

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 202
HONOLULU, HAWAII 96813-3065
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

ANN H. KOBAYASHI
COUNCIL VICE CHAIR
DISTRICT 5
TELEPHONE: (808) 768-5005
FAX: (808) 768-1227
EMAIL: akobayashi@honolulu.gov

October 23, 2019

TO: Pearlene Otto
Office of the City Clerk

FROM: Councilmember Ann Kobayashi *AK*

SUBJECT: PROPOSED AMENDMENTS TO RESOLUTION 19-238
APPROVING THE ALA MOANA NEIGHBORHOOD TRANSIT-ORIENTED
DEVELOPMENT PLAN

Attached for your consideration by the Committee on Zoning, Planning and Housing are proposed amendments to the text of Resolution 19-238, approving the Ala Moana Neighborhood Transit-Oriented Development Plan. This communication supersedes CC-339 (2019).

19OCT23 PM 1:19 CITY CLERK

AMENDMENT FORM

DEVELOPMENT PLAN (DP) AND NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN

TOTAL PAGES: 10
 DATE: 21-Oct-19
 COUNCILMEMBER: Ann Kobayashi
 PHONE: 768-5005

MEASURE NO.	PLAN TITLE	AMENDING (RESO/BILL/ PLAN)	SECTION or EXHIBIT or FIGURE NO.	SECTION OR EXHIBIT TITLE	PG NO.	AMENDMENT DESCRIPTION / DETAILS	AMENDMENT TEXT (RAMSEYER NEW LANGUAGE)	CLARIFICATION / COMMENTS
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Resolution	BE IT RESOLVED clause			Updates the date of the Exhibit A Plan	BE IT RESOLVED by the Council of the City and County of Honolulu that, pursuant to ROH Section 21-9-100-2(f), the Council hereby approves the Ala Moana Neighborhood TOD Plan [(June 2016) <u>(February 2019)</u> attached hereto as Exhibit A and incorporated herein by this reference; and	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	1.2.5 HISTORIC & CULTURAL RESOURCES		18	Adds a new first paragraph to the section	<u>Kalia is the original name for the place now known as Ala Moana, and it had once served as a significant food production center for a district that extended from the western border of Moanalua to Makapuu point. The Kalia coast was once lined with salt pans and fishponds, like the one named Kolowalu. The inland water resources had made it prime lands for expansive lo'i kalo (taro terraces). Kalia was significantly impacted at the turn of the 20th century when it, along with Waikiki, was transformed for recreational purposes. During that time, many Native Hawaiian families, dependent on subsistence fishing and farming, were displaced.</u>	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	2.2 PRINCIPLES AND POLICIES	2 Mix of Commercial	27	Add sentence at the end of the paragraph relating to the preservation of existing healthcare services.	<u>The preservation of existing major medical facilities and smaller medical and dental offices in the area is a key factor in ensuring the continued availability of neighborhood healthcare services.</u>	The amendment adds discussion of the preservation of existing healthcare services. Planning Commission recommendation, see D-738 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	2.2. PRINCIPLES AND POLICIES	6 Incubator Office & Education	31	Amend the last sentence of the paragraph relating to new or expanded primary and secondary public schools.	<u>Finally, [new development may require new or expanded primary and secondary schools] the State Board of Education may consider establishing a School Impact District, in which impact fees may be collected to fund new or expanded primary and secondary public schools necessitated by new development.</u>	The amendment adds discussion of school impact fees. Planning Commission recommendation, see D-738 (2016).

Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	2.2. PRINCIPLES AND POLICIES	7 Cultural Programs and Public Events	32	Amend the third sentence to refer to Native Hawaiian and other Pacific Islanders (instead of Polynesians)	The cultures in the area—Korean, Japanese, [and Polynesian,] <u>Native Hawaiian, and other Pacific Islanders</u> , among others—create endless potential for developing a rich calendar of events that could be programmed throughout the year. In addition, sponsorship by Ala Moana Center, other local businesses, and the residential neighborhoods could create additional opportunities for hosting programs and events.	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.1.1. Development Framework	Framework Concept - Urban Redevelopment:	35	Revise the language in the third bullet item re housing for local residents.	[Achieve the highest and best land uses] <u>Encourage housing development for local residents.</u>	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.1.3. Development Framework	Development Yield Potential - Yield Summary by Land Use:	38	Amend this paragraph by adding a sentence at the end of the paragraph re new hotel development	Approximately 70% of future development is anticipated to be residential, approximately new 5,600 dwelling units, based on an average size of 1,000 square feet per unit. The total amount of new development, based on this highest and best development scenario, is approximately 8 million square feet, raising the average district-wide FAR (floor area ratio) from 1.75 to 2.25. <u>Some new hotel development is anticipated and should be limited to the Convention Center sub district, as shown in Figure 3-5.</u>	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.2.1.	Table 3-1: Land Use Policies and Development Strategies	41	Amend third bullet under Land Use Policy No.5 : Integrate Neighborhood Shopping and Services; Provide community Resources	Encourage <u>new and preserve existing</u> neighborhood healthcare services	The amendment includes preservation of existing healthcare services. Planning Commission recommendation, see D-738 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.2.3. TOD Precinct Subdistricts	Figure 3-5: Subdistrict Designations	45	Redesignates the Keeaumoku District by dividing it into two districts to be designated as East Sheridan and Keeaumoku.	See attached Figure	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.2.3. TOD Precinct Subdistricts	Keeaumoku	46	Add District to the title for consistency	<u>KEEAUMOKU DISTRICT:</u>	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.2.3. TOD Precinct Subdistricts	East Sheridan	48/49	Describes the new East Sheridan District.	<u>EAST SHERIDAN DISTRICT:</u> <u>This subdistrict includes a mix of commercial and low-rise apartment uses in low-density developments that are ready for redevelopment. The mixed-use nature of the district should be continued, characterized by small-scale commercial establishments serving local clientele, with slightly increased height and density.</u>	

Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.2.5 Land Use Distribution and Intensity	Moderate-Density Commercial Mixed Use	50	Recognizes that a portion of Ala Moana Center along Ala Moana Boulevard would fall in this category	This land use type supports areas with a focus on local neighborhood use while still reflecting the influence of the transit station. Specifically, the King Street corridor and <u>a portion of</u> Ala Moana Center along Ala Moana Boulevard are identified. Moderate-density mixed-use developments would include housing, retail, and smaller commercial buildings up to 15 feet in height.	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.4.3 Development Framework	On-Site Open Space (Private Ownership) - Amenity Decks/Terraces:	86	Amend this paragraph by deleting the last sentence	Amenity decks and terraces are open spaces on building roofs and parking garages that occupants can utilize for recreation or for private gatherings. [Amenity decks and terraces are an option within the community-benefits program to allow for private contribution to the open space network.]	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	3.5.4. Development Framework	Figure 3-18: New Development Intensity Strategy	75	Redesignates the new Keeaumoku district as 350'+	See attached Figure	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.2.3. Zoning Recommendations	New Permissible Land Uses	126	Amend this paragraph by adding a sentence to the end of the paragraph regarding new hotel development	Existing allowable uses may limit the ability to construct a diverse housing stock within the TOD area. To address these potential conflicts, new residential land uses are recommended. For example, live/work dwellings, a medium-density housing type designed to house both residential and business uses, could be recommended for both the TOD and TIZ Precincts. <u>Hotels are also now encouraged, but only within the boundaries of the Convention Center sub district.</u>	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.3.2. Floor Area Ratio	Figure 5-3: Proposed Far Zone Map	129	Specifies that the new Keeaumoku District has a maximum FAR of 7.0 with the provision of community benefits	See attached Figure	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.3.3. Building Heights	Figure 5-4: Proposed Building Height Zone Map	131	Specifies that the new Keeaumoku District has a maximum height 400' with the provision of community benefits	See attached Figure	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.3.4. Building Form & Massing	Yards/Building Setbacks	132	Amend the last sentence in this paragraph re height setbacks	It is further recommended that the current street centerline setback for BMX-3 be eliminated <u>replaced with the height setback that currently applies to properties in apartment mixed use zoning districts.</u>	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.3.4. Building Form & Massing	Lot Coverage Minimum	132	Delete the paragraph on Lot Coverage Minimum	LOT COVERAGE MINIMUM Lot coverage ensures the building footprint on each parcel maintains a uniform minimum size to reduce large variations in the urban fabric. Transitions must be set for buildings in one zoning designation that abut the boundary of another.	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.3.4. Building Form & Massing	Table 5-1: Proposed Building Envelope Standards	132	Delete the entire item "Lot Coverage Minimum" including all percentages from the table	Lot Coverage Minimum 70% 75% 80% 80% 80% 80% 70%	DPP recommendation, see D-739 (2016).

Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.3.4. Building Form & Massing	Table 5-1: Proposed Building Envelope Standards	132	Amend the text in the second row of the table, revise "60" to "40", add "1' : 10'" under columns for A3, AMX-3, BMX-3, BMX-3B, A-2, A-3, AMX-2.	Height Setback Above [60'] 40' [10'] 1' : 10' [10'] 1' : 10' [15'] 1' : 10' [20'] 1' : 10' - [-] 1' : 10' [-] 1' : 10' [-] 1' : 10' -	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.3.4. Building Form & Massing	Table 5-1: Proposed Building Envelope Standards	132	Add a new third row of the table re front height setback above first floor, Kapiolani Blvd. only, and add 20' under BMX-3B column.	HEIGHT SETBACK ABOVE FIRST FLOOR (KAPIOLANI BLVD. ONLY) -- - 20' - - - - -	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.4.2. Parking Standards	Parking Ratios	134	Amend the Parking Ratios paragraph by adding a sentence at the end of the paragraph re projects seeking entitlement bonuses	Current parking requirements within the LUO do not encourage a transit oriented character and maintain dependency upon the automobile as the primary mode of transportation. It is recommended that existing parking requirements are reduced by at least 50 percent, or eliminated for certain uses. In addition, it is also recommended that residential and some commercial uses consider unbundling parking to encourage the use of alternative transportation modes. The provision of bike share and car share facilities can also reduce the need for private automobile parking spaces. <u>Projects seeking entitlement bonuses should limit their parking provision to the current LUO requirements for commercial uses and a maximum of 1.25 spaces per residential unit.</u>	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.5.2. On-Site Amenity Space Standards	Total Amenity Space Requirement - Communal Open Space	136	Amend the Communal Open Space paragraph by deleting the last sentence	Communal open spaces are resident-specific open spaces such as courtyards that may be located at grade or as amenity decks on rooftops. These spaces shall be accessible to all residents and/or business tenants. discounted rate. [These types of space can qualify for a community benefits bonus at a discounted rate.]	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.5.2. On-Site Amenity Space Standards	Total Amenity Space Requirement - Private Open Space	137	Amend the Private Open Space paragraph by deleting the last sentence	Private open spaces allow for public use with limitations on when the public can use the space. [Like communal open space, private open space can qualify for a community benefits bonus at a discounted rate.]	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.5.2. On-Site Amenity Space Standards	Total Amenity Space Requirement - Private Open Space	137	Amend the Balconies paragraph by deleting the last sentence	Balconies can be both communal spaces for residents and businesses or private spaces for individual residences. Balconies can make multifamily housing more usable and provide an opportunity to appreciate views at a higher vantage point than at street level. [These types of space can qualify for a community benefits bonus at a discounted rate.]	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.7.2 Affordable Housing	Existing & New Standards	139	Update to reflect Ordinance 18-10	[Currently, any new development seeking a change of zoning must provide 30% of the units sold or rented as affordable housing units regardless of the development type. Of the 30%: -- 10% or more of units must be provided to households earning 80% or less of the area median income -- No less than 20% of the units must be provided to households earning 120% or less of the area median income]	Update to reflect Ordinance 18-10.

