

**SUMMARY OF PROPOSED COMMITTEE DRAFT:**

**Resolution 17-333**

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

**THE PROPOSED CD1** makes the following amendments:

- A. In the first WHEREAS clause, adds reference to Exhibits A-1 and A-2, and B-1 through B-15.
- B. In the second WHEREAS clause, clarifies the Project description.
- C. Adds that the DPP's findings and recommendations on the Project, dated November 8, 2017, was received by the Council as Departmental Communication 797 on November 15, 2017.
- D. In Condition C (maximum height), adds that rooftop structures must conform to LUO Section 21-4.60(c).
- E. In Condition D (maximum number of off-street parking spaces), adds that the six loading spaces must be adequately screen from public view, including views from neighboring properties.
- F. In Condition F (affordable housing requirements), as recommended in the DPP Director's findings and recommendations, in addition to the requirement that the Applicant construct 78 affordable rental units (a minimum of 38,048 square feet), includes a requirement that the Applicant provide 19 affordable dwelling units (a minimum of 9,240 square feet) that must be made available for sale to households earning 120 percent or below of the AMI.
- G. Moves Condition G (pathways to the loading area) to Condition I.2.g. Realphabetizes subsequent conditions.
- H. In realphabetized Condition H, clarifies that prior to the submittal of a building permit application, the Applicant shall execute an agreement with Bikeshare Hawaii to implement, fund, construct, and maintain an on-site bike share station. The bike share station must be located on the publicly-accessible private property portion of the Project site, and must not interfere with pedestrian circulation. The Applicant shall provide a flat surface in an acceptable location, approximately 550 square feet in size (50 feet by 11 feet), located in an area that

receives at least four hours of sunlight per day (for the bike share station photovoltaic panels).

- I. Moves as-introduced Conditions K.4 (porte cochere), K.5 (Keeaumoku Street driveway exit), K.6 (vehicular access points), and K.7 (loading and trash pick-up areas) to realphabetized Conditions I.2.h, I.2.i, I.2.j, and I.2.k, respectively
- J. Moves realphabetized Condition I.3 (park dedication in-lieu fee) to new Condition J.
- K. Adds a new Condition K providing that to signal pedestrian priority, materials used for the sidewalks within the property should be consistent across the entire frontage, including across any driveways. To avoid incongruous patchwork effects along Kapiolani Boulevard and Makaloa Street, and to allow for easy repairs, the paver colors should match the City's concrete sidewalk. Realphabetizes subsequent conditions.
- L. In Condition L.3 (TMP requirements), enumerates certain items that must be addressed in the TMP.
- M. Adds a new Condition L.4 to enumerate certain items that must be addressed in the updated TIS.
- N. Moves realphabetized Condition M (post TMP requirements) to new Condition L.5. Realphabetizes subsequent conditions.
- O. Conforms realphabetized Conditions S, T, and U to the standard provisions used in IPD-T resolutions.
- P. Adds a BE IT FURTHER RESOLVED clause to include standard Council findings used in IPD-T resolutions.
- Q. Makes miscellaneous technical and nonsubstantive amendments.



**RESOLUTION**

**PROPOSED**

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 (the "Applicant") for an Interim Planned Development-Transit ("IPD-T") permit to redevelop approximately 49,290 square feet of land with a mixed use residential and commercial project in the Pawaa 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 Nos. 2-3-021: 037 and 039, as shown on Exhibits A-1 and A-2, and B-1 through B-15 (the "Project"); and

WHEREAS, the proposed Project includes 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, open space, and bicycle and off-street vehicle parking; and

WHEREAS, on September 14, 2017, the DPP held a public hearing, which was attended by the Applicant and its representative, the Applicant's agent and its representatives, and approximately 20 members of the public; testimony was offered by five members of the public at the hearing; and

WHEREAS, on November 8, 2017, 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 797 (2017); and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits B-1 through B-15, and is further described in Departmental Communication 797 (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 November 15, 2017, and having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,



# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

No. 17-333, CD1

## RESOLUTION

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

- A. Within 10 days after City Council approval of the conceptual plan for the Project, the Applicant shall submit to the DPP an application for a major special district permit, including detailed plans and drawings of the Project.
- B. The maximum permitted floor area for the Project is 487,771 square feet (floor area ratio ("FAR") of 9.90).
- C. The maximum height of the Project is 400 feet. Rooftop structures must conform to LUO Section 21-4.60(c).
- D. The maximum number of off-street parking spaces for the Project is 373 spaces. In addition, there will be six off-street loading spaces, which must be adequately screened from public view, including views from neighboring properties.
- E. The required yard (buildable area boundary) for the Project is five feet along Keeaumoku Street. A minimum of 75 percent of the building facade along Keeaumoku Street must be sited on the buildable area boundary line.
- F. The Applicant shall construct 78 affordable rental housing units (a minimum of 38,048 square feet) for households earning 80 percent and below of the area median income ("AMI") for Honolulu, as generally shown in the Exhibits attached hereto. The units shall remain affordable for a minimum of 30 years from the date a certificate of occupancy ("CO") is issued for the Project. The Applicant shall not seek any government tax credits to construct or deliver any of the required affordable rental units.

The Applicant shall also provide 19 affordable for-sale dwelling units (a minimum of 9,240 square feet) that must be made available for sale to households earning 120 percent or below of the AMI. The Applicant shall execute an agreement to participate in an affordable housing plan for the affordable for-sale units that is acceptable to the DPP, and in accordance with adopted rules.

Affordable dwelling units designated for sale to households earning 120 percent or below of the AMI must be marketed for sale to such households for a period of 90 days (the "First Marketing Period") at prices affordable to such households; provided that if, at the end of the First Marketing Period, the Applicant has been unable to obtain a contract for sale of the unit to a qualified purchaser, then the affordable dwelling unit may be marketed to persons with household incomes



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between 121 percent and 140 percent of the AMI at prices affordable to such households for a period of 90 days (the "Second Marketing Period"). If, following the Second Marketing Period, the Applicant has been unable to obtain a contract for the sale of the affordable dwelling unit to a qualified purchaser, then the affordable dwelling unit may be sold to the general public free of the restrictions in this affordable housing condition relating to the income level of the household of the purchaser, but not free from any of the other restrictions of this affordable housing condition, and applicable rules.

- G. Prior to the issuance of a CO for the Project, the Applicant shall remit a total \$500,000 to the Department of Transportation Services ("DTS") for connectivity improvements along Keeaumoku Street from Kapiolani Boulevard to South King Street.
- H. Prior to the submittal of a building permit application, the Applicant shall execute an agreement with Bikeshare Hawaii to implement, fund, construct, and maintain an on-site bike share station. The bike share station must be located on the publicly-accessible private property portion of the Project site, and must not interfere with pedestrian circulation. The Applicant shall provide a flat surface in an acceptable location, approximately 550 square feet in size (50 feet by 11 feet), located in an area that receives at least four hours of sunlight per day (for the bike share station photovoltaic panels).
- I. Prior to the submittal of a building permit application, the Applicant shall submit the following to the DPP for review and approval:
  - 1. An updated wind study and wind tunnel test, which quantifies the wind conditions and the effectiveness of the proposed wind mitigation strategies identified in the initial wind study dated July 2017. The Applicant shall implement the recommendations of the updated wind study.
  - 2. Revised Project plans showing:
    - a. A redesigned lobby entrance on Makaloa Street.
    - b. A larger plaza area on Makaloa Street with detailed streetscape improvements and programming documentation showing use of the plaza area for a minimum of six public events annually, such as farmer's markets and ethnic festivals.



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- c. A 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. A minimum of 282 bicycle parking spaces, at least 22 of which must be conveniently located on the ground floor, on private property, near entrances to the various establishments. Another entry way to the interior bicycle storage area, together with additional bicycle racks, must be located near the Keeaumoku Street entrance to the building.
- f. Location of the on-site bike share station.
- g. Safe, well-lit, paved, pedestrian, bicyclist, and vehicular pathways to the loading area near Makaloa Street.
- h. A porte cochere of adequate length to prevent any overflow or queuing of vehicles onto Keeaumoku Street, and wide enough to allow a moving vehicle to safely pass a stationary parked vehicle. Vehicle turning templates and a queuing layout must also be submitted to demonstrate that the porte cochere may be used by a variety of anticipated vehicle types (limousines, vans, etc.)
- i. The proposed driveway on Keeaumoku Street restricted and channelized to right-turn exit movements only.
- j. All vehicular access points constructed as standard City dropped driveways. Adequate vehicular sight distance must be provided and maintained at all driveways for pedestrians and other vehicles. Driveway grades cannot exceed five percent for a minimum distance of 25 feet from the property line. Entry gates and ticket dispensers must be recessed as far into the driveway as necessary to avoid any queuing onto public streets.
- k. All loading and trash pick-up areas designed so that vehicles enter and exit front first. Adequate on-site turn-around areas must be provided. The layout of parking spaces in the loading and delivery areas cannot interfere with turning maneuvers for large vehicles.



