percent of the building façades or pedestrian-friendly features along Kapiolani Boulevard and Makaloa Street must be sited on the buildable area boundary line.

F. The height setback shall be a continuous plane from the buildable area boundary line to a height of 60 feet, at which point buildings shall be set back 20 feet. Building encroachments into the height setback must be active spaces (lanais, passive recreation, or eating establishments), or must be screened by a green wall, as shown in the exhibits and plans.
G. The Applicant shall provide a minimum of 68 Affordable Units (49,861 square feet) for households with incomes not exceeding 80 percent Area Median Income for a minimum period of 30 years as generally shown in the Exhibits. Prior to the approval of a Certificate of Occupancy for the Hotel use and Penthouse Units, a building permit must be approved for the required affordable housing units.

H. The Applicant shall provide a safe, well-lit, paved pedestrian pathway from Kapiolani Boulevard to Makaloa Street through the Project. A ground floor pedestrian connection between the Hotel lobby and Makaloa Street should be considered.

I. The Applicant shall install sharrows on Makaloa Street in both directions between Keeauumoku Street and Kaheka Street.

J. Prior to the submittal of a building permit application, the Applicant shall:

1. Complete an agreement with Bikeshare Hawaii to implement, fund, construct, and maintain an on-site bikeshare station with a minimum of 20 docking stations, or as deemed appropriate by Bikeshare Hawaii.

2. Submit an updated wind study, which quantifies the wind conditions and the effectiveness of the proposed wind mitigation strategies. The recommendations of the updated wind study should be implemented.

3. Submit revised plans for approval by the DPP showing:

   a. Activation of the areas along the perimeter of the parking podium fronting Kapiolani Boulevard and Makaloa Street. These may include open lanais, eating and drinking establishments, or green walls.

   b. The removal of the exit only loading driveway on Makaloa Street.

   c. A screening hedge or similar plantings buffering the two small plazas from nearby parking and loading inside the porte-cochere, and showing that all loading zones are adequately screened from public view.

   d. A redesigned ground floor that better complies with the build-to requirements along Makaloa Street, and incorporates a safe and
well-lit pedestrian connection between Makaloa Street and Kapiolani Boulevard.

e. A tower height setback along the side property line of at least 20 feet from the tower face to the property line.

4. Submit a revised parking plan for approval by the DPP to confirm:

   a. The number of off-street parking spaces.

   b. That the redesigned parking and loading areas allow all vehicles to enter and exit the Project in a forward manner.

5. Submit a bicycle parking plan for approval by the DPP to identify:

   a. A minimum of 157 bicycle parking spaces, 21 of which should be conveniently located on the ground floor, on private property, and near entrances to the various establishments.

   b. The new location of the on-site bikeshare station.

K. Prior to approval of a building permit for demolition of existing structures, the Applicant shall provide the following:

   1. An updated Traffic Impact Study (TIS), or separate analysis, confirming the need for two all-pedestrian crosswalks. The study should also evaluate the installation of a leading pedestrian interval intersection. Bulbouts along Makaloa Street should be evaluated where street parking is to be retained. The expectation is that these types of signal phases and right-of-way improvements will be installed as a community benefit, along with any possible lane use changes, pending the updated study/analysis.

   2. A timeline 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 timeline should identify when the Construction Management Plan (CMP), the Traffic Management Plan (TMP), and updates and/or validation to the findings of the TIS dated February 2017, will be submitted for review and approval. Typically, the CMP should be submitted for review and approval prior to the issuance of demolition/building permits for
RESOLUTION

major construction work. The TMP or subsequent updates should be submitted and approved prior to the issuance of the (temporary) CO. The TIS, including supplemental studies or subsequent updates, should be submitted and approved prior to the commencement of each major phase of work, as required. A new TIS may be required if there is a significant change to the scope or timing of the major work items contained in the initial report.

3. 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. 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 has deteriorated as a result of the related construction activities.

4. A TMP shall include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by residents and employees. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives, and other similar TDM measures. A pedestrian and bicycle circulation plan should also be included to provide accessibility and connectivity to and along the surrounding public sidewalks and at street intersections, as it relates to complete streets initiatives. A post TMP will be required approximately one year after the issuance of the COs to validate the relative effectiveness of the various TDM strategies identified in the initial report.

L. The Applicant shall coordinate with the City Department of Transportation Services to:

1. Design, build, and maintain a new bus stop and shelter on Kapiolani Boulevard.
RESOLUTION

2. Show compliance with Complete Streets policies.

3. Realign signals and consider future lane alignments on Kapiolani Boulevard.

4. Adequately mitigate safety concerns of the exit-only loading driveway off Kapiolani Boulevard.

5. Ensure that all access driveways are designed with the highest pedestrian and bicycle safety measures in place.

M. The Applicant shall coordinate with the State Department of Transportation to review any updated studies, which must include a study of the possible impacts on the Ala Moana Boulevard, which is a State maintained urban principal arterial roadway.