							<p>New standards for the TOD Special District should require that all developments [providing more than 10 residential units provide a percentage of affordable housing units, with an emphasis on rental housing, for at least a 30-year affordability period. If developers do not want to construct affordable housing, an affordable housing impact fee could be assessed for deposit into an affordable housing fund. The fee should: -Be based on a \$/sf scale per unit -Create standard of sizes for different unit types] <u>proposing the construction or conversion of 10 or more for-sale dwelling units must satisfy the affordable housing requirements of Ordinance 18-10, as the same may be amended or superseded.</u></p>	
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.7.3. Affordable Housing	Incentives	139	Amend paragraph to remove reference to impact fee.	<p>Incentives can encourage developers to both reach and exceed the affordable housing requirement [rather than pay an impact fee]. Potential incentives include: •Density and height bonuses •Parking reductions •Property tax abatement</p>	Amendment eliminates the option for developers to pay fees in lieu of providing the required affordable housing. Planning Commission recommendation, see D-738 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.7.4. Affordable Housing	Affordable Housing Fund	139	Deletes section	<p>[5.7.4. Affordable Housing Fund—An affordable housing fund should be funded by impact fees for developers unable to provide affordable housing on-site. This fund would be maintained by the City and potentially localized to the Ala Moana TOD Special District. This fund could be utilized in several ways, including: -Providing financial support to developers providing affordable housing -Allowing the City to pursue affordable housing developments -Helping maintain existing affordable housing]</p>	The amendment eliminates provisions relating to an affordable housing fund. Planning Commission recommendation, see D-738 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.8.7. Architectural Character Guidelines	Reduce Visual Impace of Vehicular Circulation	142	Amend this section by adding a fourth bullet item regarding liner units	<p>As many new developments will include parking facilities, the design of these parking facilities could have large impacts on the district. Parking should be designed to limit its impacts on the public realm by: •Reducing the number of curb curbs on pedestrian-oriented streets •Limiting parking entrances on pedestrian-oriented streets •Restricting street-level parking facilities unless lined with storefronts or residences •<u>Incorporating liner commercial or residential units into the facade of large parking garages fronting key streets like Kapiolani Boulevard and Keeaumoku Street</u></p>	DPP recommendation, see D-739 (2016).
Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.9.3. Tall Building Guidelines	Promote Natural Air Circulation & Ventilation While Minimizing Adverse Wind Conditions	143	Amend this paragraph by adding a sentence at the end of the paragraph regarding requirements for property setbacks	<p>Tall buildings have the ability to capture natural breezes that can provide benefits through reduced energy consumption and higher indoor air quality. Tower design should also evaluate wind tunneling impacts that may have negative effects at the street level. At minimum, a 100' dimension should be maintained between tall buildings to preserve views and solar access. <u>For properties that share a property line with an adjacent private property, each property should setback their tower at least 50' from this common boundary.</u></p>	DPP recommendation, see D-739 (2016).

Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	6.5.2. Ala Moana TOD Action Plan	Table 6-1: ALA MOANA TOD ACTION PLAN	154	Deletes row relating to Ala Moana Affordable Housing Fund	[Oversees Ala Moana Affordable Housing Fund. Provide community services with fund. Provide nearby infrastructure upgrades. Create account for funds to be deposited into. Coordinate with developers on how to spend fund locally.]	The amendment eliminates provisions relating to an affordable housing fund. Planning Commission recommendation, see D-738 (2016).
-------------------	--	------	----------------------------------	--------------------------------------	-----	---	--	---

FIGURE 3-9: SUBDISTRICT DESIGNATIONS

- LEGEND**
- TOD PRECINCT**
 - Ala Moana Center
 - Kapiolani Corridor
 - Convention Center
 - Keeaumoku District
 - East Sheridan District
 - Kahaka District
 - Atkinson District
 - TIZ PRECINCT**
 - Design Center
 - King Street Corridor
 - Kalakaua District
 - Sheridan District
 - Planning Area
 - TOD Precinct / TIZ Precinct Boundary
 - Ala Moana Center Rail Station
 - Fixed Guideway