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- J. Prior to the submittal of a building permit application, the Applicant shall submit payment of an in-lieu fee to satisfy park dedication requirements for the residential units.
- K. To signal pedestrian priority, materials used for the sidewalks within the property should be consistent across the entire frontage, including across any driveways. To avoid incongruous patchwork effects along Kapiolani Boulevard and Makaloa Street, and to allow for easy repairs, the paver colors should match the City's concrete sidewalk.
- L. The Applicant shall submit the following to the DPP Traffic Review Branch ("TRB") for its review and approval:
  - 1. Prior to the issuance of any demolition or building permit, a projected time line on anticipated construction and opening dates of planned buildings and improvements in the Project to determine when traffic and transportation documents will need to be prepared and submitted. The time line must be in a format acceptable to the DPP. The time line must also identify when the construction management plan ("CMP"), the traffic management plan ("TMP"), and updates to or validation of the findings of the initial traffic impact study ("TIS") dated August 2017, will be submitted for review and approval.
  - 2. A CMP must be submitted and approved prior to the issuance of demolition or building permits for major construction work. The CMP must 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 must 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 include other mitigation measures related to traffic and potential neighborhood impacts. Preliminary or conceptual traffic control plans must 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.



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3. A TMP and any subsequent updates must be submitted and approved prior to the issuance of the (temporary) CO. The TMP must address concerns raised by the DPP and the DTS. The TMP must include traffic demand management ("TDM") strategies to minimize the number of vehicular trips for daily activities by residents and employees, and participants of large events. TDM strategies may include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar TDM measures. The TMP must include the following:
  - a. A pedestrian circulation plan to provide accessibility and connectivity to and along the surrounding public sidewalks and at street intersections, as it relates to complete streets principles.
  - b. Projections of pedestrian activity around the Project site.
  - c. Strategies to encourage biking, public transit, and carpooling, such as providing subsidized transit passes and bike share passes to commercial tenant employees. Strategies to inform commercial tenant employees and visitors about the City's vanpool, car share, and bike share programs.
  - d. Strategies to transfer construction materials and equipment 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 traffic on local streets and project driveways.
  
4. An updated TIS must be submitted and approved prior to the commencement of each major phase of work. The updated TIS must include the following:
  - a. Parking management strategies for both on-street and off-street parking to support the Ala Moana Neighborhood TOD Plan area.
  - b. A multi-modal circulation analysis that addresses vehicle, bicycle, and pedestrian circulation impacts, and potential conflicts in the surrounding area roadways (Makaloa Street, Keeaumoku Street, Kapiolani Boulevard, Amana Street, and Kaheka Street) and corresponding mitigation measures to address these circulation impacts by applying complete streets principles. The Applicant shall consult with the Honolulu Authority for Rapid Transit regarding access to rail.



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- c. A multi-modal analysis of the intersection of Keeaumoku Street and Makaloa Street that includes a study of an all-way pedestrian crossing phase with no right turn on red, to accommodate high pedestrian demands and minimize conflicts between vehicles and pedestrians.

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 TIS.

5. A post TMP will be required approximately one year after a CO is issued to validate the relative effectiveness of the various TDM strategies identified in the initial TMP.

The post TMP must assess the use and operation of the porte cochere and loading areas to ensure that vehicles are not queuing onto Makaloa Street or Keeaumoku Street. If the post TMP recommends additional traffic mitigation measures or modifications to address traffic impacts directly attributable to the Project, the Applicant shall implement the mitigative measures. If the findings of the post TIS are inconclusive, a follow up TIS may be required, as necessary, within one year after the post TMP is completed.

- M. The Applicant shall coordinate with the Department of Transportation Services to:
1. Show compliance with complete streets principles 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 Project landscaping must be maintained in a healthy visual condition at all times.



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- 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 the updated archaeological monitoring report 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 must 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 this Resolution does not constitute compliance with LUO or other governmental agency requirements, including but not limited to 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 comply with all applicable LUO and other governmental provisions and requirements.
- T. The Project must receive a building permit for the proposed development within two years after the date the major special district permit for the Project is issued. Failure to obtain a building permit within this period will render the permit null and void this Resolution, and all approvals issued hereunder, provided that this period may be extended as follows:
  - 1. The DPP Director 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.
  - 2. If the Applicant requests an extension beyond one year from the initial deadline and the DPP Director finds that the Applicant has demonstrated



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## RESOLUTION

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good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which must include the Director's findings and recommendations thereon, and a proposed resolution approving the extension. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by resolution.

3. If the Council fails to take final action on the proposed extension within the first to occur of: (i) 60 days after receipt of the Director's report, or (ii) the Applicant's then-existing deadline for obtaining a building permit, the extension will be deemed denied.
- U. The Project must conform to the conceptual plan approved hereby and all conditions established herein. Any changes to the conceptual plan will require a new application and approval by the Council. The DPP Director may approve changes to the Project that do not significantly alter the size or nature of the Project, if the changes remain in conformance with the conceptual plan and the conditions herein. Any increase in height or density of the Project will be considered a significant alteration and a change to the conceptual plan; and

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

- A. The Project concept, as a unified plan, is in the general interest of the public;
- B. The requested Project boundaries and requested flexibility with respect to development standards relating to density (floor area), height, street centerline height setbacks, tower separation, open space, landscaping, streetscape improvements, and parking and loading, are consistent with the objectives of transit-oriented development and the provisions enumerated in ROH Section 21-9.100-4;
- C. The requested flexibility with respect to development standards relating to density (floor area), height, street centerline height setbacks, tower separation, open space, landscaping, streetscape improvements, and parking and loading, is commensurate with the public amenities and community benefits proposed; and
- D. The public amenities proposed will produce timely, demonstrable benefits to the community, support transit ridership, and implement the vision established in ROH Section 21-9.100-4; and



# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

No. 17-333, CD1

## RESOLUTION

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, 7<sup>th</sup> 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:

Ron Menor (br)

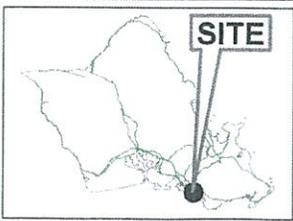
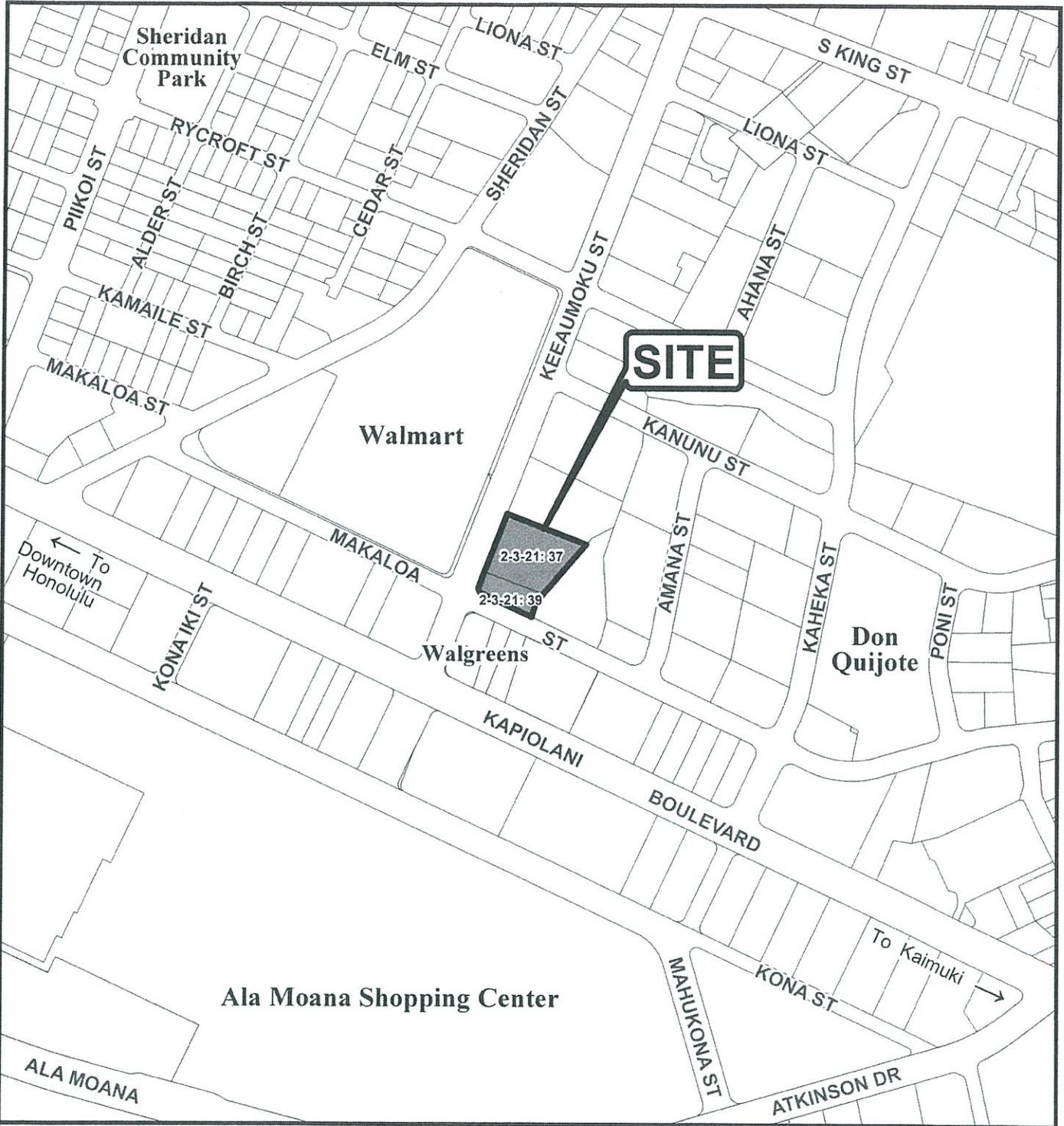
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DATE OF INTRODUCTION:

