HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No. 24-9, CD1

RESOLUTION

AUTHORIZING EXEMPTIONS FROM CERTAIN REQUIREMENTS RELATING TO THE PĀHOA RIDGE HOUSING PROJECT IN HONOLULU, O'AHU.

WHEREAS, Highridge Costa Development Company, LLC (the "Applicant"), with co-developer Form Partners, LLC, and with the approval of the Hawaii Housing Finance and Development Corporation ("HHFDC"), proposes to develop Pāhoa Ridge, a high-rise project on approximately 0.47-acres of land zoned A-2 Medium Density Apartment District, located at 2779 Waiʻalae Avenue in Honolulu, Oʻahu, and identified as Tax Map Key (1) 2-7-028:025, as depicted in Exhibits A, B, C-1 and C-2, D-1 through D-10, and E-1 through E-4, attached hereto and made a part hereof (the "Project"); and

WHEREAS, as proposed, the Project involves one 28-story tower (up to 251 feet in height), with up to 281 vehicle parking spaces on two basement floors and levels two through eight, and 211 dwelling units on levels nine through 28 (studio units, one-bedroom units, and two-bedroom units); short-term and long-term bicycle parking spaces; a ninth floor amenity deck with a community meeting room, fitness center, swimming pool, and outdoor patio with lounge area; a rooftop deck with furniture, shade structures, barbeque equipment, and landscaped areas; and a rooftop photovoltaic ("PV") system; and

WHEREAS, the Applicant has requested approval to develop the Project either:

(1) As a 100 percent affordable (excluding 2 manager units) rental apartment project rented to households earning 60 percent or below of the area median income determined by the U.S. Department of Housing and Urban Development annually for the Honolulu Metropolitan Statistical Area as adjusted for household size ("AMI") ("Scenario 1");

(2) As a 100 percent affordable (excluding 2 manager units) rental apartment project rented to households earning between 80 percent and 100 percent of the AMI ("Scenario 2"); or

(3) As an affordable and market for-sale condominium project with a minimum of 60 percent of the total units sold to households earning between 80 percent and 140 percent of the AMI, and a maximum of 40 percent of the total units sold at market rate ("Scenario 3"); and

RESOLUTION

WHEREAS, as proposed, development of the Project under Scenario 1, Scenario 2, or Scenario 3 will be based on whether the Applicant is successful in securing certain Project financing as follows:

1. In Scenario 1, using a financing award from the HHFDC for Low Income Housing Tax Credit ("LIHTC") development;

2. In Scenario 2, using a Rental Housing Revolving Fund ("RHRF") financing award from the HHFDC and 501(c)(3) bond financing; or

3. In Scenario 3, using a Dwelling Unit Revolving Fund ("DURF") loan award from the HHFDC and other conventional financing methods; and

WHEREAS, as proposed, if the Project is developed under Scenario 1, all dwelling units (except for two manager units) will be rented to households earning 60 percent or below of the AMI (22 units at 30 percent or below of the AMI, 22 units at 50 percent or below of the AMI, and 165 units at 60 percent or below of the AMI); and

WHEREAS, as proposed, if the Project is developed under Scenario 2, all dwelling units (except for two manager units) will be rented to households earning 100 percent or below of the AMI (43 units at 80 percent or below of the AMI, and 166 units at 100 percent or below of the AMI); and

WHEREAS, as proposed, under Scenario 1 and Scenario 2, all affordable rental units (except for two manager units) will remain affordable for a minimum of 62 years; and

WHEREAS, as proposed, if the Project is developed under Scenario 3, the affordable dwelling units will be sold to households earning 140 percent or below of the AMI (7 units at 80 percent or below of the AMI, 24 units at 100 percent or below of the AMI, 48 units at 120 percent or below of the AMI, 48 units at 140 percent or below of the AMI), and 84 units will be sold at market rate; and

WHEREAS, under Scenario 3, all affordable for-sale Project units will remain affordable for a minimum of 10 years and be subject to the HHFDC's buy-back and shared appreciation restrictions; and

WHEREAS, to address community concerns relating to the Project height, the Applicant has offered to modify the Project to involve one 23-story tower (up to 210 feet in height), with up to 217 vehicle parking spaces on one basement floor and levels two

through seven, and 182 dwelling units on levels eight through 23 (studio units, one-bedroom units, and two-bedroom units); as depicted in Attachments A, B, and C-1 through C-9, attached hereto and made a part hereof (the "Modified Project"); and

WHEREAS, if the Modified Project is developed under Scenario 1 ("Modified Scenario 1"), all dwelling units (except for two manager units) will be rented to households earning 60 percent or below of the AMI (19 units at 30 percent or below of the AMI, 19 units at 50 percent or below of the AMI, and 142 units at 60 percent or below of the AMI); and

WHEREAS, if the Modified Project is developed under Scenario 2 ("Modified Scenario 2"), all dwelling units (except for two manager units) will be rented to households earning 100 percent or below of the AMI (37 units at 80 percent or below of the AMI, and 143 units at 100 percent or below of the AMI); and

WHEREAS, under Modified Scenario 1 and Modified Scenario 2, all affordable rental units (except for two manager units) will remain affordable for a minimum of 62 years; and

WHEREAS, if the Modified Project is developed under Scenario 3 ("Modified Scenario 3"), the affordable dwelling units will be sold to households earning 140 percent or below of the AMI (6 units at 80 percent or below of the AMI, 21 units at 100 percent or below of the AMI, 41 units at 120 percent or below of the AMI, 42 units at 140 percent or below of the AMI), and 72 units will be sold at market rate; and

WHEREAS, under Modified Scenario 3, all affordable for-sale Modified Project units will remain affordable for a minimum of 10 years and be subject to the HHFDC's buy-back and shared appreciation restrictions; and

WHEREAS, the City Council ("Council") is approving exemptions and deferrals for the Modified Project under Modified Scenario 1 or Modified Scenario 2 only; provided that the Applicant may pursue financing for the Modified Project under Modified Scenario 1 and Modified Scenario 2 within the same calendar year, for multiple years as necessary, so long as the financing and development of the Modified Project under Modified Scenario 1 is the priority; provided further that development of the Modified Project will depend on the first financing award that is granted under Modified Scenario 1 or Modified Scenario 2; and

WHEREAS, the Modified Project will help address the critical need for affordably priced rental housing within Honolulu's urban core in convenient proximity to a range of

educational facilities, employment centers, and multiple shopping, dining, and family services opportunities; and

WHEREAS, the exemptions requested by the Applicant include exemptions or deferrals from City fees and charges; and

WHEREAS, on December 14, 2023, the HHFDC Board of Directors, by approval of a For Action, approved the Project with its proposed exemptions; and

WHEREAS, the Council is empowered and authorized to approve the Project or the Modified Project, which may include exemptions from statutes, ordinances, charter provisions, and rules of any governmental agency relating to planning, zoning, construction standards for subdivision, development and improvement of land, and the construction of dwelling units thereon pursuant to § 201H-38, Hawaii Revised Statutes ("HRS"); and

WHEREAS, the Council has reviewed the preliminary plans and specifications for the Project dated October 26, 2023, prepared by Lowney Architecture, and submitted to the Council by HHFDC on December 20, 2023, by Miscellaneous Communication 635 (2023); and

WHEREAS, the Modified Project is consistent with the housing and community development goals and objectives of the City; and

WHEREAS, the granting of the exemptions is necessary for the timely and successful implementation of the Modified Project; and

WHEREAS, the requested exemptions meet minimum requirements of health and safety; and

WHEREAS, the Modified Project does not contravene any safety standards, tariffs, or rates and fees approved by the Public Utilities Commission or the Board of Water Supply; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it approves the Modified Project that involves a total of 182 dwelling units, as described above, which approval includes exemptions and deferrals from certain requirements for the Modified Project under Modified Scenario 1 or Modified Scenario 2, as follows:

Application Fees

1. Exemption from § 18-6.1, Revised Ordinances of Honolulu 2021 ("ROH"), to allow an exemption from the payment of plan review fees, estimated at $25,000.

2. Exemption from ROH § 18-6.2, to allow an exemption from the payment of building permit fees, estimated at $371,068.

3. Exemption from ROH § 18A-2.4(a) to allow an exemption from the payment of grading permit fees, estimated at $1,110.

Infrastructure and Public Works Fees and Charges

4. Exemption from ROH § 43-10.1, § 43-10.2, and § 43-10.3, to allow an exemption from the payment of wastewater system facility charges:

    a. For Modified Scenario 1, attributed to 180 affordable units rented to households earning 60 percent or below of the AMI, estimated at $172,368; or

    b. For Modified Scenario 2, attributed to 37 affordable units rented to households earning 80 percent or below of the AMI, estimated at $35,431.

5. Deferral from ROH § 43-10.1, § 43-10.2, and § 43-10.3, to allow a deferral from the payment of wastewater system facility charges until the issuance of a certificate of occupancy for the Project:

    a. For Modified Scenario 1, attributed to two manager units, estimated at $9,262; or

    b. For Modified Scenario 2, attributed to two manager units and 143 affordable units rented to households earning more than 80 percent of the AMI, estimated at $671,524.

Fire Department Plan Review Fees

6. Exemption from ROH § 20-1.1(3), to allow an exemption from the payment of Honolulu Fire Department plan review fees, estimated at $37,107.

Board of Water Supply Rules and Regulations

7. Deferral from Sections 1-102 and 2-202 of the Board of Water Supply Rules and Regulations, to allow a deferral of the payment of water system facility charges and installation of water service fees until the installation of the water meter under Modified Scenario 1 or Modified Scenario 2, estimated at $551,124; provided that all Board of Water Supply requirements are satisfied. The actual fees to be deferred will be determined by the Board of Water Supply during review of the Modified Project's building permit application.

Park Dedication Ordinance Requirements

8. Exemption from ROH Chapter 22, Article 7, to allow an exemption from park dedication requirements:

   a. For Scenario 1, attributed to 180 affordable units rented to households earning 60 percent or below of the AMI, totaling 18,591 square feet of park space or payment of an equivalent in-lieu fee estimated at $2,950,000; or

   b. For Scenario 2, attributed to 37 affordable units rented to households earning 80 percent or below of the AMI, totaling 3,718 square feet of park space or payment of an equivalent in-lieu fee estimated at $590,000.

   Park dedication requirements attributed to two manager units under Scenario 1 (totaling 206 square feet of park space, or payment of an equivalent in-lieu fee estimated at $32,560), or park dedication requirements attributed to two manager units and 143 affordable units rented to households earning more than 80 percent of the AMI under Scenario 2 (totaling 14,935 square feet of park space, or payment of an equivalent in-lieu fee estimated at $2,368,691) may be satisfied by dedicating onsite recreational space that meets City park standards, or by payment of the equivalent in-lieu fee, or a combination thereof.

Land Use Ordinance ("LUO")

9. Exemption from LUO § 21-3.80-1(b) and Table 21-3.3, relating to maximum density, to allow a maximum floor area ratio ("FAR") of 7.46 (instead of a maximum FAR of 1.5).

10. Exemption from LUO § 21-3.80-1(b) and Table 21-3.3, relating to maximum building area, to allow a maximum building area of 85 percent of the total zoning

lot area (approximately 17,166 square feet) (instead of 40 percent of the total zoning lot area).

11. Exemption from LUO § 21-3.80-1(b) and Table 21-3.3, relating to yard setbacks, to allow the Modified Project to encroach into the side and rear yard setbacks up to 10 feet in certain areas (up to no side or rear yard setbacks in certain areas instead of the required 10 feet). The Modified Project adheres to 64 percent of the setback area – the makai side yard (freeway side) complies with the 10-foot setback for 50 feet, the mauka side yard complies for 30 feet, and the rear yard complies for 10 feet.

12. Exemption from LUO § 21-3.80-1(c)(2) and Table 21-3.3, relating to height setbacks, to allow for no height setbacks – the Modified Project will encroach into all required height setbacks (instead of above 40 feet, an additional 1-foot setback for each additional 10 feet of height).

13. Exemption from LUO § 21-3.80-1(b) and Table 21-3.3, and the applicable zoning map relating to maximum height, to allow a maximum building height of 210 feet (instead of 150 feet). Rooftop structures must conform to LUO § 21-4.60(c).

14. Exemption from LUO § 21-6.40, relating to bicycle parking, to allow the Modified Project to provide for a minimum of 16 short-term bicycle parking spaces and 59 long-term bicycle parking spaces (instead of 18 short-term spaces and 91 long-term spaces); provided that the Applicant shall provide additional bicycle parking spaces, up to the required 18 short-term spaces and 91 long-term spaces, if there is a demand for additional bicycle parking spaces after a certificate of occupancy is issued for the Modified Project; provided further that if there are no areas elsewhere on the Modified Project site to locate the additional bicycle parking spaces, the Applicant shall convert any unused vehicle parking spaces to bicycle parking spaces, or install more space-efficient bicycle parking systems; and

BE IT FURTHER RESOLVED that the Modified Project is approved subject to the following conditions:

A. The Modified Project must be financed and developed under Modified Scenario 1 or Modified Scenario 2 as follows:

    1. The Applicant shall apply for financing under Modified Scenario 1 and Modified Scenario 2, and may submit applications for each scenario within

the same calendar year, for multiple calendar years as necessary, so long as the financing and development of the Modified Project under Modified Scenario 1 is the priority, as follows.

a. Apply first for financing of the Modified Project under Modified Scenario 1 by submitting to the HHFDC a complete consolidated application for financing of LIHTC development. The HHFDC accepts applications and awards financing for LIHTC development once each calendar year during the early part of the year based on funding available that year.

b. Apply for financing of the Modified Project under Modified Scenario 2 by seeking a Rental Housing Revolving Fund ("RHRF") financing award from the HHFDC and 501(c)(3) bond financing. The HHFDC accepts applications and awards financing for RHRF funding once each calendar year during the latter part of the year based on funding available that year.

c. Until the Applicant is successful in obtaining a financing award under Modified Scenario 1 or Modified Scenario 2, the Applicant may not pursue financing under Modified Scenario 2 in any calendar year without first pursuing financing under Modified Scenario 1 in the same calendar year.