N. Prior to applying for any permit for ground disturbance, the Applicant shall prepare and submit an archaeological inventory survey to the Department of Land and Natural Resources, State Historic Preservation Division (SHPD) for review and approval.

O. In the event that subsurface historic resources, including human skeletal remains, structural remains, cultural deposits, artifacts, sand deposits, or sinkholes 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.

P. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.

Q. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City/State for maintenance.
RESOLUTION

R. Approval of this IPD-T Permit does not constitute compliance with other LUO 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 LUO and other governmental provisions and requirements.

S. The Project shall receive a development permit for the proposed development within two years of the date of the Special District Major 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: (1) Sixty days after receipt of the Director's report, or (2) The Applicant's then-existing deadline for obtaining a building permit; the extension shall be deemed denied.

T. Construction shall be in general conformity with the approved 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 Department of Planning and Permitting.
BE IT FINALLY RESOLVED that copies of this resolution be transmitted to Kathy K. Sokugawa, Acting Director of the Department of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawaii 96813; Manaolana AREP III Holdings LLC, 11111 Santa Monica Boulevard, Suite 2250, Los Angeles, California 90025-7201; and Keith Kurahashi of R.M. Towill Corporation, 2024 North King Street, Suite 200, Honolulu, Hawaii, 98619-3494.

INTRODUCED BY:

DATE OF INTRODUCTION:

AUG 15 2017

Honolulu, Hawaii

Councilmembers
1. SEVEN (7) EXISTING MONKEYPOD TREES TO REMAIN.
2. DRAFTS OF TROPICAL UNDERSTORY SPECIES AND DISPOSITION TBD.
3. STREET LIGHTING PER CITY STANDARD.
4. INTEGRAL COLOR PRECUT PLANTERS, IRRIGATED, SEASONS, TROPICAL COLOR.
5. TROPICAL GARDEN WITH SUPPLEMENTAL ILLUMINATION.
6. HANGING HORIZONTAL TROPICAL CANOPY GARDEN AT SOFT FIT ABOVE.
7. VERTICAL GARDEN ABOVE, APPROXIMATELY 500 SF WITH UNIQUE LIGHTING EFFECTS.
8. STONE FAYERS, PATTERN AND VARIETY TBD.
9. RENEWABLE TROPICAL HARDWOOD INFORMAL, FIXED BENCH SEATING.
10. CENTERPIECE SCULPTURE AND PUBLIC PLAZA."
LEVEL 1 FLOOR PLAN
LEVEL 3 PARKING PLAN

FIFTEEN HUNDRED KAPIOLANI

Level 3 Parking

- HOTEL LOBBY AND BALLROOM ACCESS
- HOTEL PARKING
- HOTEL AND RESIDEN PARKING
- STORERO
- TERRACE

Exhibit C-3
LEVEL 7.5 MEZZANINE PLAN
LEVEL 35 PENTHOUSES PLAN

Level 35 Penthouses

- PENTHOUSES
- MECHANICAL AREA
- BALCONY
- PRIVACY SCREEN
- PLANT BENCH
- CLEANING ROOMS
0' Side Setback (BMX-35)
RE: TOD Draft Table 5.1
See N/S sections for compliance.

Line of BMX-38 Setback:
See N/S sections for compliance.

- Setback Type 3A: 9'
  RE: TOD Draft Fig. 5.5
- Setback Type 3B: 12'
  RE: TOD Draft Fig. 5.5

Line of BMX-38 Setback:
See N/S sections for compliance.

Site Setback Analysis

Exhibit E-1
Total Envelope Volume: 22,290,100 C.F.,
Proposed Volume: 9,693,200 C.F.,
(43.5% of Total)
Volume outside of Envelope: 366,400 C.F.,
(1.6% of Total)
Total Envelope Volume: 24,583,383 C.F.
Proposed Volume: 9,693,220 C.F.
Volume outside of Envelope: 54,199 C.F.
(0.2% of Total)
(39.1% of Total)
Total Envelope Volume: 22,590,100 C.F.
Proposed Volume: 9,683,310 C.F. (43.0% of Total)
Volume outside of Envelope: 319,400 C.F. (1.4% of Total)
COMMUNITY BENEFITS

1. On-site affordable housing (see narrative for details)
2. Improved retail frontage along Makalapa (not shown)
3. Improvements in the right-of-way
4. Improved parkway landscaping
5. Public benches and other site furniture
6. Improved bus shelter
7. Public plaza/parklet
8. Public sculpture centerpiece and retail kiosk
9. Planters
10. Vertical gardens (above)
11. Future bike lanes (not shown)
12. New bike share
13. Continuous retail, frontage, paving and improvements within property
14. Crosswalk improvements at Kapalama and Kekaulike (not shown - see narrative)