November 17, 2017  
Honolulu, Hawaii

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Councilmembers

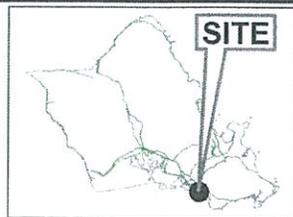
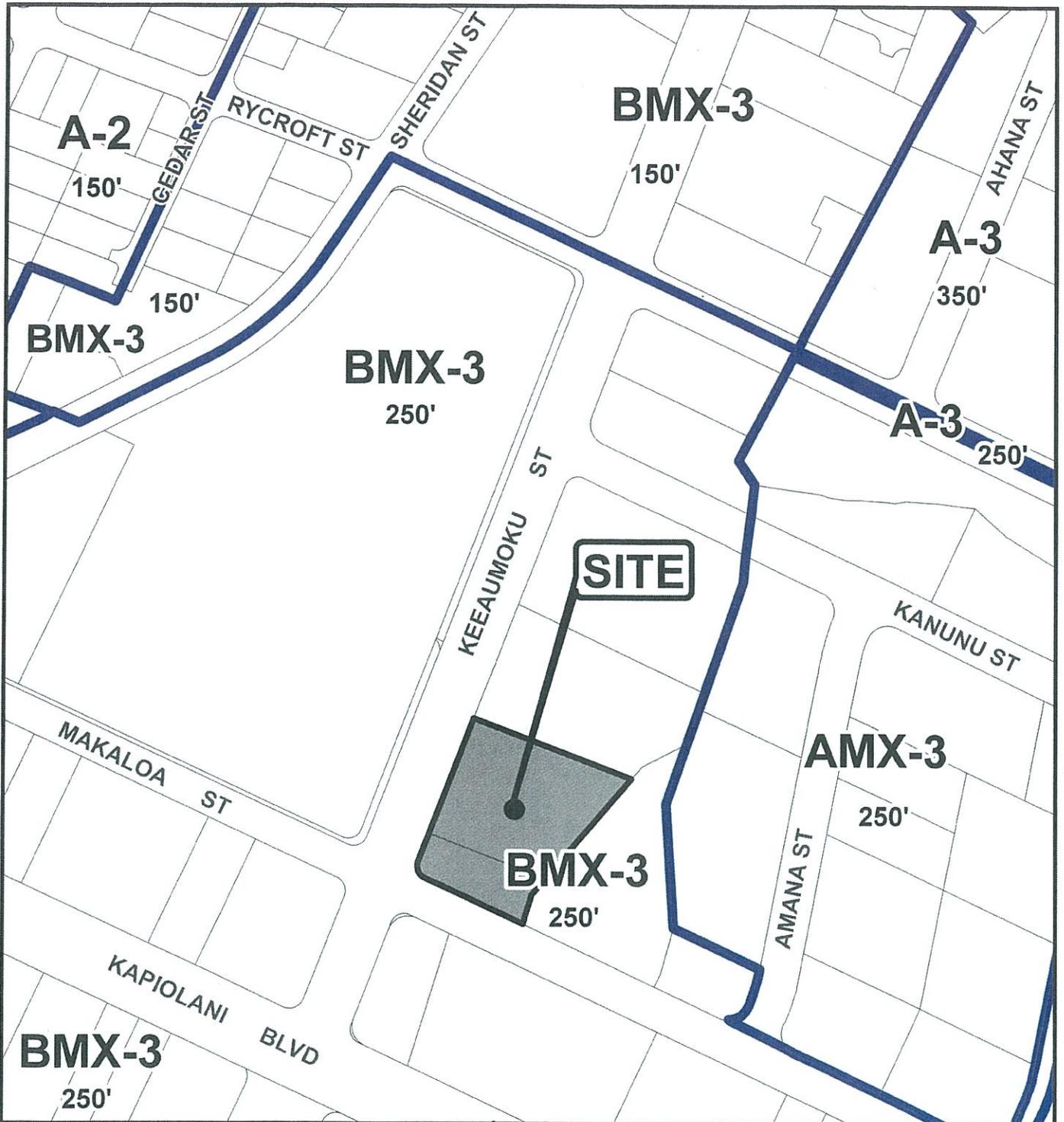