2. The Applicant shall pursue development of the Modified Project depending on the first financing award that is granted as follows.

a. If the Applicant receives a financing award for LIHTC development, the Applicant shall develop the Modified Project under Modified Scenario 1, which must comply with the following affordability requirements (excluding the two manager units): 19 units must be rented to households earning 30 percent or below of the AMI, 19 units must be rented to households earning 50 percent or below of the AMI, and 142 units must be rented to households earning 60 percent or below of the AMI. All Modified Scenario 1 Modified Project units (except for two manager units) must remain affordable for a minimum of 62 years.

b. If the Applicant receives a financing award for Rental Housing Revolving Fund ("RHRF") monies from the HHFDC and 501(c)(3)

bond financing, the Applicant shall develop the Modified Project under Modified Scenario 2, which must comply with the following affordability requirements (excluding the two manager units): 37 units must be rented to households earning 80 percent or below of the AMI, and 143 units must be rented to households earning 100 percent or below of the AMI. All Modified Scenario 2 Modified Project units (except for two manager units) must remain affordable for a minimum of 62 years.

B. Except for the exemptions from certain City application fees, infrastructure or public works fees and charges, and development standards provided herein, the Modified Project must comply with all statutes, ordinances, Charter provisions, and rules of any government agency relating to planning, zoning, construction standards for subdivisions, development and improvement of land, and the construction of dwelling units thereon.

C. Prior to the issuance of any building permits for the Modified Project, the Applicant shall submit to the Department of Planning and Permitting ("DPP") for review and approval:

1. An overall timeline and phasing plan of the anticipated dates to obtain major building permits for demolition and construction work, including the projected date of occupancy, in a format acceptable to the DPP. The timeline must identify when a construction management plan ("CMP"), traffic management plan ("TMP"), and an update and validation of the initial traffic impact assessment report ("TIAR"), dated May 2023, and prepared by Austin Tsutsumi and Associates, Inc., will be submitted to the DPP for its review and approval.

2. A CMP that:

a. Identifies the type, frequency, and routing of heavy trucks and construction related vehicles, and provides remedial measures to minimize impacts from construction vehicles and construction-related activities;

b. Identifies and limits construction-related vehicular activity to periods outside of the peak traffic hours using alternative routes for heavy trucks, provides for onsite or offsite staging areas for construction workers and vehicles to limit the use of on-street parking around

the Modified Project site, and includes other traffic mitigation measures to address potential impacts on the surrounding neighborhood during the Modified Project construction;

c. Includes plans for all work within or affecting public streets, and preliminary or conceptual traffic control plans;

d. Includes documentation of the condition of roadways prior to the start of construction activities and provides remedial measures, as necessary, such as restriping, road resurfacing, or roadway reconstruction so that the existing roadway may be restored if its condition deteriorates as a result of the Modified Project's construction-related activities; and

e. Includes a communications strategy to notify area elected officials, neighborhood boards, emergency personnel (fire, ambulance, and police), area businesses and residents, and the Oahu Transit Services, Inc. (TheBus and TheHandi-Van) of the Modified Project's construction status and the impacts the Modified Project construction may have on the adjoining local street area network.

3. A TMP that:

a. Includes traffic demand management ("TDM") strategies to minimize the number of vehicular trips for daily activities of the Modified Project's residents; TDM strategies may include carpooling, ride hailing, car sharing, and ride sharing programs; transit, bicycle, and pedestrian incentives; and other similar TDM strategies; and

b. A post TMP will be required approximately one year after the issuance of the Modified Project's certificate of occupancy to validate the relative effectiveness of the various TDM strategies identified in the initial TMP.

4. An update to the initial TIAR that:

a. Specifies the multimodal split (estimated transit trips, bicycle trips, etc.) during the peak hour trip generation;

b. Verifies the estimated peak hour trip generation in relation to the proposed 217 vehicle parking spaces; and

c. Updates the Modified Project's pedestrian circulation plan to include a determination of effective sidewalk widths (5-foot minimum, 8-foot preferred), taking into account City Complete Streets initiatives.

The Applicant shall prepare the updated TIAR in consultation with the Department of Transportation Services ("DTS"). The updated TIAR must include recommendations to mitigate traffic impacts resulting from the Modified Project, and the Applicant shall implement all updated TIAR recommendations.

5. Confirmation from the Hawai'i State Department of Health Disability and Communication Access Board ("DCAB") that the Modified Project plans (vehicular and pedestrian circulation, sidewalks, parking and pedestrian pathways, vehicular ingress/egress, etc.) have been reviewed and approved by DCAB, and comply with Americans with Disabilities Act requirements.

D. Approximately one year after the issuance of a certificate of occupancy for the Modified Project, the Applicant shall submit to the DPP for review and approval a post-occupancy TIAR to validate the traffic projections, distribution, and assignment contained in the updated TIAR. If the post-occupancy TIAR recommends additional traffic mitigation measures or modifications to address traffic impacts directly attributable to the Modified Project, the Applicant shall implement the post-occupancy TIAR recommendations. If the post-occupancy TIAR is inconclusive, a second post-occupancy TIAR may be required one year after the date of the first post-occupancy TIAR, as the DPP Director determines is necessary.

E. Modified Project driveways and transportation improvements.

1. Turning movements from the Modified Project's exit driveway onto the H-1 West onramp is prohibited. The Applicant shall coordinate with the Hawai'i Department of Transportation ("HDOT") Highways Division to design physical measures or barriers to prevent drivers exiting the Modified Project site from entering the H-1 West onramp. This condition includes the replacement of existing damaged delineators currently in the H-1 West onramp gore with new brighter vertical delineators, and addition

of two new vertical delineators to extend the barrier and restrict turning movement onto the H-1 West onramp. Approved roadway improvements must be implemented at no cost to the State of Hawai'i.

2. The Modified Project must have separate ingress and egress driveways, with the entry driveway located a minimum of 230 feet from the westbound blind bend along Wai'alae Avenue, and the exit driveway located a minimum of 325 feet from the blind bend. The sight distance from the westbound bend along Wai'alae Avenue to the Modified Project's proposed ingress and egress driveways must be verified by a civil engineer and approved by the HDOT Highways Division. If the sight distance is insufficient, the Applicant shall revise the design of the ingress and egress driveways accordingly to comply with this condition.

3. The Applicant shall coordinate with the DPP Traffic Review Branch, DTS, and the HDOT to design and construct the following transportation improvements, at no cost to the State of Hawai'i or the City and County of Honolulu:

    a. Reduce the size of the existing triangular concrete island along Kalele Road to accommodate vehicle turns from Kalele Road onto Wai'alae Avenue;

    b. Add a bulb-out on the opposite (west) curb from the concrete island along Kalele Road (at the adjacent crosswalk near to the H-1 West onramp) to maintain the existing crossing distance for pedestrians; and

    c. Install two speed humps along Wai'alae Avenue to the east of the Modified Project site, Kalele Road, and the H-1 West onramp.

4. All Modified Project driveways and improvements must be designed to minimize the number and size of potential conflict areas between bicyclists and turning vehicles.

F. As recommended in the Project's Phase 1 Environmental Site Assessment ("ESA") dated September 28, 2022, an operations and maintenance program must be implemented to safely manage asbestos-containing materials and lead-based paint located on the Modified Project site.

G. All loading and trash pickup areas must be designed so that vehicles enter and exit front first. Adequate turn-around areas for large vehicles must be provided on the Modified Project site, and the layout of parking spaces in the loading and trash pickup areas must not interfere with large vehicle turning maneuvers.

H. To minimize impacts to threatened, endangered, or protected fauna that may frequent or transit through the Modified Project site, the Applicant is responsible for the following:

1. Woody plants greater than 15 feet in height must not be disturbed, removed, or trimmed during the Hawaiian hoary bat birthing and pup rearing season (June 1 through September 15).

2. Barbless fencing must be used for all fence construction to avoid the entanglement of Hawaiian hoary bats.

3. Exterior light fixtures on the Modified Project site must be fully shielded, using full cutoff fixtures, with the light directed downward so that the light bulb is only visible from below the light fixture.

4. If nighttime (sunset to sunrise) construction work is required during the seabird fledging season (September 15 to December 15), a qualified biologist must be present at the Modified Project site to monitor and assess the risk of seabirds being attracted or grounded due to the lighting.

    a. If seabirds are seen circling around the Modified Project site, lights must be turned off; and

    b. If a downed seabird is detected, the Applicant shall follow the Department of Land and Natural Resources Division of Forestry and Wildlife ("DOFAW") protocol, which may be found at https://dlnr.hawaii.gov/wildlife/seabird-fallout-season/#resonse.

5. Prior to any tree trimming or removal, a qualified biologist shall conduct a survey to determine if there are any nesting white terns (manu-o-kū). A tree protection program must be implemented for mature trees with nesting or roosting white terns.

6. Prior to any potentially disturbing activity such as clearing of vegetation, especially ground-based disturbance, a qualified biologist shall conduct a

survey during crepuscular hours and walk-line transects through the Modified Project site to detect any active Hawaiian short-eared owl (pueo). If a pueo nest is discovered, the Applicant shall:

a. Notify DOFAW staff;

b. Minimize time spent at the nest; and

c. Establish a minimum buffer radius of 100 meters from the nest until the pueo chicks are capable of flight.

The requirements enumerated in this condition must be clearly stated under "Environmental Notes" on all Modified Project construction permit plans and building permit plans.

I. Any modifications to the landscaping within the Modified Project site must use native plant species appropriate for the area (i.e., climate conditions are suitable for the plants to thrive, or the plants have historically occurred in the area).

1. The Applicant shall consult with the Plant Pono website to determine the potential invasiveness of plants proposed for use within the Modified Project site; the use of low-risk plants as designated on the Plant Pono website at https://plantpono.org/pono-plants/ is acceptable, but the use of high-risk plants as designated on the Plant Pono website at https://plantpono.org/high-risk-plants/ is unacceptable; and

2. No planting of any high-risk invasive species identified on the Oahu Invasive Species Committee website at https://www.oahuisc.org/target-pests/ is allowed on the Modified Project site.

J. The Applicant shall minimize the movement of plant or soil material to or from the Modified Project site. To minimize the risk of spreading invasive species, all construction equipment, materials, and personnel should be cleaned of excess soil and debris prior to entering and leaving the worksite.

K. The Applicant shall comply with all Federal Aviation Administration ("FAA") and HDOT regulations, rules, requirements, and guidelines regarding development and activities in close proximity to airports and airport runways.

1. The Modified Project must not include landscaping that creates a wildlife attraction that may become a hazard to aircraft operations (see FAA Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or Near Airports). If the Modified Project's landscaping creates a wildlife attraction, the Applicant shall immediately mitigate the hazard upon notification by the FAA or HDOT.

2. The Applicant shall submit to the FAA a Form 7460-1 glint and glare analysis for the PV system on the Modified Project rooftop, and submit a copy of the FAA's determination of the Form 7460-1 glint and glare analysis to HDOT. If the Modified Project's PV system creates hazardous glint or glare conditions for pilots, or emits any radio frequency that interferes with aviation-dedicated radio signals, the Applicant shall immediately mitigate the hazard upon notification by the FAA or HDOT.

3. The Applicant shall inform all prospective Modified Project renters, lessees, or tenants of potential aircraft flight and airport activity and related impacts, including but not limited to noise, fumes, smokes, vibrations, and odors; and

BE IT FURTHER RESOLVED that as used in this resolution:

i. References to HHFDC include any successor agency; and

ii. References to specific statutes, ordinances, or regulations include any respective successor statutes, ordinances, or regulations; and

BE IT FURTHER RESOLVED that this resolution is null and void unless construction of the Modified Project commences no later than 24 months after the Applicant receives a Modified Project financing award from the HHFDC for Modified Scenario 1 or Modified Scenario 2; and

BE IT FURTHER RESOLVED that the exemptions granted for this Modified Project are not transferrable to any other real property; and

BE IT FURTHER RESOLVED that except as provided in this resolution, including Attachments A, B, and C-1 through C-9 (attached hereto), the final plans and specifications for the Modified Project constitute the zoning, building, construction, and subdivision standards for the Modified Project, and are approved if those plans and specifications do not substantially deviate from the preliminary plans and specifications

RESOLUTION

submitted to the Council; provided that minor modifications to the building design character, building specifications, or landscaping may be approved by the HHFDC if such modifications are consistent with the prevailing neighborhood character; provided further that major modifications to the Modified Project will require approval by the City Council; and

BE IT FURTHER RESOLVED that no action may be prosecuted or maintained against the City, its officials, or its employees, on account of the actions taken by them in reviewing or approving the plans and specifications, or in granting the exemptions listed herein; and

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Hawaii Housing Finance and Development Corporation, 677 Queen Street, Suite 300, Honolulu, Hawai'i 96813; Hawai'i Department of Transportation, Aliiaimoku Building, 869 Punchbowl Street, Honolulu, Hawai'i 96813; the Department of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawai'i 96813; the Department of Transportation Services, 650 South King Street, 3rd Floor, Honolulu, Hawai'i 96813; and Highridge Costa Development Company, LLC, 330 W. Victoria Street, Gardena, CA 90248.

