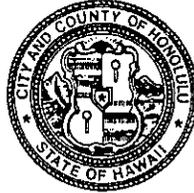


DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
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KIRK CALLOWELL
MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

2017/SDD-40(JY)

November 8, 2017

The Honorable Ron Menor
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

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Dear Chair Menor and Councilmembers:

SUBJECT: Application for an Interim Planned Development-Transit (IPD-T)
and Special District Permit No. 2017/SDD-40

Project: ProsPac Tower – Residential Condominium and
Commercial Development
Owner: Keeaumoku Acquisition, LLC
Applicant: ProsPac Holdings Group, LLC (Daniel Simonich)
Agent: R. M. Towill Corporation (Keith Kurahashi)
Location: 627, 629, 631, 641, and 651 Keeaumoku Street and
1518 Makaloa Street – Ala Moana
Tax Map Keys: 2-3-021: 037 and 039
Accepted: July 25, 2017

We recommend approval of this application for an IPD-T for the ProsPac Tower – Residential Condominium and Commercial Development, which includes a new mixed use development, consisting of a 41-story, 400-foot-high condominium tower with up to 429 residential units of which 78 will be affordable rental units, commercial spaces, recreational amenities, and bicycle and off-street parking. Public open space will be provided at the ground floor level. The site is in the BMX-3 Community Business Mixed Use District and within a quarter mile of the future rail transit station at Ala Moana Center. The project is offering community benefits commensurate with the proposed modifications to the development standards of the BMX-3 Community Business Mixed Use District, which include transitional height setbacks, building height, and density. The Department of Planning and Permitting recommends approval of the conceptual Project plan, subject to conditions relating to density, building height limit, street centerline height setback, tower separation, open space, landscaping, streetscape improvements, and parking and loading.

The Honorable Ron Menor
Chair and Presiding Officer
and Members
November 8, 2017
Page 2

Attached for your consideration are our report and draft resolution. Approximately 20 individuals attended the public hearing on September 14, 2017 at the Mission Memorial Auditorium at 10:30 a.m. Testimony was given by five persons. Testifiers who supported the Project noted the economic benefits of redevelopment at the site. The testifier who opposed the Project raised concerns associated with the proposed Ala Moana rail station.

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,



Kathy K. Sokugawa
Acting Director

Attachments

cc: Mayor Kirk Caldwell
Roy K. Amemiya, Jr., Managing Director
Corporation Counsel
Public Hearings Reporter
Keith Kurahashi, R. M. Towill Corporation
Keeaumoku Acquisition, LLC
Daniel Simonich, ProsPac Holdings Group, LLC

APPROVED:



Roy K. Amemiya, Jr.
Managing Director

PROSPAC TOWER- RECOMMEND APPROVAL

Planned Development-Transit (IPD-T) No. 2017/SDD-40

Due to City Council for Action: November 6, 2017

OVERVIEW | 41-story, 400-foot-high condominium tower with 425 units of which 78 will be affordable rental units, commercial spaces, recreational amenities, and bicycle and off-street parking.

**BONUS/
BENEFITS/
CONDITIONS**

Bonus/Flexibility	DPP Position
Height – 150 foot bonus (Max 400)	Support.
FAR – 9.90 FAR bonus (487,771 s.f.)	Support.
Use – commercial (eating/drinking establishments, retail, offices) residential uses	Support.
Parking 607 spaces	Parking maximum of 373 spaces.
Yards and Height Setback – Yards are sidewalks expansions, height setbacks greatly relaxed	Generally support, minor design changes required.
Community Benefits: Proposed	DPP Position – Not Commensurate to Bonus
Affordable Rental Units – 78 units available to those earning at or below the 80 percent AMI for a minimum of 30 years	Acceptable
Publically accessible plaza	Generally acceptable. Plazas to be considered a community benefits must be a minimum of 2,000 s.f. and include plaza programming plan.
Bike- and car- share programs	Acceptable, on private property.
Right-of-way-improvements	Acceptable.
Intersection improvements at Keeaumoku Street and Makaloa Street	Acceptable.
Community Benefits: Required	Conditions to be Commensurate with Bonus
Connectivity	Monetary contribution for improved connectivity on Keeaumoku Street, from Kapiolani Boulevard to South King Street.
Required Design Modifications	Condition to be Compliant with TOD Plan
Bicycle parking	Provide a minimum of 282 bicycle parking spaces, including 22 on the ground floor near entrances to commercial establishments.
Yard along Keeaumoku Street	5 feet yard. A minimum of 75 percent of the building façade must be sited on the buildable area boundary line.
Plaza on Makaloa Street	Larger plaza area with detailed streetscape improvements.
Landscaping	More landscaping between the street and sidewalk. Lush landscaping and canopy street trees shade bicyclists and pedestrians.

DEPARTMENT OF PLANNING AND PERMITTING
OF THE CITY

STATE OF HAWAII

IN THE MATTER OF THE APPLICATION)
)
 BY)
)
 PROSPAC HOLDINGS GROUP, LLC)
)
 FOR AN)
)
 INTERIM PLANNED)
)
 DEVELOPMENT – TRANSIT PERMIT)
)

FILE NO. 2017/SDD-40

FINDINGS OF FACT, ANALYSIS,
CONCLUSIONS OF LAW, AND RECOMMENDATIONS

I. GENERAL INFORMATION

A. Basic Information:

PROJECT: ProsPac Tower – Residential Condominium and Commercial Development
APPLICANT: ProsPac Holding Group, LLC (Daniel Simonich)
LANDOWNER: Keeaumoku Acquisition, LLC
AGENT: R. M. Towill Corporation (Keith Kurahashi)
LOCATION: 627, 629, 631, 641, and 651 Keeaumoku Street and 1518 Makaloa Street – Pawaa
TAX MAP KEYS: 2-3-021: 037 and 039 (Exhibit A-1)
LAND AREA: 1.132 Acres (49,290 Square Feet)
STATE LAND USE: Urban
EXISTING ZONING: BMX-3 Commercial Business Mixed Use (Exhibit A-2)
TOD ZONING MAP: BMX-3B Kapiolani Mixed Use District
EXISTING USE: Low rise structures with retail, restaurant, and office uses.
SURROUNDING USES: Retail, restaurants, multi-family dwellings, offices, recreational spaces, and active construction sites. The future Ala Moana rail transit station is located within a quarter mile of the subject site.

B. Proposal: The Applicant proposes to develop an Interim Planned Development-Transit project (Project) within a quarter mile of the future rail transit station at Ala Moana Center (see Exhibit A-1). It involves the construction of a 41-story, 400-foot-high condominium tower with 429 units of which 78 will be affordable rental units, commercial spaces, recreational amenities, and bicycle and off-street parking. Public open space will be provided on the ground floor.

The existing low rise structures on the two parcels will be demolished. The first two floors of the Project will have commercial uses. Pedestrian access to the 2nd floor commercial spaces are via escalators and elevators. The 3rd through 8th floors will mainly consist of parking, with affordable rental dwelling units facing Makaloa Street. The 9th floor would include amenities such as a dog park, barbecue area, cabanas, swimming pool with deck, multi-purpose room, laundry room, and storage rooms, along with guest units and market rate units. The 10th and 11th floors will consist of affordable rentals, while the 12th through the 41st floors will have market rate units.

The entrance to the market rate units is on Keeaumoku Street. This will be adjacent to a pick-up/drop-off area, along with the vehicle entrance for parking. The vehicle and pedestrian entrance to the affordable dwelling units and the loading area is on Makaloa Street. There are ten parking stalls for affordable units at this area. Bicycle parking for the residents of the building is also accessed from this loading area.

Public open space is proposed at the ground level plaza along with outdoor dining. Commercial spaces on the ground and second floors are accessible from the street, with escalators on Keeaumoku Street and an elevator on the Makaloa side of the building. Landscaping on the application plans show trees and ground cover.

- C. Interim Planned Development-Transit (IPD-T) Requests: The Project seeks to modify the density [floor area ratio (FAR)], underlying zoning height limit, street centerline height setbacks, yards, open space, landscaping, streetscape improvements, parking and loading, and signage through this IPD-T Permit.
- D. Proposed Community Benefits: To achieve the flexibility in development standards, the proposed community benefits (which will be discussed and analyzed later in the report) include:
 - 1. The Applicant proposes to provide 78 affordable housing rentals for those families or individuals that earn 80 percent or less than the Area Median Income (AMI). The affordable units will be accessible from Makaloa Street and will be "liners" on the parking floors three through ten.
 - 2. The Project will provide a total of 8,374 square feet of plaza space to be used by the public.
 - 3. Outdoor dining is provided at the ground level in the proposed 3,341 square foot arcade.
 - 4. Bike share bike racks are proposed to be installed.
 - 5. Electric vehicle charging stations will be provided inside the parking structure.
 - 6. A car sharing program is also proposed.
 - 7. Right-of-way improvements are proposed along Keeaumoku Street and Makaloa Street to enhance the sidewalk and landscaping.

8. Improvements at the intersection of Keeaumoku Street and Makaloa Street are proposed. This includes an all pedestrian crossing to provide a safer intersection for the area.

II. FINDINGS OF FACT

On the basis of the evidence presented, the Director of the Department of Planning and Permitting (DPP) has found:

- A. Description of Site and Surrounding Uses: The Project site is located in the BMX-3 Community Business Mixed Use District on the Koko Head side, mauka corner of Keeaumoku and Makaloa Streets in Pawaa (see Exhibit A-2). This Project consists of two parcels with a combined lot area of 49,290 square feet or 1.132 acres. The site is relatively flat and contains no unusual topographic features. Low rise structures currently are on the site, with most businesses vacated along Keeaumoku Street. There are still businesses in operation on Makaloa Street.

The surrounding area includes a mixture of commercial uses (e.g., dining, retail, bar, and entertainment establishments) and multi-family dwellings. Across Keeaumoku Street, to the northwest, is Walmart and Sam's Club shopping complexes. Cater-corner from the Project site is the Pacific Guardian Tower. Across Makaloa Street, to the southwest, is Walgreens and the recently approved 1500 Kapiolani IPD-T project. Directly to the east and north are various commercial retail establishments. The greater surrounding area includes multi-family dwellings, commercial centers, churches, schools, Ala Moana Center, and Ala Moana Beach Park. The future rail transit station is located a few blocks to the south of the subject lot.

- B. Other Permits and Approvals:

1. Permits required by the City and County of Honolulu include: Surface Encroachment Variance, Sewer Connection, Park Dedication, Construction Plan Approval, Demolition, Trenching and Drain Connection Permits, Grading, Building, and Street Usage Permits. The Project will require subdivision approval to designate easements for public utilities, access, and/or sidewalks. The Project will also require a Major Special District (SD) Permit.

A Conditional Use Permit for joint development would normally be required to treat multiple parcels as one zoning lot. However, pursuant to Section 21-9.100-5(a)(4)(B) of the Land Use Ordinance (LUO), an approved IPD-T project would be considered and treated as one zoning lot for development purposes.

2. Approvals required by the State of Hawaii include an Archaeological Inventory Survey Plan, National Pollutant Discharge Elimination System (NPDES) Permit, Construction Noise Permit, and Clean Air Permit.

- 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. The Project is also not within the Special Management Area.

- D. Flood Zone: The site is in Flood Zone X, which is an area determined to be outside the 500-year flood plain, as shown on Flood Insurance Rate Map Community Panel No. 15003-0362G dated January 19, 2011. Compliance with the flood hazard ordinance is required prior to the issuance of building permits.
- E. Public Agency and Community Comments: Agency and community comments are included here as facts and may contradict one another. The DPP analysis (later in this report) reconciles these comments. Summarized and/or condensed agency and community comments are as follows:
1. State Department of Health:
 - a. Any project and its potential impacts to State waters must meet the anti-degradation policy, designated uses, and water quality criteria. See Hawaii Administrative Rules (HAR) Section 11-54-1.1, Section 11-54-3, and Section 11-54-4 through 11-54-8.
 - b. A NPDES permit may be required. See HAR, Chapter 11-55.
 - c. Please note that all discharges related to the Project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 Water Quality Certification are required, must comply with the State's Water Quality Standards.
 - d. It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should:
 - i. Treat storm water as a resource to be protected by integrating it into project planning and permitting.
 - ii. Clearly articulate the State's position on water quality and the beneficial uses of State waters. The plan should include statements regarding the implementation of methods to conserve natural resources (e.g., minimizing potable water for irrigation, gray water re-use options, energy conservation through smart design) and improve water quality.
 - iii. Consider storm water Best Management Practice approaches that minimize the use of potable water for irrigation through storm water storage and reuse, percolate storm water to recharge groundwater to revitalize natural hydrology, and treat storm water which is to be discharged.
 - iv. Consider the use of green building practices, such as pervious pavement and landscaping to restore ecological function while maintaining, or even enhancing hydraulic capacity. Particular consideration should be given to areas prone to flooding, or where the infrastructure is aged and will need to be rehabilitated.

2. State Department of Transportation (DOT):

a. Airports Division:

- i. The ProsPac Tower site is located approximately 4.5 miles from the end of Runway 26L of the Daniel K. Inouye International Airport. The Applicant needs to be aware of the duties of the State and County agencies to implement the State of Hawaii Office of Planning Technical Assistance Memo related to this Project and all projects within five miles of an airport:
http://files.hawaii.gov/dbedt/op/docs/TAM-FASS-DOT-Airports_08-01-2016.pdf
- ii. Federal Aviation Administration (FAA) regulations require the submittal of FAA Form 7460-1, Notice of Proposed Construction or Alteration, in accordance with Code of Federal Regulations, Title 14, Part 77.9. Planned building heights and any additional height of any cranes needed during construction need to be included in the submittal of a FAA Form 7460-1. This form and criteria for submittal can be found at the following website:
<https://oeaaa.faa.gov/oeaa/external/portal.jsp>

b. Highways Division:

- i. The primary access to the site will be provided off Keeaumoku Street and two alternative access driveways will be off Makaloa Street; both are County roads.
- ii. A Transportation Assessment (TA) or Traffic Impact Analysis Report (TIAR) should be submitted for the review and acceptance by DOT and should include the following:
 - aa. The TA or TIAR should include a discussion of any traffic impacts generated by the Project onto the nearby Ala Moana Boulevard.
 - bb. The study should identify any impacts from the mauka bound traffic, H-1 Freeway on-ramp off Keeaumoku Street not far from the Project site, and should address any significant queuing on the H-1 Freeway on-ramp.

3. Honolulu Police Department (HPD):

- a. When construction begins, the HPD recommends that the contractor implement traffic controls and management at the Project site. The delivery of materials should occur only between the hours of 8 a.m. and 3 p.m. to avoid peak traffic times.
- b. Construction workers should not utilize public parks as a parking area for their personal or company vehicles while working at the Project site, unless they have obtained prior permission to use the park as a parking

space. Arrangements should be made for parking areas for construction personnel.

- c. The HPD recommends that the developer furnish the 630-maximum number of parking stalls allowed by the Transit-Oriented Development (TOD) Plan at the Project site. With very limited street parking, there is a necessity to provide ample parking at the site, which will reduce traffic hazards caused by cars parked illegally in the area.
- d. The developer should also provide designated storage areas on the property for alternative means of transportation, such as bicycles and mopeds. These designated areas should include racks or posts designed for individuals to secure their bicycles and mopeds.
- e. Safety measures, such as a closed-circuit television camera surveillance system, may deter criminal activity and assist in the identification of perpetrators by producing a readable image of a vehicle's license plate and identifiable facial images. On-site personnel should be trained on how to review and download recorded video footage.

4. Board of Water Supply (BWS):

- a. The existing water system is adequate to accommodate the proposed development. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval.
- b. When water is made available, the Applicant will be required to pay the Water System Facilities Charges for resource development, transmission, and daily storage.
- c. Water conservation measures are recommended for all proposed developments.
- d. High-rise buildings with booster pumps will be required to install water hammer arrestors or expansion tanks to reduce spikes and potential main breaks in the water system.
- e. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department (HFD).

5. Honolulu Fire Department:

- a. Fire department access roads that meet fire code requirements shall be provided for.
- b. A water supply that meets fire code requirements shall be provided for.
- c. Submit civil drawings to the HFD for review and approval.

