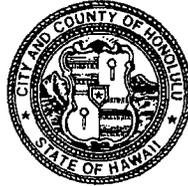


KIRK CALDWELL
MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

June 8, 2020

The Honorable Ron Menor, Chair
and Members
Committee on Zoning, Planning, and Housing
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Menor and Councilmembers:

**Subject: Proposed Amendments to the Draft Ala Moana Neighborhood
Transit-Oriented Development (TOD) Plan**

The Department of Planning and Permitting (DPP) offers the attached recommendations for amendments to the Draft Ala Moana Neighborhood TOD Plan (Draft Plan), Resolution 19-238, for your consideration in reviewing and adopting the Draft Plan.

In addition to the new amendments summarized below and detailed in the attached table, this consolidated list incorporates amendments proposed by Councilmember Ann H. Kobayashi in Council Communication 342 (2019), which also included the Planning Commission's recommendations in D-738 (2016) and prior DPP recommendations in D-739 (2016). Please note that a few of the previous amendments have been updated slightly as detailed in the table. The attached draft revised figures reflect most of these prior proposed amendments discussed in your committee meetings. We have summarized the rationale behind the major proposed amendments below, and look forward to discussing them with you.

Rail Corridor Preservation. Councilmembers have expressed concern about the Draft Plan not including an assured route for future extension of the rail system. We agree with that concern and have been discussing potential future routes with area landowners as a transit corridor preservation strategy. With two of the four previously identified potential routes for rail extension blocked by recent development, it is critical to secure one or more corridor preservation options for a potential future rail extension. The proposed plan amendments outline this strategy, which would be incentivized by establishing increased height and density in the Ala Moana Center (AMC) Subdistrict. The strategy also calls for agreements to be executed with area property owners to ensure corridor preservation, such as along the privately owned Kona Street. These agreements should also include potential locations for multimodal bus transit stations near the rail station. Discussions with property owners are currently in progress with the DPP. Of course, any such agreement to preserve a potential corridor would not determine the actual future alignment or technology, as that requires an unbiased and rigorous technical and environmental analysis of all alternatives.

Ala Moana Center Redevelopment Opportunities. The original Draft Plan did not include the potential for high-density development on much of the AMC property, except for the area directly adjacent to Kona Street. This was partly due to community interest in seeing development step down towards Ala Moana Park, but also because the former AMC owners were less interested in larger-scale redevelopment of the mall area and parking structures. The new AMC ownership is more interested in TOD opportunities, especially on the mall's aging parking structure sites, which are particularly well-suited for mixed-use development. In addition to meeting view and tower spacing requirements, the location and spacing of towers within the AMC makai of Kona Street should reflect a redevelopment plan that identifies long-term development potential for the shopping center and parking garages, and is integrated with the rail station and associated multimodal bus/rail station(s). DPP believes the proposed increased height and density on-site is appropriate, with commensurate community benefits such as a rail corridor preservation agreement.

Increased Height and Density. Council has already supported increasing height and density in the Keeaumoku Subdistrict. The new proposed amendments would extend similar increases (up to 400 feet in height and 7.0 floor area ratio) on the AMC properties (see revised Figures 5.3 and 5.4). These increases would encourage redevelopment close to the rail station that could help provide a route for a future rail extension, and potential locations for multimodal transit centers to accommodate bus-rail connections.

Expanded Convention Center Subdistrict and Hotel Uses. As discussed with your Committee regarding Bill 2 (2019), CD1, relating to Interim Planned Development-Transit permits for TOD, the DPP has proposed limiting locations for new full service hotels (limited service hotels would still be allowed in the BMX-3 zoning district). The Bill 2 (2019) draft recommends limiting full service hotels to the Convention Center Subdistrict. DPP proposes to slightly expand that district to include more of the properties along Atkinson Drive (see Figure 3-5). Encouraging new hotel development near the Hawaii Convention Center, in close proximity to the rail station, will support our visitor industry while helping preserve the rest of the neighborhood for more local residential projects.

Sea Level Rise. With growing awareness of impending climate impacts, we have incorporated reference to the Mayor's Directive 18-02, which requires addressing sea level rise. Any development proposed in the sea level rise exposure area (see new Figure 1-7) will be subject to additional climate adaptation guidance and related regulations and rules. These may include base elevation and habitable floor levels, design of streetscapes and outdoor areas, drainage and utilities, and location of equipment and mechanical systems. All development should employ best engineering practices that are designed to mitigate or avoid the impact of such effects, without major impacts to adjacent properties.

Viewsheds and Tower Design and Spacing. We have updated the Important Public Views and Viewsheds map (see Figure 3-17) and text based on new fieldwork by DPP staff. This includes removing ewa-diamond head corridors, adding more mauka-makai views, and adding a new requirement for tower developers to conduct a viewshed study. Based on what we have learned from projects already proposed in the area, the amendments also include more technical changes to ensure appropriate tower width, spacing, and mauka-makai orientation; lower podium heights, and updated setback and parking requirements.

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Affordable Housing and Community Benefits. The original Draft Plan included specific numbers and percentages recommended for affordable housing that are now obsolete with the adoption of Ordinance 18-10. It also did not reference specific incentives adopted in Ordinance 18-1 and in the TOD Special District regulations. We have updated the text to reflect these ordinances. Some community benefits, such as providing right-of-way for a potential future rail extension, a location or funding for a multimodal bus/rail transit center or a new fire station, could exceed the commensurate level of bonus needed for an individual project. DPP is proposing that any excess benefits could be applied to future projects on the same property through an approved agreement with the City. The possibility of transferring unused or excess benefits to off-site projects in the same district should also be explored.

Community Input. Since some of these proposed amendments are significant, we are glad to work with Council staff to prepare and deliver presentations for committee meetings or any other meetings, virtual or in-person, to get community input. We are also prepared to present at the Ala Moana Neighborhood Board to discuss how these amendments would address any of their concerns.

We look forward to working with you and Council staff to finalize the amended plan. If you have any questions, please contact Harrison Rue, Community Building and TOD Administrator, at 768-8294 or hrue@honolulu.gov.

Thank you for your support of all the TOD plans and their implementation.

Very truly yours,



Kathy K. Sokugawa
Acting Director

Attachments

APPROVED:

Roy K. Amemiya, Jr.
Managing Director

1.2.7. SEA LEVEL RISE / HYDROLOGY / FLOOD ZONES

Given Ala Moana’s proximity to the coastline, as well as the potential of sea level rise due to climate change, flooding could be an increasing matter for concern. Figure 1-7 shows the areas that are subject to a 3.2 foot sea level rise scenario. Figure 1-8 shows the areas that are subject to high and moderate-risk inundation as determined by FEMA.

With a growing awareness of likely climate impacts, the City is following Mayor’s Directive 18-02 associated with the sea level rise exposure area (SLR-XA). Any development proposed in the SLR-XA will be subject to additional climate adaptation guidance and related regulations and rules, which may impact elements such as base elevation and habitable floor levels, design of streetscapes and outdoor areas, drainage and utilities, and location of equipment and mechanical systems. All development in the SLR-XA must employ best engineering practices that are designed to mitigate or avoid the impact of such effects, without major impacts to adjacent properties.

Generally speaking, the mauka side of Kapiolani Boulevard is an area of moderate flood risk, placing most of the neighborhood’s residential areas outside of the 100-year flood plain. On the other hand, the makai side of Kapiolani is considered a high risk area with a greater than 1% annual chance of flooding. The primary flood hazard area encompasses Ala Moana Park and Ala Moana Center. It also includes various commercial, industrial and residential uses, many of which have significant redevelopment potential. Recent development such as residential towers commonly and advantageously sit on a parking podium, protecting property from flood risk. Areas subject to the additional hazard associated with storm waves are limited to the immediate shoreline and do not extend inland (see Zone VE - no structures are impacted by this threat). Properties in the indicated



FIGURE 1-7: SEA LEVEL RISE EXPOSURE AREA

Fixed Guideway
Rail Stations
3.2-foot Sea Level Rise Scenario

Source: Department of Planning & Permitting; Honolulu Land Information System

high-risk flood hazard areas are required to purchase flood insurance, per the National Flood Insurance Program.