**LOCATION MAP** EXHIBIT A-1

**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

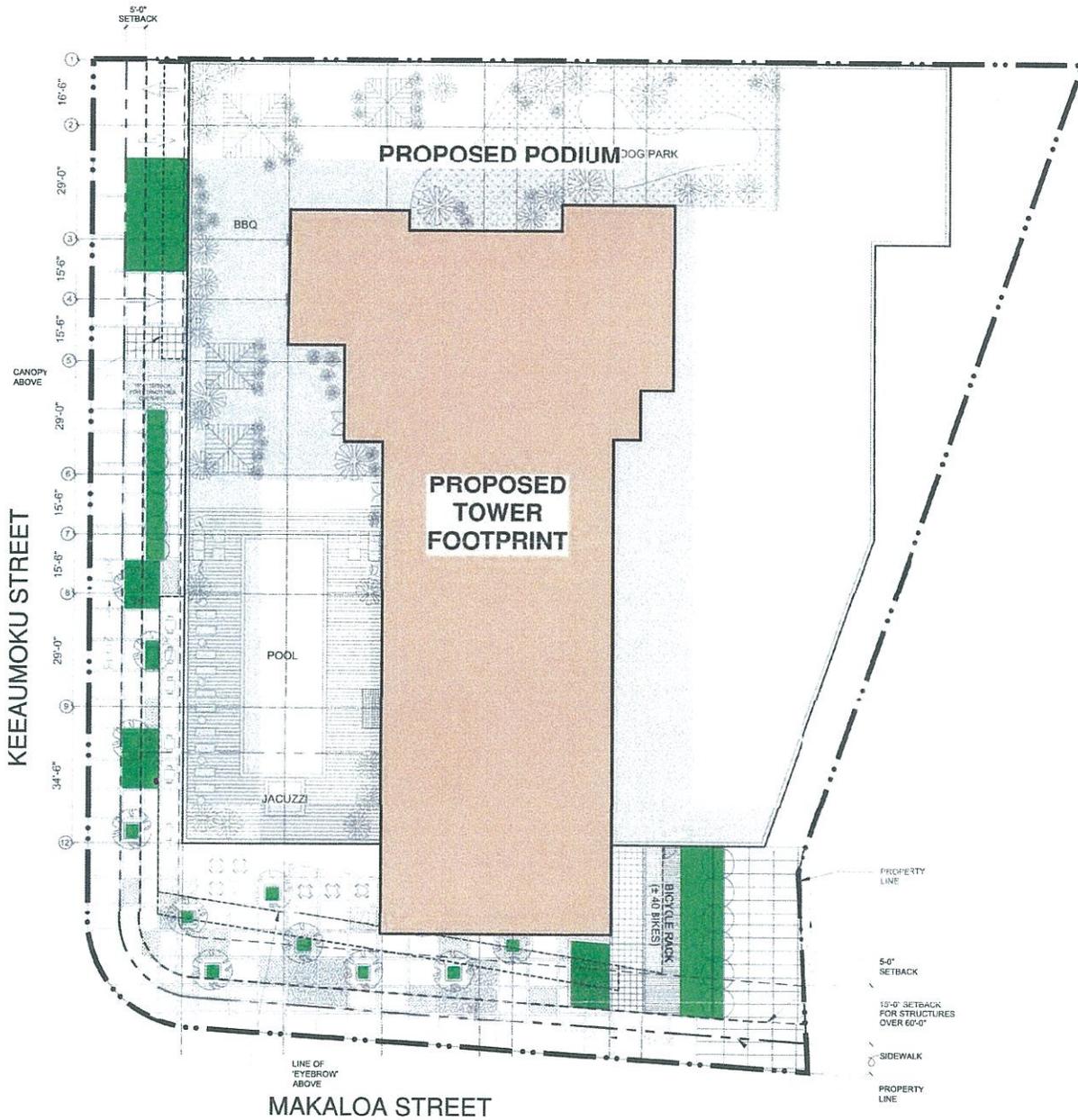


PORTION OF  
**ZONING MAP**  
NUUANU -McCULLY

EXHIBIT A-2

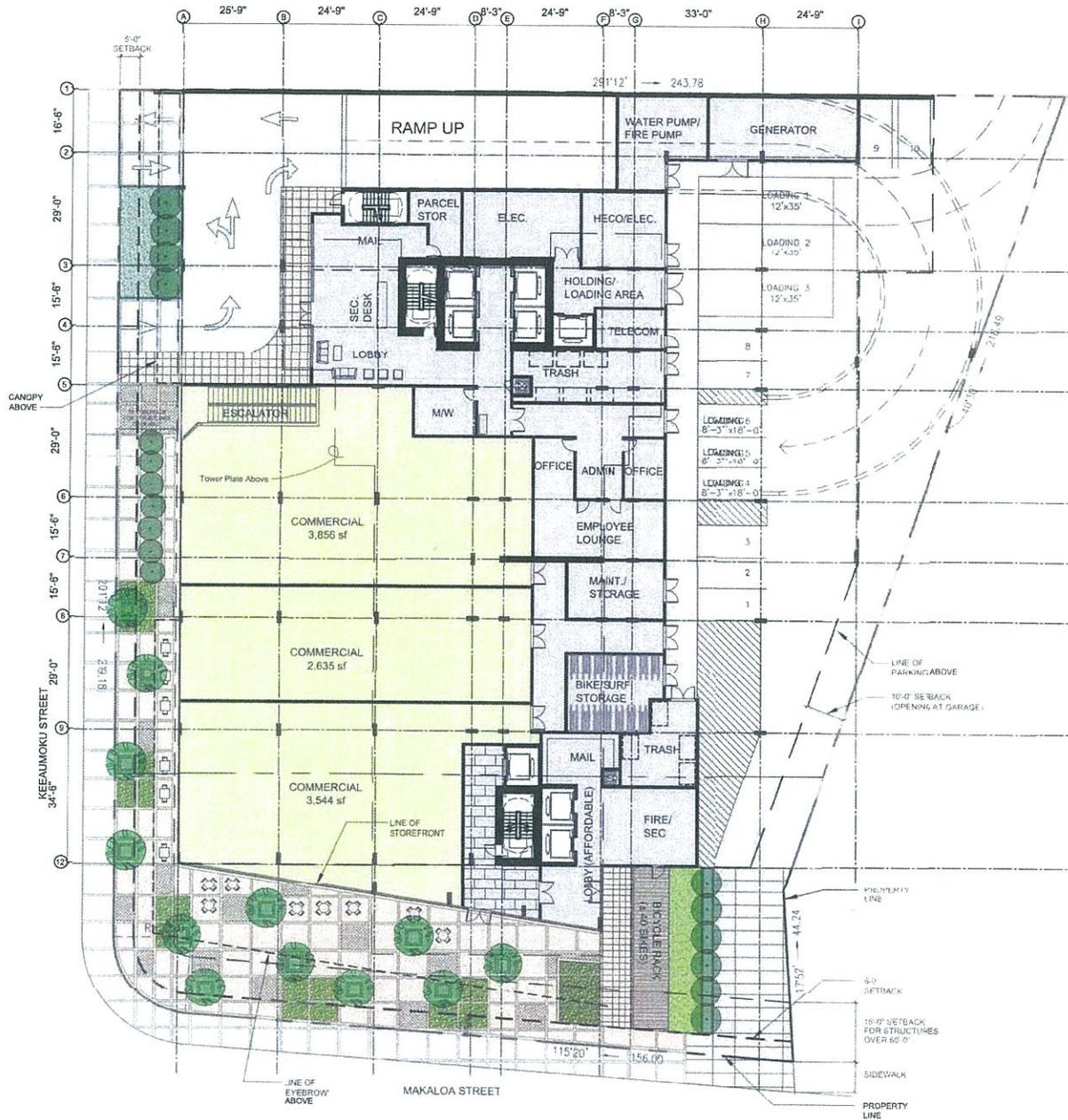
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FOLDER NO.: **2017/SDD-40**