6. Department of Transportation Services (DTS):

- a. The following multimodal mitigation measures to be completed with the Project include: a description of how the Project will promote, encourage, and monitor transit use by its residents; the management entity should inform residents, staff, and visitors of the City's vanpool, car share, and bikeshare programs to promote alternate modes of transportation; the bikeshare station should be placed on private property and included on the site plan; residents and staff should be provided with subsidized transit passes and bikeshare memberships; adopt an anticipated future bus stops on Keeaumoku and Makaloa (i.e., be responsible for litter removal, cleaning, and maintenance of the bench and floor area at no cost to the City). The Applicant shall be responsible for coordinating a public-private partnership with the City with regard to designing, building, and maintaining future transit facilities on Keeaumoku and Makaloa Streets; and require the developer to make a contribution for proposed improvements to Makaloa Street such as adding a sharrow from Sheridan Street to Kaheka Street.
- b. An updated Traffic Impact Report (TIR) should be replaced with a TA which includes:
 - i. Analysis of the multimodal nature of the Ala Moana neighborhood and recognizes the need for traffic control devices that encourage walking, bicycling, and transit use as the primary access modes for the proposed Project. The TA should identify parking management strategies both on- and off-street that will support the TOD Plan area.
 - ii. A multimodal circulation analysis should be provided that includes vehicle, bicycle, and pedestrian circulation impacts and potential conflicts in the surrounding area roadways and corresponding measures to mitigate these impacts by applying Complete Streets principles. Complete a multimodal analysis of the intersections of Keeaumoku Street and Makaloa Street that looks at the pros and cons for all travel modes. The analysis should include a study of the all-way pedestrian crossing phase with no right turn on red to accommodate the high pedestrian demands and to minimize the high number of conflicts between vehicles and pedestrians.
 - iii. When possible, use person trips instead of vehicle trip rates from the Institute of Transportation Engineers Trip Generation Manual and assign these trips to the transportation system. This will require analysis of crossing treatments using NCHRP 562 methodology for pedestrian measures.
 - iv. In addition to the calculated Level of Service (LOS), the observational LOS should be provided.

- v. The zero percent annual traffic growth rate that was validated with historic volume trends in the TIR should be used instead of two percent.
 - vi. Define performance measures for use in the study which include: Volume to capacity ratio targets that are greater than one for 1st and/or 2nd highest peak hours; identify where vehicle LOS will not be used; pedestrian LOS; bicycle LOS or Level of Traffic Stress; and Transit Capacity and Quality of Service.
- c. Traffic Management Plan (TMP). Prepare a TMP which:
- i. Is jointly reviewed and accepted by DTS and DPP.
 - ii. Provides a discussion of the traffic impacts that the Project may have on any surrounding City roadways, including short-term impacts during construction and long-term impacts after construction with corresponding measures to mitigate these impacts by applying complete street principles.
 - iii. Informs and encourages employees, residents, and guests of the vanpool, car share, and bikeshare programs. Provide subsidized transit passes and/or bikeshare passes to employees to encourage use of public transit.
 - iv. Identifies how construction materials and equipment will be transferred to and from the Project site during off-peak traffic hours (8:30 a.m. to 3:30 p.m.) to minimize any possible disruption to pedestrians and traffic on the local streets and Project driveways.
 - v. Provide the City with information by which to monitor construction areas using best practice TMPs. The City will require cameras where sidewalks are closed to help assess effectiveness of management.
- d. The Parking and Service Strategy should be updated to include a Shared Parking Analysis and how the Applicant will monitor and manage opportunities for shared parking between the various users (residents, visitors, and employees) of the parking structure; use unbundled parking; and how the Project will promote, encourage, and monitor transit use by its residents.
- e. Transit service is expected to be redesigned in this neighborhood and the Project should be designed to accommodate shelters for future bus service.
- f. The bikeshare stalls should be located on private property, operated and maintained by the management entity, and included as part of their community benefits package. Bikeshare stalls shall not be counted in the provision of required bicycle parking based on retail square footage.

- g. The Applicant is required to make a contribution for the proposed streetscape enhancements on Keeaumoku and Makaloa Street. Streets/roads should be designed for use by heavy duty transit buses; pavement specification, curb lane width, and turn radii should accommodate standard 40-foot buses as well as 60-foot buses. All proposed sidewalk improvements along Keeaumoku Street must take into account the Americans with Disabilities Act (ADA) requirements at existing and potential future bus stops. Bicycle lanes on Keeaumoku Street shall be designed to run behind bus stops, where appropriate, in order to reduce conflict with existing and future bus service.
- h. In the event that other development projects in the area fail to implement the pedestrian scramble improvements, the Applicant shall implement the improvements.
- i. When micro-units are part of the unit calculation, then the TOD parking requirements should also be reevaluated, given that best practice micro-unit parking ratio is 0.6.
- j. The application also fails to mention the major existing bus transit center at Ala Moana Center. Contact DTS, Mass Transit Administrator, at 768-8379 to discuss and coordinate how comprehensive and integrated transit planning may be better incorporated in the application.
- k. The Application should contain further discussion of compliance with County and State Complete Streets policies, pursuant to Act 54, Session Laws of Hawaii 2009, HRS § 264-20.5 and Revised Ordinances of Honolulu (ROH) 12-15. Contact DTS, Complete Streets Administrator, at 768-8326 to discuss and coordinate improvements.
- l. The Project should consider certification by a green building rating system, such as Leadership in Energy and Environmental Design (LEED). The DTS supports certification such as the LEED for Building Design and Construction Version 4.0, as it mitigates location and transportation impacts.
- m. The number of bicycle parking should be increased to 199 residential bicycle parking stalls as required based on floor area per unit.
- n. The Applicant should provide publicly accessible, ground-level, short-term bicycle and scooter parking facilities appropriate for public plaza and commercial use, as outlined in Bicycle Parking/Storage Facilities (page 56), of the Ala Moana TOD plan. Bikeshare parking should not be counted toward satisfying the 13 required bicycle parking stalls for retail.
- o. The Project should design for adequate sign distances and supplementary safety measures such as electronic devices at the driveways to warn pedestrians of vehicles moving in and out of driveways.

- p. The vehicle parking ramps should be designed to accommodate demands so that vehicles will not queue onto Keeaumoku and Makaloa Streets and block the roadway.
- q. To ensure that the Project development does not affect public transit services (bus operators, bus routes, bus stops, and para-transit operations); submit Project plans to DTS – Public Transit Division (PTD) for review and approval. Contact DTS-PTD at 768-8396, 768-8370, 768-8374, or TheBusStop@honolulu.gov.
- r. All loading and unloading needs, including refuse and service delivery vehicles, should be handled on-site, rather than on City roadways. In addition, the Project should be designed to accommodate The Handi-Van para-transit vehicles on-site, which require a minimum 31-foot turning radius, a 10-foot, 6-inch height clearance, and the ability to exit the site without reversing onto public roadways.
- s. The area Neighborhood Board, as well as the area residents, businesses, emergency personnel (fire, ambulance, and police), Oahu Transit Services, Inc. (The Bus and The Handi-Van), etc., should be kept apprised of the details of the proposed Project and the impacts the Project may have on the adjoining local street area network.
- t. A street usage permit from the City's DTS should be obtained for any construction-related work that may require the temporary closure of any traffic lane on a City street.
 - i. Construction schedules should be coordinated with other nearby properties that have planned developments to ensure minimal impacts on City streets.
 - ii. Any damage to the existing roadway and sidewalk area caused by the Project should be repaired to current City standards as well as meet the ADA requirements.
 - iii. In accordance to the requirements of Ordinance No. 2412, as amended, the proposed sidewalk areas along Keeaumoku Street and Makaloa Street shall meet the City and County of Honolulu standards and the ADA requirements. Pavement materials shall be chosen to withstand the uplifting and fracturing that may occur from any large trees.
 - iv. All access driveways to the Project site should be designed with the highest pedestrian and bicycle safety measures and constructed to current City standards.
 - v. Best Management Practice controls should be included at the construction site to prevent trailing of dirt and debris on City roadways.

- vi. Pedestrian detour routes should be established around construction activities situated within the sidewalk area. These detour routes should be located adjacent to or near the property line and near to the bus stop. Pedestrian detour plans shall be submitted to the City for review and approval.
 - u. Project plans should be reviewed and approved by the Disability and Communication Access Board to ensure full compliance with the ADA.
7. Honolulu Authority for Rapid Transportation (HART):
- a. The Applicant should ensure that the park/plaza area remains "public" to complement the commercial uses that will result from TOD improvements.
 - b. Plans provide for only 100 bicycle parking stalls rather than the 212 required by the TOD Ala Moana Plan, the number of bicycle stalls is not adequate.
 - c. The Project will provide 607 parking stalls while the TOD Ala Moana Plan requires 325. The proposed number of parking stalls is closer to the LUO parking requirement of 650. HART suggests that the number of parking stalls for the Project be reduced to something closer to the TOD requirement of 325 stalls.
 - d. The Project is proposing to provide 78 affordable rental micro studio units. In contrast, the proposed market units for the Project provide a range of unit types including 22 studios, 135 one-bedroom units, 174 two-bedroom units, and 16 three-bedroom units. There should be a similar distribution of unit types to accommodate the different lifestyles and needs of families who will be eligible for the affordable rental units.
8. Department of Parks and Recreation (DPR): DPR does not agree with the Project's proposed on-site improvements to meet the requirements of park dedication ordinance and street tree requirements. DPR strongly recommends the Applicant contact DPR to schedule a meeting to discuss concerns and recommendations.
9. Ala Moana/Kakaako Neighborhood Board No. 11 (NB): On November 22, 2016, the Agent made a presentation to the NB for the Project. Board members expressed concerns about construction, traffic, closures of existing bars, parking, pedestrians, notification of adjoining neighbors, and affordable work force housing. The Board took no vote on the Project.
10. Public Hearing Testimony: A Public Hearing was held on September 14, 2017, at the Mission Memorial Auditorium. After a brief Project overview by the DPP staff, the Agent provided additional information about the Project. Oral testimony was received from five members of the public. Four testified in support of the Project as it provides construction jobs and housing in the Ala Moana area. One person spoke against the Project because of its connection with the proposed rail transit station and what would be the purported address of the rail transit station.

There were also written testimonies received at the Public Hearing. Following the close of the Public Hearing, there was an additional letter in opposition to the Project for its requested height and density.

III. ANALYSIS

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

- A. Eligibility: The zoning lots that comprise the Project site meet the eligibility standards and qualify for an IPD-T Permit because the site is:
- Within one-half mile of the proposed transit station;
 - Greater than 20,000 square feet;
 - Under single ownership;
 - Entirely within the State Land Use Urban District; and
 - In the BMX-3 Community Business Mixed Use District.
- B. Use Regulations: The Project's proposed multi-family dwelling units, retail establishments, eating and drinking establishments, and offices are permitted in the BMX-3 Community Business Mixed Use District. The TOD Plan has also identified this site to be BMX-3B Kapiolani Mixed Use District. These uses are also permitted in the BMX-3B Kapiolani Mixed Use District.
- C. Development Standards: Flexibility may be granted for density, height, street centerline height setback, yards, open space, landscaping, streetscape improvements, parking and loading, and signage under the IPD-T Permit, if it can be demonstrated that the modifications accomplish a project design consistent with the goals and objectives of the TOD and the requests are commensurate with the contributions provided in the Project plan. The Applicant is seeking flexibility on density, building height limit, street centerline height setback, tower separation, open space, landscaping, streetscape improvements, and parking and loading.

Table A - Development Standards

Description		BMX-3 LUO Standard	BMX-3B TOD Standard	Proposed Project
Minimum Lot Area (square feet)		5,000	-	49,290
Minimum Lot Width and Depth		50	-	Complies
Required Yards (feet)	Front	10 for dwellings 5 for other uses	A maximum of 5 on Makaloa St. (Building build-to lines) 5 on Keeaumoku St. (Existing, no change)	15 on Keeaumoku 15 on Makaloa
	Side	5 for dwellings, 10 for multifamily,	0	Complies
	Rear	0 for other uses	10	10
Lot Coverage Minimum		-	90 percent	73 percent
Maximum Density (FAR)		2.5 (123,225 square feet)	10.0 (492,900 square feet)	9.90 (487,771 square feet)
Open Space Bonus Maximum FAR		3.5 (172,515 square feet)	-	3.55 8,374 square feet open space provided 3,341 square feet arcade area provided (41,870 + 10,023+123,225 = 175,118 square feet)
Maximum Building Height (feet)		250	400	400
Setbacks (feet)	Height Setback <i>Proposed Bill 75 (2015), CD1</i>	1 foot per 10 feet in height over 40 feet	20 feet in height over 60 feet	Encroaches into BMX-3B TOD Plan Height Setback at the upper levels. Portions of the tower, lanais, and rooftop deck encroach into the height setback a maximum of 20 feet.
	Street Centerline Height Setback <i>Current LUO Standard</i>	No portion of the structure shall exceed height equal to twice the distance from the structure to the vertical projection of the street centerline	-	Approximately half of proposed tower structure encroaches into Street Centerline Height Setback, starting at about the 10 th floor.
	Tower Separation Setback	-	50 feet from common property line	Does not comply

1. Minimum Lot Area and Minimum Lot Width and Depth: The minimum lot area for the BMX-3 Community Business Mixed Use District is 5,000 square feet. The Project site is 49,290 square feet and complies with this standard. The minimum lot width and depth is 50 feet. The Project site complies with this standard and no condition of approval is needed.
2. Front Yard (Setback): Being a corner lot, the site has two front yards; one on Keeaumoku Street and the other on Makaloa Street. LUO requirements for front yards are five feet for the two streets. This is also the requirement for the TOD Plan. The Applicant proposes to have the build-to line to start 15 feet away from the property line on both street frontages. By starting the building 15 feet away from the property line, the Applicant maintains that their proposal will create the public plaza area. However, most of the plaza area is on Makaloa Street and the Keeaumoku plaza area appears to be an extension of the sidewalk. In order to maintain continuity along Keeaumoku Street and to create a larger and more usable plaza area on Makaloa Street, the proposed storefronts along Keeaumoku Street should be located at the build-to line, closer to the street, for at least 75 percent of the building frontage as stated in the TOD Plan (Resolution No. 16-293, CD1). The building can then be pushed back on Makaloa Street to accommodate the difference in area. This redesign of the building and plaza area should be made a condition of approval.
3. Side and Rear Yards: In the BMX-3 Community Business Mixed Use District, side and rear yards must be five feet for multi-family dwellings and no yard requirement for other uses. The ground floor consists of commercial uses; therefore, no side or rear yard is required. The Project proposes a side and rear yard of 10 feet and meets this development standard and no condition of approval is needed.
4. Lot Coverage: The minimum lot coverage in the BMX-3B Kapiolani Mixed Use District is 90 percent. The Applicant proposes a lot coverage of 73 percent, which does not meet the TOD Plan requirements. In order for the Applicant to meet the setback requirements and provide open space allowed for the open space bonus, 90 percent lot coverage would not be achievable. Therefore, the 73 percent lot coverage is acceptable and meets this development standard and no condition of approval is needed.
5. Density: In the BMX-3 Community Business Mixed Use District, the maximum allowable floor area is 123,225 square feet or a FAR of 2.50. With the open space bonus, the maximum allowable floor area is 172,515 square feet or a FAR of 3.5. Under the TOD Plan, sites zoned BMX-3B Kapiolani Mixed Use District would be allowed a maximum FAR of 10.0, or 492,900 square feet with commensurate community benefits. The Applicant is proposing a FAR of 9.90 or 487,771 square feet, which is less than the maximum allowable under the TOD Plan. This equates to a density bonus of approximately 315,256 square feet. Further discussion on the density of the Project follows later in this report as the density does not provide commensurate community benefits required.
6. Open Space: The BMX-3 Community Business Mixed Use District does not regulate a minimum standard for open space and it is used to calculate the density of the lot. For each square foot of public open space, five square feet of

floor area may be added, exclusive of required yards; while for each square foot of arcade area, three square feet of floor area may be added. The Project proposes 8,374 square feet of open space and 3,341 square feet of arcade area. This equates to a density of 3.55, which exceeds the development standard for open space bonus. No condition of approval is required for this standard.

7. Height: The existing maximum height for the site is 250 feet. The IPD-T provisions in the TOD Plan allow a maximum height limit of 400 feet. The Applicant is requesting to exceed the height limit by 150 feet for the maximum height of 400 feet. The excess height is related to the density of the Project and is further discussed later in this report as the application does not currently provide commensurate community benefits.
8. Street Centerline Height Setback: The IPD-T Permit allows setbacks to be modified from the standard LUO requirements where adjacent uses and street character will not be adversely affected. Under the current street setbacks in the LUO, encroachment begins at approximately the 10th floor on Makaloa Street and at the 18th floor on Keeaumoku Street. With a corner lot, the street centerline height setback restricts and prevents any proposed structure on the site from attaining the maximum height for the area, thus reducing the building envelope. Ordinance 17-55 replaced the centerline height setback with the established height setback for the Apartment District, which is measured 40 feet from the required yard with a height setback one foot per 10 feet of additional height. The Project mainly complies with this standard but still encroaches into the height setback. On Makaloa Street, the maximum encroachment is approximately 20 feet and includes living spaces and portions of the lanai areas. While on Keeaumoku Street, the encroachment is approximately a portion of the top floors' lanai area. While not ideal, the encroachment is acceptable due to the design of the Project and the shape of the lot. No condition of approval is recommended for this standard.
9. Landscaping: TOD regulations recommend landscaping between the street and the sidewalk with hardscape to occur next to the building. This contradicts the LUO standard where all yards, except for access driveways and walkways, shall be landscaped. Minimal landscaping is proposed within these areas along Keeaumoku Street and Makaloa Street. The Project's yard areas appear to be extensions of the sidewalk area and the proposed plaza area on both street frontages and extend out to the street. Most of the proposed landscaping occurs mainly at the residential entrances into the building and consists of groundcover and trees. Street trees have not been proposed on either street, and street trees are required by the DPP along City streets when projects such as this provide the opportunity to soften the built environment. Lush landscaping and canopy street trees shall be provided as shade for bicyclists and pedestrians.