Drainage canals, such as the Makiki Stream, located on the diamond head side of Kalakaua Avenue, could be transformed into a highly appealing landscape amenity that incorporates the drainage canal and serves as a neighborhood open space and pedestrian trail. The storm water catchment running along the makai edge of Ala Moana Boulevard could also benefit from improved maintenance and landscape enhancements to better accommodate pedestrians and bicyclists, especially given its location within the park. Ala Wai Canal (which serves to drains a significant portion of urban Honolulu, diamond head of the planning area) with its tree lined promenade provides a tremendous local precedent. For further discussion of the drainage system in Ala Moana, please refer to Section 3.6.4.

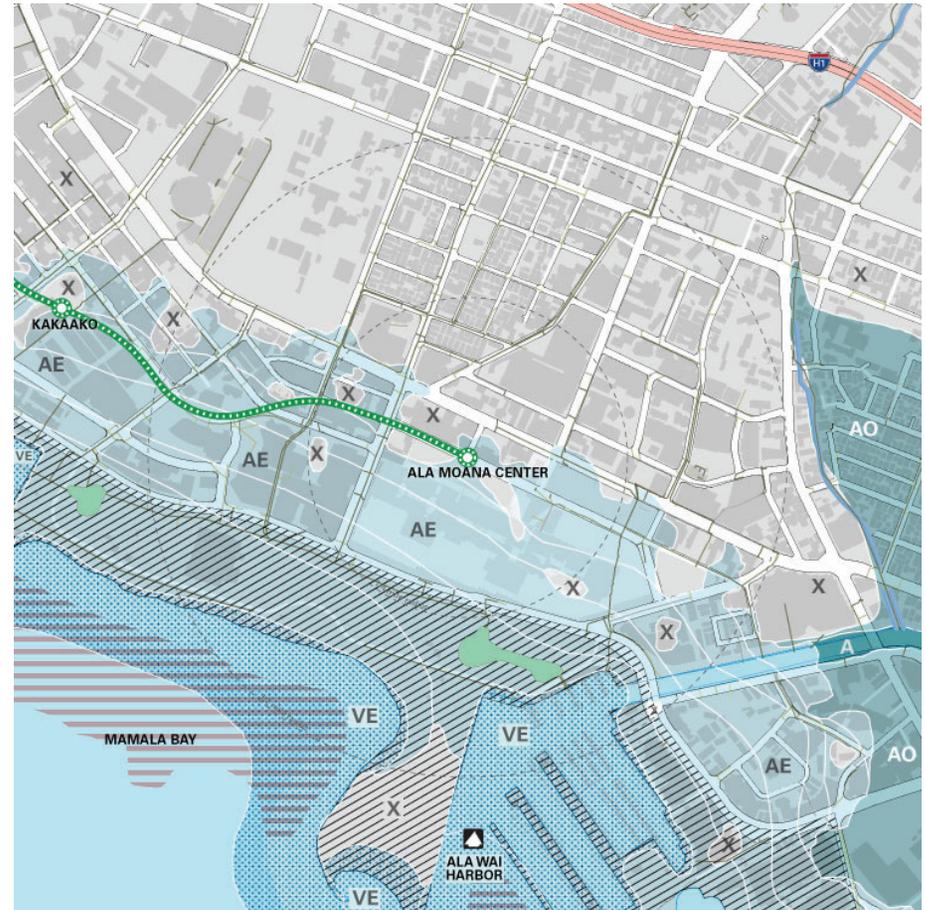
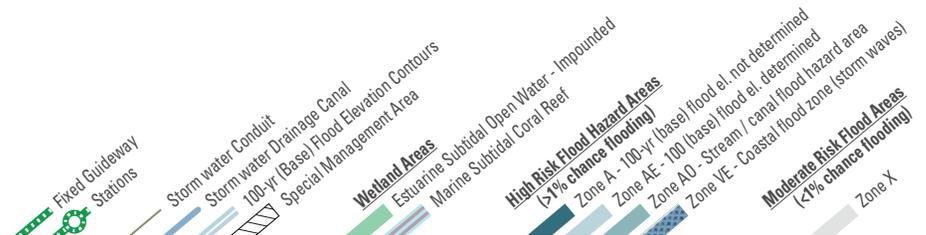


FIGURE 1-8: HYDROLOGY / FLOOD ZONES



Source: Department of Planning & Permitting; Honolulu Land Information System

FIGURE 3-5: SUBDISTRICT DESIGNATIONS

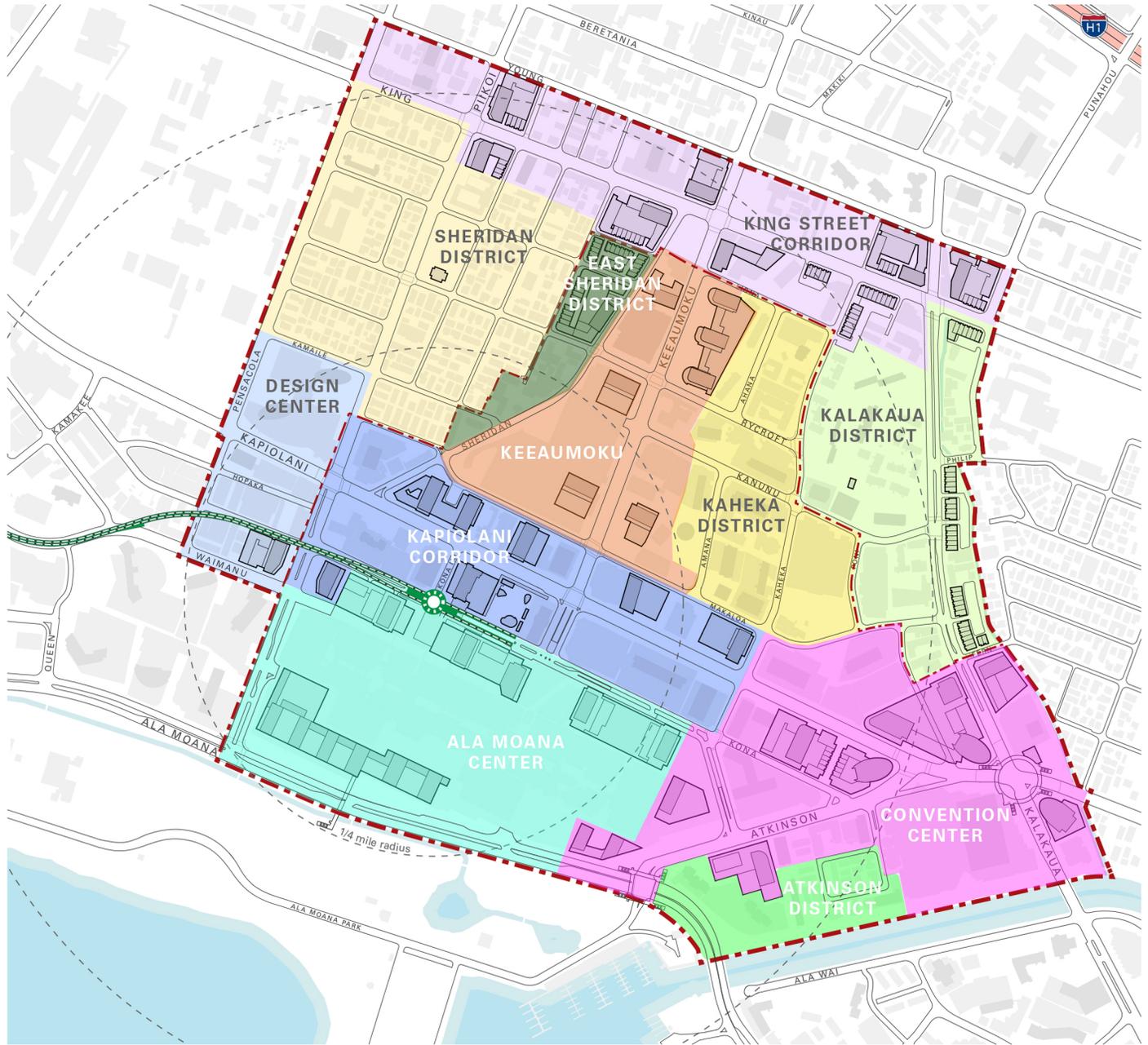


FIGURE 3-17: IMPORTANT PUBLIC VIEWS & VIEWSHEDS

**for illustrative purposes only*

- LEGEND**
-  Mauka (Mountain View) Corridor
 -  Makai (Ocean View) Corridor
 -  Towers as View Frames
 -  Towers as Focal Points
 -  View Points
 -  View Corridor Streets
 -  Planning Area
 -  Ala Moana Center Rail Station
 -  Fixed Guideway