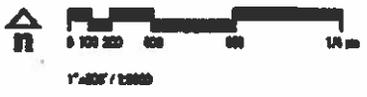
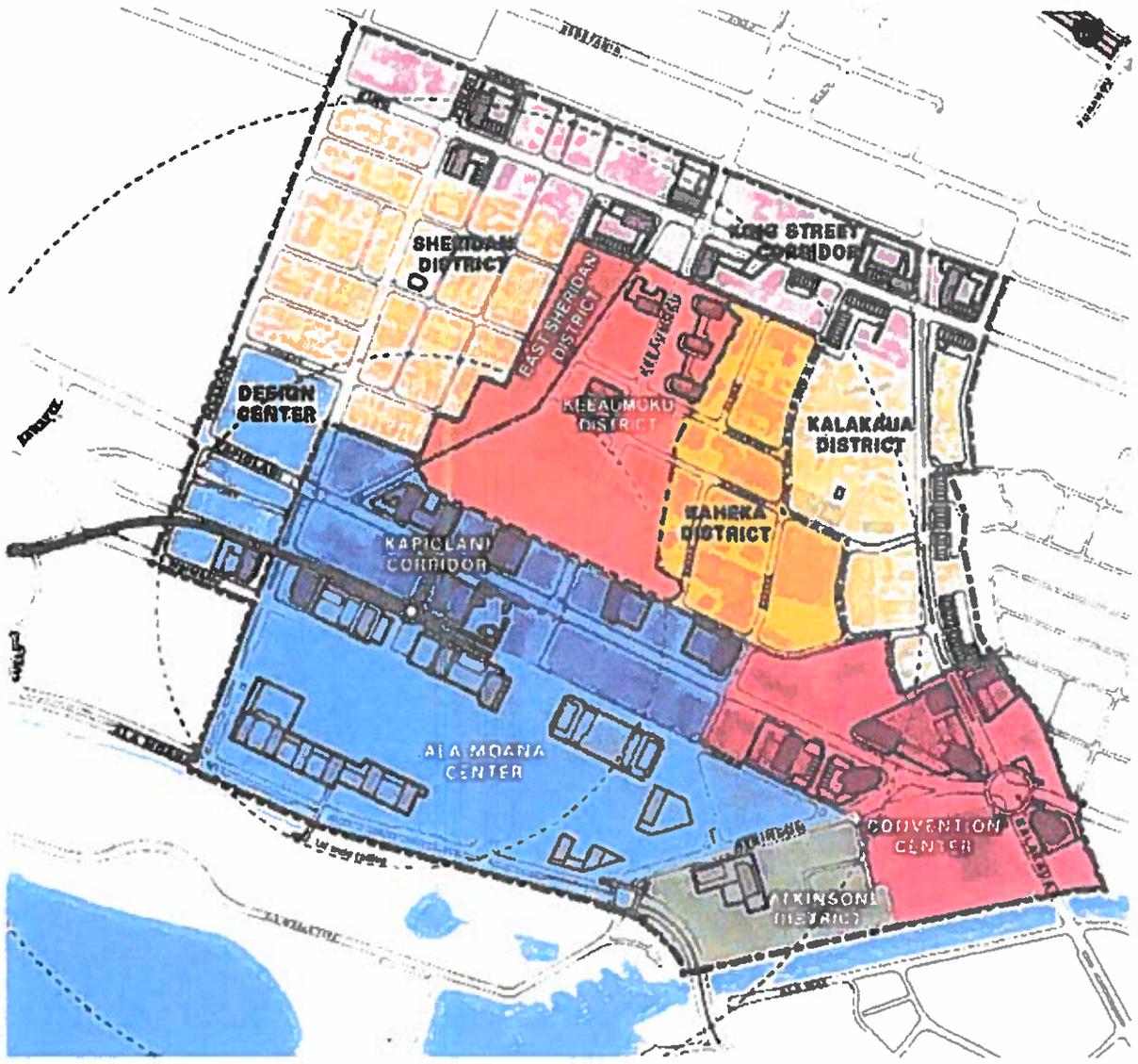