Makaloa Street is identified as a "green street" and an "events street closure area" in the Neighborhood TOD Plan. As a "green street," street improvements which are encouraged, include street trees, landscaping, and permeable pavers. Temporary street closure to vehicular traffic is to be expected for various events.

The Applicant should be expected to increase the amount of landscaping between the street and sidewalk to enhance Makaloa Street's importance as a "green street."

A surface encroachment variance will be required should there be any nonstandard improvements within the City right-of-way (i.e., planters, landscaping). A sidewalk variance will be required to permit the nonstandard sidewalk finish (pavers). It is recommended that the materials used for the walkways and plaza within the property be consistent across the entire frontage, including any driveways, to signal pedestrian priority. The colors selected for the pavers should match the City's concrete sidewalk to avoid disharmony patchwork effects along Keeaumoku Street and Makaloa Street and to allow for easy repairs.

The inclusion of lush landscaping, canopy street trees, and streetscape improvements, will need to be addressed in the Major SD Permit as the application does not adequately address this standard.

10. Tower Separation: The TOD Plan recommends a minimum separation between tall buildings which are 100 feet or more in height. The tower setback is a minimum of 50 feet from any adjoining property. The mauka portion of the tower is approximately 36.25 feet from the property line and on the Makai portion is 42 feet from the adjoining property line. Ideally, the tower should be placed outside of these tower setback areas to anticipate redevelopment of the mauka and Koko Head properties. However, the DPP acknowledges that the shape of the lots and the abutting streets constrains the design of the tower, therefore no condition of approval is required.
11. Parking and Loading: The off-street parking standards and requirements are summarized in the following tables:

Table B – LUO and TOD Off-Street Parking Comparison

Use	LUO Standard (stalls per)	No. of Units or Floor Area (square feet)	LUO Required Parking (stalls)	TOD Standard	TOD Required Parking (stalls)
Multi-family dwelling units (square feet)					
< 600	1 per unit	104	104	50% Reduction	351
600 - 800	1.5 per unit	105	158		
> 800	2 per unit	220	440		
Subtotals		429	702		
Guest Parking	1 per 10 units	429	43	50% Reduction	22

Use	LUO Standard (stalls per)	No. of Units or Floor Area (square feet)	LUO Required Parking (stalls)	TOD Standard	TOD Required Parking (stalls)
Retail/Eating and Drinking/Personal Services	1 per 400 square feet	30,907	78	None	None
Total Required			805	-	373*
Total Proposed			607	-	607
Difference			(198)	-	234

Table C – LUO Off-Street Loading

Use	LUO Loading Requirement	Quantity	LUO Required Loading (stalls)
Multi-family dwelling	2 for 151-300 units plus 1 each additional 200 or major fraction	429 units	3
Retail stores, eating and drinking, personal services	3 for 20,001-40,000 square feet	30,907 square feet	3
Total Required			6
Total Proposed			6
Difference			0

*The total LUO required off-street parking for the proposed uses is 805 stalls and 6 loading stalls. The TOD Plan recommends reducing the LUO parking requirement for dwellings by half and eliminating parking for commercial uses. This equates to 373 parking stalls. The Applicant proposes 607 parking stalls located in the podium parking structure. Although the HPD recommends compliance with LUO standards, the DTS, HART, and the TOD Division recommend a lower number of parking stalls. Due to the Project's proximity to the rail station and nearby bus stops, it is recommended that the parking proposed be reduced. Promoting the use of public transportation, car- and bikesharing, and the use of alternate means other than private vehicles, is highly encouraged in the TOD Special District. By restricting the number of parking stalls for the Project, it would encourage rail and alternative transit use, reduce demands on the existing street system, and therefore promote a more people-oriented development. The Project's higher heights and greater density should be mitigated to promote a pedestrian-friendly design, protect the existing traffic-related infrastructure, and promote future transportation measures. This should be made a condition of approval.

The Applicant proposes no reduction of the required loading. The number of loading stalls may be reduced to three. However, because large commercial

goods are difficult to transport on alternate modes of transportation, it is not recommended that the number of loading stalls be reduced. The proposed loading stalls shall be adequately screened from public view, which includes views from the neighboring property.

12. Bicycle Parking: The bicycle parking requirements and provisions are summarized in the following table:

Table D – TOD Bicycle Parking

Use	TOD Bicycle Parking Standard (square feet)	Floor Area (square feet)	TOD Required Bicycle Spaces
Multi-family dwellings (429 units)	1 stall per 1,600	416,258	260
Eating and drinking establishments	1 stall per 3,200	-	-
Retail	1 stall per 2,400	52,134	22
Totals			282
Proposed			100
Difference			(182)

The DTS, HART, and the TOD Division recommend an increase in the number of bicycle parking spaces. The TOD Plan requires a total of 282 bicycle parking spaces for the proposed uses on the site. Because the commercial spaces have not been adequately programmed, those spaces have been categorized as retail for the sake of simplicity. As such, the Applicant proposes only 100 bicycle stalls, of which 60 would be located in an interior bicycle storage area and 40 would be located at exterior bicycle racks. The TOD Plan encourages short-term bicycle parking be located in safe areas and near building entrances. The Project plans show bicycle parking near the Makaloa Street entrance and accessible from the loading area. It is a bit questionable to have bicyclists share an access way normally used for loading, as well as only on the Makaloa Street side of the building. As such, another entry way to the interior bicycle storage area should be located along with bicycle racks near the Keeaumoku Street entrance to the building. This also would increase the number of bicycle stalls. It is recommended that the required 282 bicycle stalls be provided to further strengthen alternative means of transportation other than a private vehicle. This should be a condition of approval.

The Applicant also proposes to install a bikeshare station. However, the Project plans do not show where the bikeshare station will be located. The bikeshare location must be on the Project property and should not interfere with pedestrian circulation. The Applicant must provide a flat level area (approximately 50 feet by 11 feet) that receives at least four hours of sunlight per day (ideally not under trees) for the bikeshare station solar panels. For continuity with other bikeshare stations located throughout Honolulu, the Applicant should be required to fund and maintain the bikeshare station and bicycles through Bikeshare Hawaii. This should be a condition of approval.

D. Other Development Considerations:

1. Traffic and Maneuverability: Application materials included a TIR prepared by Wilson Okamoto Corporation in October 2016 and revised August 2017. In response to issues raised by the report, the Applicant proposes to install an all pedestrian crossing at the intersection of Keeaumoku and Makaloa Streets. While the Applicant's proposal addresses pedestrian use of the area, traffic and circulation roadway improvements should be considered for vehicles, as well to mitigate the queuing action on Keeaumoku.

a. Transportation Planning: The Applicant should be required to create a timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the date of occupancy. This will also identify when a CMP, TMP, and updates to or validation of the findings of the TIS should be submitted for review and approval.

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.

The TMP should include TDM strategies to minimize the amount of vehicular trip for daily activities by employees and for possible large events being held on the property. The TDM strategies 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. All access driveways to the Project site should be designed with the highest pedestrian and bicycle safety measures.

A post TIS will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution, and assignment contained in the initial TIS. The Applicant should also be required to address DTS issues in the updated TIS. The use and operation of the porte cochere should be assessed to assure that vehicles are not queuing onto Keeaumoku Street. 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. These items will be made as a condition of approval.

b. Driveway, Sidewalk, and Pedestrian Circulation Design: The Project has two driveways, one on Keeaumoku Street and the other on Makaloa Street. The Keeaumoku Street driveway mainly serves guest and resident vehicles, while the Makaloa Street driveway services the affordable housing parking, loading areas, and bicycle parking. In addition, vehicles exiting the Project onto Keeaumoku Street shall be restricted to right-turn-out movements only. The same material used for

the sidewalks along Keeaumoku Street and Makaloa Street should continue across all Project driveways to signal pedestrian priority.

Adequate vehicular sight distance should be provided and maintained at all driveways. Driveway grades cannot exceed five percent for a minimum distance of 25 feet from the property line. Entry gates and ticket dispensers should be recessed as far into the driveway as necessary to avoid any queuing onto public streets. These will be made conditions of approval.

2. Environmental Conditions: The Project site is completely developed with little chance of encountering endangered flora or fauna. The existing street trees on Keeaumoku Street should be protected during construction. Approval to remove and/relocate the street trees must be obtained from the DPP and the DPR. This should be a condition of approval.
3. Archaeological Conditions: Comments from those agencies concerned with the archaeology of the site were not received. The application included an archaeological and civil engineering due diligence report prepared by Wilson Okamoto Corporation and a letter from Department of Land and Natural Resources, State Historic Preservation Division (SHPD) dated February 16, 2017. The letter noted that SHPD accepted an Archaeological Inventory Survey (AIS) for the parcels containing the Project. The AIS recommends that archaeological mitigation in the form of archaeological monitoring be done and SHPD concurs with this request. An Archaeological Monitoring Plan was subsequently prepared and accepted by SHPD on February 9, 2017. As such, SHPD anticipates receiving a monitoring report upon completion of the Project. This should be made a condition of approval.
4. Infrastructure:
 - a. Water: Water has been determined adequate for the Project. Fire protection measures will be verified during building permit review. Therefore, no condition is required.
 - b. Wastewater: The DPP Wastewater Branch (WWB) approved Sewer Connection Application No. 2015/SCA-0538 for the site (and an additional parcel) on March 8, 2016, for 433 multi-family dwelling units and retail and commercial uses. A 10-inch sewer line on Keeaumoku Street connects to a 36-inch main sewer line on Kapiolani Boulevard. It is estimated that there will be 122,320 gallons per day of sewage flow from the Project. This number will be recalculated based on the confirmed numbers during the time of building permit application. Therefore, no condition is required.
 - c. Drainage: The site is covered with hardscape and most of the storm water runoff flows to Keeaumoku Street and Makaloa Street, where it is collected at catch basins connected to the City's storm drain system. The Project is not proposed to increase the amount of storm water from what it is currently producing. While the Project proposal includes landscaping, compliance with new water quality rules will be confirmed during the

review of development permits and/or approvals. Therefore, no condition is required.

- d. Security and Safety: The application did not address how safety and security will be addressed at the Project. However, this is not a germane issue to the purpose of this permit, we defer to the Applicant on how to address this issue with HPD. Therefore, security and/or surveillance cameras are not recommended as a condition of approval.
 - e. Schools: The public schools that serve the Project site are Kaahumanu Elementary School, Washington Middle School, and McKinley High School. Based on data available to the Applicant, the estimated 425 dwelling units may include 52 students (26 in elementary school, 13 in middle school, and 13 in high school). The increase of new students entering the public school system is not anticipated to result in overcrowding of the area's public schools. Therefore, no condition is required.
5. Mauka-Makai Orientation: The 400-foot tower is oriented in a mauka-makai orientation due to the shape of the two parcels that make up the Project site. This orientation will further strengthen the Keeaumoku mauka view corridor. No condition of approval is required for the orientation of the Project.
 6. Public Views: In the TOD Plan, the surrounding area to the west and south of the Project site has a maximum height of 400 feet, while the area directly to the north and east have a maximum height of 350 feet. With these heights, the proposed tower is not expected to create substantial impacts on any public views. It should be noted that to reduce the negative visual impact of the massive parking podium on the Keeaumoku streetscape, the Applicant shall consider wrapping the parking garage with more residential units. However, no condition of approval is required to maintain public views.
 7. Shadow Study: A shadow study is included in the application materials. Depending on the time of year, shadows will be cast on properties across Keeaumoku (or Ewa from the site), along Keeaumoku Street, and Koko Head and mauka of the Project site. It will not cast shadows on any existing parks or public gathering spaces. It will however, cast a shadow on existing dwelling units, namely the Holiday Village Condominium. However, this will occur around the time of the summer solstice and the shadow created may be welcomed by the inhabitants of that condominium. The additional height is unlikely to have significant adverse impacts on the surrounding area by creating new shadows. No condition of approval is required for the shadow study of the Project.
 8. Wind Study: The Applicant provided a draft wind study, dated July 2017. Unacceptable wind activity is not anticipated at the ground floor area. Higher winds are expected at the amenity level (9th floor) but is mainly shielded from the prevailing winds by the proposed tower. The siting of the Project and the design of the façade will help to mitigate wind at the ground level. However, at windier areas, additional landscaping and screening would help mitigate the wind. An updated wind study and wind tunnel test is recommended to quantify the wind conditions and evaluate the effectiveness of these additional wind mitigation

strategies at the ground level. The Applicant should conduct and implement the recommendations of the wind study. This will be required as a condition of approval.

9. Signage: No signage plan is provided as part of this application. Therefore, the development will be limited to the standards for the BMX-3 Community Business Mixed Use District established in the LUO. Considering the location, variety of uses, and the opportunity for beneficial way-finding signage, the Applicant should consider applying for a Zoning Adjustment for a Sign Master Plan, which will allow additional signs and a greater sign area across the Project site.

E. Standards for Review: The highest degree of flexibility may be authorized by this permit for those projects which demonstrate:

1. 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: The mix of uses provided by the Project will create new employment opportunities, primarily in the retail and service industries along with condominium support services. The Applicant estimates that 305 permanent jobs would be created by the mix of uses on the Project site. In addition, employment opportunities will be available during the construction of the Project. The Project meets this standard of review.
2. The provision of measures and facilities to promote a highly functioning, safe, inter-connected, multi-modal circulation system, and supporting easy access to, and effective use of, the transit system on a pedestrian scale. The Applicant is proposing a number of features that promote multimodal circulation in the Pawaa area. The plaza area along Keeaumoku Street and Makaloa Street are extensions of the sidewalk and will facilitate pedestrian movements along these street frontages of the Project. In addition to the plaza, the Applicant proposes to provide a bikeshare station, on-site bicycle parking, car-sharing program and intersection improvements. Instead of only providing bicycle parking, the Project can be further improved with the installation of a protected bike lane on Keeaumoku Street, from Kapiolani Boulevard to South King Street, or comparable connectivity improvements. At the pedestrian level, canopy trees and lush landscaping should be provided for sun shading. The planter strip with street trees should be located between the street curb and sidewalk, as referenced in the TOD Plan. Materials used for sidewalks along Keeaumoku Street and Makaloa Street should be continued across all Project driveways to signal pedestrian priority. The color selected for pavers should closely match the City's concrete sidewalk to avoid patchwork effects and allow for future repairs. Employees of the building should also be given subsidized transit passes to discourage the use of private vehicles to the Project site. These measures will promote multimodal circulation.
3. The provision of usable, safe, and highly accessible public accommodations, gathering spaces, pedestrian ways, bicycle facilities, and parks. The Applicant is proposing approximately 8,374 square feet of public open space in the form of a plaza. However, the only true plaza space is along Makaloa Street. The areas fronting Keeaumoku Street are merely an extension of the sidewalk as it is long and narrow and cannot be counted as a true gathering space. The open space

along Keeaumoku equates to approximately 235 square feet in a linear orientation. Application materials show that the plaza area along Makaloa Street is approximately 1,000 square feet. The TOD special district requires that plaza is being proposed as a community benefit which will be a minimum of 2,000 square feet in area. The proposed plaza on Makaloa Street should be redesigned to become a much more usable space for people. In addition, it is recommended that the plaza area be programmed for use to maximize its place-making potential and demonstrate that it may be used by the public for a variety of activities. In addition, the proposed plaza area cannot be counted as meeting the requirements for park dedication. As such, the Applicant shall pay the in-lieu fee for park dedication for the dwelling units. The Applicant does provide bikeshare opportunities, but more bicycle parking should be added around building entrances to meet this standard. If the proposed conditions of approval are implemented, the proposal will meet this standard.

4. An appropriate mix of housing and unit types, particularly affordable and/or rental housing; with quantifying 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. The Project contains 429 units, this includes the four guest units on the 9th floor. The unit types and sizes are as follows: 104 studio units (248 to 575 square feet in floor area), 135 one-bedroom units (611 to 808 square feet in floor area), 174 two-bedroom units (930 to 1,073 square feet in floor area), and 16 three-bedroom units (1,286 to 1,410 square feet in floor area).

There is an appropriate mix of unit types for the market rate units. According to the Applicant, 78 units will be for affordable rental housing to households earning less than 80 percent Area Median Income (AMI) for a minimum of 30 years. When only looking at the number of units, the 78 units equates to 18 percent of the total number of units which exceeds the criteria of providing a minimum of 15 percent for affordable units proposed under Bill 58 (2017). However, the affordable rentals are limited to 72 studio and 6 one-bedroom units¹ which contradicts the standard of mixing unit types. The average size of the affordable studio units is approximately 300 square feet in net area. The DPP understands that higher standards for affordable housing is needed. The proposal limits the type of households who will benefit from affordable housing to singles and couples, and not include larger families.