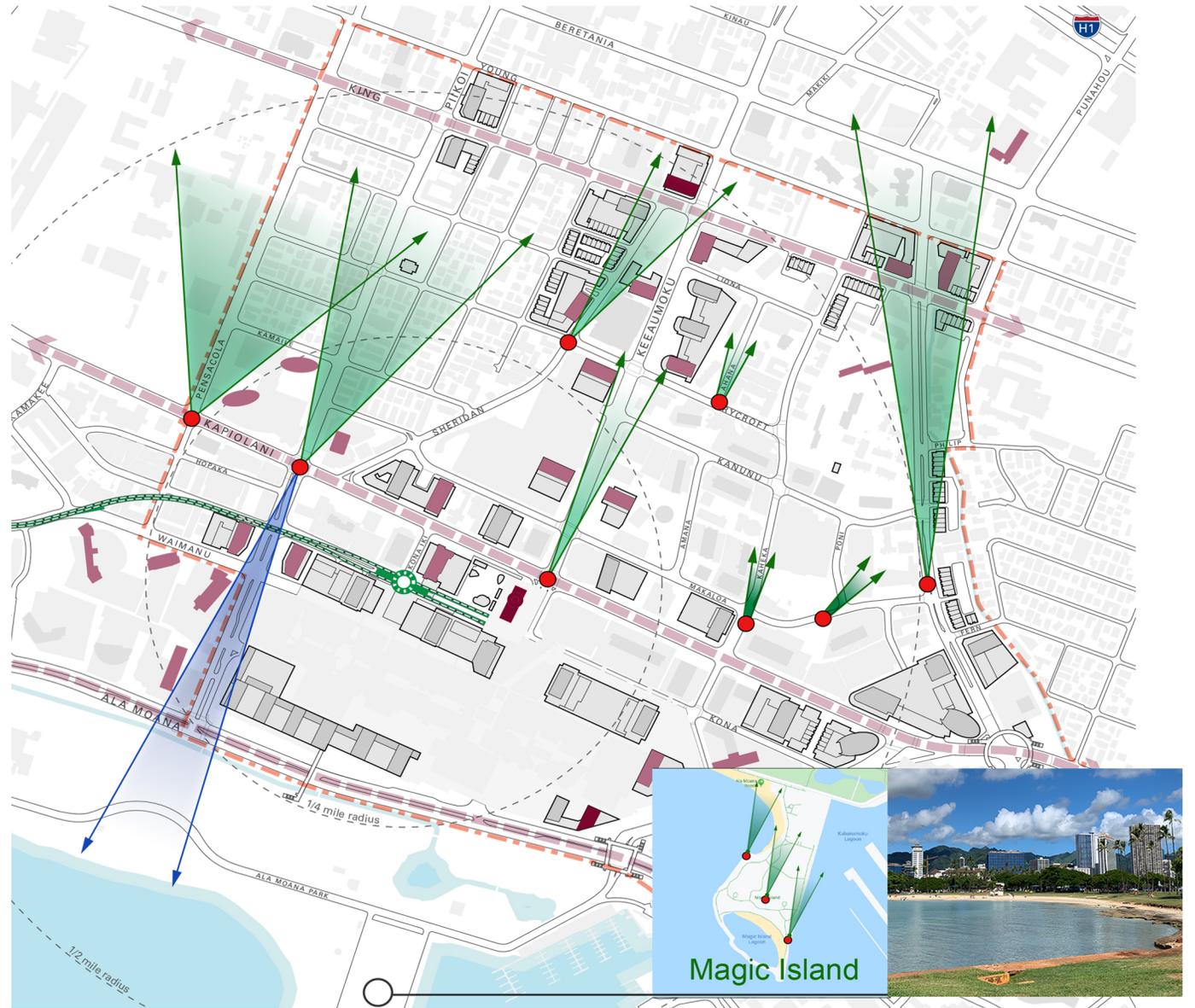


FIGURE 3-18: NEW DEVELOPMENT INTENSITY STRATEGY

**for illustrative purposes only*

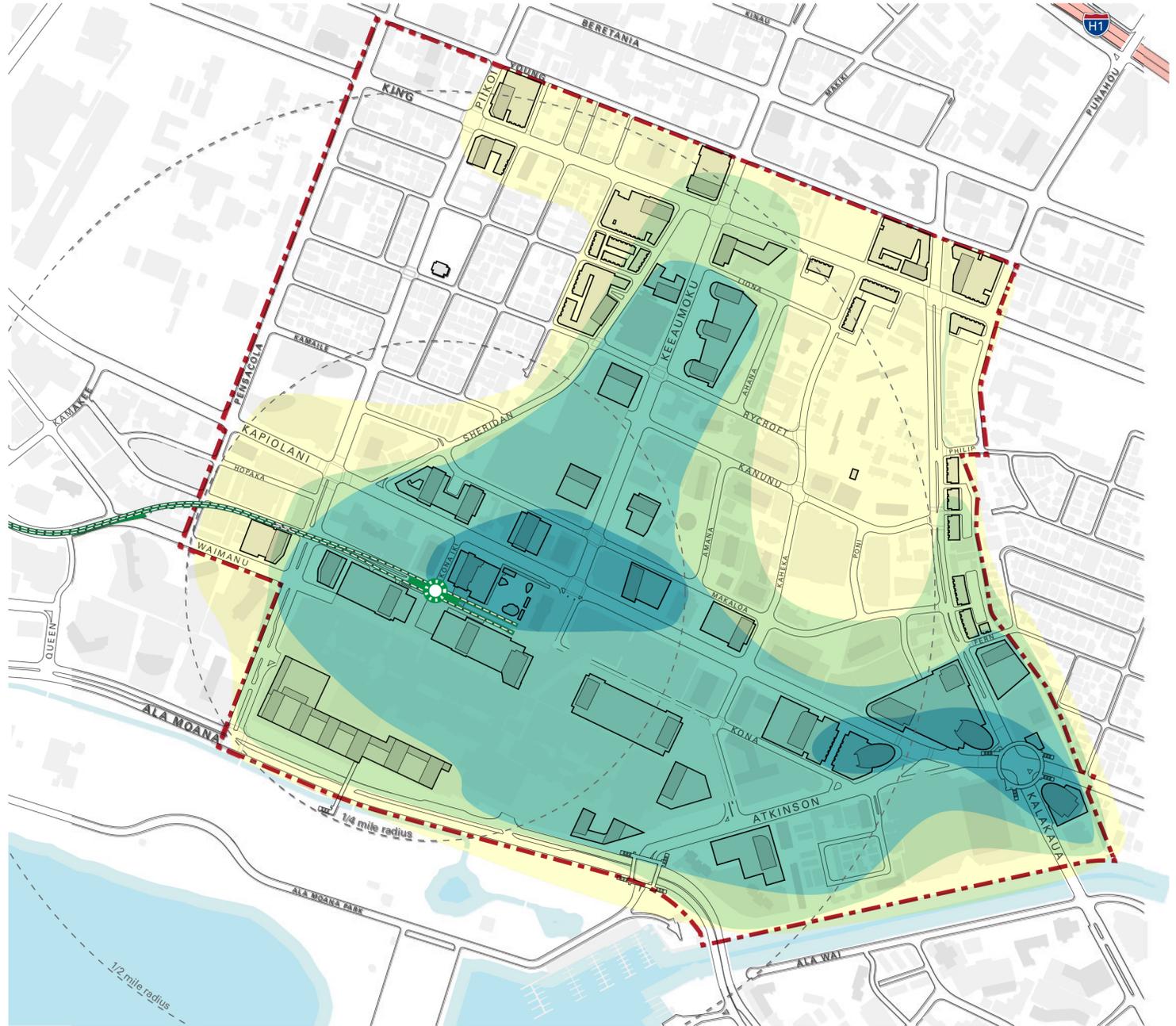
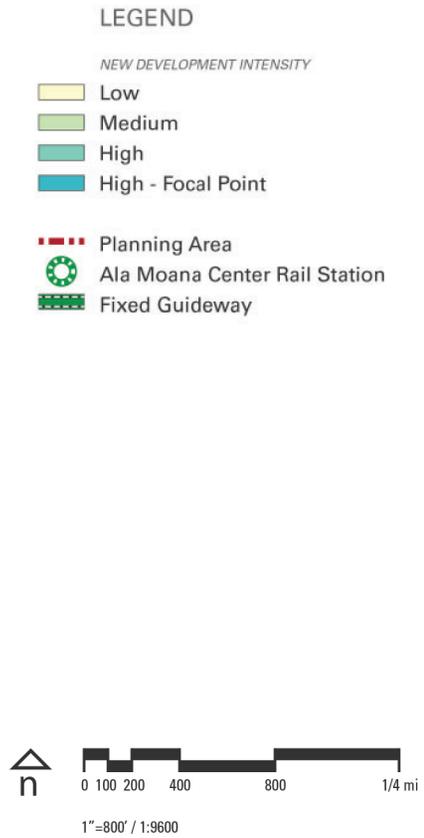
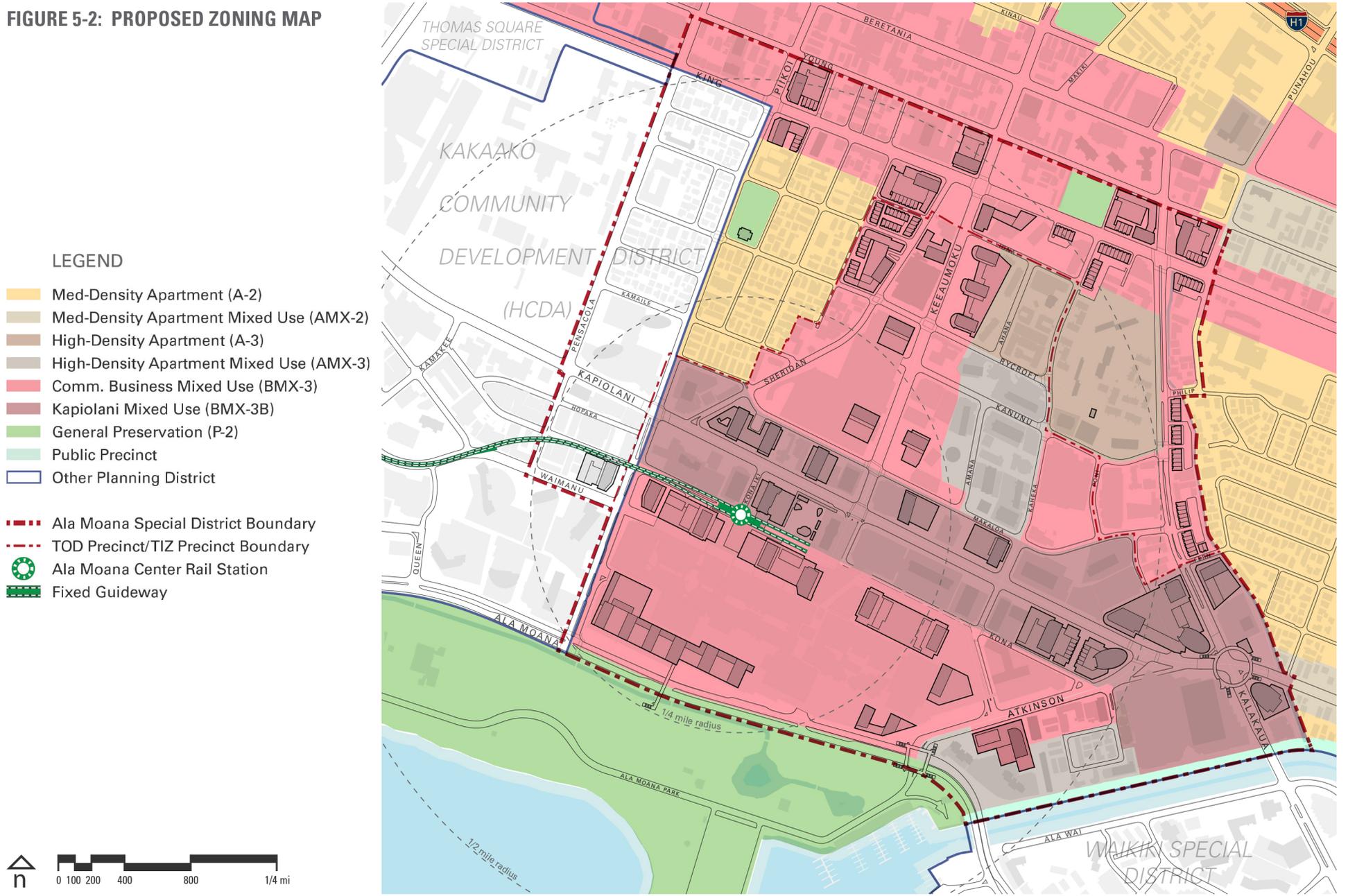


FIGURE 5-2: PROPOSED ZONING MAP



LEGEND

- Med-Density Apartment (A-2)
- Med-Density Apartment Mixed Use (AMX-2)
- High-Density Apartment (A-3)
- High-Density Apartment Mixed Use (AMX-3)
- Comm. Business Mixed Use (BMX-3)
- Kapiolani Mixed Use (BMX-3B)
- General Preservation (P-2)
- Public Precinct
- Other Planning District
- Ala Moana Special District Boundary
- TOD Precinct/TIZ Precinct Boundary
- Ala Moana Center Rail Station
- Fixed Guideway



FIGURE 5-3: PROPOSED FAR ZONE MAP



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1	Resolution 19-238	Ala Moana Neighborhood TOD 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>(June 2020)</u> attached hereto as Exhibit A and incorporated herein by this reference; and	
2	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	1 EXECUTIVE SUMMARY & BACKGROUND	1 EXECUTIVE SUMMARY & BACKGROUND	9	Revised title from Executive Summary to Overview	1 [EXECUTIVE SUMMARY] <u>OVERVIEW</u> & BACKGROUND	Revises Chapter title for clarity
3	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	1.2.5. HISTORIC AND CULTURAL RESOURCES		18	Adds a new paragraph about history at the beginning of 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 loi 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>	