INTRODUCED BY:

Tommy Waters (by request of
Hawaii Housing Finance and
Development Corporation)

DATE OF INTRODUCTION:

January 4, 2024
Honolulu, Hawai'i

Councilmembers

EXHIBITS

LOCATION MAP

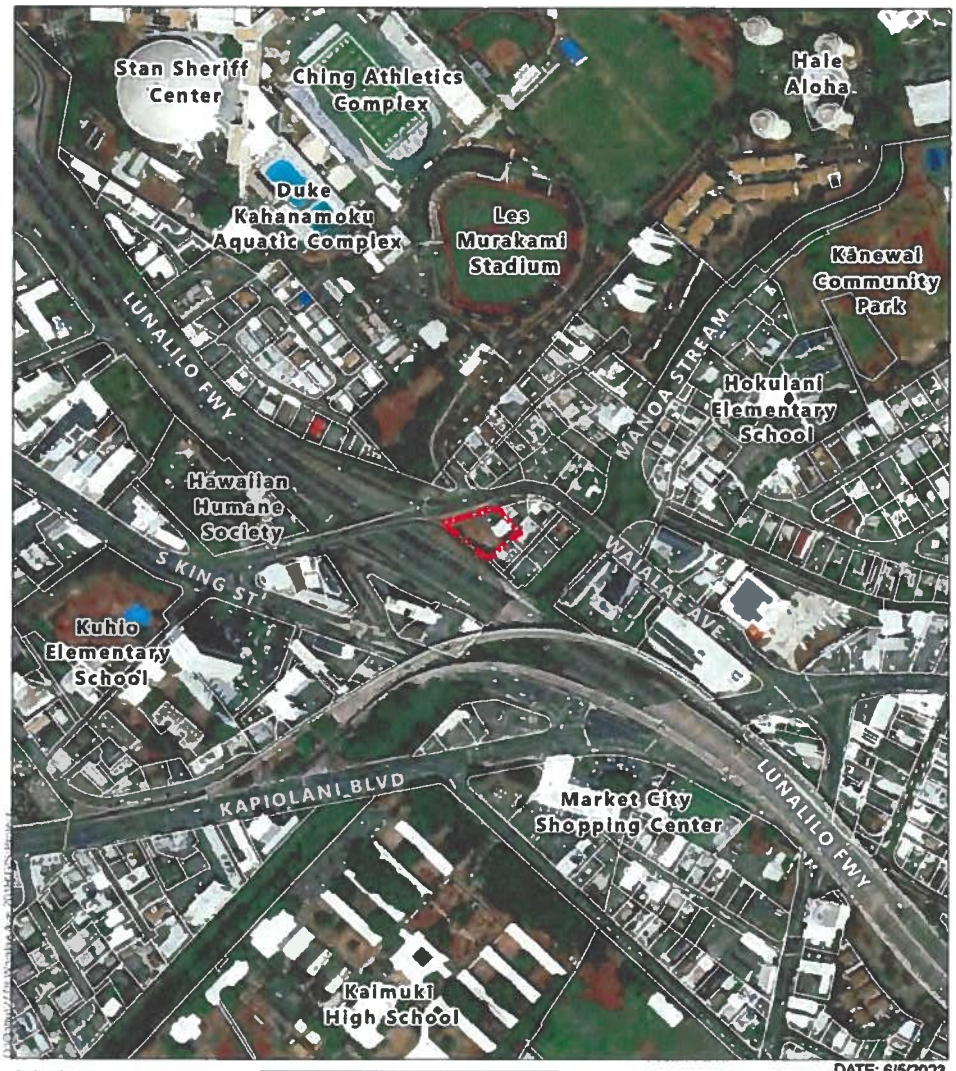


EXHIBIT A

TMK MAP



LEGEND

Pahoa Ridge Apartments
TMK

Attachment 2
Tax Map Key

Pāhoa Ridge Apartments

Highridge Costa — Island of O'ahu

North

Linear Scale (feet)
0 50 100

Source: City & County of Honolulu 2022, ESRI Online Basemap
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

EXHIBIT B



AERIAL VIEW LOOKING EAST

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

EXHIBIT C-1

PERSPECTIVE VIEWS

PĀHOA RIDGE APARTMENTS - 10/26/2023



EXHIBIT C-2

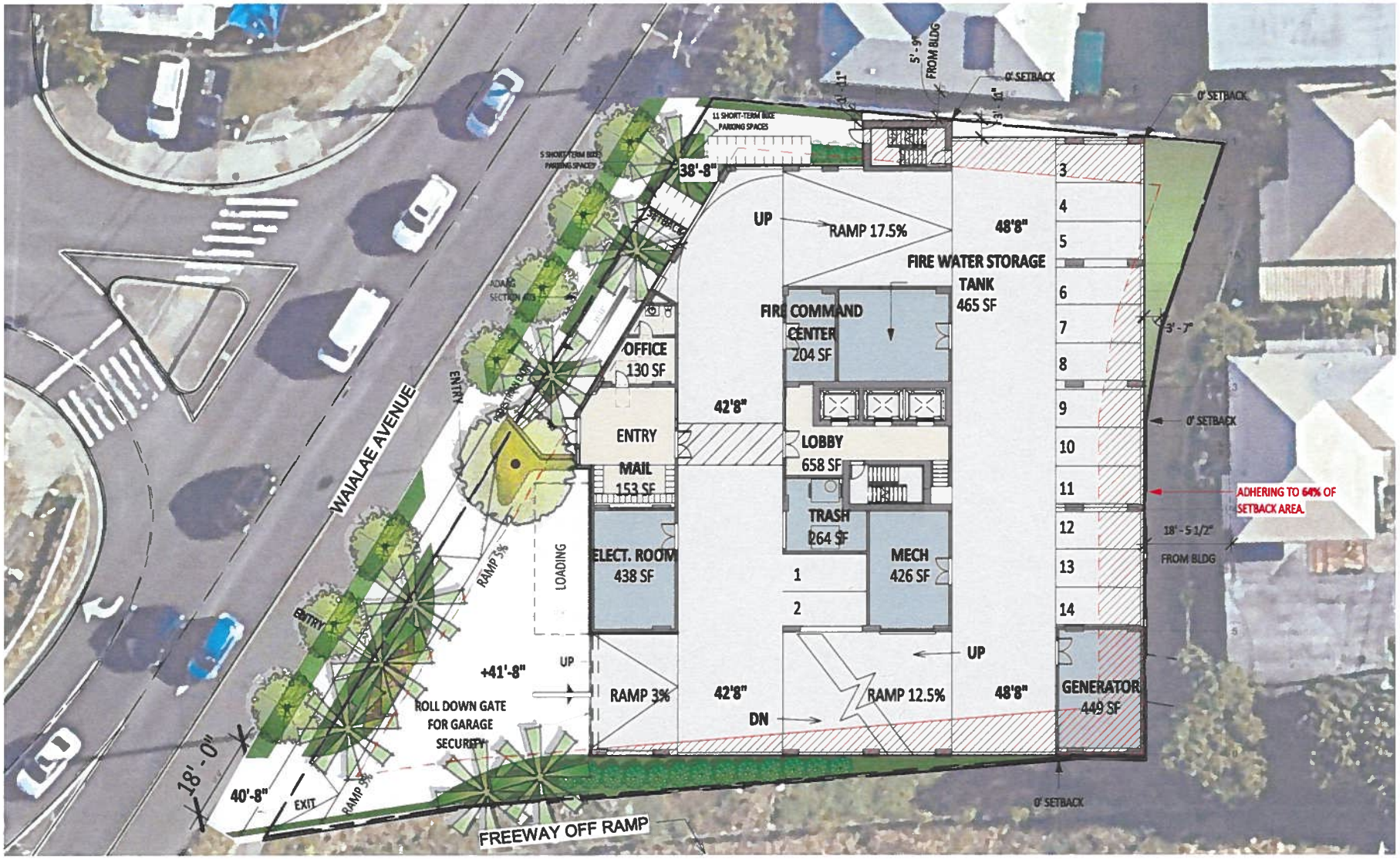
AHED FOUNDATION · HIGHRIDGE COSTA · FORM PARTNERS · lowney arch

0 40' 80'

SITE PLAN

PĀHOA RIDGE APARTMENTS - 10/26/2023

A2.2



AHED FOUNDATION | HIGHRIDGE COSTA | FORM PARTNERS | lowney arch

EXHIBIT D-1

0 20' 40'