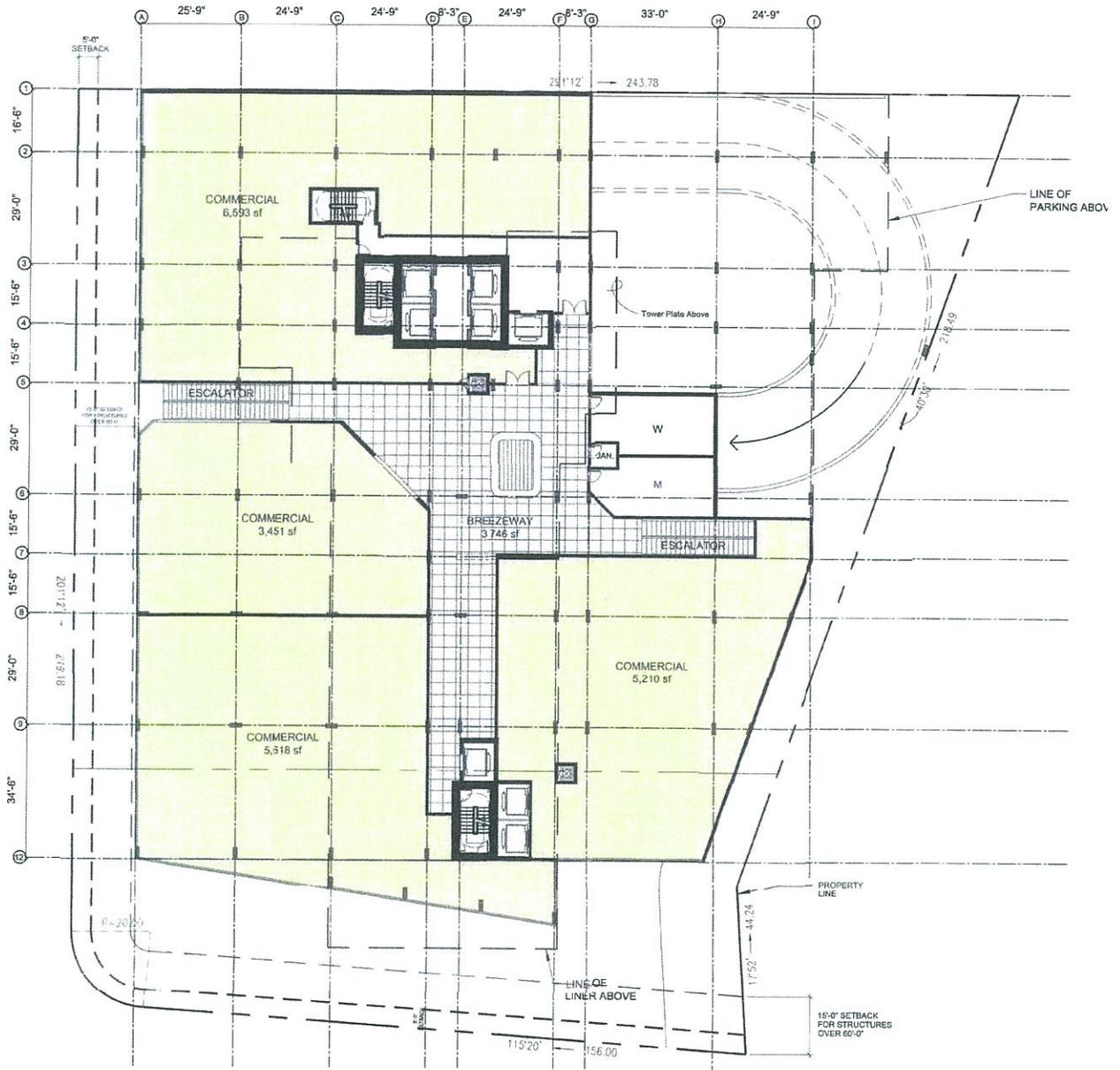
# SITE PLAN

EXHIBIT B-1



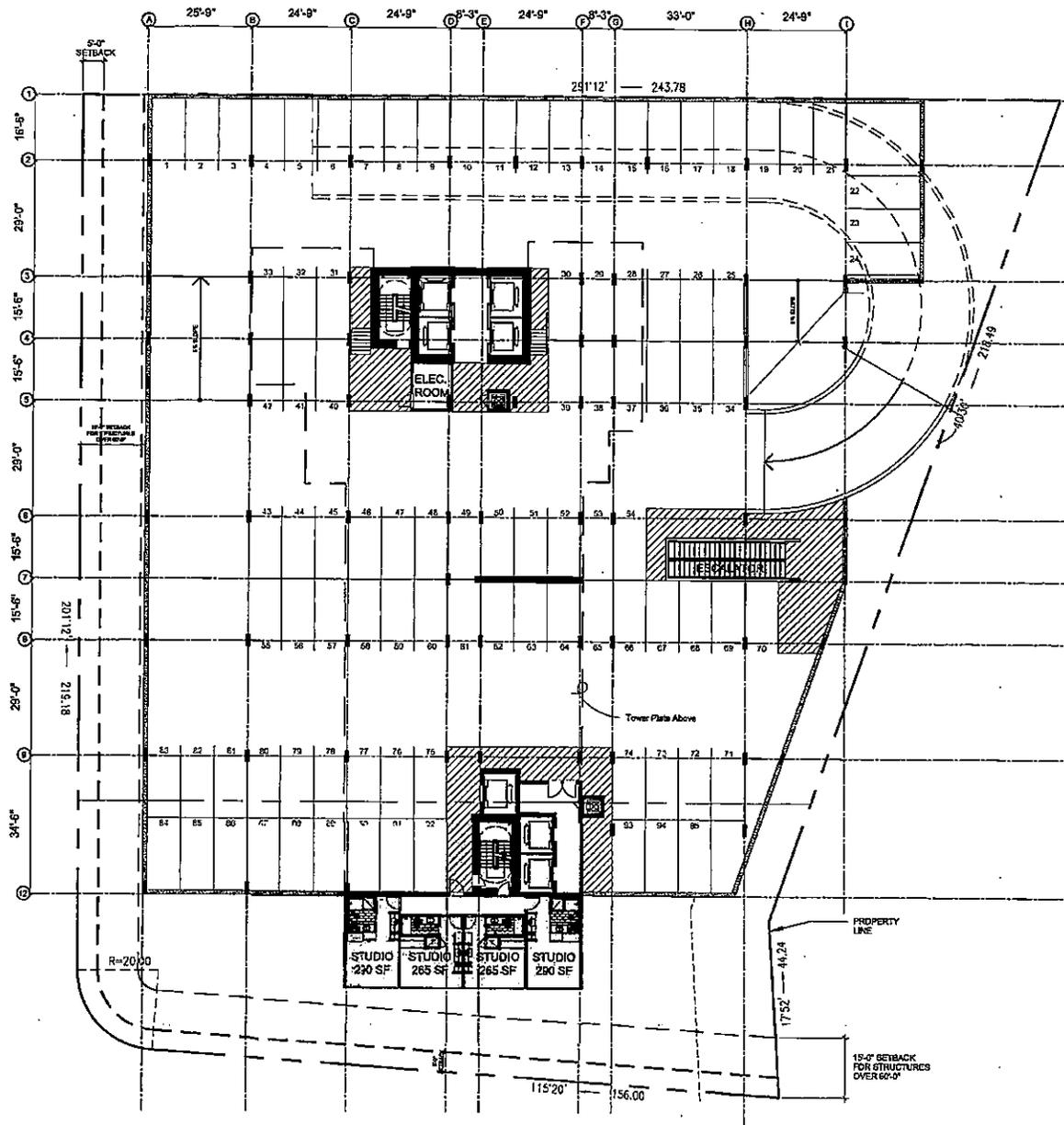
# GROUND FLOOR PLAN

EXHIBIT B-2



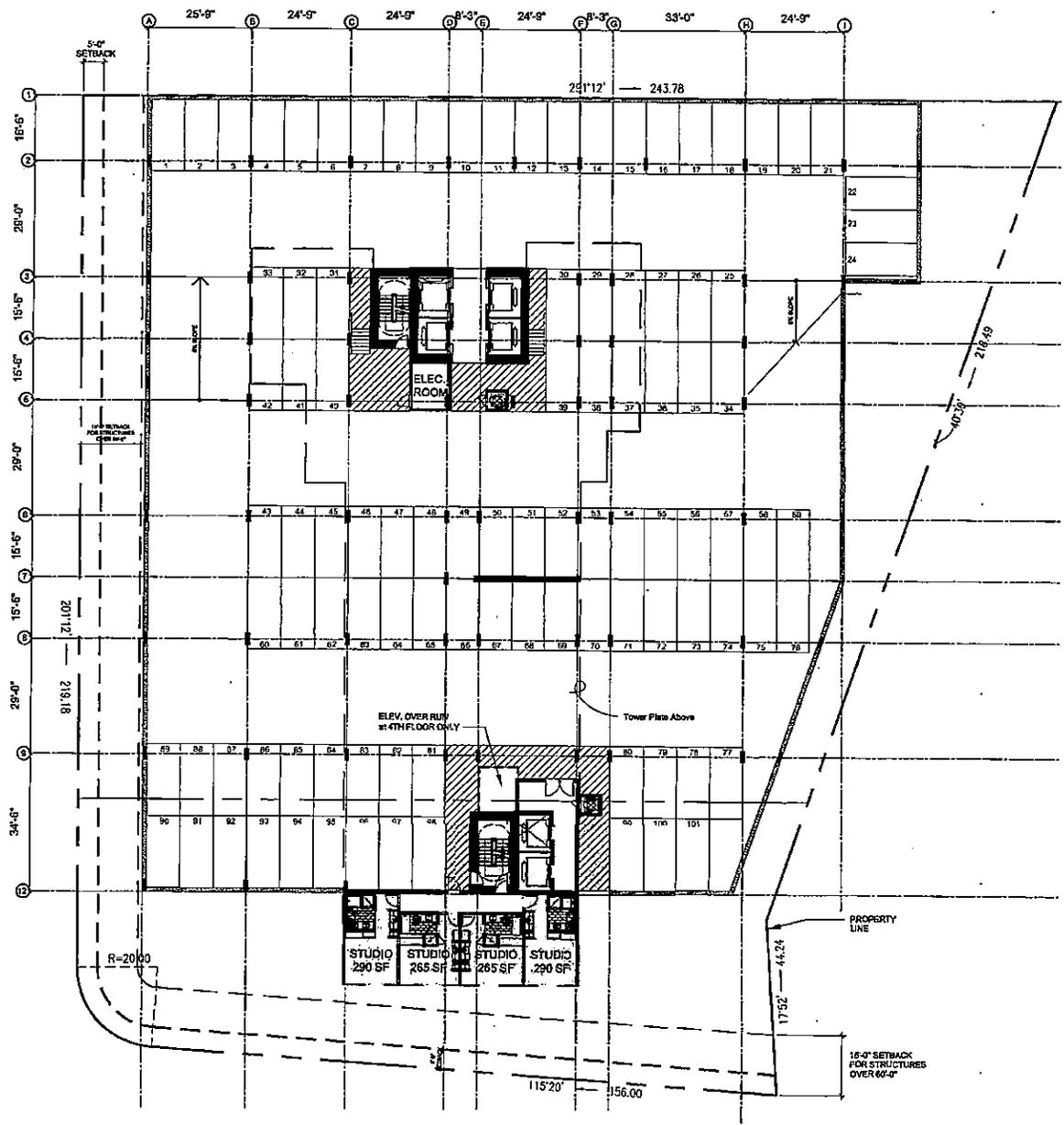
## SECOND FLOOR COMMERCIAL PLAN

EXHIBIT B-3