4	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	1.2 SITE BACKGROUND	1.2.6. TRANSIT NETWORK	20	Amends third paragraph by adding a corridor preservation strategy for potential future rail extension to last paragraph	<u>[A] The City conducted initial planning for a potential extension of the rail system from Ala Moana Center to the University of Hawaii Manoa [is in the initial planning stages]. Figure 1-6 depicts one of the proposed alignments of the rail extension, the approved fixed guideway to the Ala Moana Center station, and the existing bus system. Implementation of the Ala Moana Neighborhood Transit-Oriented Development Plan will have to be sensitive to the future alignment of the rail extension.] Recent TOD project approvals have eliminated the potential extension shown in Figure 1-6 and other route options. It is critical that the owners of Ala Moana Center help preserve a corridor for potential future rail extension from the Kona Iki Street station to Atkinson Drive along Kona Street and the edge of the structured parking area of Ala Moana Center. This corridor preservation, which would allow for the future construction of a rail extension and associated multimodal bus/rail transit centers, should be incentivized through density and height bonuses throughout the Ala Moana Center Subdistrict.</u>	With two of the four potential routes for rail extension blocked by recent development, it is critical to secure one or more "corridor preservation" options for a potential future rail extension. Any agreement to preserve a potential corridor would not determine the actual future alignment or technology; that decision would require an unbiased and rigorous technical analysis of all alternatives. DPP recommendation.