FIGURE 3-18: NEW DEVELOPMENT INTENSITY STRATEGY

**for illustrative purposes only*

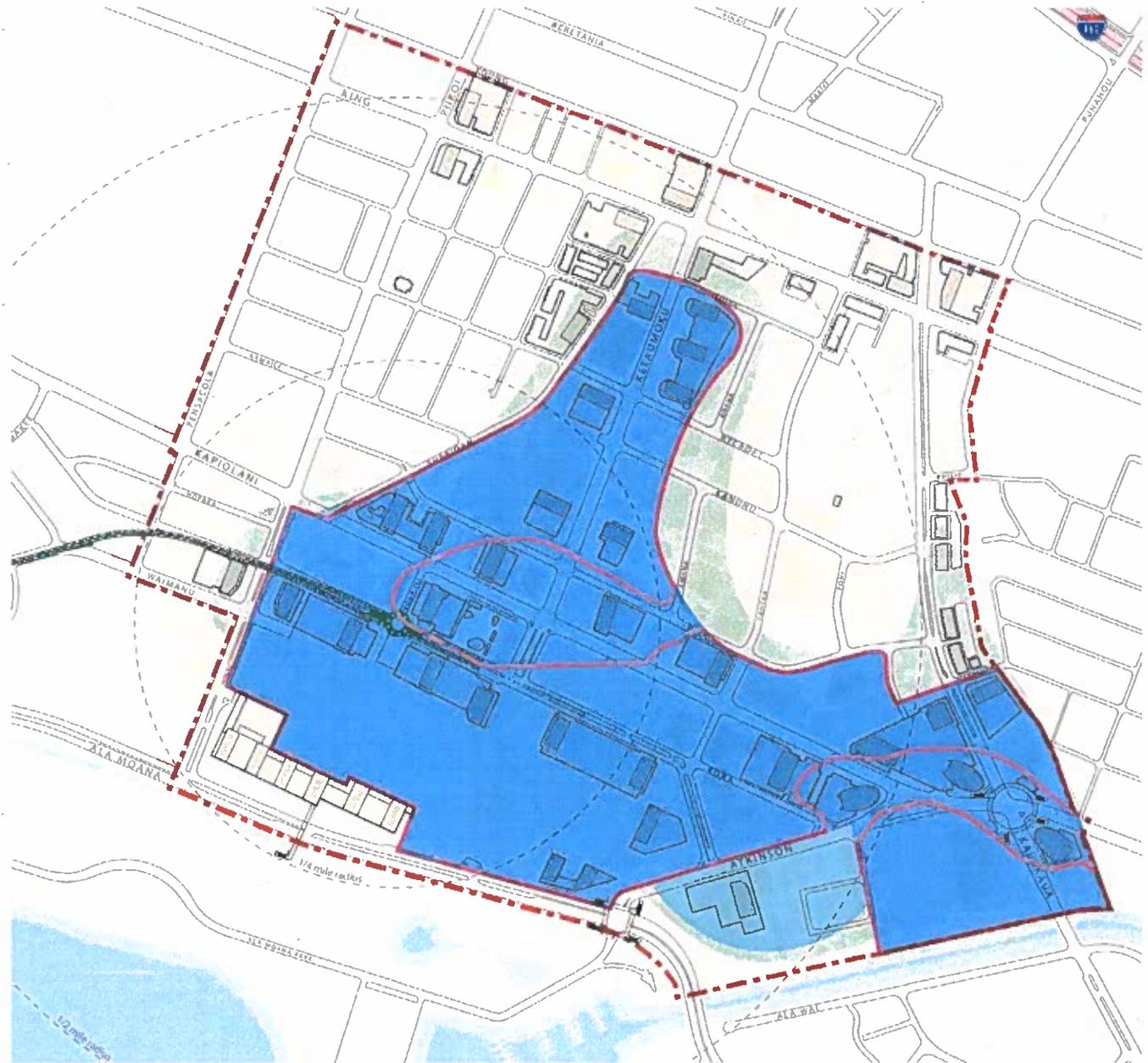


FIGURE 5-3: PROPOSED FAR ZONE MAP

- LEGEND**
- 5.0 FAR Area
 - 7.0 FAR Area
 - New 7.0 FAR Area
 - 10.0 FAR Area
 - Maximum FAR *with community benefits
- BASE FAR (same as current FAR)**
- 0 FAR
 - 1.9 FAR
 - 2.5 FAR
 - 2.8 FAR
- AA Maximum Allowable FAR
 - Other Planning District
- Planning Area
 - TOD Precinct/ TIZ Precinct Boundary
 - Ala Moana Center Rail Station
 - Fixed Guideway