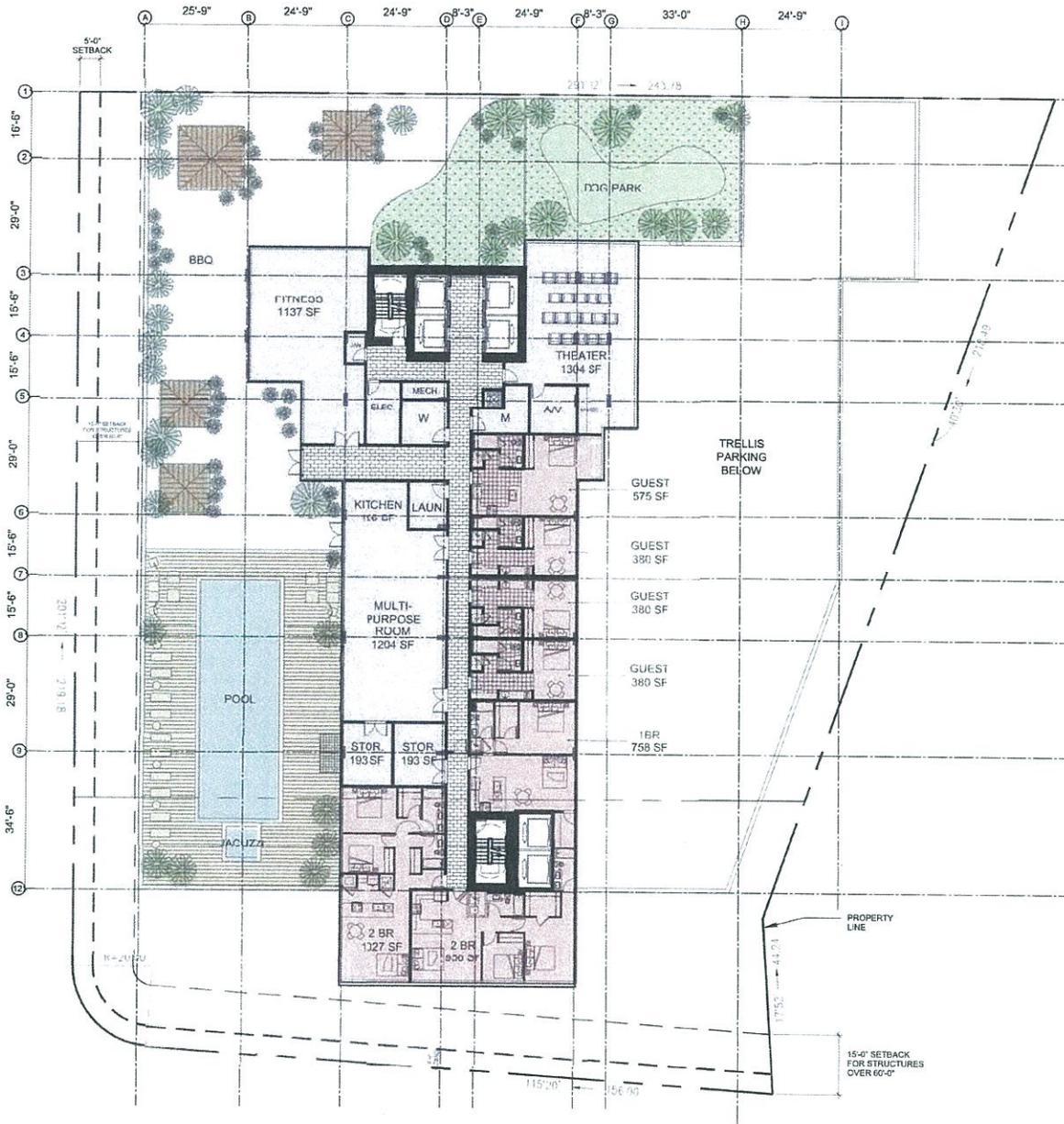
# THIRD FLOOR LINER/ PARKING PLAN

EXHIBIT B-4



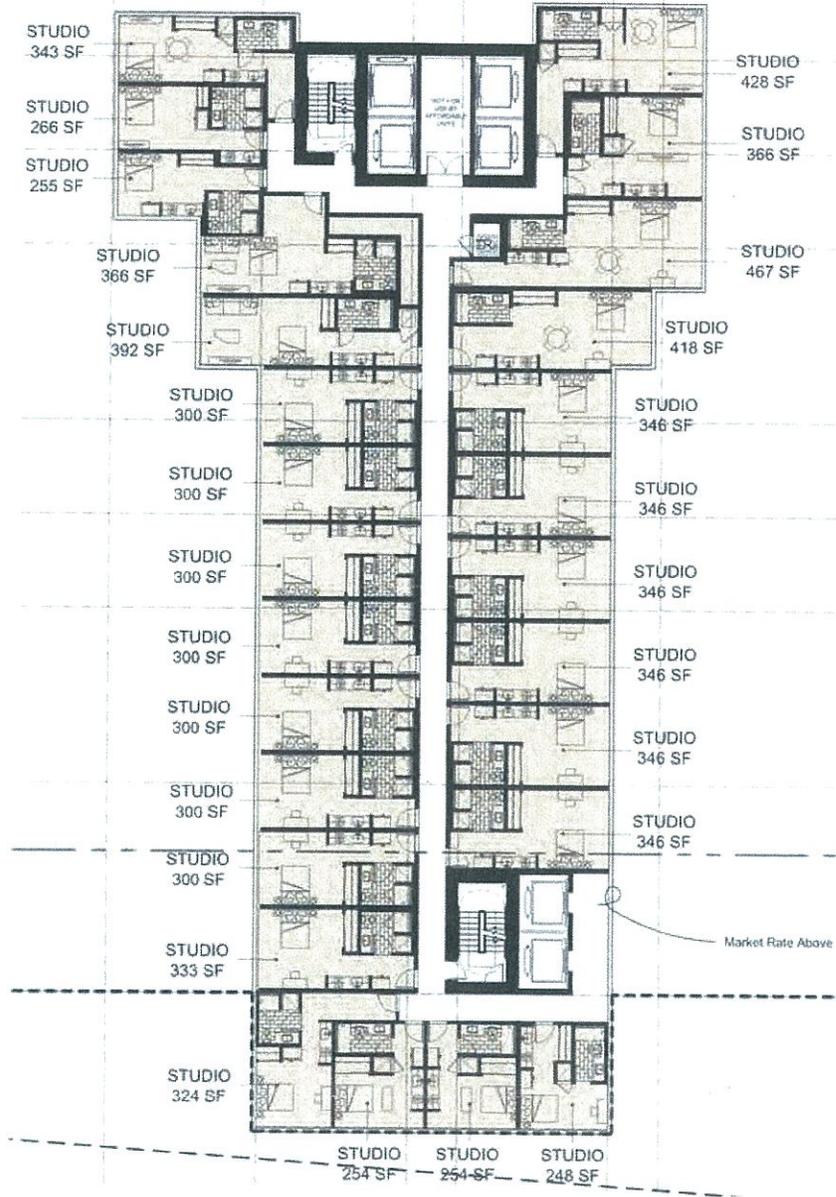
# TYPICAL PARKING PLAN

EXHIBIT B-5



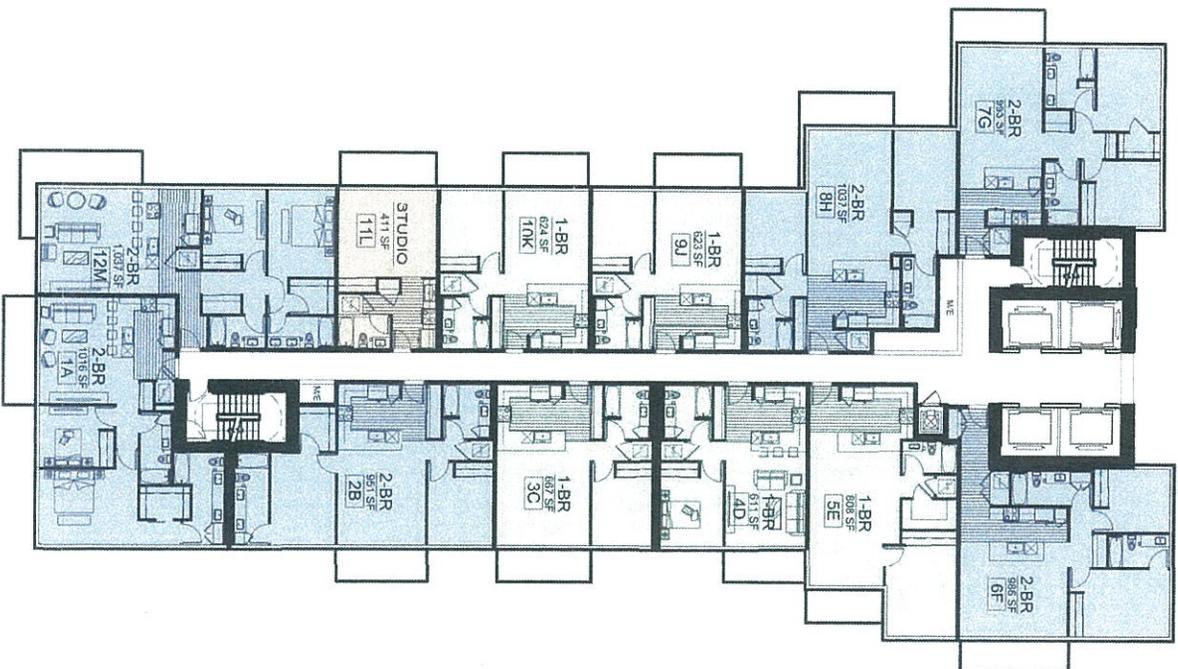
# AMENITIES PLAN

EXHIBIT B-6



# AFFORDABLE TOWER PLAN

EXHIBIT B-7