GROUND FLOOR CONTEXT

PĀHOA RIDGE APARTMENTS - 10/26/2023

A3.2

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

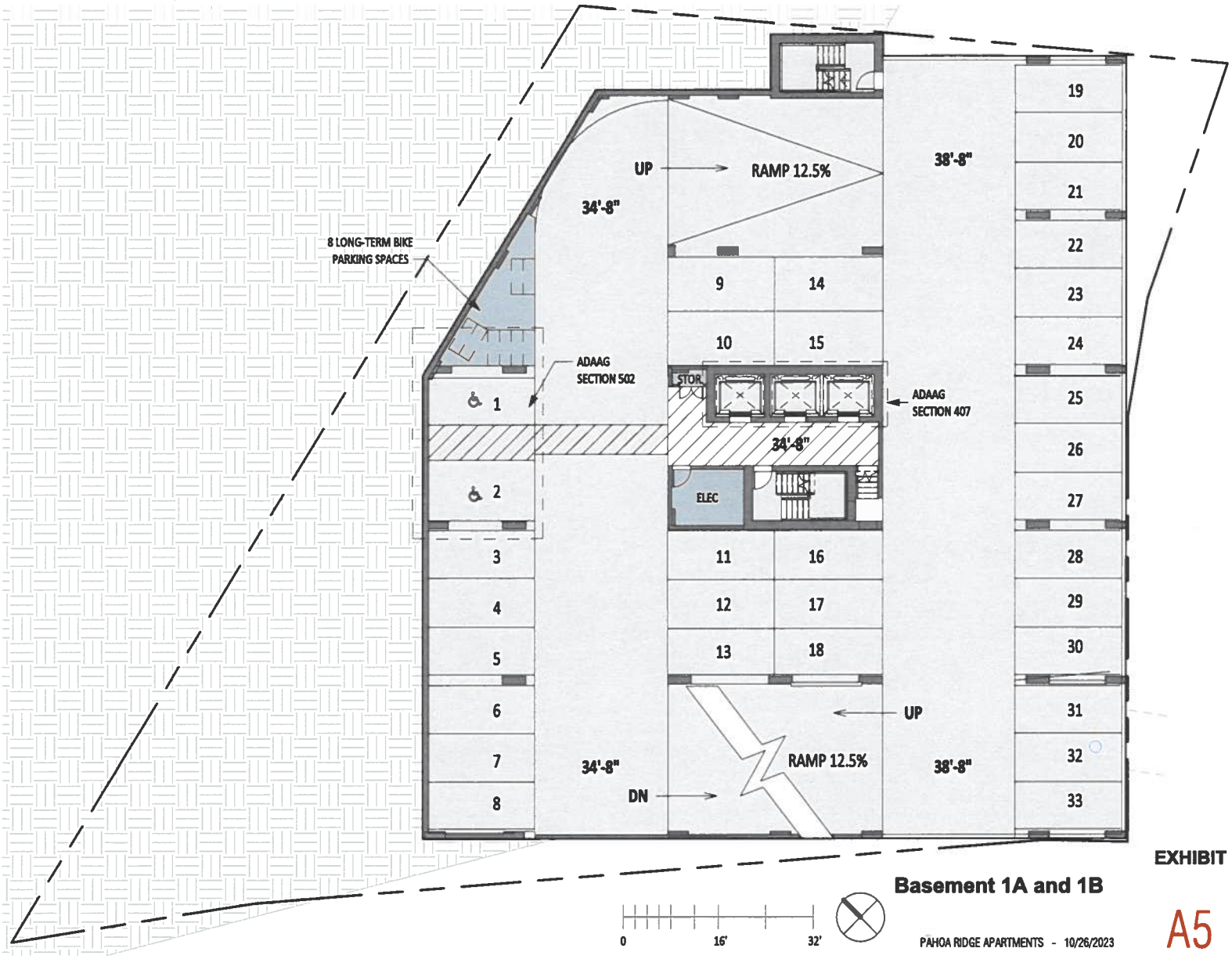


EXHIBIT D-2

Basement 1A and 1B

PAHOA RIDGE APARTMENTS - 10/26/2023

A5

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

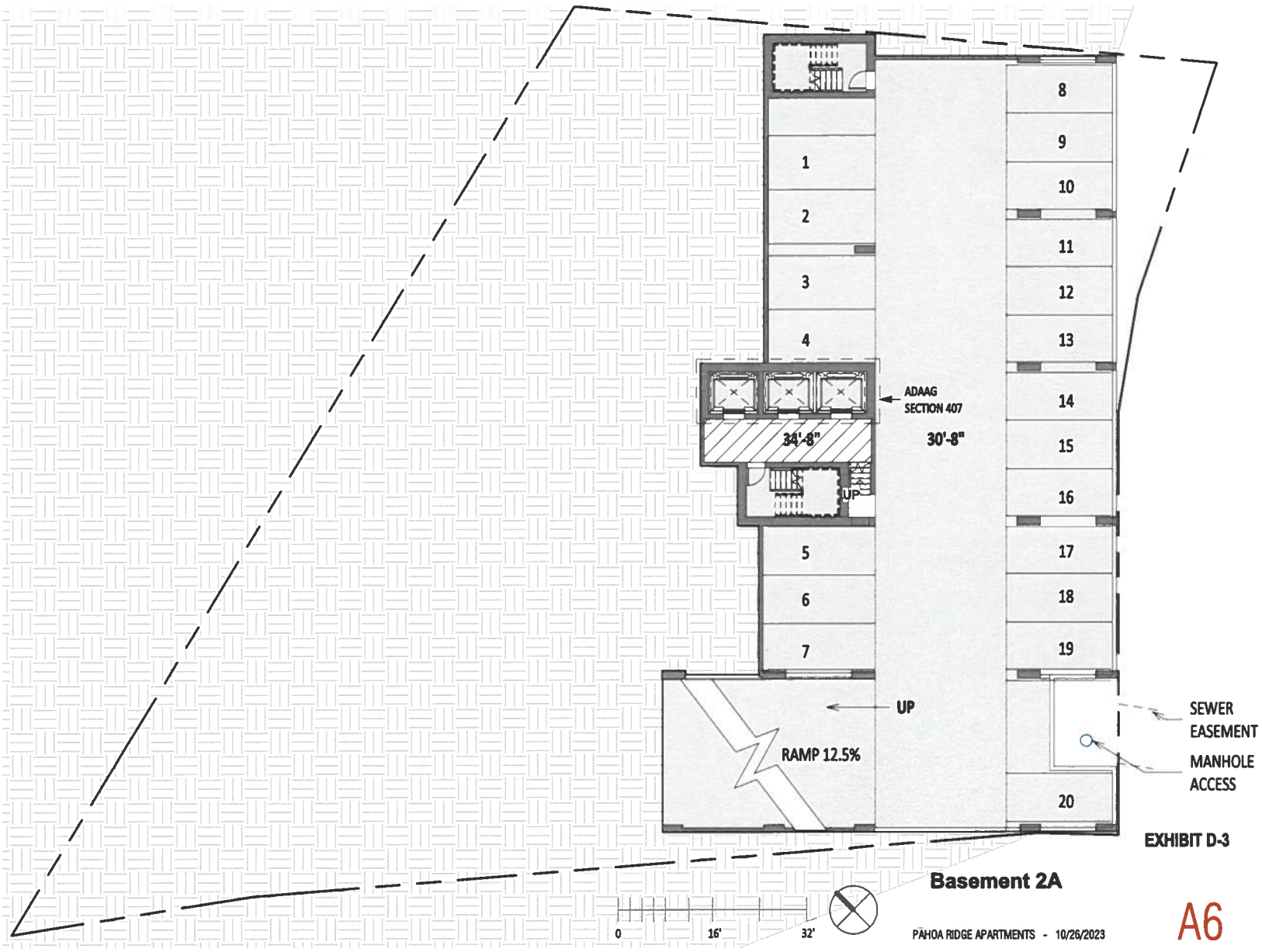


EXHIBIT D-3

Basement 2A

PAHOA RIDGE APARTMENTS - 10/26/2023

A6

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

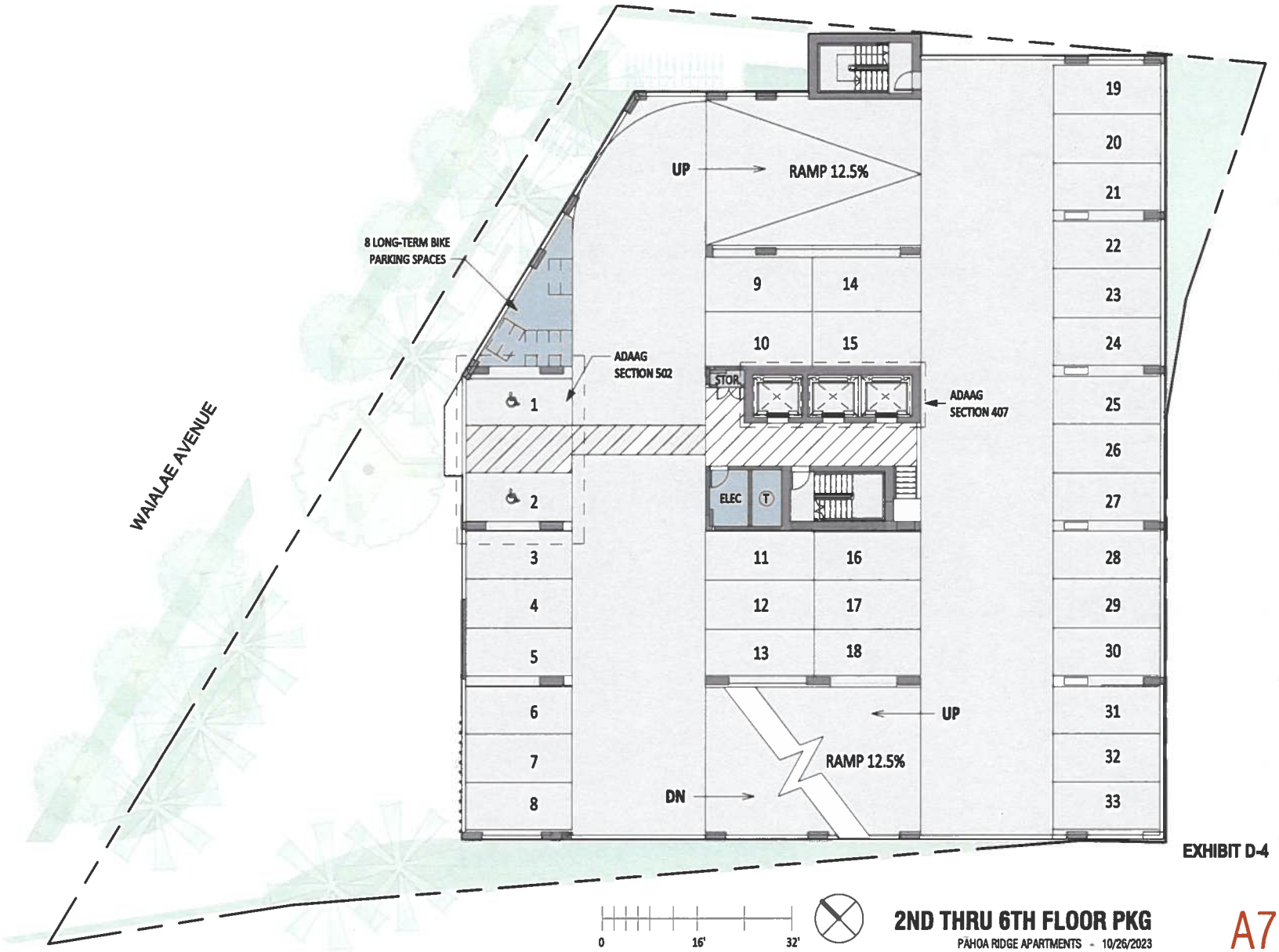


EXHIBIT D-4

2ND THRU 6TH FLOOR PKG

PĀHOA RIDGE APARTMENTS - 10/26/2023

A7

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

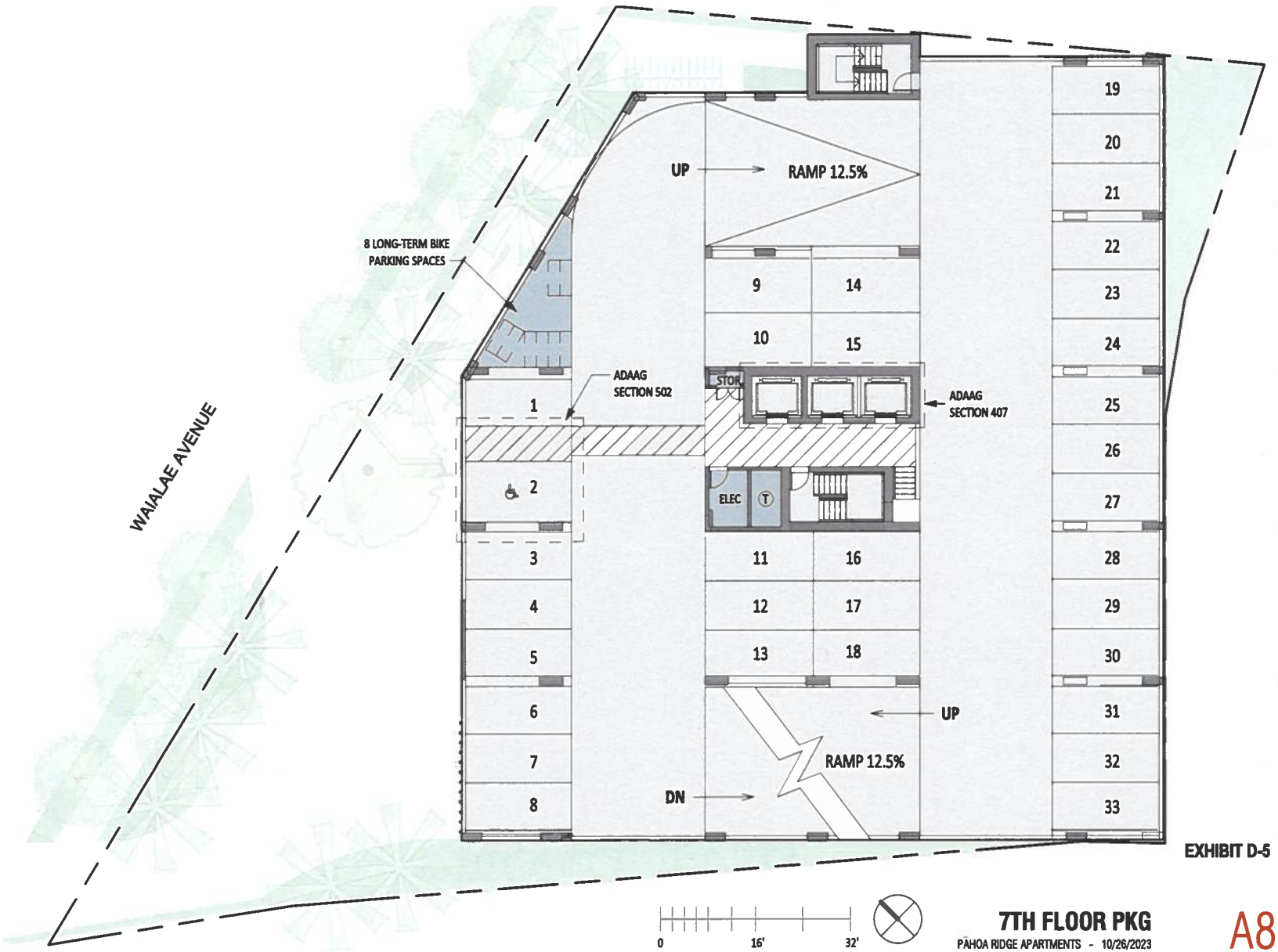


EXHIBIT D-5

7TH FLOOR PKG

PĀHOA RIDGE APARTMENTS - 10/26/2023

A8

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