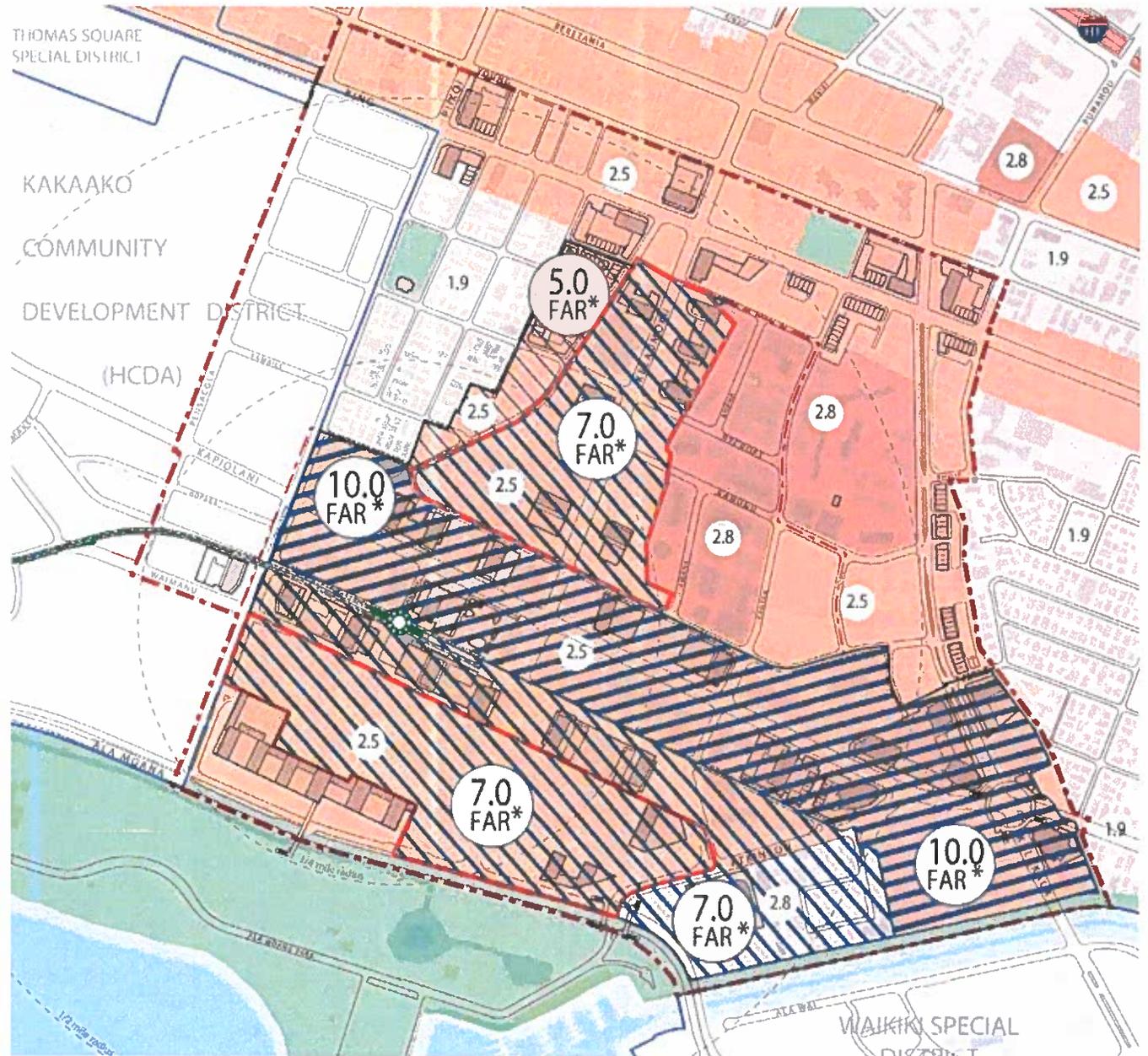


FIGURE 5-3: PROPOSED BUILDING HEIGHT ZONE MAP