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5	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	1.2 SITE BACKGROUND	1.2.7. HYDROLOGY / FLOOD ZONES	21	Updates section title and first paragraph, and inserts a new paragraph to include discussion of sea level rise	1.2.7. <u>SEA LEVEL RISE / HYDROLOGY / FLOOD ZONES</u> Given Ala Moana's proximity to the coastline, as well as the potential of sea level rise due to climate change, flooding could be an increasing matter for concern. Figure 1-7 shows <u>the areas that are subject to a 3.2 feet sea level rise scenario</u> . Figure 1-8 shows the areas that are subject to high and moderate-risk inundation as determined by FEMA. <u>With growing awareness of likely climate impacts, the City is following the Mayor's Directive 18-02 for the sea level rise exposure area (SLR-XA). Any development proposed in the SLR-XA (see Figure 1.7) will be subject to additional climate adaptation guidance and related regulations and rules, which may impact elements such as base elevation and habitable floor levels, design of streetscapes and outdoor areas, drainage and utilities, and location of equipment and mechanical systems. All development in the SLR-XA must employ best engineering practices that are designed to mitigate or avoid the impact of such effects, without major impacts to adjacent properties.</u>	"Best engineering practices" may include incorporating the latest Climate Adaptation Design Principles, for Urban Development or any future city guidance or regulations. DPP recommendation.
6	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	1.2 SITE BACKGROUND	FIGURE 1-7: SEA LEVEL RISE EXPOSURE AREA	21	Adds new figure to show sea level rise exposure area; renumbers subsequent figures in the chapter	Adds new FIGURE 1-7: SEA LEVEL RISE EXPOSURE AREA. Renumbers subsequent figures in the chapter	Mayor's Directive 18-02 requires that sea level rise be addressed. DPP recommendation.
7	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	1.2 SITE BACKGROUND	1.2.8. DEVELOPMENT OPPORTUNITIES	22	Updates first and third paragraphs, adding a corridor preservation strategy for potential future rail extension, in return for development incentives	Figure 1-8 presents the results of a parcel-by-parcel visual analysis of redevelopment potential. The assessment indicates that the highest redevelopment potential is found in nonresidential buildings located along Ala Moana's arterial and collector streets. <u>Most development should focus on areas that are not expected to be impacted by sea level rise</u> . A summary of the analysis follows: The Kapiolani Boulevard and Keeaumoku Street corridors are populated by underdeveloped lots comprised of small office, retail, entertainment and dining establishments. While current zoning provisions allow more development potential than realized by most of these parcels, the ongoing transition to higher-value, higher-density buildings has been slow due to redevelopment barriers. Principal among these is the need to assemble small lots to make development more viable.	Provision of rail station or transit center improvements are already encouraged by TOD Special District and Interim Planned Development-Transit regulations, but rail corridor preservation is not yet mentioned. DPP recommendation.

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								<p>The intersection of Kapiolani and Kalakaua offers a redevelopment opportunity as the gateway to Ala Moana and Waikiki and home to the Hawaii Convention Center. Ala Moana Center offers a large opportunity for the redevelopment of its parking structure. <u>Redevelopment along Kona Street should accommodate preservation of a potential corridor for extension of the rail system to the University of Hawaii at Manoa, and wherever feasible, to enable more efficient construction of one or more multimodal bus/rail transit centers near the rail station. Additional development incentives could be provided for such qualifying redevelopments to support these types of community benefits.</u> The Sheridan residential area comprises older, mid-century residences and is a stable neighborhood. While there may be some redevelopment potential, it is recommended that redevelopment should not occur here, in light of the City's stated policy of not promoting gentrification.</p> <p>Kakaako is home to a significant number of parcels that appear to present redevelopment potential. Many of these parcels are currently in the process of redevelopment or house light industrial uses with low building values.</p>	
8	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	2.2 PRINCIPLES AND PRACTICES	2 Mix of Commercial	27	Adds a 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 facilities 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).
9	Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	2.2 PRINCIPLES AND PRACTICES	6 Incubator Office and Education	31	Amends the last sentence of the paragraph relating to new or expanded primary and secondary public schools	Finally, [new development may require new or expanded primary and secondary schools.] <u>the State Board of Education has established 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); amended slightly per BOE action on impact fees.

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10	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	2.2 PRINCIPLES AND PRACTICES	7 Cultural Programs and Public Events	32	Amends to refer to Native Hawaiians and other Pacific Islanders	Cultural programs and public events draw people together and activate public spaces. A multifunctional plaza near the rail station should act as a community gathering space for the district. This space, another central gathering space in the Keeaumoku district, and even area streets could be venues for highlighting the many cultures in Ala Moana, and celebrating the "aloha spirit" shared in the community. The cultures in the area—Korean, Japanese, and Polynesian, Native Hawaiian, and other Pacific Islanders, 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. A business improvement district, or other entity, could help schedule, oversee, and create funding for events on the annual calendar. A community meeting hall would also benefit the area, located on or near the neighborhood's open spaces or the rail station, where organizations could hold monthly meetings and other social events.	
11	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.1 OVERALL STRUCTURE	3.1.1. FRAMEWORK CONCEPT: URBAN REDEVELOPMENT	35	Amends paragraph titled "URBAN REDEVELOPMENT"	<p>URBAN REDEVELOPMENT</p> <p>Redevelopment of underutilized parcels within Ala Moana will improve the character of the neighborhood's arterial and collector roadways while keeping the existing character of the larger neighborhood. These redevelopment efforts should:</p> <ul style="list-style-type: none"> • Focus on areas near the transit station • Focus on key corridors • Achieve the highest and best land uses <u>Encourage housing development for local residents.</u> 	DPP recommendation, see D-739 (2016)
12	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.1 OVERALL STRUCTURE	3.1.3. DEVELOPMENT YIELD POTENTIAL	38	Amends paragraph titled "YIELD SUMMARY BY LAND USE" to mention new hotel development	<p>YIELD SUMMARY BY LAND USE: 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 Subdistrict, as shown in Figure 3-5.</u></p>	DPP recommendation, see D-739 (2016), with modifications to Figure 3-5 Subdistrict Designations to expand the Convention Center Subdistrict along Atkinson Drive.

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13	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	TABLE 3-1: LAND USE POLICIES & DEVELOPMENT STRATEGIES	41	Amends third bullet under "Provide Community Resources" of Land Use Policy No. 5: Integrate Neighborhood Shopping and Services	PROVIDE COMMUNITY RESOURCES <ul style="list-style-type: none"> Encourage new community spaces near and within new development Encourage multi-use of civic institutions Encourage <u>new and preserve existing</u> neighborhood healthcare services 	This amendment includes preservation of existing healthcare services. Planning Commission recommendation, see D-738 (2016).
14	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	3.2.3. TOD PRECINCT SUBDISTRICTS	44	Amends paragraph titled "ALA MOANA CENTER" to mention rail corridor preservation and bus transit centers	ALA MOANA CENTER: Hawaii's largest and most popular shopping center, the two million square foot-Ala Moana Center composes this subdistrict. As a major driver of economic activity, the future of the Ala Moana district is tied [with] to the long-term viability of the mall as a local, regional, and tourist destination. Strategies may [involve] include: <ul style="list-style-type: none"> Taking advantage of the shopping center's transit station adjacency by enhancing multimodal linkages [to continue transporting large numbers of visitors], accommodating multimodal bus/rail transit centers, and preserving a potential corridor for future rail extension Utilizing air rights above the mall's parking structures for unique mixed-use development opportunities, while respecting important view corridors Improving access to the <u>rail</u> station and Ala Moana Park 	DPP recommendation.
15	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	FIGURE 3-5: SUBDISTRICT DESIGNATIONS	45	Extends Convention Center Subdistrict; Divides Keeaumoku Subdistrict into East Sheridan and Keeaumoku Subdistricts	See updated FIGURE 3-5: SUBDISTRICT DESIGNATIONS	Extends Convention Center District to allow hotels along Atkinson Drive. Divides Keeaumoku District into East Sheridan and Keeaumoku Districts (see plan text). DPP recommendation.
16	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	3.2.3. TOD PRECINCT SUBDISTRICTS	46	Amends paragraph titled "KEEAUMOKU" to add "DISTRICT" to the title	KEEAUMOKU <u>DISTRICT</u>	

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17	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	3.2.3. TOD PRECINCT SUBDISTRICTS	48-49	Adds new paragraph titled "EAST SHERIDAN DISTRICT" to the end of section	<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>	
18	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	3.2.5. LAND USE DISTRIBUTION & INTENSITY	50	Amends paragraph titled "HIGH-DENSITY COMMERCIAL MIXED USE"	HIGH-DENSITY COMMERCIAL MIXED USE: This land use classification concentrates density closest to the transit station. The Kapiolani and Keeaumoku corridors, as well as the Convention Center subdistrict, are specifically identified. Part of Ala Moana Center is also included to support regional-scale uses. To support these subdistricts, a focus is placed on high-density development of up to 400 feet in height for projects providing community benefits. It is anticipated that these developments would serve local, regional, and tourist populations and include a dense mix of apartment/condo towers, office buildings, hotels, and destination retail.	Most of the Ala Moana Center District is proposed to be designated as High-Density Commercial Mixed Use; see updated FIGURE 3-6: PROPOSED LAND USE TYPE AND INTENSITY DPP recommendation.
19	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	3.2.5. LAND USE DISTRIBUTION & INTENSITY	50	Amends paragraph titled "MODERATE-DENSITY COMMERCIAL MIXED USE"	MODERATE-DENSITY COMMERCIAL MIXED USE: 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 Ala Moana Center along Ala Moana Boulevard are is identified. Moderate-density mixed-use developments would include housing, retail, and smaller commercial buildings up to 150 feet in height.	Most of the Ala Moana Center District is proposed to be designated as High-Density Commercial Mixed Use; see updated FIGURE 3-6: PROPOSED LAND USE TYPE AND INTENSITY DPP recommendation.
20	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.2 LAND USE	FIGURE 3-6: PROPOSED LAND USE TYPE AND INTENSITY	51	Adds High-Density Mixed Use Designation to Ala Moana Center and part of Atkinson District	See updated FIGURE 3-6: PROPOSED LAND USE TYPE AND INTENSITY	See Section 3.2 text amendments DPP recommendation.