MAUKA

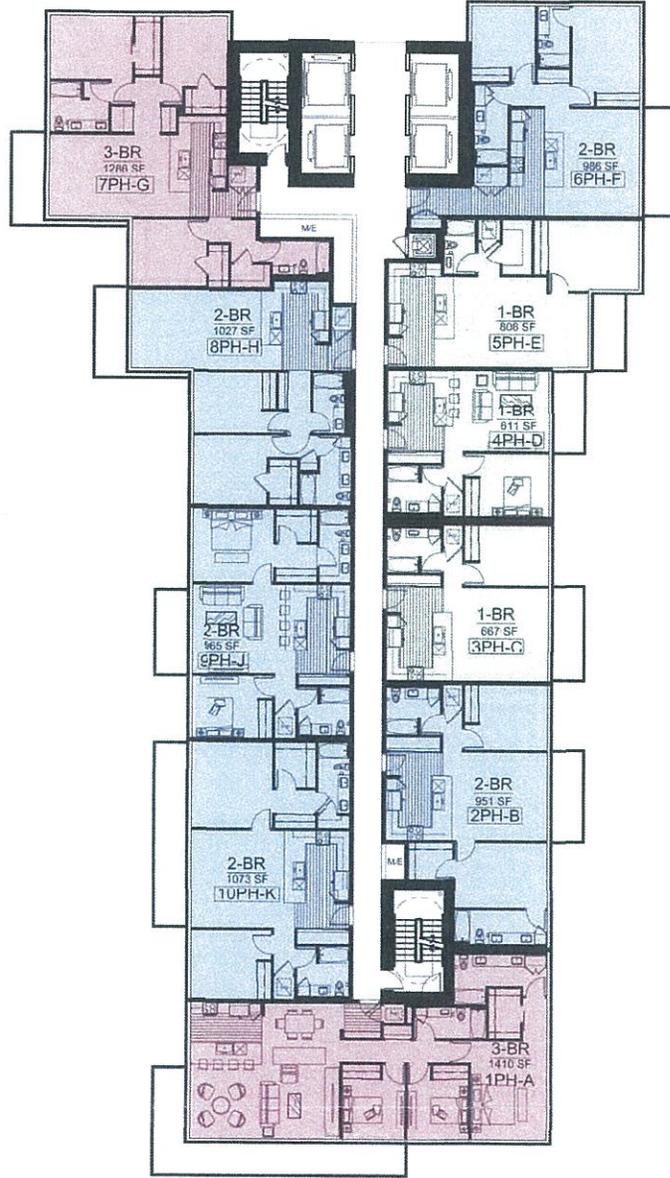
MAKAI



**TOWER MARKET FLOORS 14-29 PLAN**

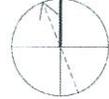
EXHIBIT B-8

MAUKA



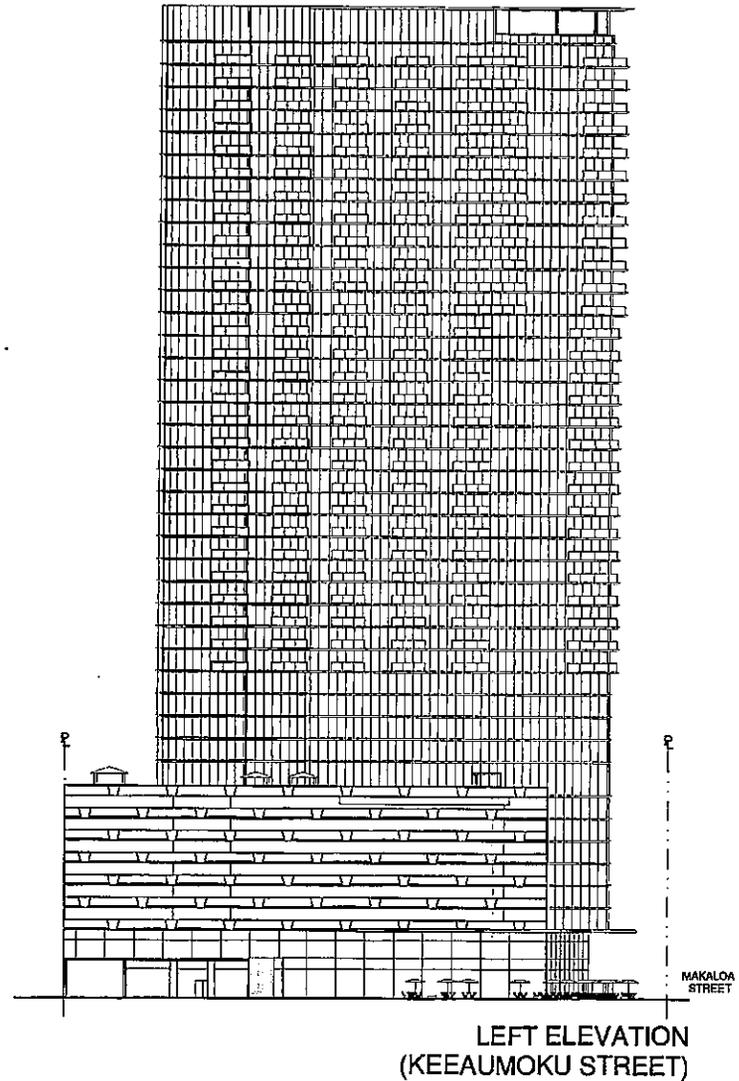
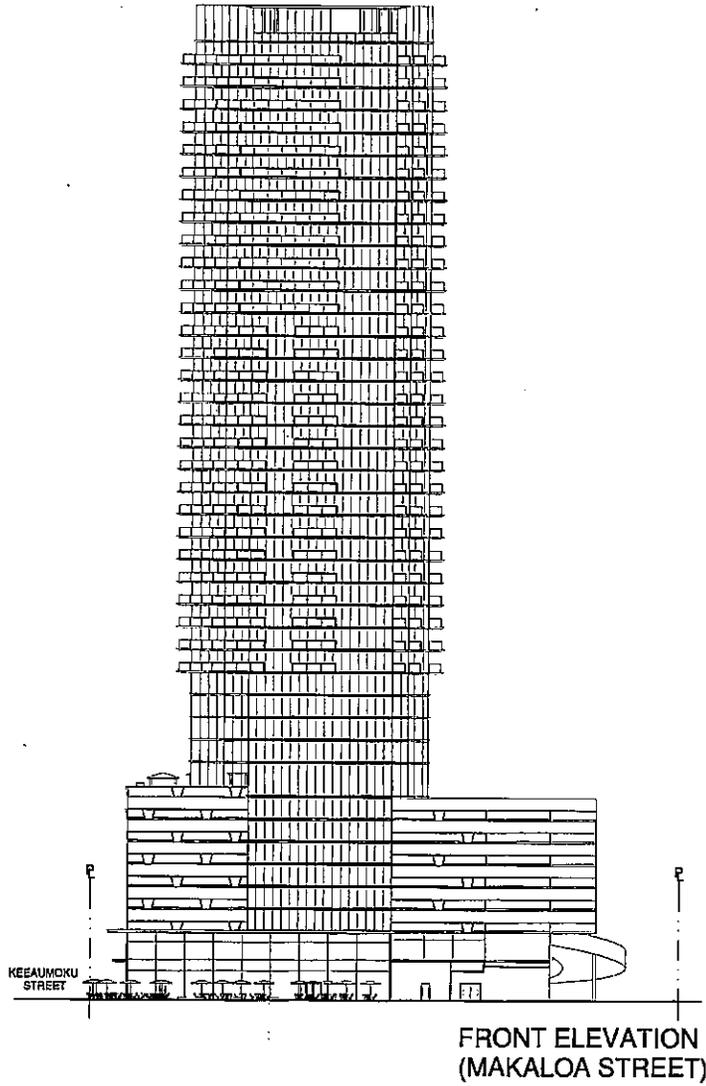
MAKAI