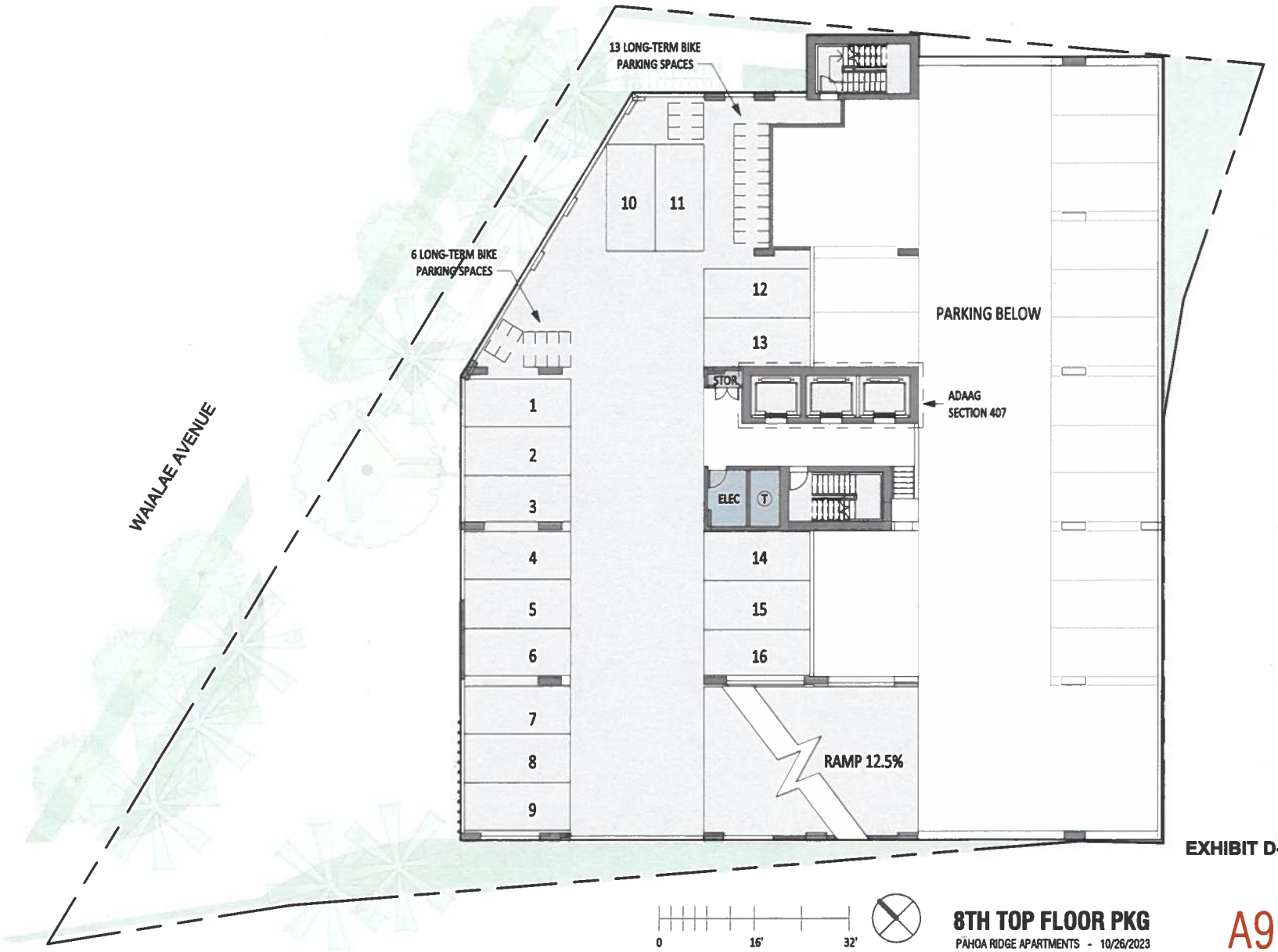


EXHIBIT D-6

8TH TOP FLOOR PKG

PĀHOA RIDGE APARTMENTS - 10/26/2023

A9

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



EXHIBIT D-7

AMENITY LEVEL FLOOR 9

PAHOA RIDGE APARTMENTS - 10/26/2023

A10

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

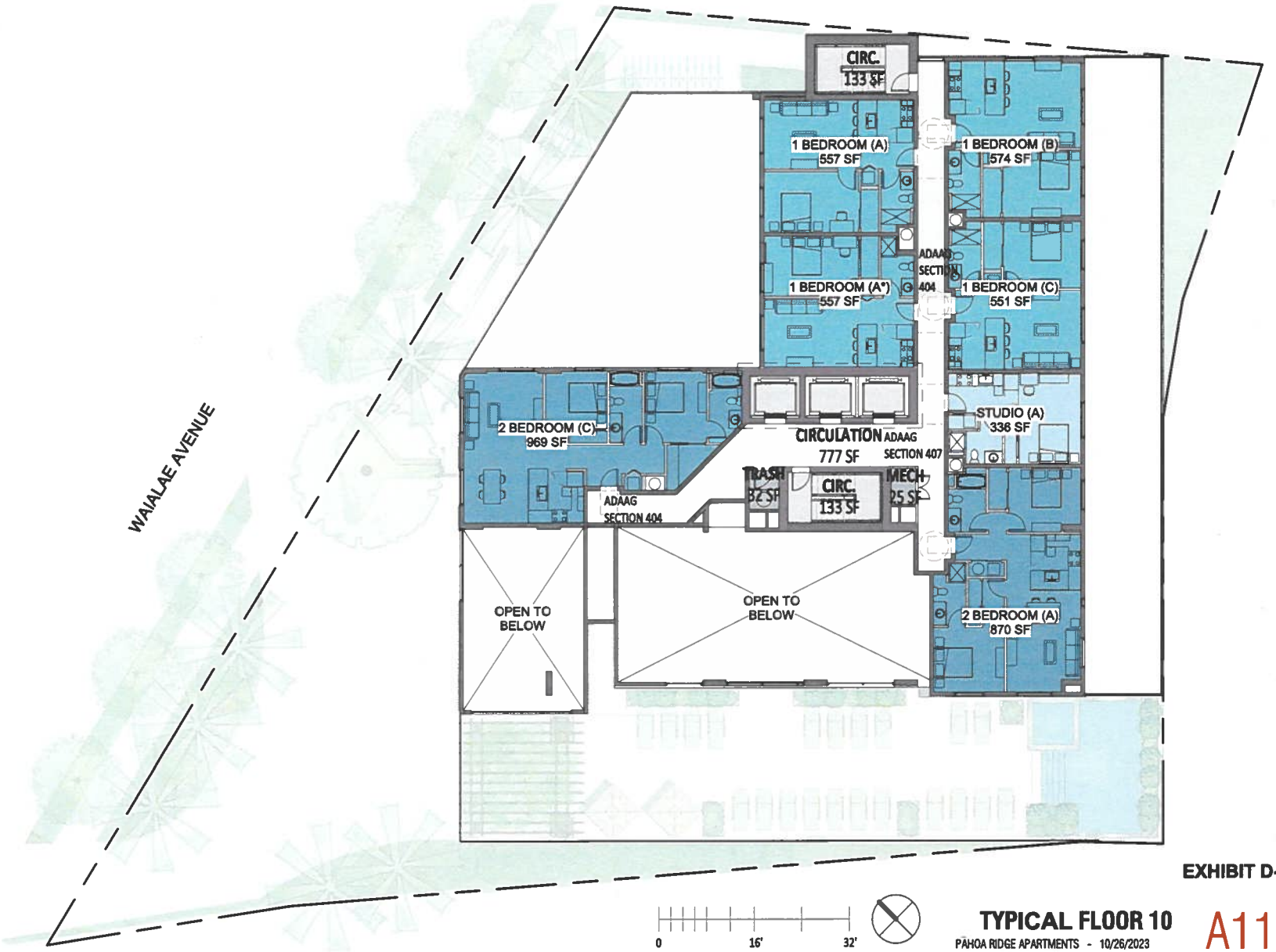


EXHIBIT D-8

TYPICAL FLOOR 10

PAHOA RIDGE APARTMENTS - 10/26/2023

A11

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



EXHIBIT D-9

TYPICAL FLOOR 11-28

PAHOA RIDGE APARTMENTS - 10/26/2023

A12

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch

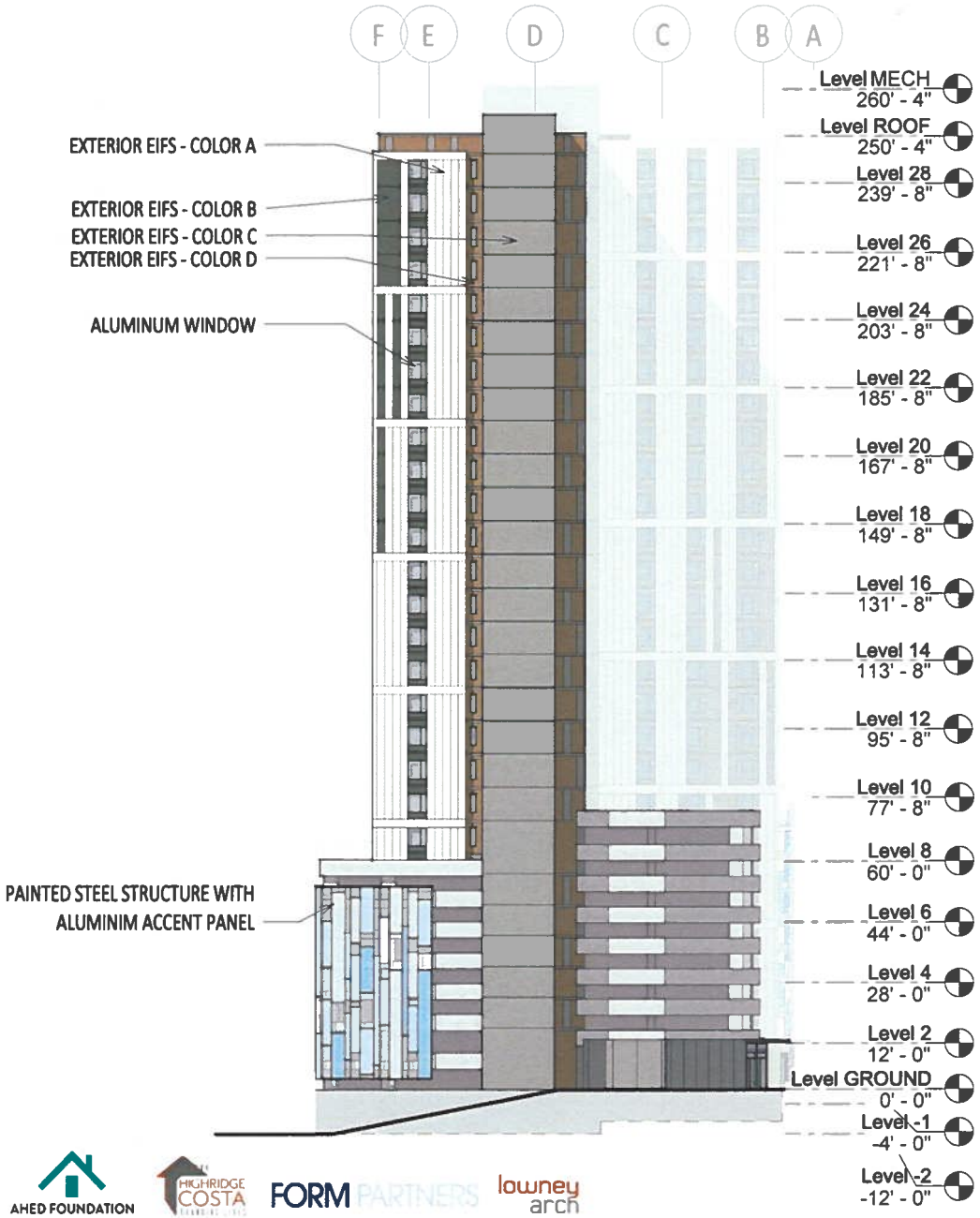


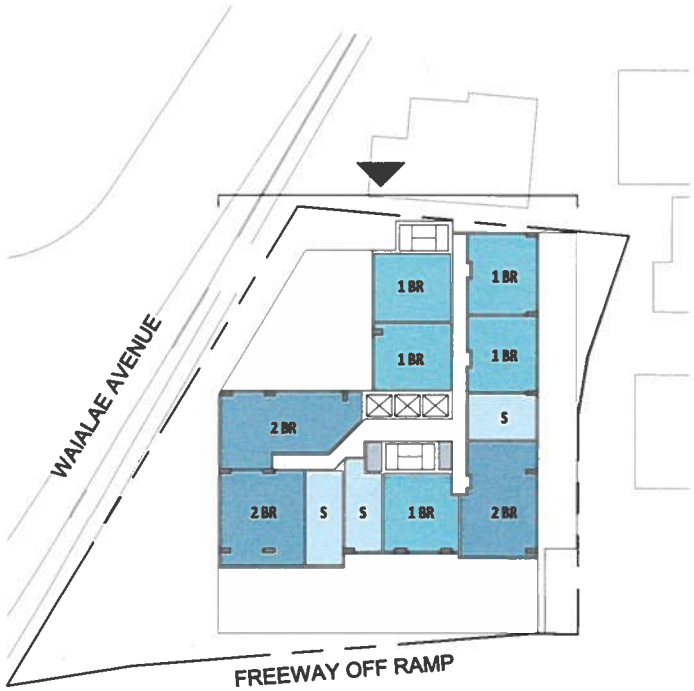
EXHIBIT D-10

ROOF

PAHOA RIDGE APARTMENTS - 10/26/2023

A13





0 30' 60'