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21	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.4 OPEN SPACE	3.4.2. PUBLIC OPEN SPACE (PUBLIC OWNERSHIP)	64	Amends paragraph titled "ARTERIAL STREETSCAPE" to add consideration of public view preservation when creating street tree canopy	ARTERIAL STREETSCAPE: Many of the area's major roadways lack unified planting of street trees (of notable exception are the Monkeypod trees on Kapiolani Boulevard and Ala Moana Boulevard). As their sidewalks are the primary right-of-way for pedestrians, they should provide safety and comfort with a full tree canopy. Ample space should be given for street tree wells, to minimize uplifting of concrete sidewalks by tree roots. Trees should be selected that are slow growing, with a non-aggressive root system, and with a reasonable height and canopy spread <u>that considers the preservation of important public view corridors.</u>	Street tree canopy should be designed in a way that considers preserving view corridors. DPP recommendation.
22	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.4 OPEN SPACE	3.4.3. ON-SITE OPEN SPACE (PRIVATE OWNERSHIP)	66	Amends paragraph titled "AMENITY DECKS/TERRACES" by deleting the last sentence	AMENITY DECKS/TERRACES: 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).
23	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.5 URBAN DESIGN	3.5.2. URBAN DESIGN	70	Amends paragraph titled "VIEW CORRIDORS" to update various viewsheds	VIEW CORRIDORS: Mauka-makai views are valued by the Ala Moana community and these view corridors should remain a part of the district's character. <u>Large scale development should also consider the creation of view corridors whenever possible.</u> It is important to note that a mauka view does not have to be from the same place as a makai view. Some of the district's main important viewsheds corridors include: <ul style="list-style-type: none"> • Piikoi Street (mauka-makai views) • Keeaumoku Street (mauka view) • Kalakaua Avenue (mauka [makai-views] views) • Kapiolani Boulevard (corridor view) • King Street (corridor view) • Ala Moana Boulevard (corridor view)] • Pensacola Street (mauka view) • Makaloa Street (mauka view) • Sheridan Street (mauka view) • Kaheka Street (mauka view) • Ahana Street (mauka view) 	Removed ewa-diamond head corridors and added more mauka-makai views. DPP recommendation.

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24	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.5 URBAN DESIGN	3.5.3 VIEWSHED ANALYSIS	72	Clarifies viewshed language and adds view study requirement	<p>The City's Primary Urban Center Development Plan encourages the preservation of mauka-makai views as directional references and panoramic views as a relationship between open space and Honolulu's urban skyline. <u>Presently, there are some remaining panoramic views of the Koolau Range from Ala Moana Park, especially from the makai end of Magic Island.</u> The viewshed from Ala Moana Park (Figure 3-16) shows the effect of the hypothetical buildout scenario on visibility of the mountains beyond. The view is impacted by development adjacent to the station; however, a mauka-makai orientation of towers would help to preserve <u>is critical to preserving</u> visibility of the mountain range. <u>A view study should be conducted when drafting the design of tall buildings (see Section 5.9).</u></p> <p>Other significant viewsheds within the planning area include Piikoi and Keeaumoku Streets, which would both be relatively unobstructed throughout the project area. [Also, primary ewa diamond head arterials in the site act as corridor views.] Figure 3-17 illustrates these conditions as well as others within the district.</p> <p>The City will be addressing views in further detail in a public view study of urban Honolulu.</p>	Introduces view study requirement. Current viewpoint from most of Ala Moana Park has no mountain views. There are still significant, though somewhat constrained, views to protect from Magic Island. DPP recommendation.
25	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.5 URBAN DESIGN	Figure 3-17	73	Removes makai view corridors with the exception of Piikoi. Adds more specific miscellaneous view corridors. Adds "PUBLIC" to figure title.	See attached revised FIGURE 3-17: IMPORTANT <u>PUBLIC</u> VIEWS & VIEWSHEDS	Added and removed corridors based on new view fieldwork conducted by the DPP staff. Added viewpoints from Magic Island. DPP recommendation.
26	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.5 URBAN DESIGN	3.5.4. BUILDING FORM	74	Amends paragraph titled "TOWER ORIENTATION" to define tall buildings, remove language protecting private views, and allow tower orientation flexibility if public view condition is met	<p>TOWER ORIENTATION: To define and protect mauka-makai views, tall buildings <u>(see Section 5-9)</u> should maintain a consistent orientation in order to frame primary arterials and view corridors. Towers should be oriented mauka-makai to maximize ocean views for its occupants as well as to ensure that the important viewshed at Ala Moana Park maintains mountain views. <u>The orientation of buildings at or under base heights along major streets may follow the orientation of that street; provided that the building does not disrupt important public views identified in Figure 3-17.</u></p>	Protecting private views is not the City's responsibility. Tower orientation flexibility should be granted to buildings that are not a detriment to the public realm. DPP recommendation.

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27	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.5 URBAN DESIGN	3.5.4. BUILDING FORM	74	Amends paragraph titled "DEVELOPMENT INTENSITY" to update language on tower location and design in the Ala Moana Center Subdistrict	DEVELOPMENT INTENSITY: Towers in the district should fall within specific height ranges to differentiate parts of the district as focal points. In general, the tallest buildings should be nearest to the rail station and the Convention Center, and should step down to reinforce the Kapiolani and Keeaumoku corridors. Figure 3-49 <u>3-18</u> illustrates how proposed towers in the conceptual development scenario follow this rule. Towers should be taller in height along Kapiolani Boulevard, Kona Street , and Atkinson Street <u>Drive</u> , and step back in height along Keeaumoku Street to preserve mauka views. [No towers located along Ala Moana Boulevard or King Street should be over 150 feet in height] <u>Development across from Ala Moana Park should create a scale transition from the park, including building heights and setbacks, with landscaped terraces or stepped-back facades. In addition to meeting view and tower spacing requirements, the location and spacing of towers within the Ala Moana Center Subdistrict should reflect a redevelopment plan that identifies long-term development potential for the shopping center and parking garages, and is integrated with the rail station and associated multimodal bus/rail transit centers.</u> Please refer to Section 5.3.3. for a further discussion on required building heights and how community benefits can allow buildings to be built at a greater height.	The original draft TOD Plan did not include potential for higher-density development on most of the Ala Moana Center property. The AMC property is adjacent to the rail station, and the higher heights and density are appropriate. DPP recommendation.
28	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	3.5 URBAN DESIGN	FIGURE 3-18: NEW DEVELOPMENT INTENSITY STRATEGY	75	Modifies the legend and intensity of the Keeaumoku and Ala Moana Center areas	See attached revised FIGURE 3-18: NEW DEVELOPMENT INTENSITY STRATEGY	DPP recommendation.
29	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.2 ZONING DISTRICTS & USE	5.2.3. NEW PERMISSIBLE LAND USES	126	Adds sentence 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 encouraged, but only within the boundaries of the Convention Center Subdistrict.</u>	DPP recommendation, see D-739 (2016), amended to include an expansion of the Convention Center Subdistrict along Atkinson Drive.