While the DPP is not opposing the 78 affordable units, earnest consideration should be given to increase the number of affordable units. In order to meet this criteria of a mix of housing and unit types, the Applicant should include at least an additional 9,240 square feet of floor area for affordable rental units, for a total of 47,288 square feet or an additional 19 affordable units. This is based on 15 percent of the difference between the maximum FAR of 3.5 (172,515 square feet) for the underlying zoning and the proposed FAR of 9.90 (487,771 square feet) under the IPD-T process for a resulting difference of 315,256 square feet. When this difference is multiplied by the required 15 percent for affordable housing, the resulting affordable housing floor area is 47,288 square feet. The proposed affordable housing has a floor area of 38,048 square feet for 78 units,

¹Applicant updated unit types subsequent to filing the application with the department. This did not affect floor area.

this results in an average gross floor area of 488 square feet per unit. When this 488 square feet is divided into the required affordable housing floor area of 47,288 square feet, it results in a total of 97 affordable housing units, or 19 additional units (or 9,240 square feet).

Table E - Affordable Housing Calculations Base on Floor Area

Proposed Floor Area	487,771 square feet
Maximum Allowable Floor Area (BMX-3)	172,515 square feet
Difference	315,256 square feet
Proposed Affordable Housing Floor Area	38,048 square feet
Proposed Affordable Housing Units	78 units
Proposed Average Gross Floor Area per Unit	488 square feet
Additional Floor Area Requested	315,256 square feet
Affordable Housing Percent	15%
Required Affordable Housing Floor Area	47,288 square feet
Proposed Affordable Housing Floor Area	38,048 square feet
Difference	9,240 square feet
Proposed Average Gross Floor Area per Unit	488 square feet
Additional Affordable Housing Units	19 units
Proposed Affordable Housing Units	78 units
Total Affordable Housing Units Base on Floor Area	97 units

In order to keep the Project's design intact while providing more affordable units, the 19 additional units may be made available for sale to those earning at or below the 120 percent AMI for a period of time before being released for sale at the market rate. The period of times should be reflective of current real estate sales of the area, but no less than three months. This mix of units can fulfill the difference of 9,240 square feet of affordable units. By providing 19 units to those earning at or below the 120 percent AMI would better meet the standard of providing a mix of units and meeting the 15 percent of floor area for affordable units.

The Applicant has affirmed that they will not be seeking public tax credits in the construction and maintenance of the affordable units; therefore construction of all dwelling units will be of the same caliber with no differential in methods of construction. It will also reduce competition for the limited amount of funds available for lower income housing. Therefore, a condition of approval reflecting the proposed number of units and commitment not to seek government tax credits are recommended.

5. General consistency with the Ala Moana Neighborhood TOD Plan, most current version of the TOD Plan (under City Council review): The Project involves the redevelopment of several low rise structures that are built up to the property line, which will allow a pedestrian activity increase along Keeaumoku and Makaloa Streets, create jobs along the rail corridor, provide market rate and affordable housing, and generally support rail ridership due to its height, density, and proximity to the future rail station. However, the Project does not completely comply with the TOD plan. The lobby area on Makaloa Street should be a prominent building entry with an attractive quality front yard design (distinct in material, landscape, lighting, seating, etc.) from the proposed public plaza. The front yard should be extended to five feet from the property line, which reinforces the lobby entry, frames the plaza space, and helps define the street profile; thereby enhancing the affordable rental units. The Applicant should also further develop the plaza with activity areas, appropriate seating, programming, and improve design features to maximize its place making and community use potential. The podium and recreation deck on the mauka side may need to be set back further from the property line. While the proposal is consistent with the height and density of the TOD plan, it is not with intermodal connectivity, parking, the build-to lines along Keeaumoku Street, tower separation recommendations, and cultural programs and public events. By providing monetary contributions for future connectivity improvements on Keeaumoku Street, decreasing the amount of parking to 373 parking stalls, adjusting the build-to lines on Keeaumoku Street, comply with 50-foot tower setbacks from property lines, and programming use of the plaza area, then the Project will meet this standard of review.

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 Applicant presented community benefits, some of which are, and some of which are not, actually beneficial to the general public.

1. Qualifying Community Benefits: Of the proposed public benefits offered, the following may be considered benefits in the general interest of the public:
 - a. Affordable rental units. The Applicant proposes that 78 affordable rental units are valued at \$20,000,000; with no government tax credits used for the construction and maintenance of the units. This figure includes land, construction, and management costs, with no government tax credits or assistance for financing. The affordable rentals will be available to those earning at or below the 80 percent AMI for a minimum of 30 years.

- b. Publicly accessible plaza. The Applicant did not provide a value for this benefit. The Applicant suggests that 8,374 square feet be counted as a community benefit; however, the DPP calculates approximately 1,000 square feet count towards the community benefit because of the design that allows groups of people to congregate in the given area. More so, the public plaza does not meet the requirements for park dedication as it is mostly a pedestrian area shared with the businesses fronting it. This area does not contain facilities for the active recreation of the residents.
 - c. Bike- and car-share programs. A value was not provided for the car share program. A bikeshare program is approximately \$50,000 in value.
 - d. Right-of-way improvements. The Applicant proposes improvements along Keeaumoku and Makaloa Streets to enhance the sidewalk and landscaping. However, details of this were not shown in the application materials.
 - e. Intersection improvements at Keeaumoku Street and Makaloa Street, such as the installation of an all-way pedestrian crossing and signal and phasing is to coincide with the signals at Kapiolani Boulevard and Keeaumoku Street. The value for this benefit is approximately \$150,000. Other projects in the area will also be contributing to this benefit.
2. Unacceptable Community Benefits: Of the Applicant's proposed community benefits, the following are critical components of the Project, but are not considered community benefits because they would either normally be required as a condition of a development of this scale or will not benefit the public at large:
- a. Outdoor dining is not considered as a community benefit. Outdoor dining is an effective measure to activate the plaza area, but it is largely a benefit to the paying customers rather than the community-at-large. Also, without the inclusion of street furniture, there is not a guarantee that the outdoor dining will always be used as such in the future.
 - b. Electric vehicle charging stations are not considered a community benefit as they still promote private vehicle use. They are, however, considered as helpful to the environment by reducing reliance on gasoline powered vehicles.
3. Additional Community Benefits Recommended: The proposed public benefits are not commensurate with the requested exemptions. In addition to the proposed benefits listed by the Applicant, the DPP recommends the following community benefits be added to the Project as conditions of approval:
- a. A monetary contribution for improved connectivity on Keeaumoku Street, from Kapiolani Boulevard to South King Street. In the amount of \$500,000 as recommended by DTS;
 - b. Inclusion of location specific site enhancements, such as artwork; which can either be active or passive; and

- c. Increased and redesigned plaza area and plaza programming plan.

If the Applicant complies with the recommended conditions of approval, 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 the conditions of approval.

IV. CONCLUSIONS OF LAW

Based on the foregoing Findings of Fact, the Director of the DPP 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, under certain recommended revisions;
- B. The requested Project boundaries and requested flexibility with respect to development standards are consistent with the objectives of the TOD and the provisions enumerated in Section 21-9.100-4, subject to compliance with the conditions of approval; 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 (IPD-T) application for ProsPac Tower – Residential Condominium and Commercial Development, be **APPROVED**, subject to the following conditions:

- A. Within 10 days of City Council approval of the IPD-T Permit for ProsPac Tower – Residential Tower and Commercial Development, 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 487,771 square feet or a Floor Area Ratio (FAR) of 9.90.
- C. The maximum height of the Project shall be 400 feet.
- D. No more than 373 off-street parking stalls shall be provided on the site.
- E. The required yard (buildable area boundary) for the Project shall be five feet along Keeaumoku Street. A minimum of 75 percent of the building façade along Keeaumoku Street must be sited on the buildable area boundary line.

- F. The Applicant shall construct a minimum of 78 affordable rental housing units (or a minimum of 38,048 square feet) for those earning at or below the 80 percent Area Median Income (AMI). The units shall remain affordable for a minimum of 30 years from the time the Certificate of Occupancy (CO) is issued. Government tax credits shall not be sought to construct or deliver any of the required affordable rental units.
- G. The Applicant shall provide a safe, well-lit, paved, pedestrian, bicyclist, and vehicular pathway to the loading area.
- H. Prior to the issuance of a CO for the Project, the Applicant shall contribute \$500,000 to the Department of Transportation Services (DTS) for connectivity improvements along Keeaumoku Street from Kapiolani Boulevard to South King Street.
- I. The bikeshare station and bicycles shall be funded and maintained by the Applicant or the Project's future management entity.
- J. Prior to the submittal of a building permit application, the Applicant shall submit to the DPP for review and approval the following:
 - 1. Updated wind study, which quantifies the wind conditions and the effectiveness of the proposed wind mitigation strategies. The recommendations of the updated wind study shall be implemented.
 - 2. Revised plans showing:
 - a. Redesigned lobby entrance on Makaloa Street.
 - b. Larger plaza area on Makaloa Street with detailed streetscape improvements and documentation of offering the plaza area to a minimum of 6 public events annually, such as farmer's markets and ethnic festivals.
 - c. Maximum of 373 off-street parking spaces.
 - d. Redesigned parking and loading areas to show that vehicles enter and exit in a forward manner.
 - e. Minimum of 282 bicycle parking spaces, including at least 22 that shall be conveniently located on the ground floor, on private property, and near entrances to the various establishments.
 - f. Location of the on-site bikeshare station.
 - 3. In-lieu fee for park dedication requirements.
- K. The Applicant shall submit the following to the DPP Traffic Review Branch (TRB) for its review and approval:
 - 1. A timeline or phasing plan of the anticipated dates to obtain major building permit(s) for demolition/construction work, including the Project 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 initial traffic impact study (TIS), dated August 2017 will be submitted for review and approval. The TIS shall also be revised to reflect the concerns and additional data needs of the DTS. 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. 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.

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. 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.
3. The TMP shall address concerns raised by the DPP and the DTS. A TMP shall include traffic demand management (TDM) strategies to minimize the amount of vehicular trips for daily activities and large events. 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 the surrounding public sidewalks. Projections of pedestrian activity around the site should be reassessed.
4. The length of the porte cochere shall be designed to prevent any overflow or queuing of vehicles onto Keeaumoku Street and shall be wide enough to allow a moving vehicle to safely pass a stationary parked vehicle. Vehicle turning templates, and a queuing layout, should be submitted to demonstrate that these can be adequately achieved using the anticipated type of vehicles (limos, vans, etc.).
5. The exit of the proposed driveway off of Keeaumoku Street will be restricted and channelized to right-turn-out movements only.
6. All vehicular access points shall be constructed as standard City dropped driveways. Adequate vehicular sight distance shall be provided and maintained at all driveways for pedestrians and other vehicles. Driveway grades shall not exceed five percent for a minimum distance of 25 feet from the property line. Entry gates and ticket dispensers shall be recessed as far into the driveway as necessary to avoid any queuing onto public streets.

7. All loading and trash pick-up areas shall be designed such that vehicles enter and exit front first. Provide adequate on-site turn-around areas and ensure that the layout of parking spaces in the loading/delivery area does not interfere with turning maneuvers for large vehicles.
- L. Approximately one year after the issuance of the CO, the Applicant shall prepare and submit the following to the DPP TRB:
1. A post TMP to validate the relative effectiveness of the various TDM strategies identified in the initial report.
 2. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of various TDM strategies identified in the initial report. A post TIS will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution, and assignment contained in the initial TIS. The use and operation of the porte cochere and loading areas should be assessed to assure vehicles are not queuing onto Makaloa Street or Keeaumoku Street. 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 TIS is inconclusive, a follow up study may be required within a year of this prior study, as necessary.
- M. The Applicant shall coordinate with the DTS:
1. Show compliance with Complete Streets policies and integrated transit planning.
 2. Realign traffic signals at the intersection of Keeaumoku Street and Makaloa Street.
 3. Ensure that all access driveways are designed with the highest pedestrian and bicycle safety measures in place.
 4. Provide a revised parking and service strategy that includes a shared parking analysis.
- N. All landscaping shall be maintained in a healthy visual condition at all times.
- O. Prior to the issuance of the CO, the Applicant shall submit to the Department of Land and Natural Resources, State Historic Preservation Division (SHPD), for its review and approval, an updated archaeological monitoring report documenting construction phase findings, if any. The Applicant shall provide the DPP with written confirmation that its request has been submitted and approved by the SHPD.
- P. If, during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work and contact the SHPD immediately. Work in the immediate area shall be stopped until the SHPD is able to assess the impact and make further recommendations for mitigative activity.

- Q. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- R. The Applicant shall be responsible for the maintenance of all constructed improvements, not otherwise accepted by the City or State for maintenance.
- S. Approval of the IPD-T Permit does not constitute compliance with other Land Use Ordinance (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.
- T. 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 the permit null and void, and 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.

- U. 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 DPP.

Dated at Honolulu, Hawaii, this 8th day of November, 2017.

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

By 
 Kathy K. Sokugawa
 Acting Director

Attachments



RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE DEVELOPMENT OF THE PROSPAC TOWER – RESIDENTIAL CONDOMINIUM AND COMMERCIAL DEVELOPMENT PROJECT.

WHEREAS, on July 25, 2017, the Department of Planning and Permitting ("DPP") accepted the application (DPP Reference Number 2017/SDD-40) of ProsPac Holdings Group, LLC (herein referred to as the "Applicant") for an Interim Planned Development-Transit (IPD-T) permit to redevelop 49,290 square feet of land with a mixed use, residential, and commercial project in the Pawa neighborhood on land zoned BMX-3 Community Business Mixed Use District, located at 627, 629, 631, 641, and 651 Keeaumoku Street and 1518 Makaloa Street, and identified as Tax Map Key 2-3-021: 037 and 039 (herein referred to as the "Project"); and

WHEREAS, the Project will include the demolition of the existing low-rise commercial structures and the development of a 41-story, 400-foot high condominium tower with up to 429 residential units of which 78 will be affordable rental units, commercial spaces, recreational amenities, and bicycle and off-street parking. Parking open space will be provided at the ground floor.

WHEREAS, on September 14, 2017, the DPP held a Public Hearing which was attended by the Agent and its representatives, Applicant and its representative, and approximately 20 members of the public; testimony was offered by five 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 (LUO), 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 A-1, A-2, B-1 through B-15, 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 days of City Council approval of the IPD-T Permit for ProsPac Tower – Residential Tower and Commercial Development, the Applicant shall submit an



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application for a Major Special District Permit, including detailed plans and drawings of the Project

- B. The maximum permitted floor area for the Project shall be 487,771 square feet or a Floor Area Ratio (FAR) of 9.90.
- C. The maximum height of the Project shall be 400 feet.
- D. No more than 373 off-street parking stalls shall be provided on the site.
- E. The required yard (buildable area boundary) for the Project shall be five feet along Keeaumoku Street. A minimum of 75 percent of the building façade along Keeaumoku Street must be sited on the buildable area boundary line.
- F. The Applicant shall construct 78 affordable rental housing units (or a minimum of 38,048 square feet) for those earning at or below the 80 percent Area Median Income (AMI). The units shall remain affordable for a minimum of 30 years from the time the Certificate of Occupancy (CO) is issued. Government tax credits shall not be sought to construct or deliver any of the required affordable rental units.
- G. The Applicant shall provide a safe, well-lit, paved, pedestrian, bicyclist, and vehicular pathway to the loading area.
- H. Prior to the issuance of a CO for the Project, the Applicant shall contribute \$500,000 to the Department of Transportation Services for connectivity improvements along Keeaumoku Street from Kapiolani Boulevard to South King Street.
- I. The bikeshare station and bicycles shall be funded and maintained by the Applicant or the Project's future management entity.
- J. Prior to the submittal of a building permit application, the Applicant shall submit to the DPP for review and approval the following:
 - 1. Updated wind study, which quantifies the wind conditions and the effectiveness of the proposed wind mitigation strategies. The recommendations of the updated wind study shall be implemented.
 - 2. Revised plans showing:
 - a. Redesigned lobby entrance on Makaloa Street.
 - b. Larger plaza area on Makaloa Street with detailed streetscape improvements and documentation of offering the plaza area to a minimum of 6 public events annually, such as farmer's markets and ethnic festivals.



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- c. Maximum of 373 off-street parking spaces.
 - d. Redesigned parking and loading areas to show that vehicles enter and exit in a forward manner.
 - e. Minimum of 282 bicycle parking spaces, including at least 22 that shall be conveniently located on the ground floor, on private property, and near entrances to the various establishments.
 - f. Location of the on-site bikeshare station.
3. In-lieu fee for park dedication requirements.
- K. The Applicant shall submit the following to the DPP Traffic Review Branch (TRB) for its review and approval:
1. A time line or phasing plan of the anticipated dates to obtain major building permit(s) for demolition/construction work, including the project 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 study (TIS) dated August 2017 will be submitted for review and approval. The TIS shall also be revised to reflect the concerns and additional data needs of the DTS. 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. 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.
 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. 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



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restriping, road resurfacing and/or reconstruction if the condition of the roadways has deteriorated as a result of the related construction activities.