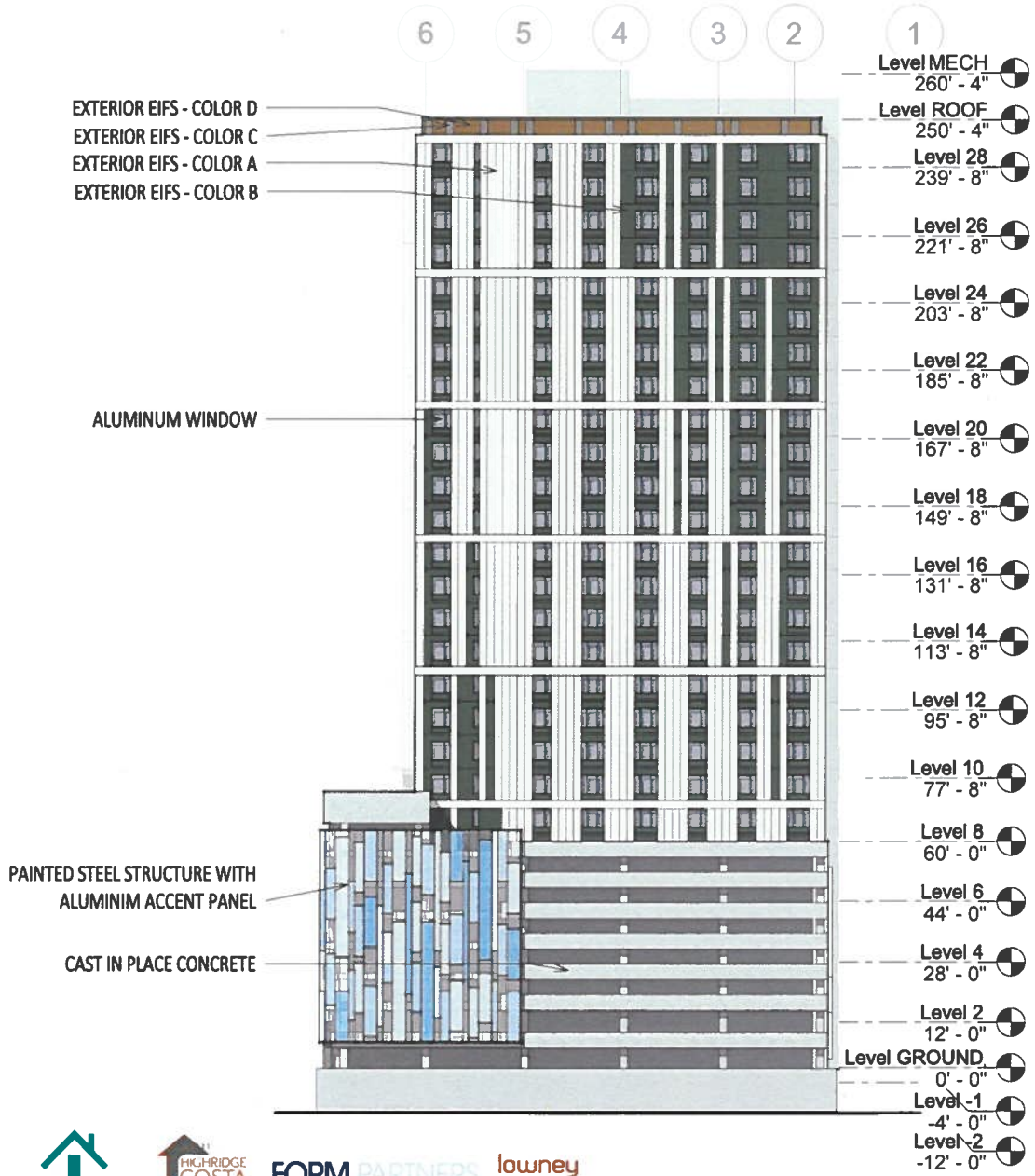
EXHIBIT E-1

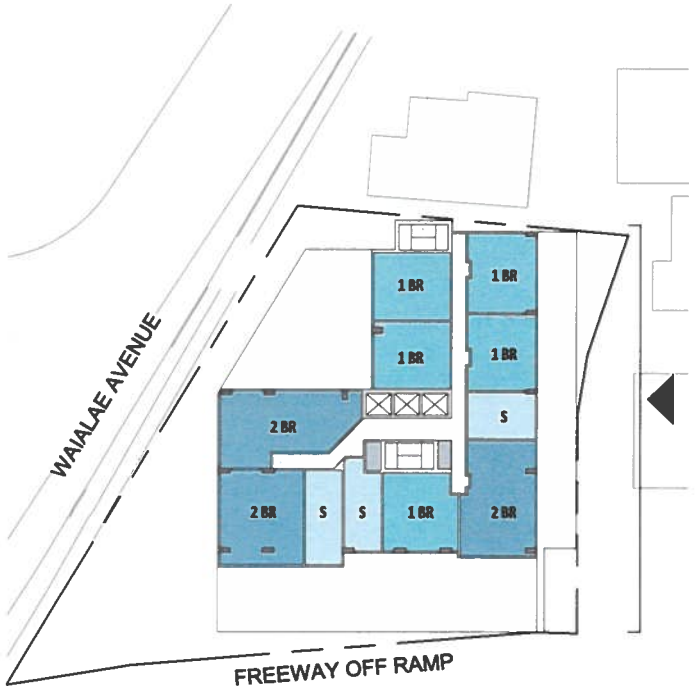
NORTH EXTERIOR ELEVATION

PĀHOA RIDGE APARTMENTS - 10/26/2023

A14

AHED FOUNDATION HIGHRIDGE COSTA FORM PARTNERS lowney arch





0 30' 60'

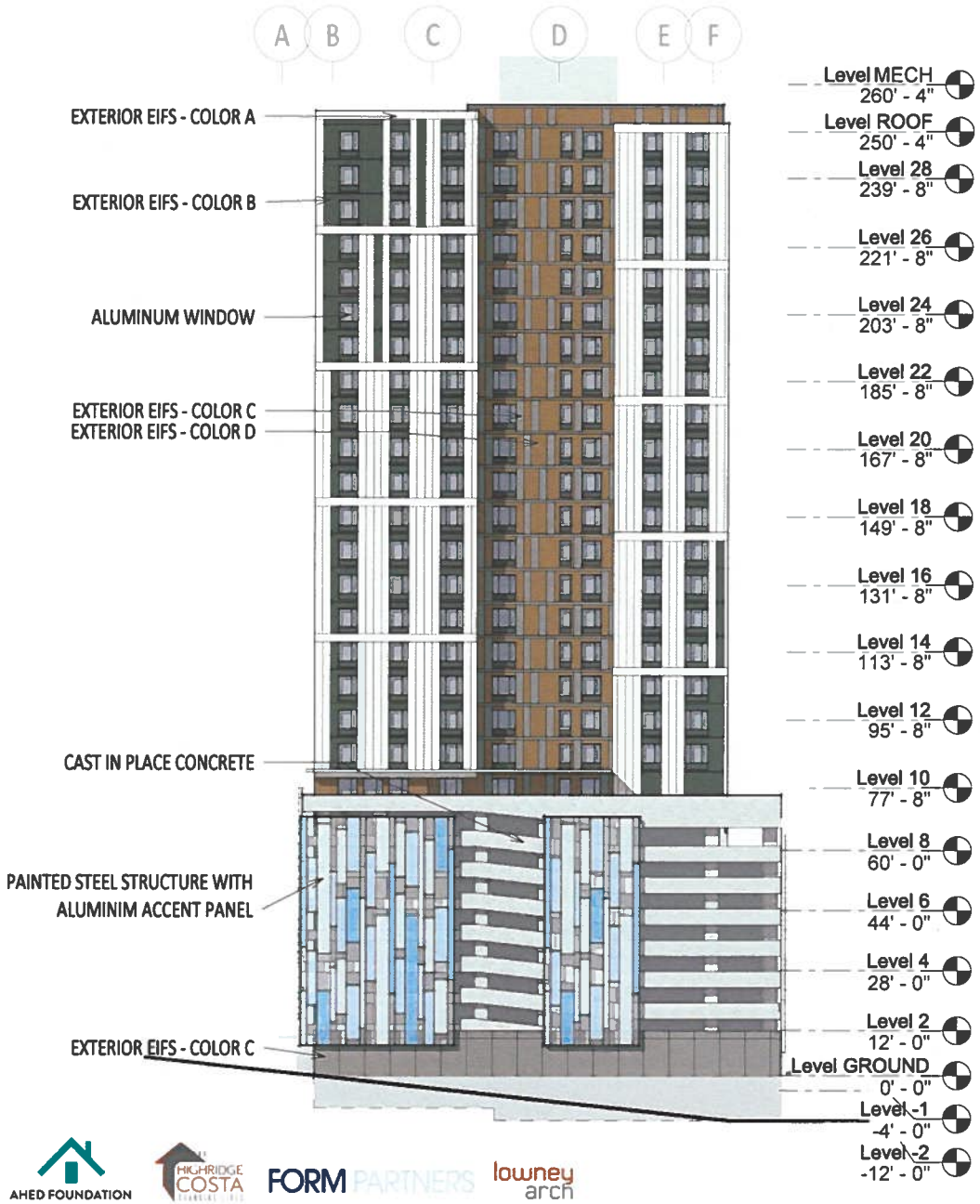
EXHIBIT E-2

EAST EXTERIOR ELEVATION

PAHOA RIDGE APARTMENTS - 10/26/2023

A15

AHED FOUNDATION HIGHRIDGE COSTA FORM PARTNERS lowney arch





0 30' 60'

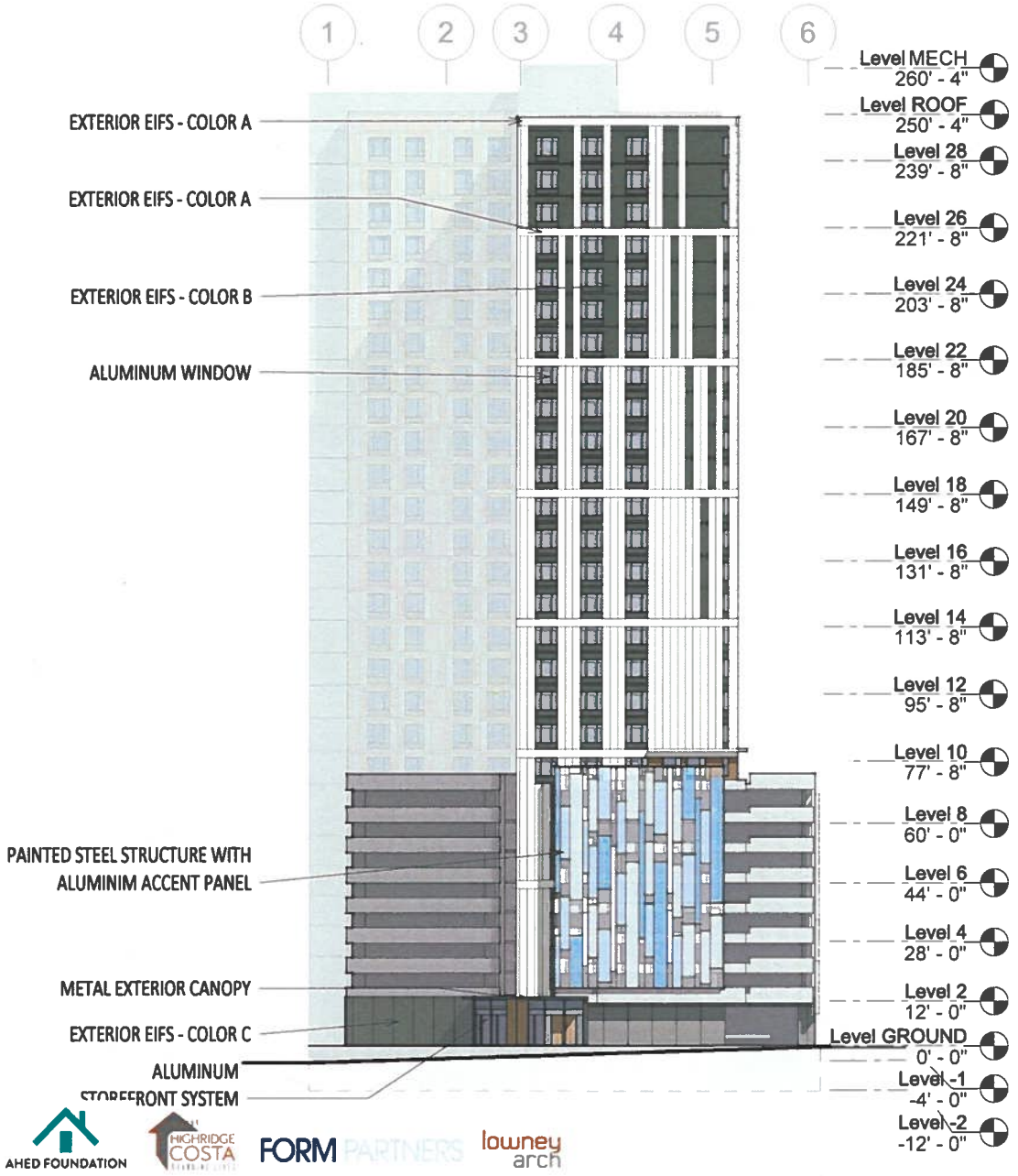
EXHIBIT E-3

SOUTH EXTERIOR ELEVATION

PĀHOA RIDGE APARTMENTS - 10/26/2023

A16

AHED FOUNDATION HIGHRIDGE COSTA FORM PARTNERS lowney arch





0 30' 60'