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30	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.2 ZONING DISTRICTS & USE	FIGURE 5.2: PROPOSED ZONING MAP	127	Adds parts of Keeaumoku and Kaheka to Kapiolani BMX-3B zoning; adds part of Atkinson to BMX-3 zoning	See attached revised FIGURE 5.2: PROPOSED ZONING MAP	DPP recommendation.
31	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	FIGURE 5-3: PROPOSED FAR ZONE MAP	129	Specifies that the new Keeaumoku District and Ala Moana Center have a maximum FAR of 7.0 with the provision of community benefits	See attached revised FIGURE 5-3: PROPOSED FAR ZONE MAP	Additional density is appropriate with increased community benefits. DPP recommendation.
32	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	FIGURE 5-4: PROPOSED BUILDING HEIGHT ZONE MAP	131	Specifies that the new Keeaumoku District and Ala Moana Center have a maximum height of 400' with the provision of community benefits	See attached revised FIGURE 5-4: PROPOSED BUILDING HEIGHT ZONE MAP	The proposed increased heights are appropriate, when tempered by the updated tower spacing and viewshed requirements. DPP recommendation.
33	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	5.3.4. BUILDING FORM & MASSING: YARDS / BUILDING SETBACKS	132	Amends paragraph titled "YARDS / BUILDING SETBACKS" to use different setbacks	YARDS / BUILDING SETBACKS Yards and building setbacks should allow for safe, comfortable circulation along the street and between buildings, where necessary, and preserve mauka-makai view corridors through height setbacks above the street level. However, a case-by-case basis may be appropriate for properties around gateways and certain major streets. Proposed building setbacks, frontages, and transparencies for the Ala Moana Special District can be found in Table 5-1. 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).
34	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	5.3.4. BUILDING FORM & MASSING: LOT COVERAGE MINIMUM	132	Deletes paragraph titled "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 designation.]	DPP recommendation, see D-739 (2016).

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35	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	5.3.4. BUILDING FORM & MASSING	132	Adds new paragraph titled "TOWER WIDTH" at end of section	<u>TOWER WIDTH</u> <u>Tall buildings (see Section 5.9) should be relatively slender to mitigate visual disruptions of important public views. The preferred tower width is a maximum of 100' oriented on the mauka-makai axis. Appropriate building design must take precedence over maximizing FAR.</u>	Developers currently have the option to build a large square tower instead of complying with mauka-makai tower orientation. A maximum tower width would prohibit square tower designs while indirectly increasing tower spacing. DPP recommendation.
36	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	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% 90% 90% 60% 60% 70%]	DPP recommendation, see D-739 (2016)
37	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	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 A-3, AMX-3, BMX-3, BMX-3B, A-2, A-3, and AMX-2	HEIGHT SETBACK ABOVE [60'] <u>40'</u> [40'] <u>1':10'</u> [40'] <u>1':10'</u> [40'] <u>1':10'</u> [45'] <u>1':10'</u> [20'] <u>1':10'</u> [-] <u>1':10'</u> [-] <u>1':10'</u> [-] <u>1':10'</u>	DPP recommendation, see D-739 (2016)
38	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.3 BUILDING ENVELOPE STANDARDS	TABLE 5-1: PROPOSED BUILDING ENVELOPE STANDARDS	132	Add a new third row of the table regarding front height setback above the first floor, Kapiolani Boulevard only, and add 20' under BMX-3B column	HEIGHT SETBACK ABOVE FIRST FLOOR (KAPIOLANI BLVD. ONLY) <u>- - - 20' - - - - -</u>	DPP recommendation, see D-739 (2016)

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39	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.4 PARKING STANDARDS	5.4.2. PARKING RATIOS	134	Adds a sentence at the end regarding 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 bikeshare and carshare facilities can also reduce the need for private automobile parking spaces. <u>Projects seeking entitlement bonuses should limit their parking provision to a maximum of the LUO requirements for commercial uses, and a maximum of 1.25 spaces per residential unit, while including measures such as carshare, bikeshare, and accommodations for ridehailing pick-up and drop-off.</u>	DPP recommendation, see D-739 (2016); amended to reflect draft DPP-proposed reductions in LUO parking requirements.
40	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.5 ON-SITE AMENITY SPACE STANDARDS	5.5.2. TOTAL AMENITY SPACE REQUIREMENT: COMMUNAL OPEN SPACE	136	Amends paragraph titled "COMMUNAL OPEN SPACE" by deleting the last sentence	COMMUNAL OPEN SPACE 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. [These types of space can qualify for a community benefits bonus at a discounted rate.]	DPP recommendation, see D-739 (2016)
41	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.5 ON-SITE AMENITY SPACE STANDARDS	5.5.2. TOTAL AMENITY SPACE REQUIREMENT: PRIVATE OPEN SPACE	137	Amends paragraph titled "PRIVATE OPEN SPACE" by deleting the last sentence	PRIVATE OPEN SPACE 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)
42	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.5 ON-SITE AMENITY SPACE STANDARDS	5.5.2. TOTAL AMENITY SPACE REQUIREMENT: BALCONIES	137	Amends paragraph titled "BALCONIES" by deleting the last sentence	BALCONIES 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)

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43	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.6 COMMUNITY BENEFITS BONUS	5.6.2. SUMMARY PROCESS	138	Amends the last bullet by adding examples of community benefits and rail corridor preservation	<ul style="list-style-type: none"> Funding neighborhood programs and improvement projects that enhance livability, including infrastructure upgrades[;]; multimodal improvements/streetscape enhancements[;]; public park and open space upgrades[;]; paths and trails[; and]; traffic demand management; <u>transit priority access; civic facilities such as fire stations, resiliency centers, or multimodal bus/transit centers; and encouraging redevelopment that preserves a potential corridor for future extension of the rail system, or helps defray the costs of construction of any future rail extension and/or associated multimodal bus/rail transit centers</u> 	Space and funding is needed for a new fire station and multimodal transit centers. Resiliency or disaster recovery centers are an emerging need. It is also critical to secure one or more "corridor preservation" options for a potential future rail extension. DPP recommendation.
44	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.6 COMMUNITY BENEFITS BONUS	5.6.3. COMMUNITY BENEFITS IMPLEMENTATION ALTERNATIVES	138	Adds a new paragraph after the last bullet	<u>In return for significant community benefits, such as providing a potential route for a future rail extension, or a location or funding for integrated multimodal bus/rail transit centers, that exceed the commensurate level of bonuses sought for a project, the excess community benefits may be applied to future projects on the same property through an approved agreement with the City. The possibility of transferring unused or excess community benefits to off-site projects in the same district should be explored.</u>	The value of some potential major community benefits may exceed what would be required for an individual project. DPP recommendation.
45	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.7 AFFORDABLE HOUSING	5.7.2. EXISTING & NEW STANDARDS	139	Updates section to reflect Ordinance 18-10	<p>[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%:</p> <ul style="list-style-type: none"> 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] <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:</p> <ul style="list-style-type: none"> Be based on a \$/sf scale per unit Create standard sf sizes for different unit types] 	The draft plan included specific numbers and percentages that are obsolete with adoption of Ordinance 18-10 and the updated Affordable Housing Rules. DPP recommendation.

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								<p>Pursuant to affordable housing requirements set forth in ROH Chapter 38, most new for-sale developments of 10 dwelling units or more are required to provide a percentage of total dwelling units in the project as affordable units, targeted for households earning up to a maximum of 100 percent to 120 percent of the area median income (AMI). The percentage of total dwelling units in the project that are required to be affordable units (5 percent to 35 percent) varies depending on the period of affordability (5 years to 30 years) and location (the required percentage is greater for TOD projects seeking additional height and density). Developers may also provide rental housing for households earning 80 percent and below of the AMI.</p> <p>In addition to meeting these affordable housing requirements (as the same may be amended or superseded), TOD projects requesting additional height and density available under TOD zoning are required to provide community benefits such as additional affordable housing.</p>	
46	Resolution 19-238	Ala Moana Neighborhood Transit-Oriented Developmental Plan	Plan	5.7 AFFORDABLE HOUSING	5.7.3. INCENTIVES	139	Updates section to reflect Ordinance 18-1 and removes reference to an impact fee	<p>5.7.3. INCENTIVES</p> <p>Incentives can encourage developers to both reach and exceed the affordable housing requirement [rather than pay an impact fee]. [Potential incentives] Incentives included in the TOD Special District and zoning include:</p> <ul style="list-style-type: none"> • Density and height bonuses • Parking reductions <p>Certain financial incentives that are available for a limited time are intended to support the affordable housing requirements set forth in ROH Chapter 38. These incentives include:</p> <ul style="list-style-type: none"> • Building permit fee waivers • Park dedication fee waivers • Wastewater fee waivers • Property tax abatement 	The draft plan did not include specific incentives adopted in Ordinance 18-1, and the adopted TOD Special District Ordinance and IPD-T permit. DPP recommendation.
47	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.7 AFFORDABLE HOUSING	5.7.4. AFFORDABLE HOUSING FUND	139	Deletes section	<p>5.7.4. AFFORDABLE HOUSING FUND</p> <p>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:</p> <ul style="list-style-type: none"> • Providing financial support to developers providing affordable housing • Allowing the City to pursue affordable housing developments • Helping maintain existing affordable housing 	The amendment eliminates provisions relating to an affordable housing fund. Planning Commission recommendation, see D-738 (2016).