3. The TMP shall address concerns raised by the DPP and DTS. A TMP shall include traffic demand management (TDM) strategies to minimize the amount of vehicular trips for daily activities and large events. 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 the surrounding public sidewalks. Projections of pedestrian activity around the site should be reassessed.
 4. The length of the porte cochere shall be designed to prevent any overflow or queuing of vehicles onto Keeaumoku Street and shall be wide enough to allowing a moving vehicle to safely pass a stationary parked vehicle. Vehicle turning templates, and a queuing layout, should be submitted to demonstrate that these can be adequately achieved using the anticipated type of vehicles (limos, vans, etc.)
 5. The exit of the proposed driveway off of Keeaumoku Street will be restricted and channelized to a right-turn-out movements only.
 6. All vehicular access points shall be constructed as standard City dropped driveways. Adequate vehicular sight distance shall be provided and maintained at all driveways for pedestrians and other vehicles. Driveway grades shall not exceed five percent for a minimum distance of 25-feet from the property line. Entry gates and ticket dispensers shall be recessed as far into the driveway as necessary to avoid any queuing onto public streets.
 7. All loading and trash pick-up areas shall be designed such that vehicles enter and exit front first. Provide adequate on-site turn-around areas and ensure that the layout of parking spaces in the loading/delivery area does not interfere with turning maneuvers for large vehicles.
- L. Approximately one year after the issuance of the COO, the Applicant shall prepare and submit the following to the DPP TRB:
1. A post TMP to validate the relative effectiveness of the various TDM strategies identified in the initial report.
 2. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of various TDM strategies identified in the initial report. A post TIS will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution and assignment



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contained in the initial TIS. The use and operation of the porte cochere and loading areas should be assessed assure vehicles are not queuing onto Makaloa Street or Keeaumoku Street. 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 TIS Is inconclusive, a follow up study may be required within a year of this prior study, as necessary.

- M. The Applicant shall coordinate with the Department of Transportation Services to:
1. Show compliance with Complete Streets policies and integrated transit planning.
 2. Realign traffic signals at intersection of Keeaumoku Street and Makaloa Street.
 3. Ensure that all access driveways are designed with the highest pedestrian and bicycle safety measures in place.
 4. Provide a revised parking and service strategy that includes a shared parking analysis.
- N. All landscaping shall be maintained in a healthy visual condition at all times.
- O. Prior to the issuance of the CO, the Applicant shall submit to the Department of Land and Natural Resources, State Historic Preservation Division (SHPD), for its review and approval, an updated archaeological monitoring report documenting construction phase findings, if any. The Applicant shall provide the DPP with written confirmation that its request has been submitted and approved by the SHPD.
- P. If, during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work and contact the SHPD immediately. Work in the immediate area shall be stopped until the SHPD is able to assess the impact and make further recommendations for mitigative activity.
- Q. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction for the construction of the proposed Project.
- R. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City or State for maintenance.
- S. Approval of the IPD-T Permit does not constitute compliance with other Land Use Ordinance (LUO) or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant shall be



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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.

- T. The Project shall receive a development permit for the proposed development within two years of the date the Special District Major permit. Failure to obtain a development permit within this period shall render the permit null and void, and 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.

- U. 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.



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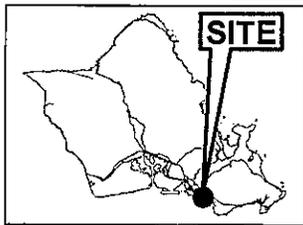
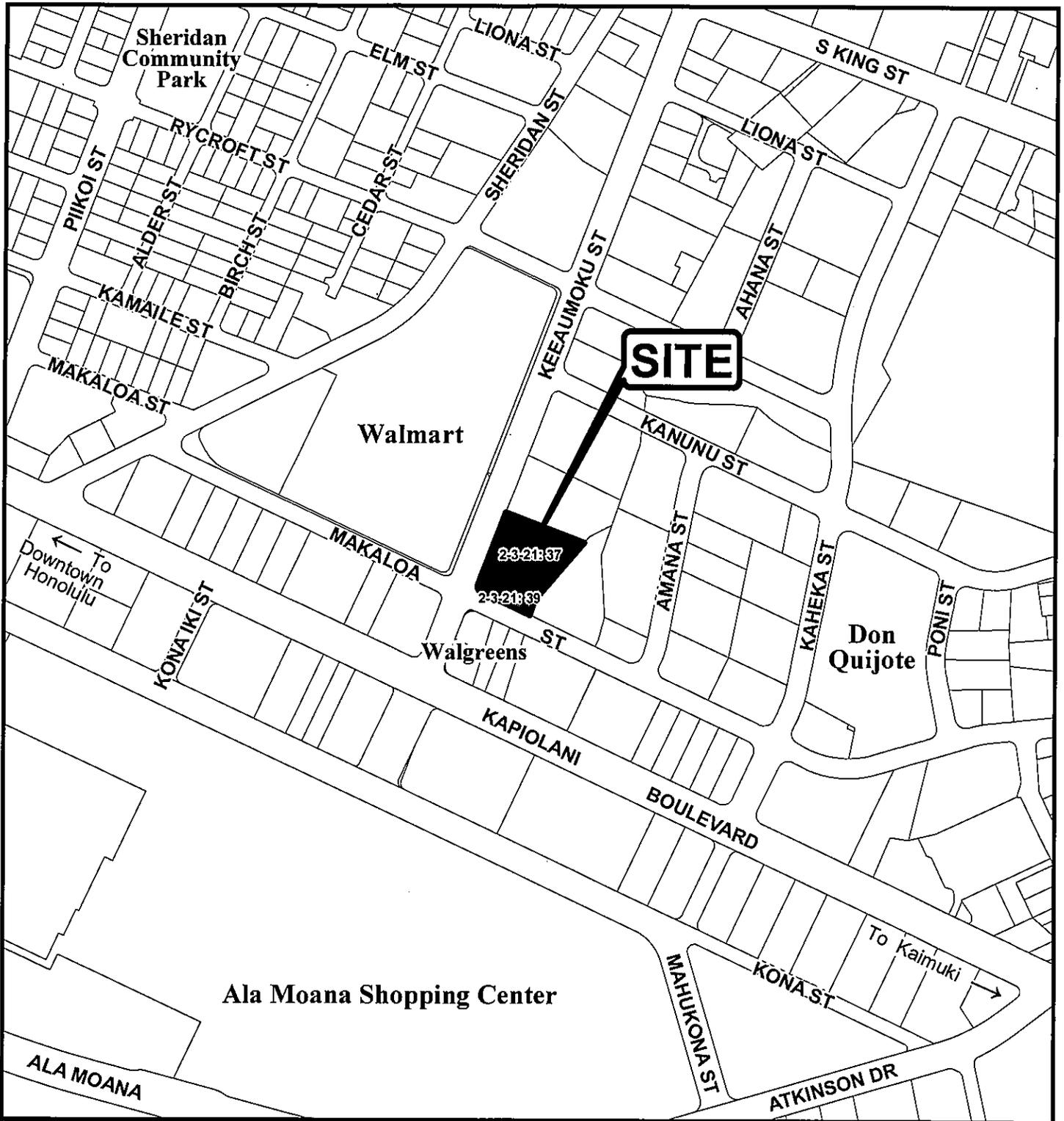
BE IT FINALLY RESOLVED that copies of this resolution be transmitted to Kathy K. Sokugawa, Acting Director of the Department of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawaii 96813; ProsPac Holdings Group, LLC, 1440 Kapiolani Boulevard, Suite 1406, Honolulu, Hawaii 96814; and Keith Kurahashi of R. M. Towill Corporation, 2024 North King Street, Suite 200, Honolulu, Hawaii, 98619-3494.

INTRODUCED BY:

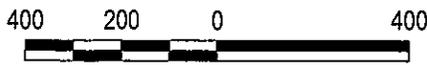
DATE OF INTRODUCTION:

Honolulu, Hawaii

Councilmembers



VICINITY MAP



Scale in Feet



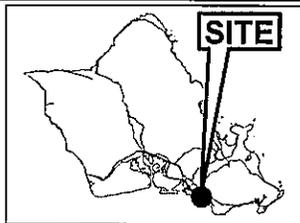
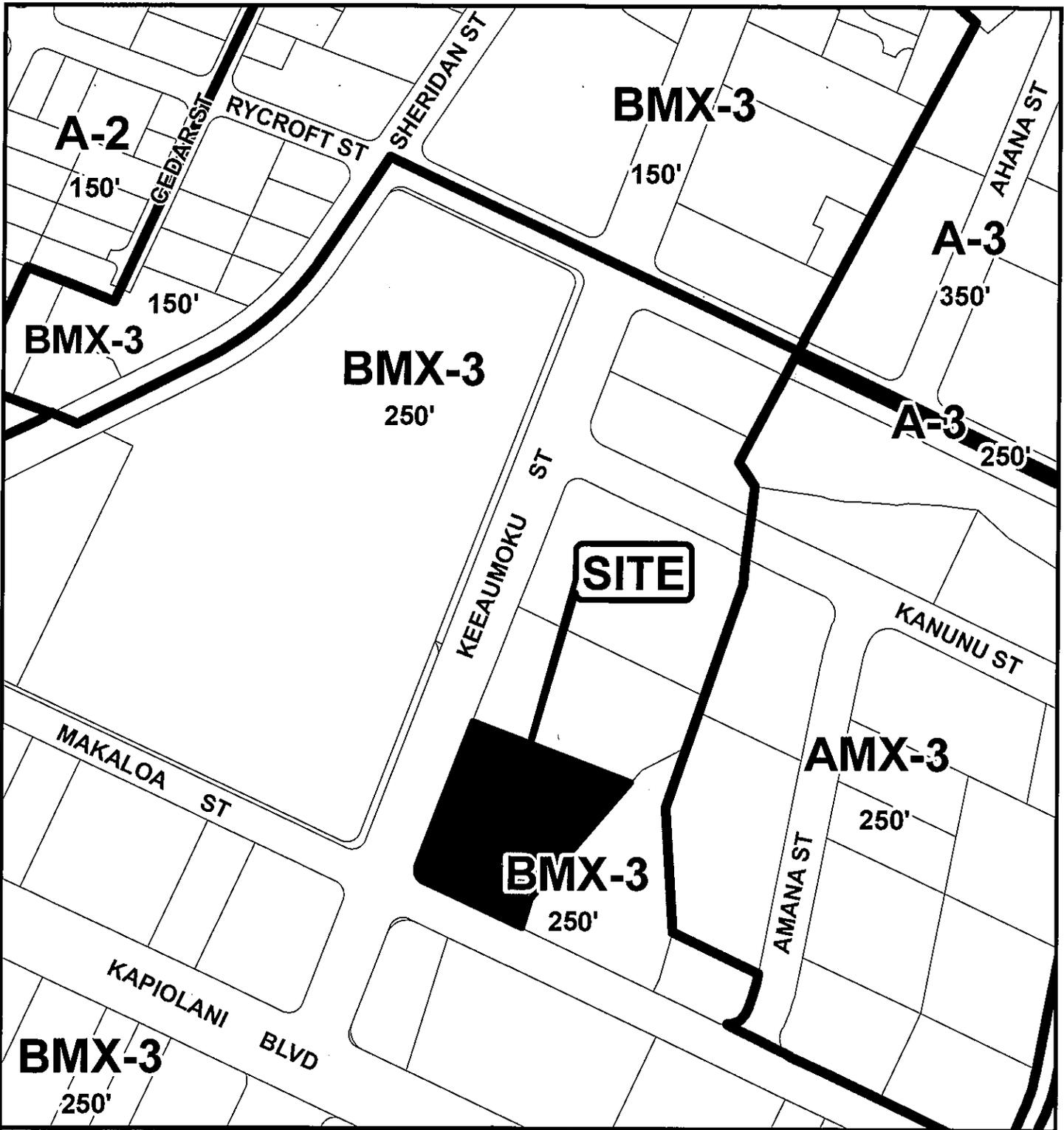
LOCATION MAP