EXHIBIT E-4

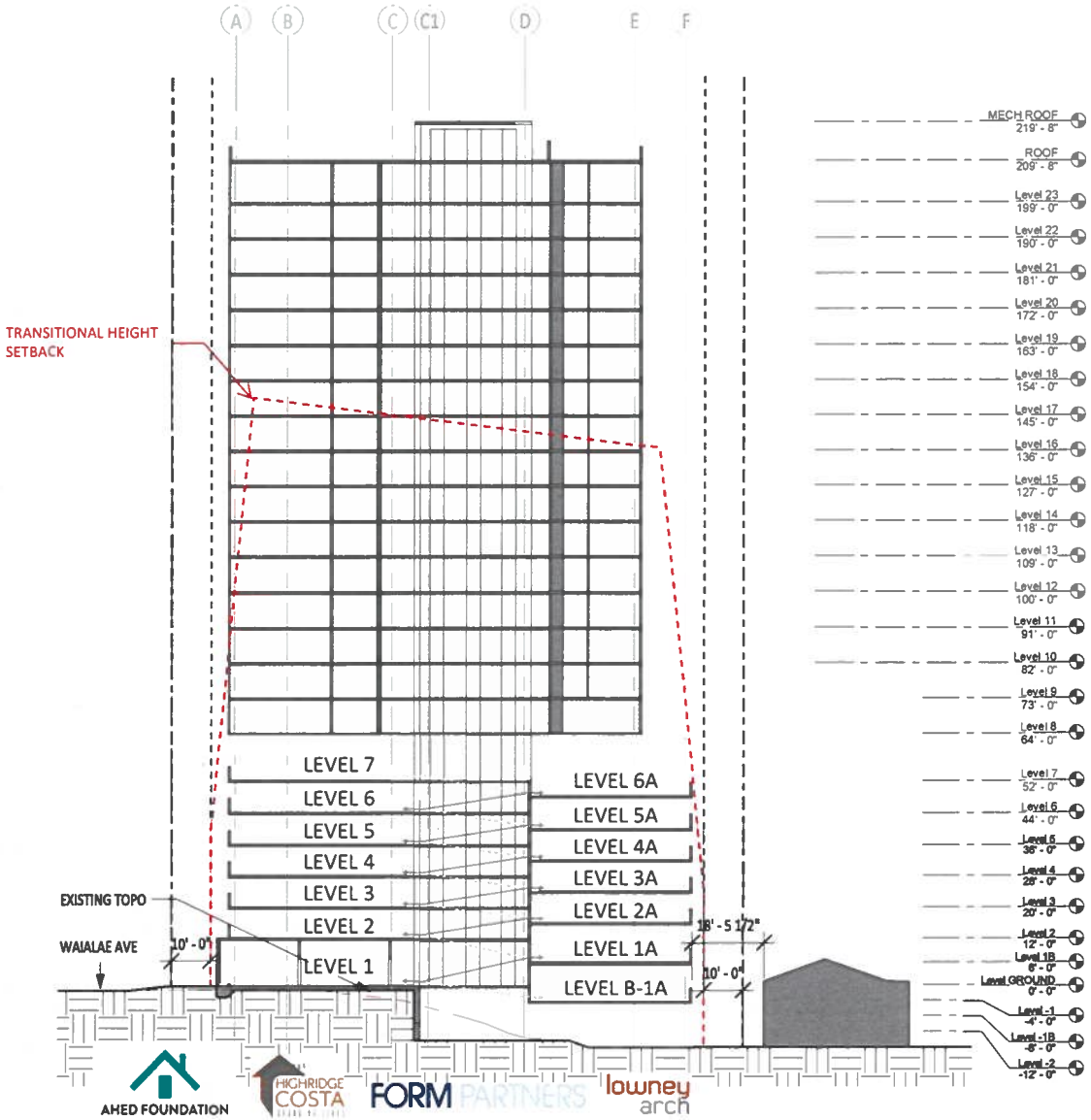
WEST EXTERIOR ELEVATION

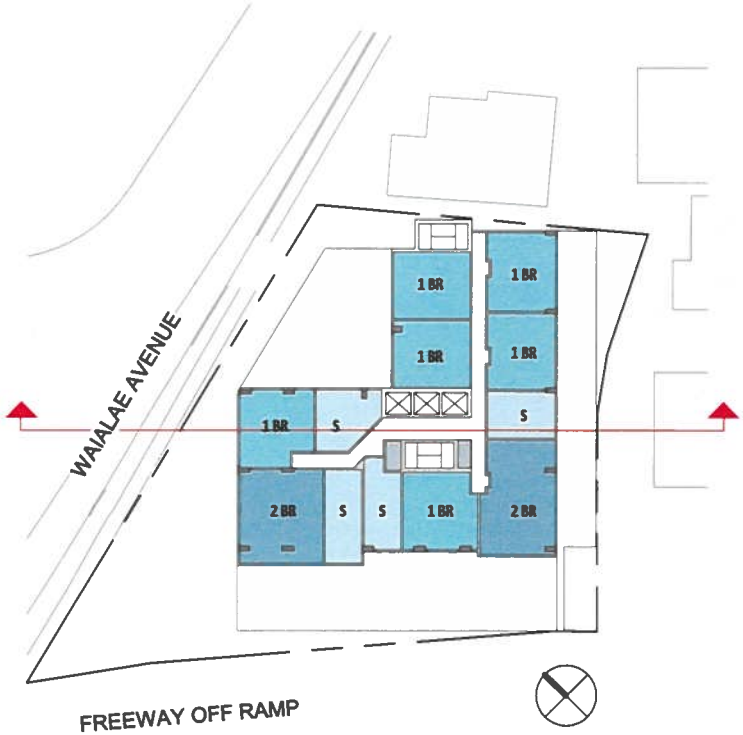
PĀHOA RIDGE APARTMENTS - 10/26/2023

A17

AHED FOUNDATION
HIGHRIDGE COSTA
FORM PARTNERS
lowney arch

ATTACHMENTS





ATTACHMENT A

NORTH SECTION

PĀHOA RIDGE APARTMENTS - 01/04/2024

A1.3



ATTACHMENT B

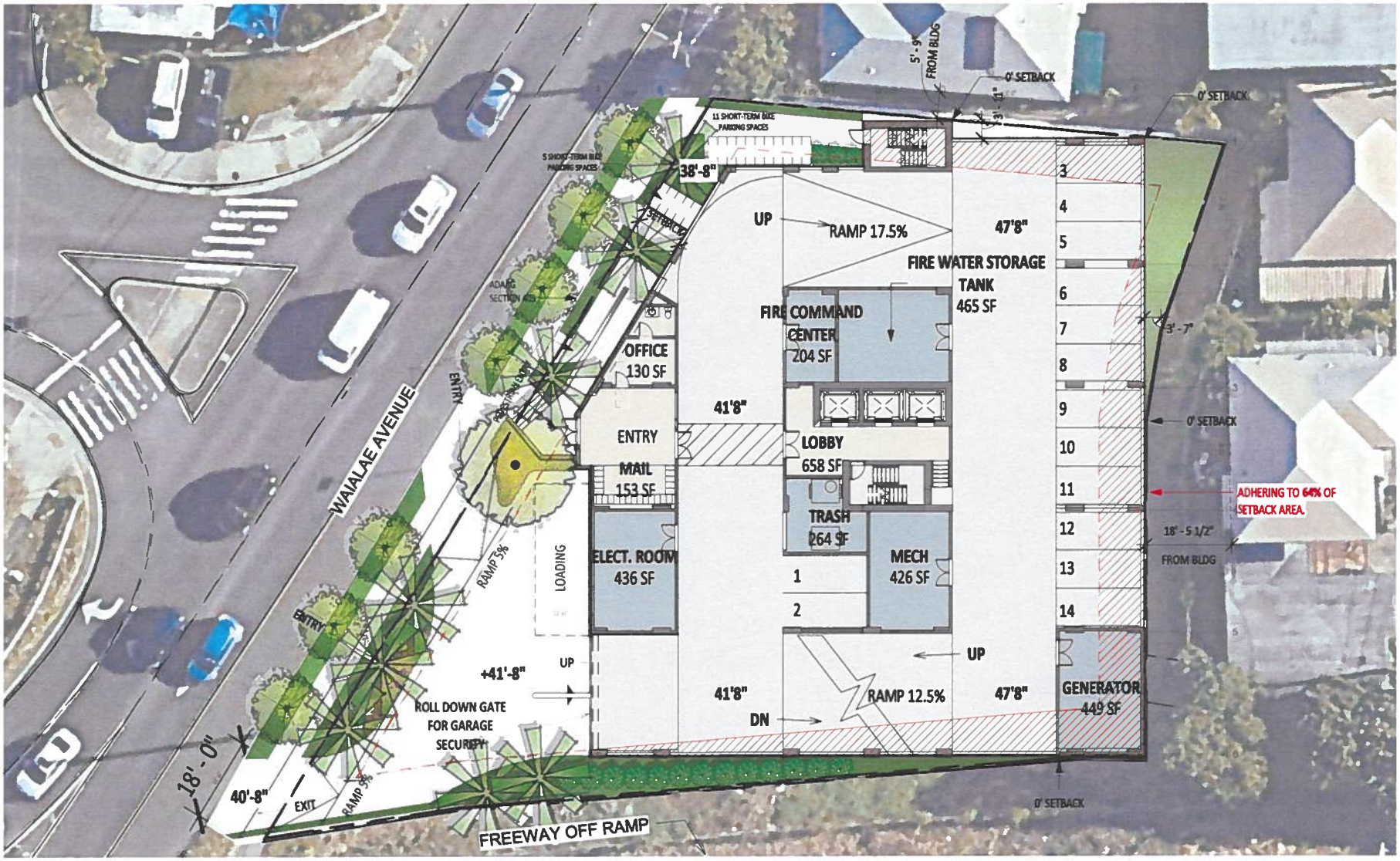
AHED FOUNDATION HIGHRIDGE COSTA FORM PARTNERS lowney arch

0 40' 80'

SITE PLAN

PAHOA RIDGE APARTMENTS - 01/04/2024

A2.2



AHED FOUNDATION · HIGHRIDGE COSTA · FORM PARTNERS · lowney arch

ATTACHMENT C-1

0 20' 40'