PLAN  
NORTH



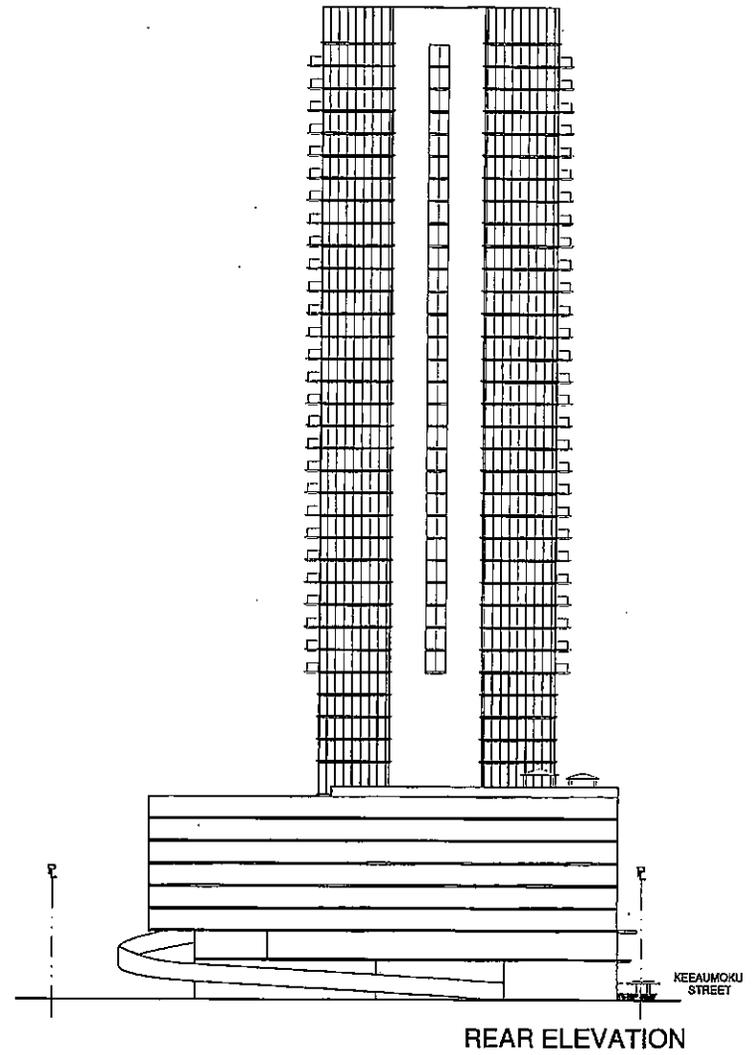
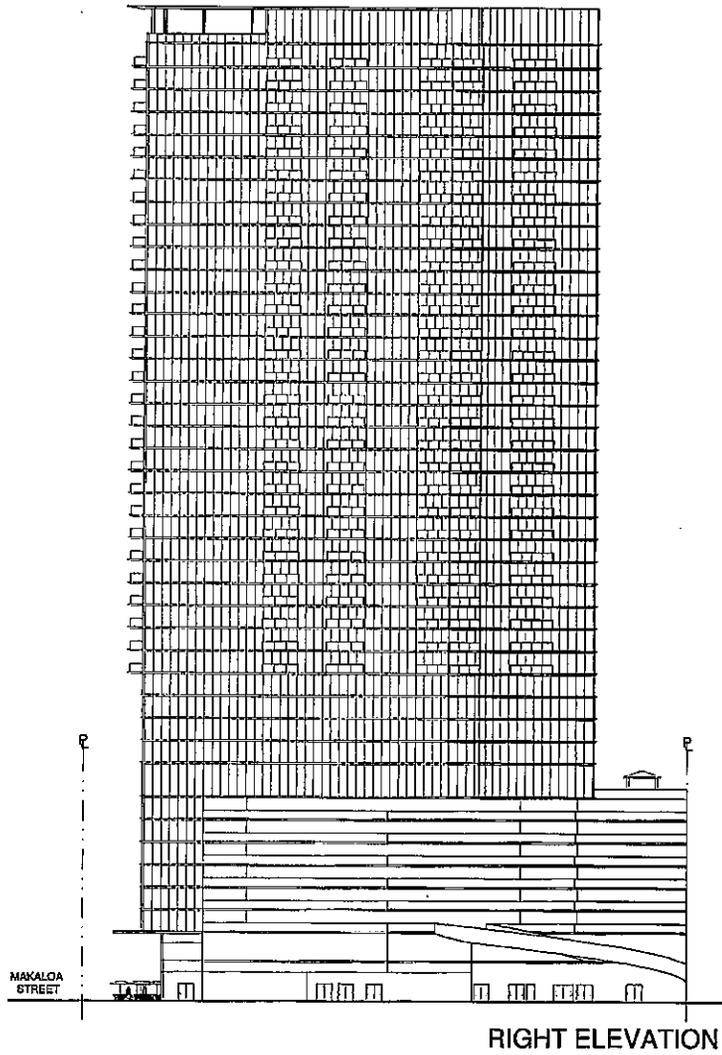
# TOWER MARKET FLOORS 30-41 PLAN

EXHIBIT B-9



**BUILDING ELEVATIONS**

EXHIBIT B-10



**BUILDING ELEVATIONS** EXHIBIT B-11



Total Ground Floor Open Space Areas

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

## OPEN SPACE DIAGRAM

EXHIBIT B-12



## **BUILDING DESIGN**

EXHIBIT B-13



## **BUILDING DESIGN**

EXHIBIT B-14

Liner + Affordable (NEW TOWER PLATE)

Floor	FT	FLHEIGHT	Residential Floor	Affordable Units	Market Rate Units	Parking Required	A	B	C	B + C	A + B + C		
							Parking (SF)	Affordable (SF)	Market Rate & Comments (SF)	Floor Area (SF)	Gross Area (SF)		
82		399.50	ROOF TOP										
41	12.00	387.50			30	13			12,607	12,607	12,607		
40	10.00	377.50			30	13			12,607	12,607	12,607		
39	10.00	367.50			30	13			12,607	12,607	12,607		
38	10.00	357.50			30	13			12,607	12,607	12,607		
37	10.00	347.50			30	13			12,607	12,607	12,607		
36	10.00	337.50			30	13			12,607	12,607	12,607		
35	10.00	327.50			30	13			12,607	12,607	12,607		
34	10.00	317.50			30	13			12,607	12,607	12,607		
33	9.25	308.25			30	13			12,607	12,607	12,607		
32	9.25	299.00			30	13			12,607	12,607	12,607		
31	9.25	289.75			30	13			12,607	12,607	12,607		
30	9.25	280.50			30	13			12,607	12,607	12,607		
29	9.25	271.25			30	13			12,607	12,607	12,607		
28	9.25	262.00			30	13			12,607	12,607	12,607		
27	9.25	252.75			30	13			12,607	12,607	12,607		
26	9.25	243.50			30	13			12,607	12,607	12,607		
25	9.25	234.25			30	13			12,607	12,607	12,607		
24	9.25	225.00			30	13			12,607	12,607	12,607		
23	9.25	215.75			30	13			12,607	12,607	12,607		
22	9.25	206.50			30	13			12,607	12,607	12,607		
21	9.25	197.25			30	13			12,607	12,607	12,607		
20	9.25	188.00			30	13			12,607	12,607	12,607		
19	9.25	178.75			30	13			12,607	12,607	12,607		
18	9.25	169.50			30	13			12,607	12,607	12,607		
17	9.25	160.25			30	13			12,607	12,607	12,607		
16	9.25	151.00			30	13			12,607	12,607	12,607		
15	9.25	141.75			30	13			12,607	12,607	12,607		
14	9.25	132.50			30	13			12,607	12,607	12,607		
13	9.25	123.25			30	13			12,607	12,607	12,607		
12	9.25	114.00			30	13			12,607	12,607	12,607		
11	9.00	105.00	Affordable 2	27		34		12,607	12,607	12,607	12,607		
10	9.00	96.00	Affordable 1	27		34		12,607	12,607	12,607	12,607		
9	14.00	82.00	Garage		3	4			12,607	12,607	12,607		
8	9.00	73.00	Parking 6 (101 Stalls)	Line 6	4	4	34,370	2,122	1,076	3,198	37,568		
7	9.00	64.00	Parking 5 (121 Stalls)	Line 5	4	4	34,370	2,122	1,076	3,198	37,568		
6	9.00	55.00	Parking 4 (121 Stalls)	Line 4	4	4	34,370	2,122	1,076	3,198	37,568		
5	9.00	46.00	Parking 3 (121 Stalls)	Line 3	4	4	34,370	2,122	1,076	3,198	37,568		
4	9.00	37.00	Parking 2 (121 Stalls)	Line 2	4	4	34,353	2,122	1,076	3,198	37,561		
3	9.00	28.00	Parking 1 (25 Stalls)	Line 1	4	4	34,163	2,224	1,351	3,615	37,779		
2	12.00	18.00	**Commercial (120,772 SF)			12			29,476	29,476	29,476		
1	16.00	0.00	*Commercial (120,835 SF) 3 Levels at 1st Level	Arcade		23			12,608	12,608	12,608		
TOTAL	399.50			78	347	607	206,006	38,048	489,728				
TOTAL STALLS PROVIDED:				607	TOTAL UNITS:				425	TOTAL FLOOR AREA (FAR):			487,771
										TOTAL GROSS FLOOR AREA:			658,777

Parking Standard	Required (LUO)	Maximum TOD	Minimum TOD	Project Proposed
Retail and Eating and Drinking Establishments (including outdoor dining areas)	2,507/1,000 SF 77 stalls	2,507/1,000 SF	Required (LUO)/2 77/2=39 stalls	77 stalls
Residential	3.0/Unit @800 SF	1.25/Unit	Required (LUO)/2	509 stalls
	1.5/Unit @200 SF			
	1.0/Unit @500 SF			
Visitor	705 1,975 units	311 stalls 12,120 units	705/2=353 stalls Required (LUO)/2	21 stalls
TOTAL	823 stalls	636 stalls	414 stalls	607 stalls

Open Space Calculations	
Open Space Area (SF)	9,374
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
Useful Area	9,164
Efficiency	73%

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

Typical Residential Floor Efficiency (Upper Flr.)	
Floor Plate	12,607
Useful Area	5,184
Efficiency	41%

Bicycle Parking	
Visitor Bicycle Parks	49
Visitor Bicycle Storage Room	60
Total Bicycle Parking	109