EXHIBIT A-1

PAWAA-KAI, HONOLULU

TAX MAP KEY(S): **2-3-21: 37 & 39**

FOLDER NO.: **2017/SDD-40**



VICINITY MAP

200 100 0 200



Scale in Feet



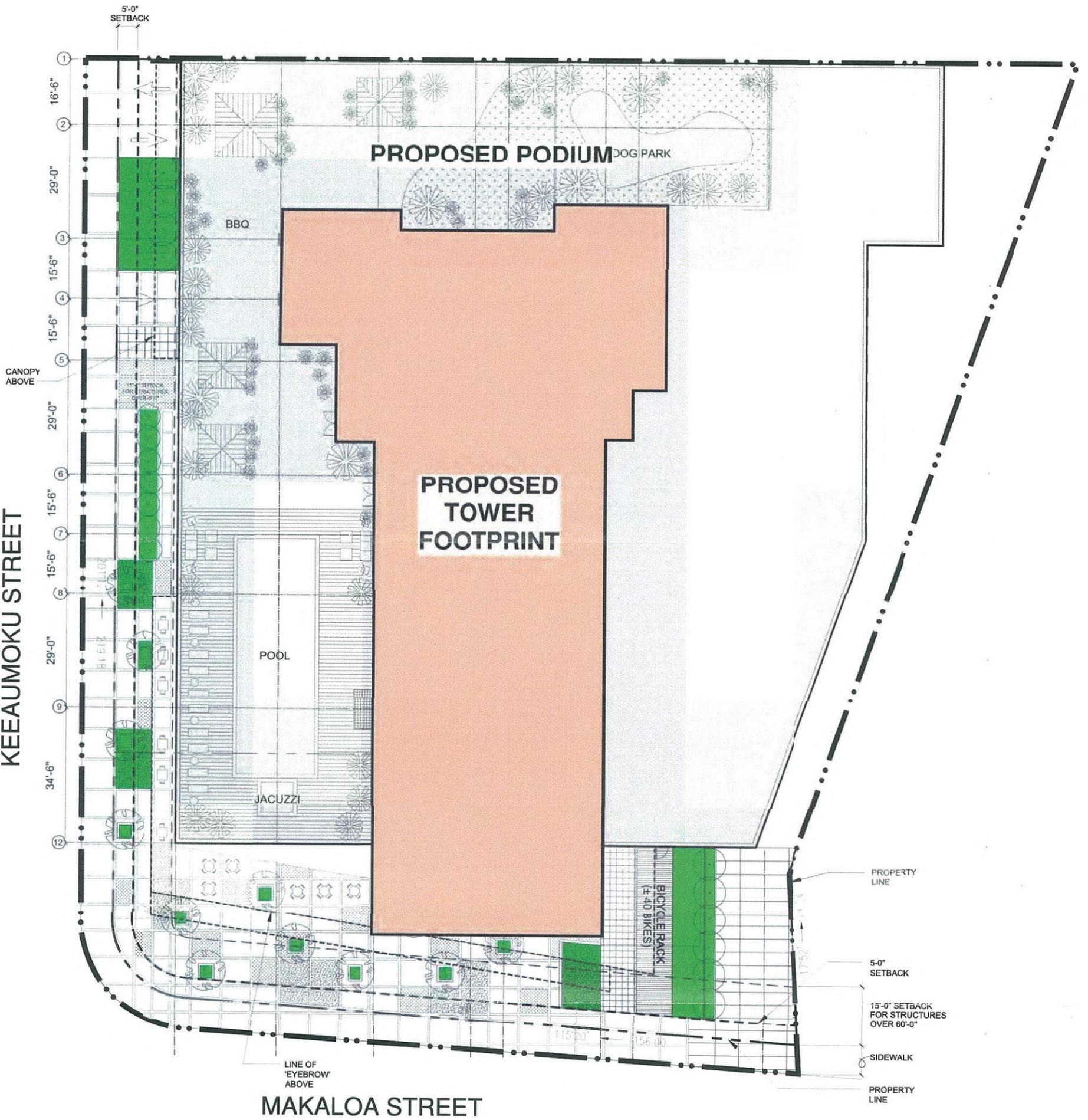
PORTION OF
ZONING MAP
 NUUANU -McCULLY

EXHIBIT A-2

TAX MAP KEY(S): **2-3-21: 37 & 39**

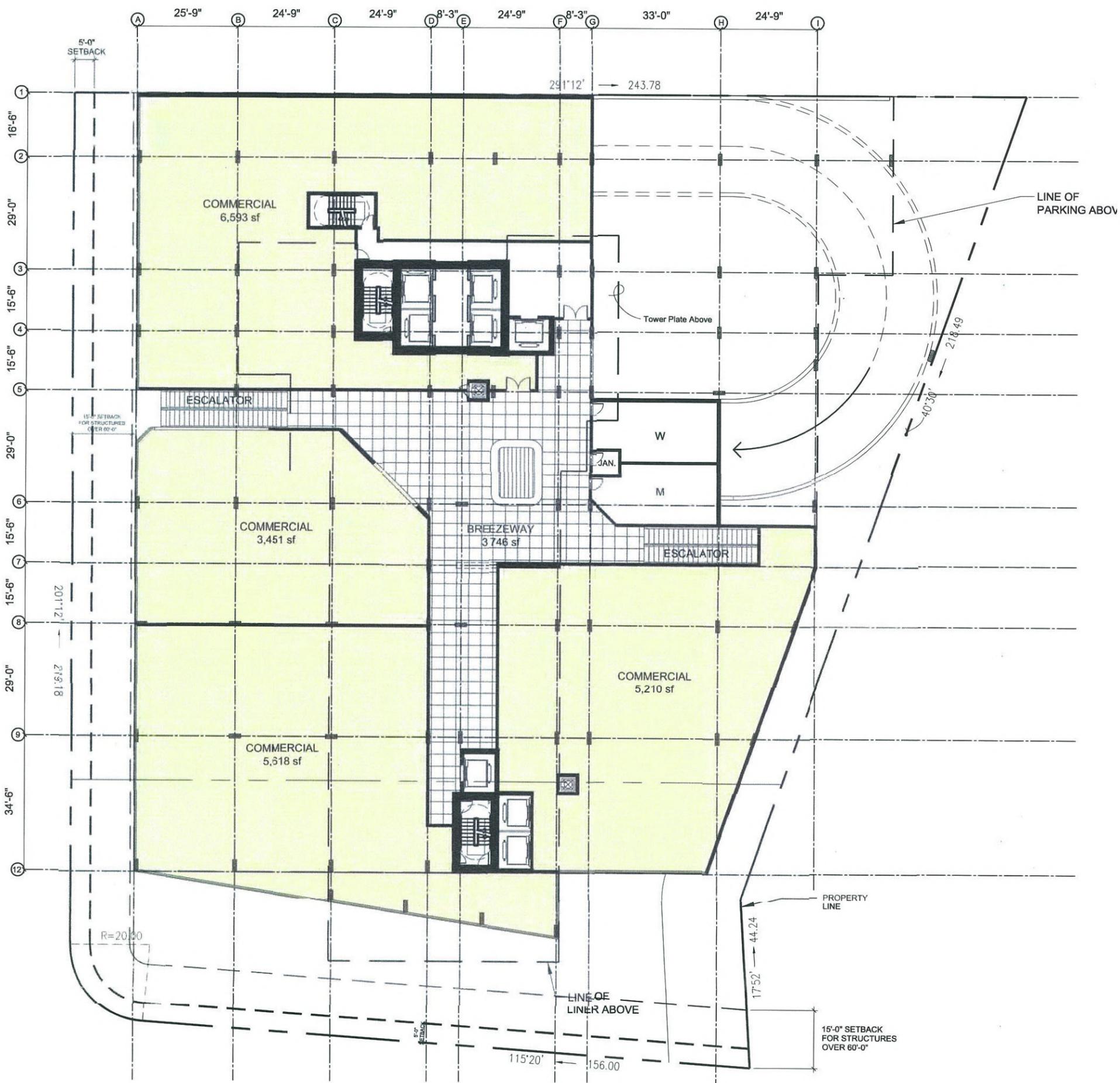
FOLDER NO.: **2017/SDD-40**

KEEAUMOKU STREET



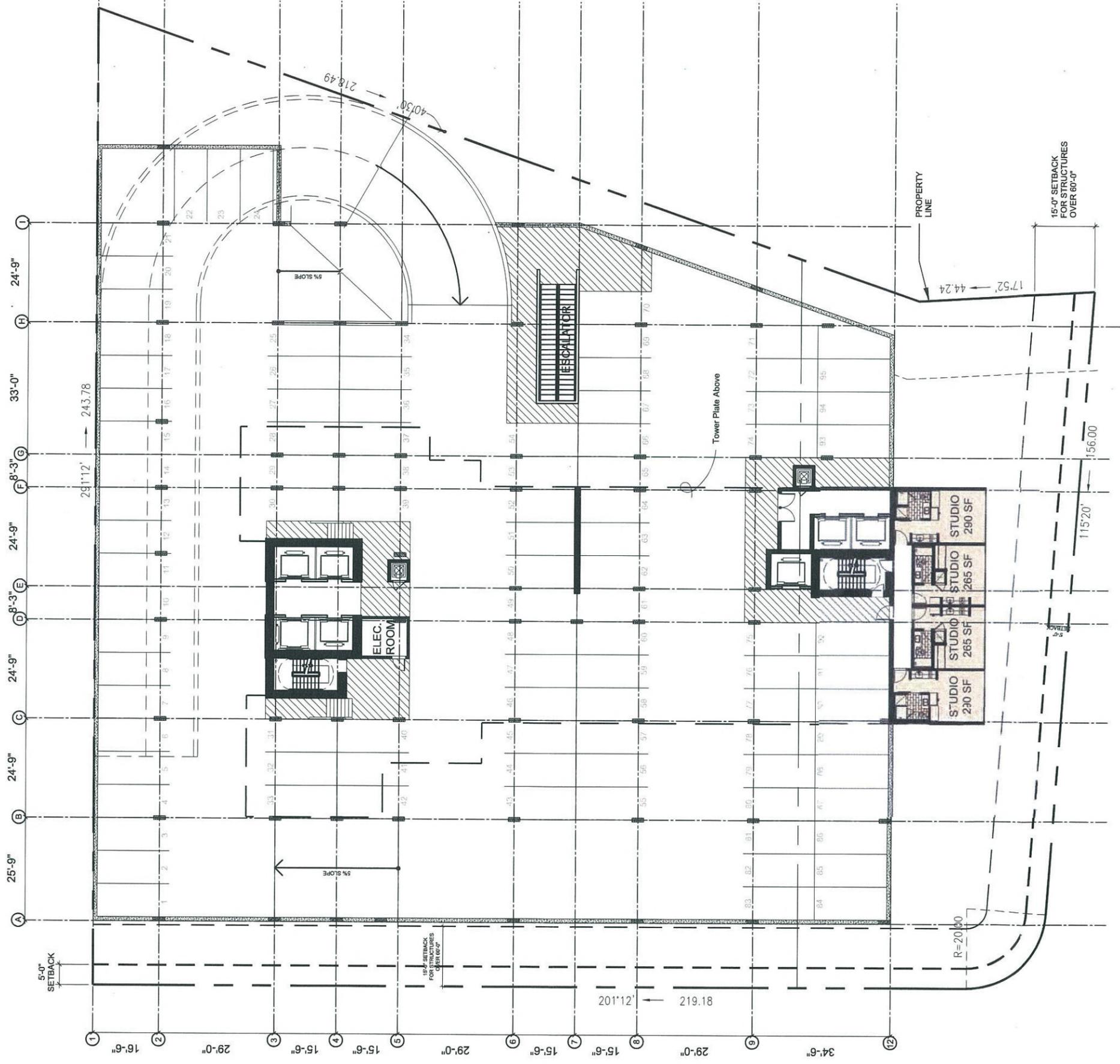
SITE PLAN

EXHIBIT B-1



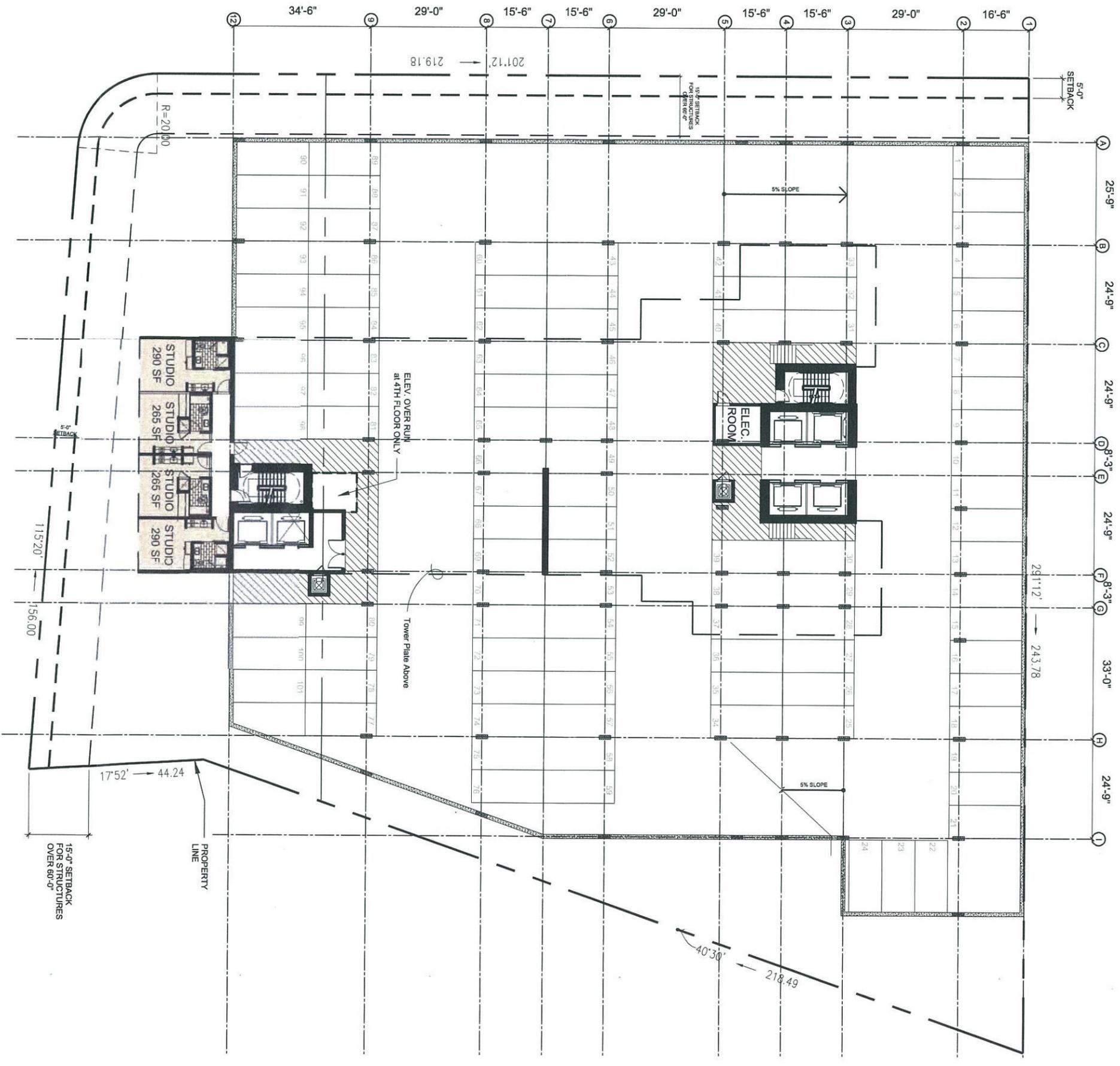
SECOND FLOOR COMMERCIAL PLAN

EXHIBIT B-3



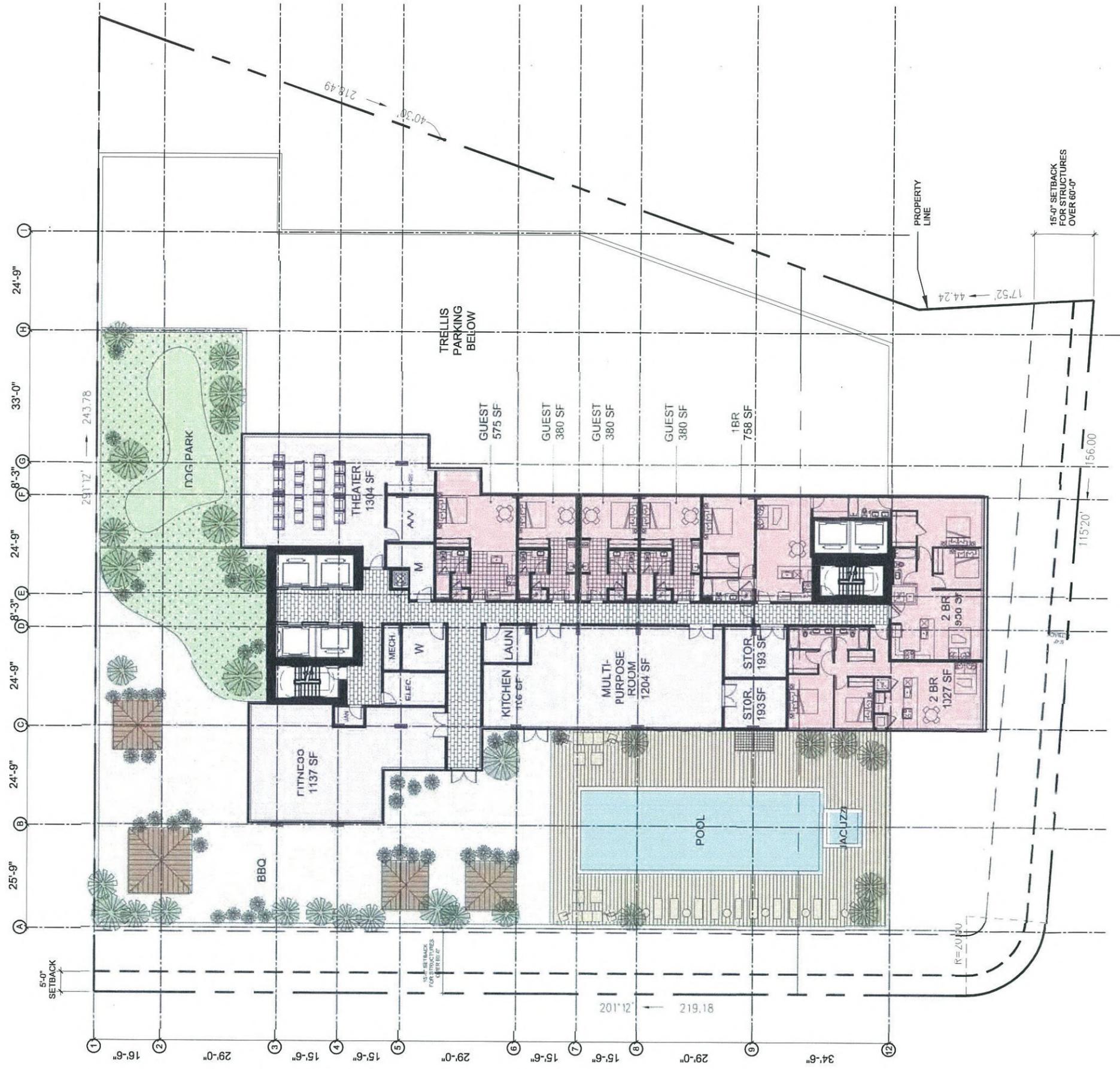
THIRD FLOOR LINER/ PARKING PLAN

EXHIBIT B-4



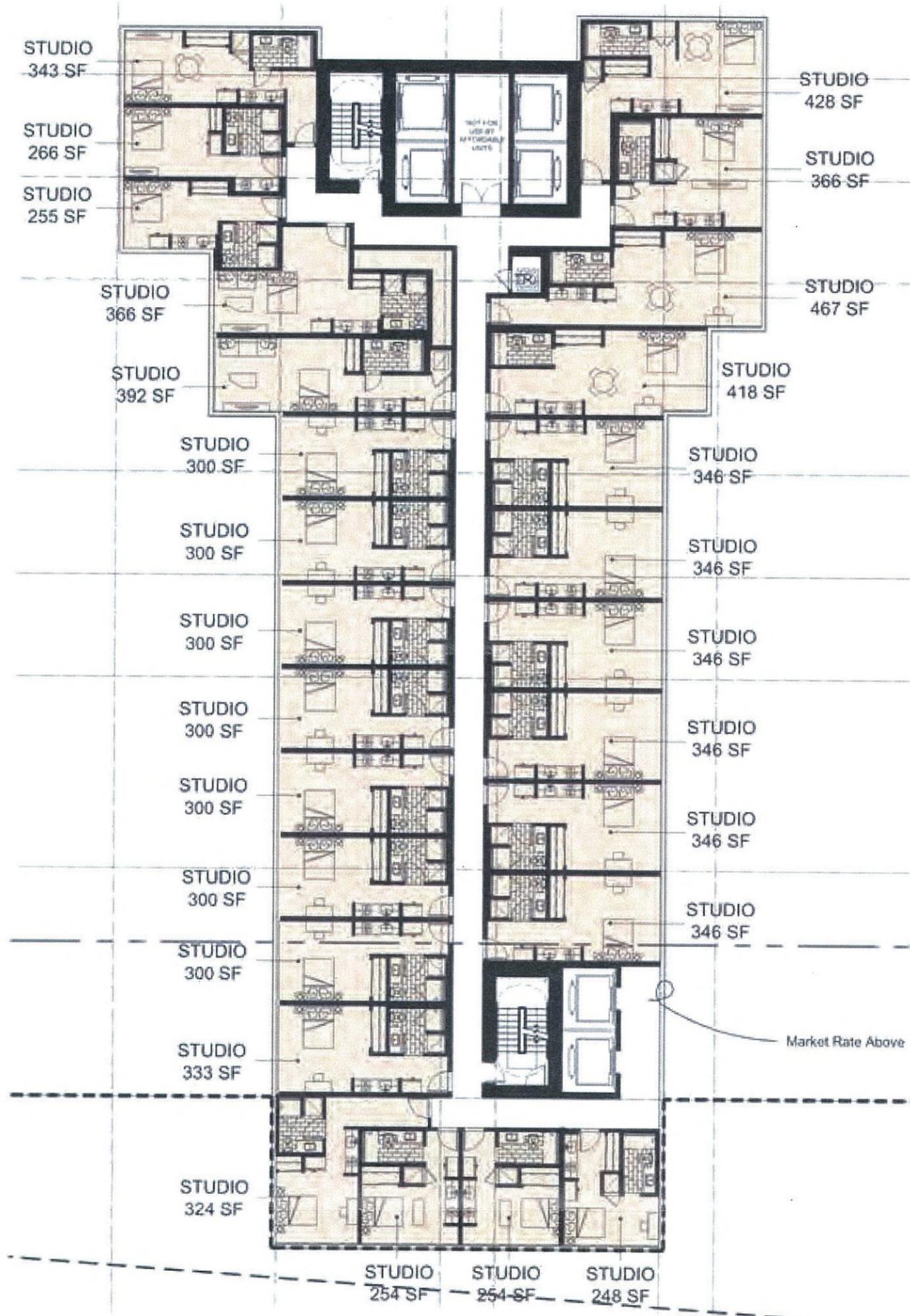
TYPICAL PARKING PLAN

EXHIBIT B-5



AMENITIES PLAN

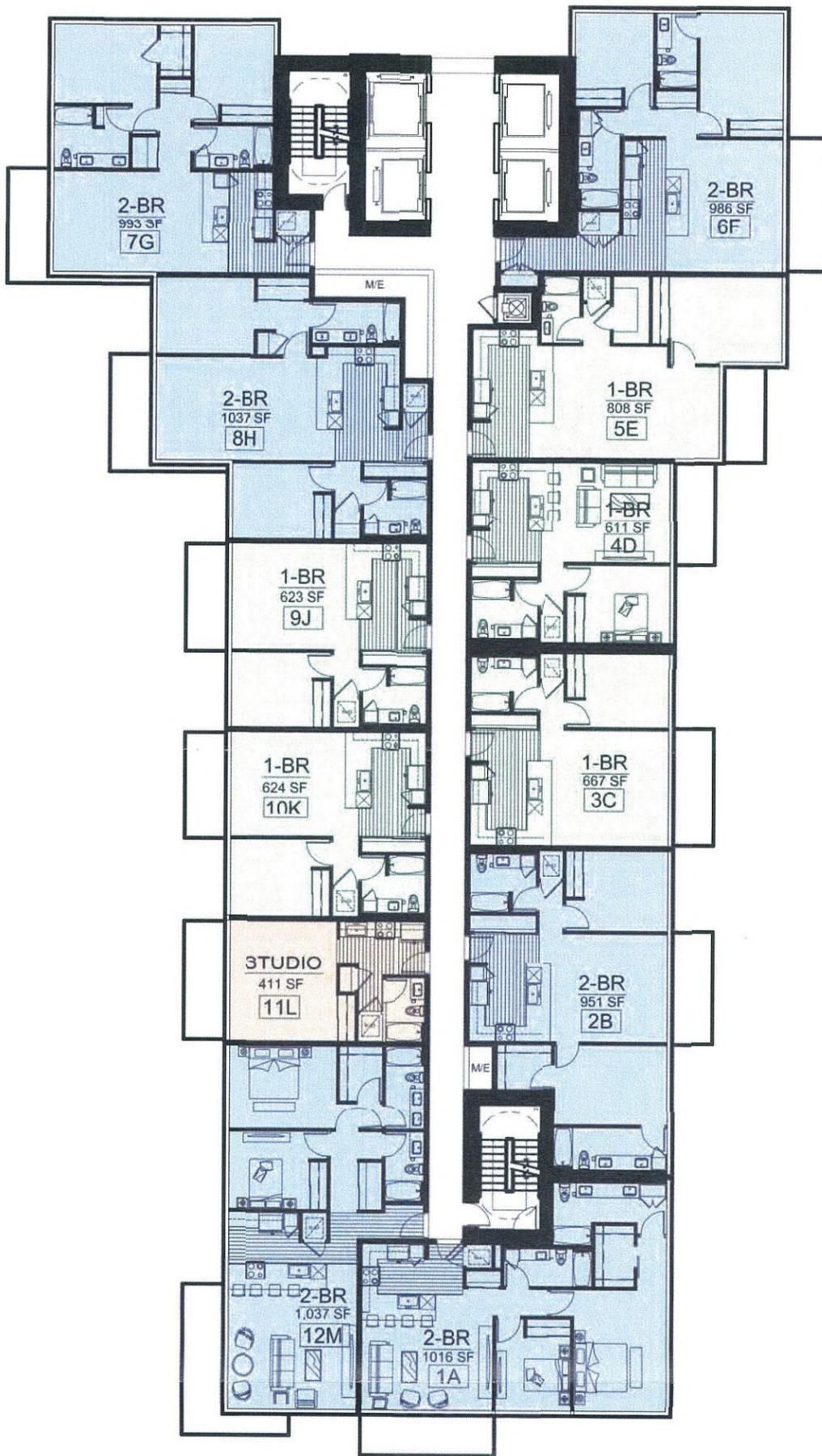
EXHIBIT B-6



AFFORDABLE TOWER PLAN

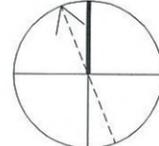
EXHIBIT B-7

MAUKA



MAKAI

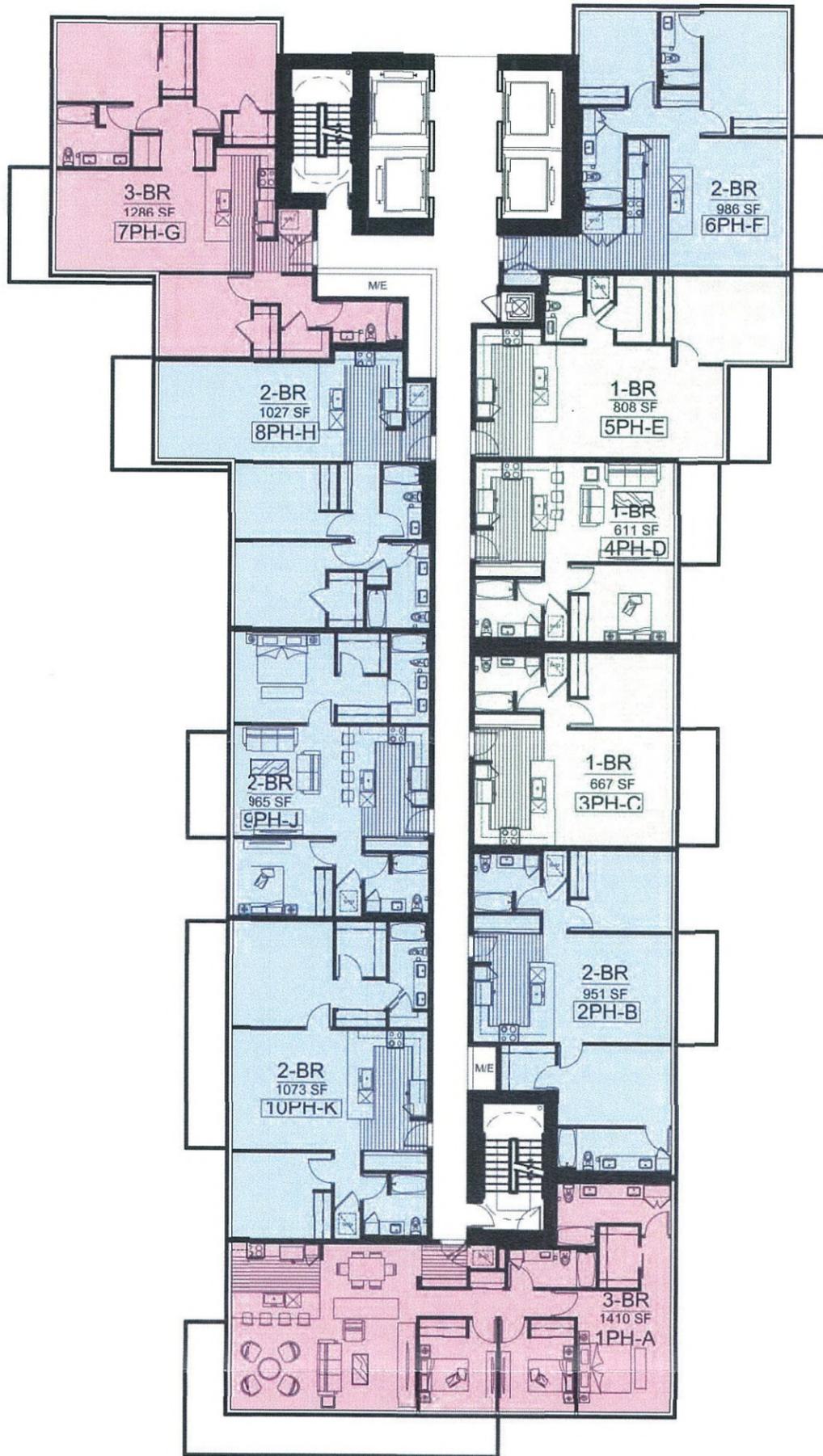
PLAN
NORTH



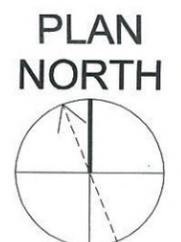
TOWER MARKET FLOORS 14-29 PLAN

EXHIBIT B-8

MAUKA

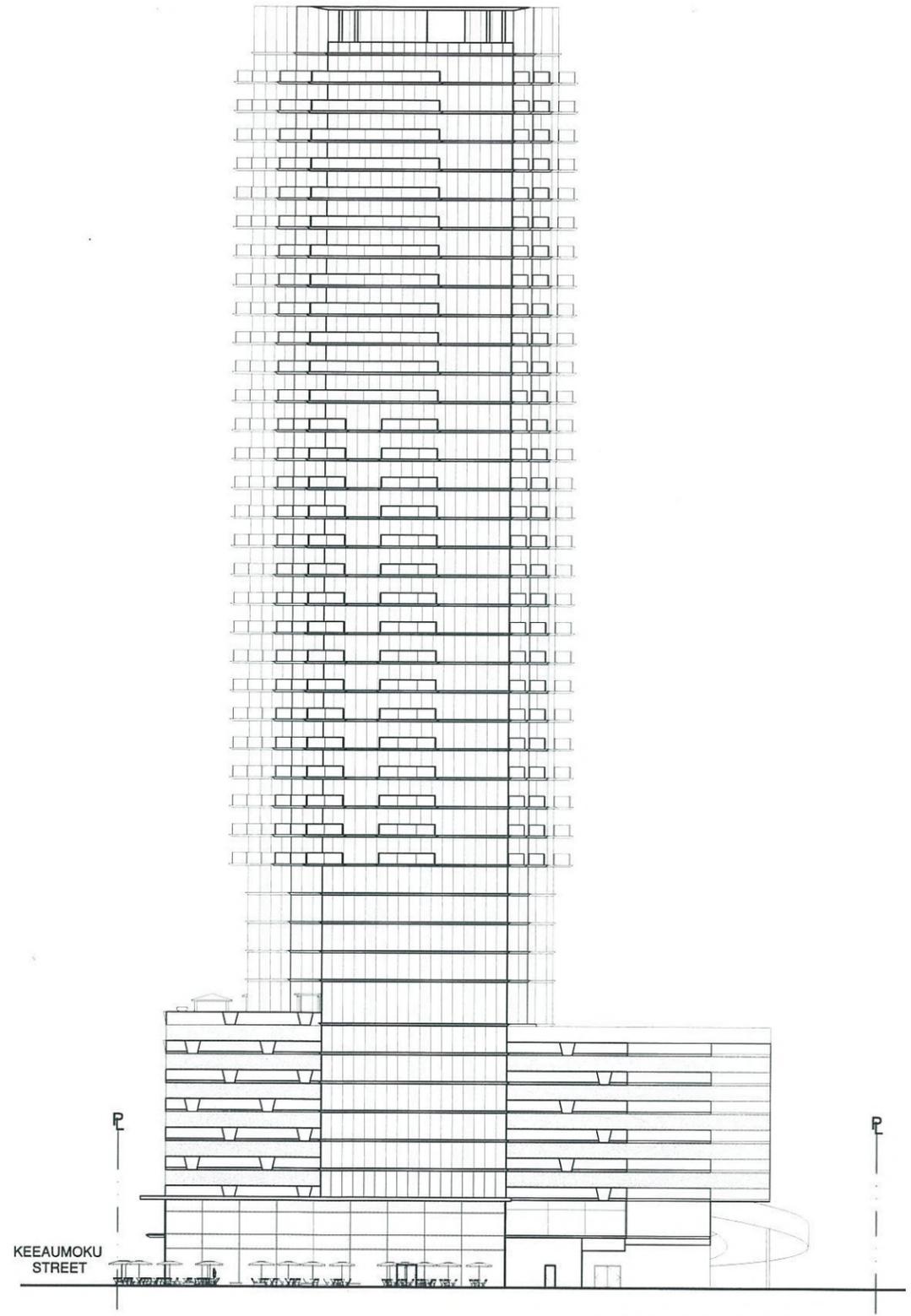


MAKAI

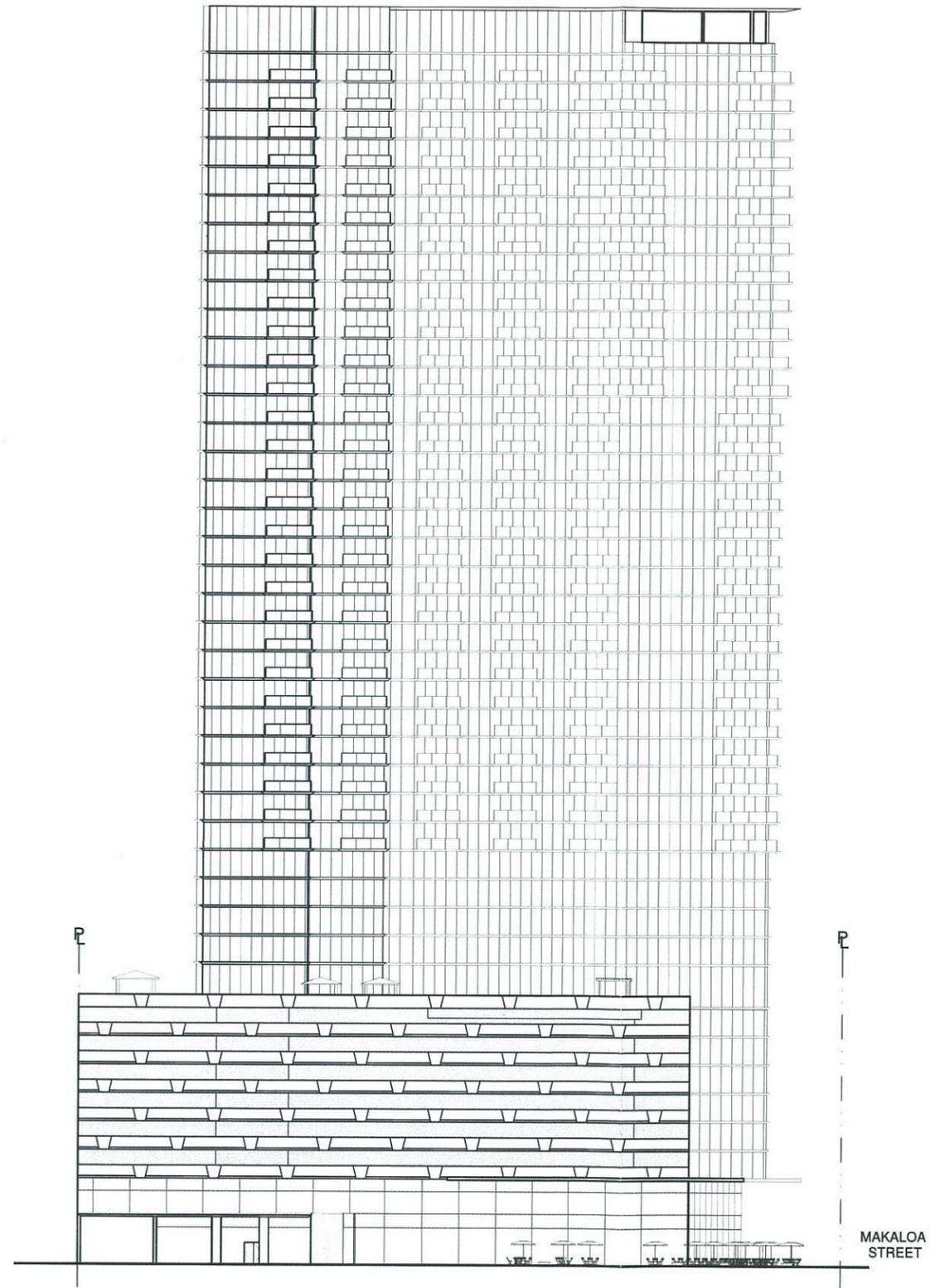


TOWER MARKET FLOORS 30-41 PLAN

EXHIBIT B-9

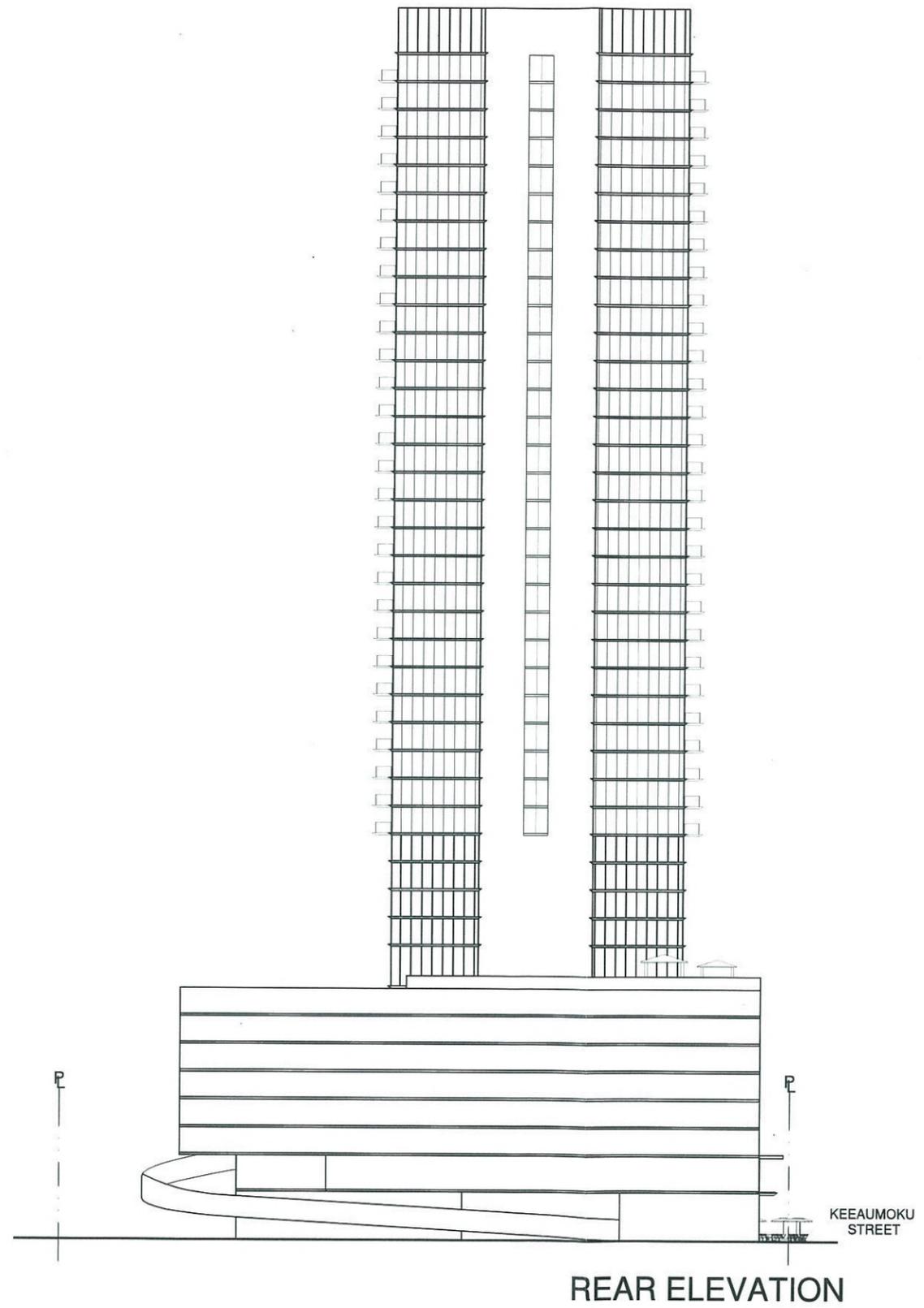
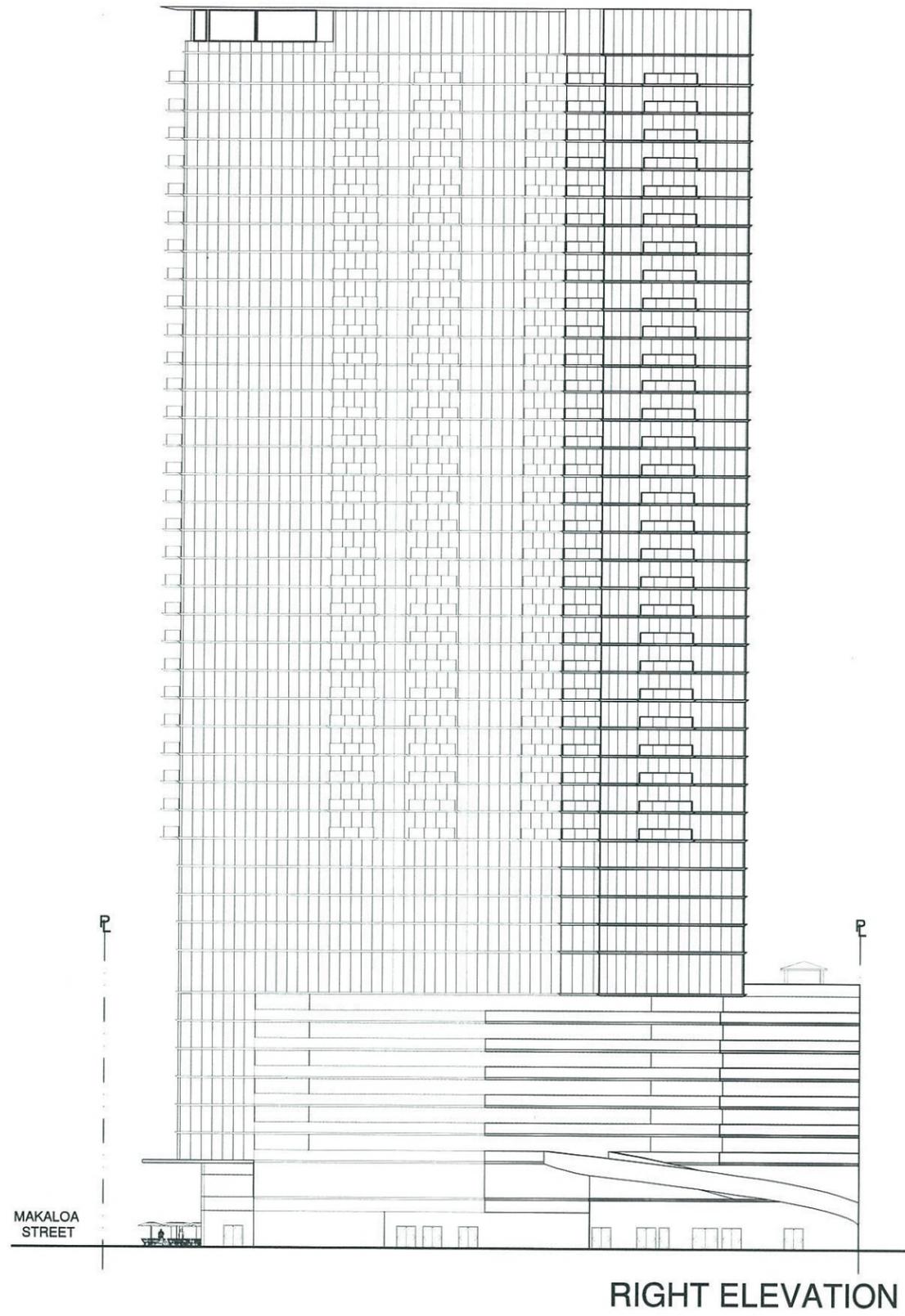


FRONT ELEVATION
(MAKALOA STREET)

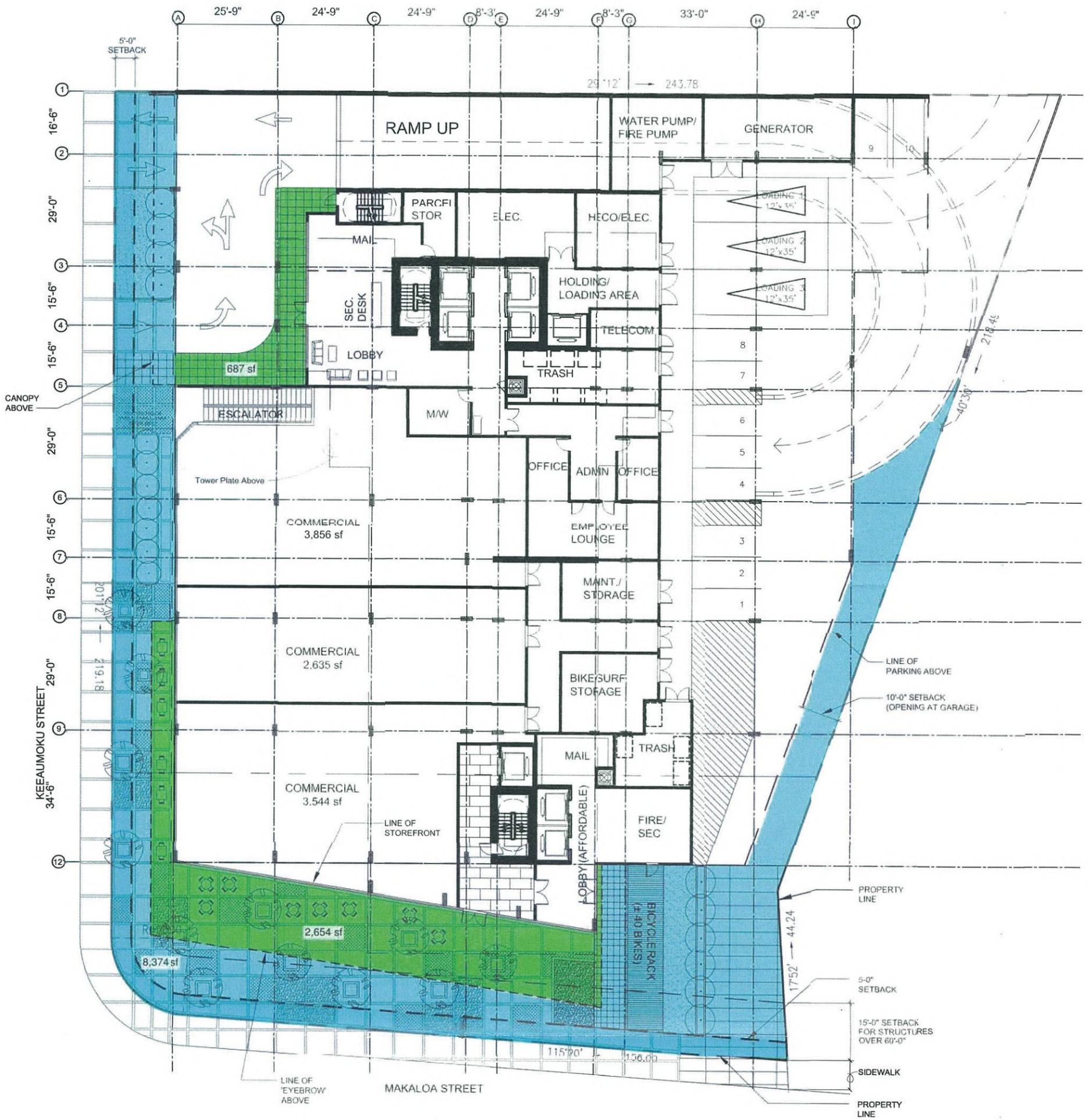


LEFT ELEVATION
(KEEAUMOKU STREET)

BUILDING ELEVATIONS



BUILDING ELEVATIONS



Total Ground Floor Open Space Areas

- Total Open Space Area: 8,374 SF
- Total Arcade Space: 3,341 SF

OPEN SPACE DIAGRAM



BUILDING DESIGN

EXHIBIT B-13



BUILDING DESIGN

EXHIBIT B-14

Liner + Affordable (NEW TOWER PLATE)

Floors	FT	FL HEIGHT	Residential Floors	Affordable Units	Market Rate Units	Parking Required	A Parking (SF)	B Affordable (SF)	C Market Rate & Commercial (SF)	B + C Floor Area (SF)	A + B + C Gross Area (SF)	
RF		399.50	ROOF TOP									