GROUND FLOOR CONTEXT

PĀHOA RIDGE APARTMENTS - 01/04/2024

A2.3

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-2

GROUND

PAHOA RIDGE APARTMENTS - 01/04/2024

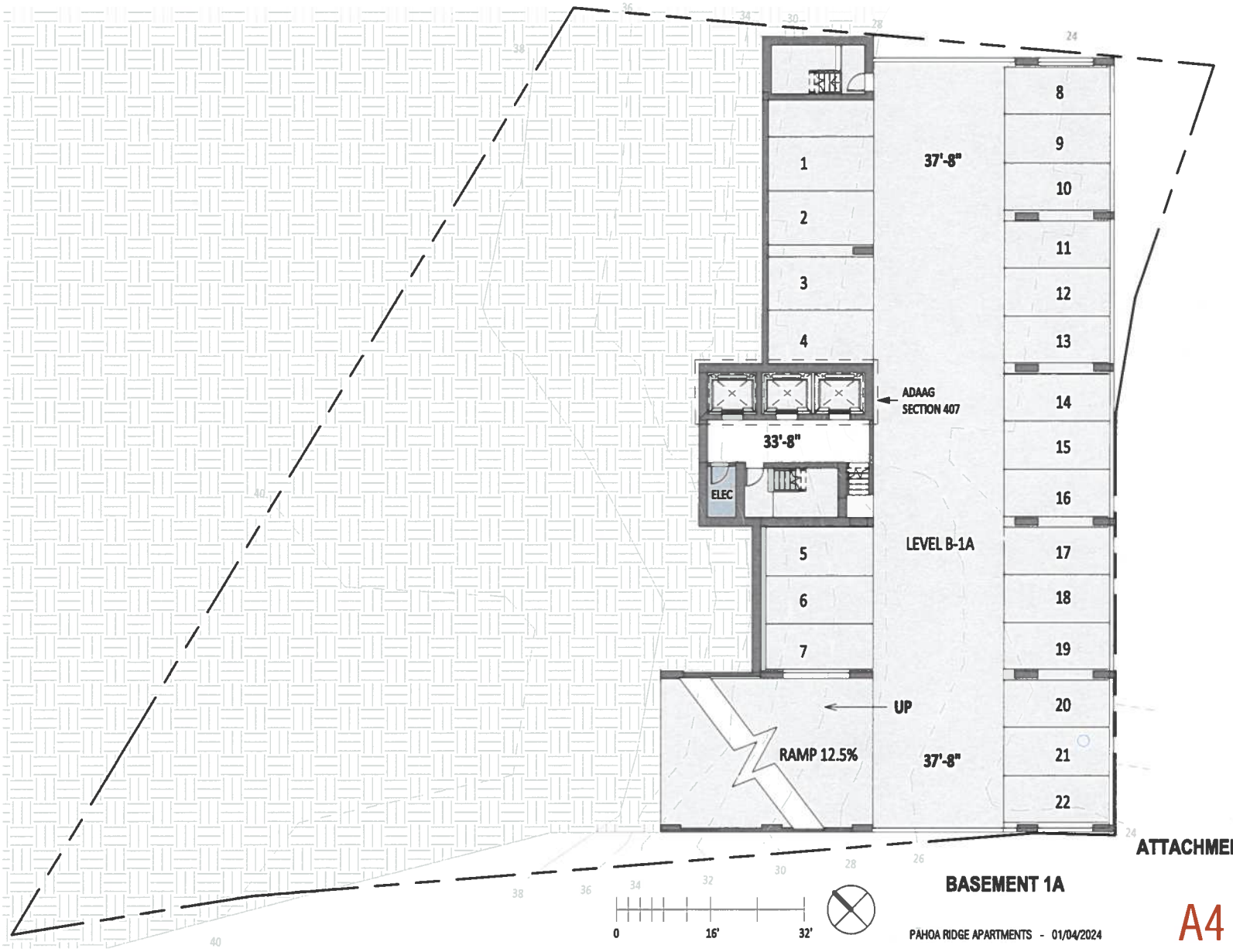
A3

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-3

BASEMENT 1A

PAHOA RIDGE APARTMENTS - 01/04/2024

A4

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-4

2ND THRU 6TH FLOOR PKG

PAHOA RIDGE APARTMENTS - 01/04/2024

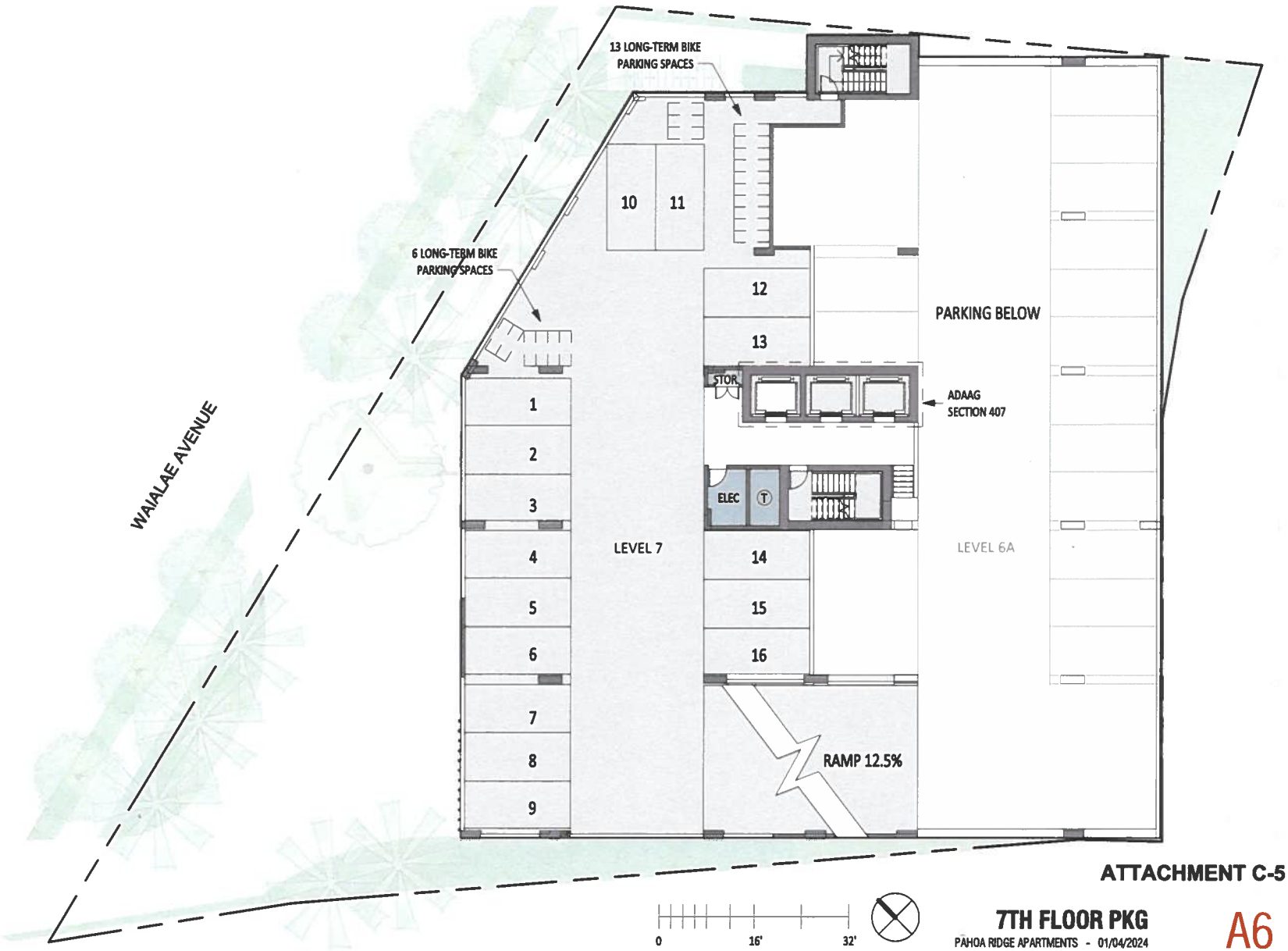
A5

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-5

7TH FLOOR PKG

PAHOA RIDGE APARTMENTS - 01/04/2024

A6

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-6

8TH FLOOR AMENITY

PAHOA RIDGE APARTMENTS - 01/04/2024

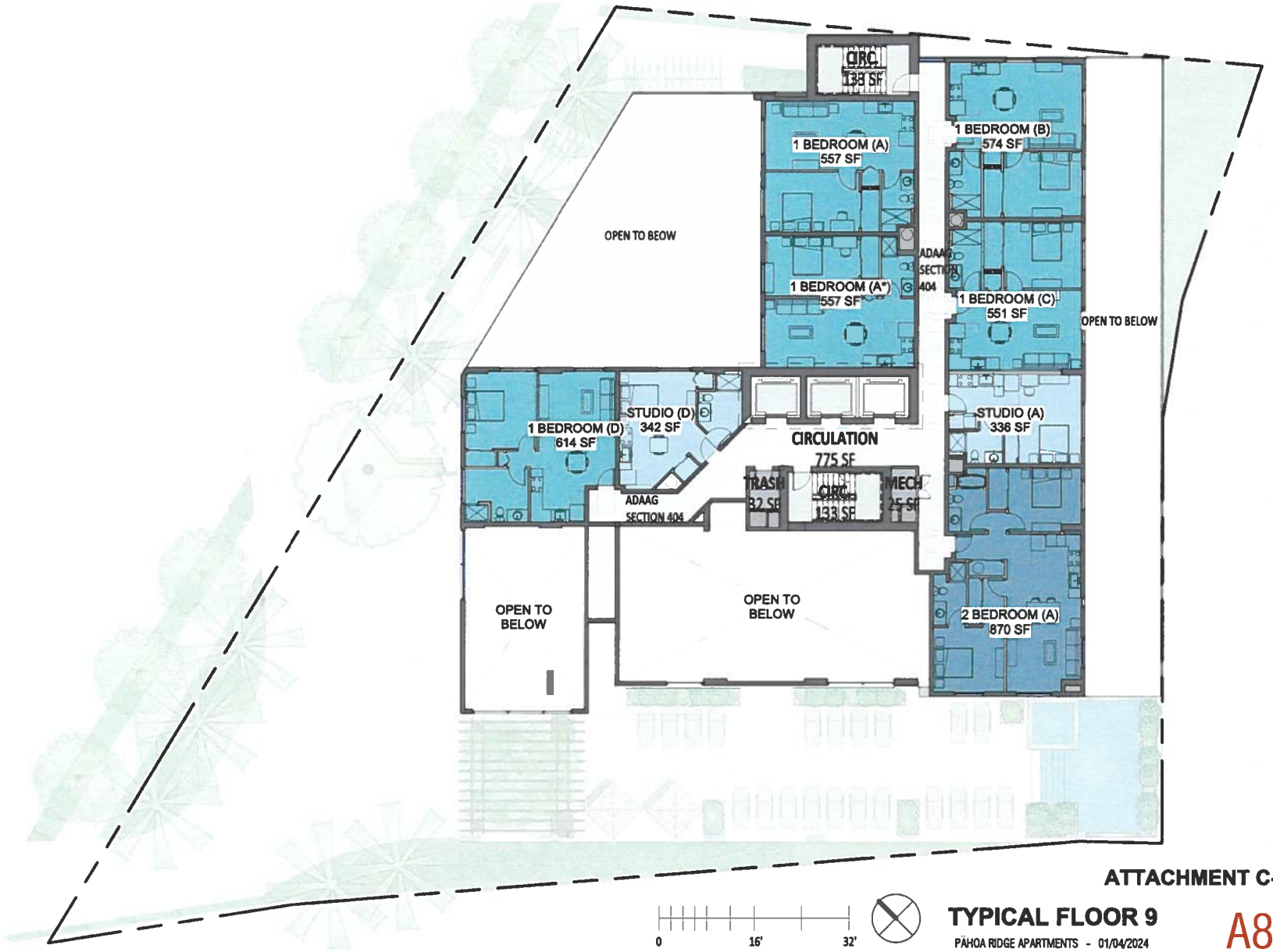
A7

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-7

TYPICAL FLOOR 9

PAHOA RIDGE APARTMENTS - 01/04/2024

A8

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-8

0 16' 32'

TYPICAL FLOOR 10-23

PAHOA RIDGE APARTMENTS - 01/04/2024

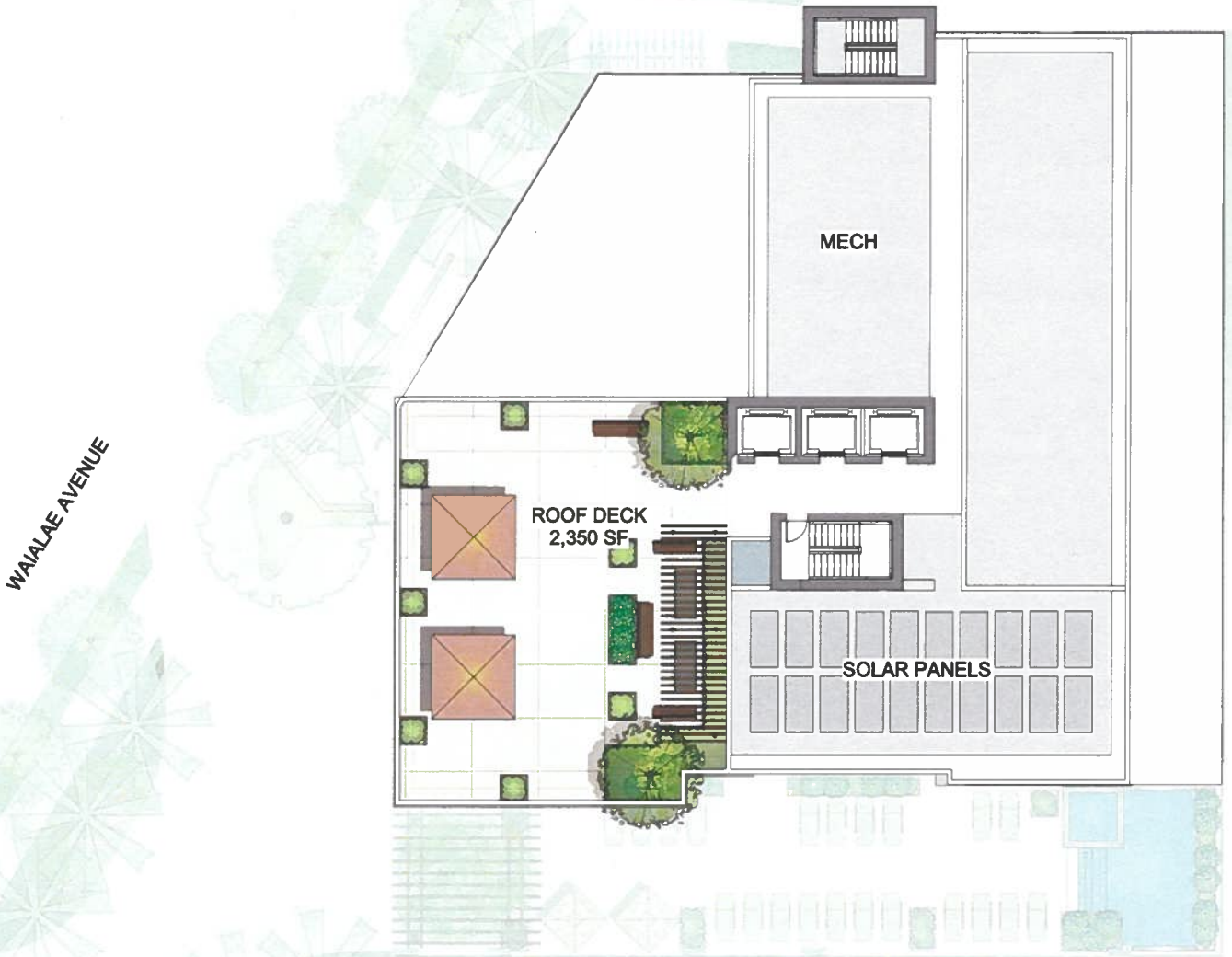
A9

AHED FOUNDATION

HIGHRIDGE COSTA

FORM PARTNERS

lowney arch



ATTACHMENT C-9

0 16' 32'

ROOF

PĀHOA RIDGE APARTMENTS - 01/04/2024

A10

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

CERTIFICATE

RESOLUTION 24-9, CD1

Introduced: 01/04/24 By: TOMMY WATERS - BY REQUEST Committee: ZONING (ZON)

Title: AUTHORIZING EXEMPTIONS FROM CERTAIN REQUIREMENTS RELATING TO THE PĀHOA RIDGE HOUSING PROJECT IN HONOLULU, O'AHU

Voting Legend: * = Aye w/Reservations

01/04/24	INTRO	Introduced.
01/10/24	ZON	Reported out for adoption as amended in CD1 form. CR-15 5 AYES: CORDERO, DOS SANTOS-TAM, KIA'ĀINA, SAY, WEYER
01/24/24	CCL	Committee report and Resolution as amended were adopted. 9 AYES: CORDERO*, DOS SANTOS-TAM, KIA'ĀINA, OKIMOTO, SAY, TULBA*, TUPOLA, WATERS, WEYER

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.

GLEN I. TAKAHASHI, CITY CLERK

TOMMY WATERS, CHAIR AND PRESIDING OFFICER