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48	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.8 ARCHITECTURAL CHARACTER GUIDELINES	5.8.7. REDUCE VISUAL IMPACT OF VEHICULAR CIRCULATION	142	Adds new bullets regarding passenger loading and liner units after the last bullet	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: <ul style="list-style-type: none"> • Reducing the number of curb cuts on pedestrian-oriented streets • Limiting parking entrances on pedestrian-oriented streets • [Restrict] <u>Restricting</u> street-level parking facilities unless lined with storefronts or residences • <u>Providing shared passenger pick-up/drop-off and package delivery locations</u> • <u>Incorporating liner residential or commercial units into the facade of large parking garages fronting key streets like Kapiolani Boulevard and Keeaumoku Street.</u> 	DPP recommendation, see D-739 (2016); amended to add passenger loading and delivery locations.
49	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.9 TALL BUILDING GUIDELINES	5.9.1. INTENT	143	Revises the definition of "tall building" from 150 feet to 100 feet	With over eight million square feet of new construction projected in the Ala Moana district, a significant portion of new development will likely be in the form of high-rise towers. How these towers are designed in relation to mauka-makai view corridors, the public realm, and shadowing will play a key role in the future urban environment of the district. There are several key issues that should be addressed when establishing architectural guidelines for tall buildings [(generally) defined as buildings over [150] 100' in height{)].	This definition determines what is regulated by building design language. Ewa-diamond head oriented buildings taller than 100' would diminish mauka views from Magic Island. DPP recommendation.
50	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.9 TALL BUILDING GUIDELINES	5.9.2. DESIGN GUIDELINES FOR THE PODIUM, MIDDLE, & TOP OF TOWER	143	Sets the podium height limit to 65 feet and adds language for specificity	The design of tall buildings generally consists of three sections: base (<u>podium</u>), middle (tower), and top. Design principles should be established for each building section to address how: <ul style="list-style-type: none"> • The podium will affect the experience of the building at street level. Podium heights should be <u>limited to 65' in height, and</u> massed in a way to maintain street-level solar access. • The [middle] <u>tower</u> will affect the building's shadow on the urban environment. • The tower top will affect the building's aesthetic and experiential contribution to the urban skyline. 	A podium height limit will compliment the setback requirement. A podium height limit would define where the podium ends and where the tower begins for design requirement purposes. DPP recommendation.

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51	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.9 TALL BUILDING GUIDELINES	5.9.3. PROMOTE NATURAL AIR CIRCULATION & VENTILATION WHILE MINIMIZING ADVERSE WIND CONDITIONS	143	Removes ambiguity of tower spacing language, and adds a sentence at the end regarding minimum setbacks on adjacent properties	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 <u>potential</u> wind [tunneling] <u>canyon</u> impacts that may have negative effects at the street level. At minimum, a 100' [dimension] <u>tower spacing buffer</u> should be maintained between all <u>towers</u> of tall buildings to preserve views and solar access, <u>and to protect the privacy of dwelling units. For properties that share a property line with an adjacent private property, each property should set back its respective tower at least 50' from this common boundary.</u>	DPP recommendation, see D-739 (2016), as updated. A <u>100' dimension</u> has been misconstrued as a <u>100' average</u> . This was not the intent and the amendment will clarify the required distance between towers. Specifies the minimum spacing requirement is for the <u>towers</u> of tall buildings rather than the entire tall building. This includes multiple towers in the same project.
52	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.9 TALL BUILDING GUIDELINES	5.9.5. ORIENT TOWERS IN MAUKA-MAKAI DIRECTION	143	Removes language protecting private views, and adds language about tower alignment	Mauka-makai view corridors may be impacted by new tower development in the Ala Moana district. Tall buildings should orient themselves in a mauka-makai direction to preserve view corridors in the public realm, as well as to create mauka-makai visual connections for people at street level and those occupying tall buildings . <u>Towers of tall buildings are encouraged to generally align with other towers within a shared mauka-makai viewshed where possible.</u>	Mauka-makai tower orientation must be coupled with alignment requirements. DPP recommendation.
53	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	5.9 TALL BUILDING GUIDELINES	5.9.6. VIEW STUDY	143	Adds a new section titled "VIEW STUDY" with additional considerations for public view preservation	<u>5.9.6 VIEW STUDY To reinforce public view preservation, a viewshed study should be conducted for proposed tall buildings, demonstrating that the building has been designed, oriented, and aligned in a way that minimizes the disruption of important views to the best extent possible. A digital 3D model of the proposed project should be made available prior to the initial viewshed study presentation (including to the neighborhood board), to help the community gauge how the project will fit with the surrounding built and natural environment. The model should display surrounding approved projects and reflect how the proposed project will affect mauka-makai views from public vantage points.</u>	This would provide for better public transparency and due diligence when designing major projects. Typical developer renderings may not show the surrounding built and natural environments. The 3D model would include existing and approved projects. DPP recommendation.

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54	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	6.2 PHASING	6.2.1. CREATING A TRANSIT NODE	146	Adds a new paragraph titled "POTENTIAL FUTURE TRANSIT CORRIDOR EXTENSION" at the end of the section	<u>POTENTIAL FUTURE TRANSIT CORRIDOR EXTENSION</u> <u>In order to ensure that the rail transit project could be extended in the future, the City should negotiate agreements with area landowners to preserve one or more potential rail corridors for any future extension. These agreements could also include potential locations or funding for multimodal bus/rail transit centers near the rail station. Any agreement should be executed prior to the approval of permits for a project requesting development bonuses in return for providing a potential rail corridor and/or multimodal bus/rail transit center locations or funding as community benefits. It is recognized that any such agreement to preserve a potential rail corridor would not determine the actual future alignment or technology, as that determination would require an unbiased and rigorous technical analysis of all alternatives.</u>	Two of the four potential routes identified for future rail extension have been lost due to developments constructed between Kapiolani Boulevard and Kona Street. DPP recommendation.
55	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	6.4 STRATEGIC PARTNERS	6.4.6. LANDOWNERS / PRIVATE DEVELOPERS	152	Amends last bullet to include rail corridor preservation and multimodal bus/rail transit centers as desired community benefits	Landowners and private developers are responsible for maintaining existing buildings and constructing new ones that reflect the new transit-oriented vision for the area. These responsibilities can include, but are not limited to: <ul style="list-style-type: none"> • Building new housing, offices, and commercial businesses • Property maintenance, including privately-owned open spaces and potentially streetscapes and other landscaping • Maintenance of privately-owned Kona Street • Providing community benefits in conjunction with new development, including elements that help implement the City's Complete Streets ordinance, <u>and providing locations or funding for multimodal bus/rail transit centers, and preserving a corridor for future rail extension.</u> 	Encourages landowners and developers to provide right-of-way for rail extension and multimodal bus/rail transit centers. DPP recommendation.
56	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	6.5 ALA MOANA TOD ACTION PLAN	TABLE 6-1: ALA MOANA TOD ACTION PLAN	154	Deletes row relating to the "Oversee Ala Moana Affordable Housing Fund" action item	[Oversee 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. 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).

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57	Resolution 19-238	Ala Moana Neighborhood TOD Plan	Plan	6.5 ALA MOANA TOD ACTION PLAN	TABLE 6-1: ALA MOANA TOD ACTION PLAN	155	Amends row relating to "Enhance Multimodal Connections" action item by adding bullets for rail corridor preservation and multimodal bus/rail transit centers	Enhance Multimodal Connections <ul style="list-style-type: none"> • Develop bus feeder routes to station • Align bus schedule with train schedule • Provide furniture, lighting at bus stops • <u>Identify locations and construct multimodal bus/rail transit centers</u> • <u>Preserve potential routes for extension of the rail system</u> 	Adds corridor preservation and multimodal bus/rail transit centers to action plan. DPP recommendation.