41	12.00	387.50	30		10	13			12,607	12,607	12,607	
40	10.00	377.50	29		10	13			12,607	12,607	12,607	
39	10.00	367.50	28		10	13			12,607	12,607	12,607	
38	10.00	357.50	27		10	13			12,607	12,607	12,607	
37	10.00	347.50	26		10	13			12,607	12,607	12,607	
36	10.00	337.50	25		10	13			12,607	12,607	12,607	
35	10.00	327.50	24		10	13			12,607	12,607	12,607	
34	10.00	317.50	23		10	13			12,607	12,607	12,607	
33	9.25	308.25	22		12	15			12,607	12,607	12,607	
32	9.25	299.00	21		12	15			12,607	12,607	12,607	
31	9.25	289.75	20		12	15			12,607	12,607	12,607	
30	9.25	280.50	19		12	15			12,607	12,607	12,607	
29	9.25	271.25	18		12	15			12,607	12,607	12,607	
28	9.25	262.00	17		12	15			12,607	12,607	12,607	
27	9.25	252.75	16		12	15			12,607	12,607	12,607	
26	9.25	243.50	15		12	15			12,607	12,607	12,607	
25	9.25	234.25	14		12	15			12,607	12,607	12,607	
24	9.25	225.00	13		12	15			12,607	12,607	12,607	
23	9.25	215.75	12		12	15			12,607	12,607	12,607	
22	9.25	206.50	11		12	15			12,607	12,607	12,607	
21	9.25	197.25	10		12	15			12,607	12,607	12,607	
20	9.25	188.00	9		12	15			12,607	12,607	12,607	
19	9.25	178.75	8		12	15			12,607	12,607	12,607	
18	9.25	169.50	7		12	15			12,607	12,607	12,607	
17	9.25	160.25	6		12	15			12,607	12,607	12,607	
16	9.25	151.00	5		12	15			12,607	12,607	12,607	
15	9.25	141.75	4		12	15			12,607	12,607	12,607	
14	9.25	132.50	3		12	15			12,607	12,607	12,607	
13	9.25	123.25	2		12	15			12,607	12,607	12,607	
12	9.25	114.00	1		12	15			12,607	12,607	12,607	
11	9.00	105.00	Affordable 2	27		34		12,607		12,607	12,607	
10	9.00	96.00	Affordable 1	27		34		12,607		12,607	12,607	
9	14.00	82.00	Ambulance		3	4			12,607	12,607	12,607	
8	9.00	73.00	Parking 6 (101 Stalls)	4		4	34,370	2,122	1,076	3,198	37,568	
7	9.00	64.00	Parking 5 (101 Stalls)	4		4	34,370	2,122	1,076	3,198	37,568	
6	9.00	55.00	Parking 4 (101 Stalls)	4		4	34,370	2,122	1,076	3,198	37,568	
5	9.00	46.00	Parking 3 (101 Stalls)	4		4	34,370	2,122	1,076	3,198	37,568	
4	9.00	37.00	Parking 2 (101 Stalls)	4		4	34,263	2,122	1,076	3,198	37,461	
3	9.00	28.00	Parking 1 (95 Stalls)	4		4	34,263	2,224	1,392	3,616	37,879	
2	12.00	16.00	**Commercial (20,872 SF)						29,476	29,476	29,476	
1	16.00	0.00	*Commercial (10,035 SF) 7 stalls at 1st Level						22,658	22,658	22,658	
TOTAL	399.50			78	347	607	206,006	38,048	449,723			
TOTAL STALLS PROVIDED:				607	TOTAL UNITS:				425	****607 Does not include 5% guest		
TOTAL FLOOR AREA (FAR):										487,771		
TOTAL GROSS FLOOR AREA:											693,777	

Parking Standard	Required (LUO)	Maximum TOD	Minimum TOD	Project Proposed
Retail and Eating and Drinking Establishments (including outdoor dining areas)	2.50/1,000 SF 77 stalls	2.50/1,000 SF 77 stalls	Required (LUO)/2 77/2=39 stalls	77 stalls
Residential	2.0/unit >800 SF	1.25/unit	Required (LUO)/2	509 stalls
	1.5/unit 600-800 SF			
	1.0/unit <600 SF			
Visitor	705 1.0/10 units 43 stalls	531 stalls 0.5/10 units 22 stalls	705/2=353 stalls Required (LUO)/2 43/2=22 stalls	21 stalls
TOTAL	825 stalls	630 stalls	414 stalls	607 stalls

Open Space Calculations	
Open Space Area (SF)	8,374
Arcade Space Area (SF)	3,341
Total Open Space Area (SF)	11,715

FAR	
Total Floor Area	487,771
Land Area	49,290
FAR	9.9

Residential Unit Count	
Market Rate Units	347
Affordable Units (For Rent)	78
Total Units	425

Typical Residential Floor Efficiency (Lower Flr.)	
Floor Plate	12,607
Unit CPR	9,764
Efficiency	77%

Affordable Housing Requirement	
Total Units	425
Affordable Units (For-Rent) Provided	78
Affordable Units (For-Rent) Percentage	18%

Typical Residential Floor Efficiency (Upper Flr.)	
Floor Plate	12,607
Unit CPR	9,784
Efficiency	78%

Bicycle Parking	
Exterior Bicycle Racks	40
Interior Bicycle Storage Room	60
Total Bicycle Parking	100