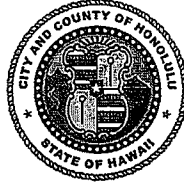


DEPARTMENT OF PLANNING AND PERMITTING
KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE
CITY AND COUNTY OF HONOLULU

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DAWN TAKEUCHI APUNA
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HOPE PO'O

January 26, 2024

2023/PDP-1 (MAK)

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

Dear Chair Waters and Councilmembers:

SUBJECT: Application for an Interim Planned Development-Transit
(IPD-T) Permit - File No. 2023/PDP-1
Project: Chinatown Hotel Development
Landowners: Yee Hop Realty Limited, and
C.Q. Yee Hop & Company Limited
Applicant: Ikenakea Hokele LLC
Agent: Patrick Seguirant
Location: 128 North Nimitz Highway - Chinatown
Tax Map Keys: 1-7-002: 013, 023, and 050
Acceptance Date: October 26, 2023

Enclosed for your consideration are the Department of Planning and Permitting's (DPP) Report and Recommendation, and Draft Resolution for the IPD-T Permit application for a new hotel development project in the Downtown/Chinatown area.

The proposed Project is within the BMX-4 Central Business Mixed Use District, the Makai Precinct of the Chinatown Special District, and close to the proposed Chinatown transit station. The Applicant is proposing to construct a new 15-story, 200-foot (ft.)-tall hotel building (Hotel) and to renovate an existing historic warehouse (Warehouse). The Hotel will consist of 240 rooms, 124 parking spaces, a lobby with sky terrace, and a roof top with a restaurant/bar, outdoor terrace, and pool. The Warehouse building would be integral to the Project and include about 4,000 square (sq.) ft. of ground floor restaurant/café space, 4,000 sq. ft. of meeting space, and almost 4,000 sq. ft. of recreational roof deck. The existing commercial parking lot and a 1990's era kitchen addition to the C.Q. Yee Hop (CQYH) Plaza Building will be demolished to allow the construction of the Project and to enable construction of a dining/retail courtyard between the CQYH Plaza building and the new hotel.

The DPP recommends that the Project be approved, subject to compliance with recommended conditions relating to the provision of community benefits, including cash

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
January 26, 2024
Page 2

contributions to affordable housing and multi-modal transportation improvements; as well as standard conditions relating to typical approvals from other governmental agencies.

There were approximately 16 members of the public who attended the public hearing in-person on December 12, 2023, at the State Department of Land and Natural Resources Boardroom, Kalanimoku Building at 10:30 a.m. Testimony was given by four members of the public. Three testifiers expressed support for the Project, and one took no position but expressed concerns about the proposed bikeshare and bicycle improvements. Additionally, two letters of written testimony were received from the public. One letter was in support of the Project and the other objected the proposed height and impacts to the historic district. These issues are addressed in our report and recommendation.

Pursuant to Land Use Ordinance Section 2.110-2, the City Council must act within 60 calendar days after receipt of our findings and recommendation or the application is deemed denied. The City Council may extend this period of time upon receipt of a request from the Applicant for an extension.

Should you have any questions, please contact me at (808) 768-8000.

Very truly yours,

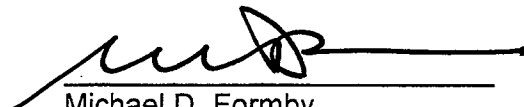
Takeuchi
Apuna, Dawn

Dawn Takeuchi Apuna
Director

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Apuna, Dawn
Date: 2024.01.26 16:09:03
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Enclosure: DPP Report and Recommendation
Draft Resolution
Exhibit A, B1, B2, and C1 thorough C16

APPROVED BY:


Michael D. Formby
Managing Director

DEPARTMENT OF PLANNING AND PERMITTING
OF THE CITY AND COUNTY OF HONOLULU

STATE OF HAWAII

IN THE MATTER OF THE	)	
APPLICATION	)	
	)	
BY	)	
	)	
IKENAKEA HOKELE LLC	)	FILE NO. 2023/PDP-1 (MAK)
	)	
FOR AN	)	
	)	
INTERIM PLANNED	)	
DEVELOPMENT-TRANSIT PERMIT	)	

FINDINGS OF FACT, CONCLUSIONS OF LAW
AND RECOMMENDATION

I. GENERAL INFORMATION

A. Basic Information:

APPLICANT:	Ikenakea Hokele LLC
OWNERS:	Yee Hop Realty Limited and C.Q. Yee Hop & Company Limited
AGENT:	Patrick Seguirant
LOCATION:	128 North Nimitz Highway - Chinatown (Exhibit A)
TAX MAP KEYS (TMK):	1-7-2: 013 (Parcel 13), 023 (Parcel 23), and 050 (Parcel 50)
LAND AREA:	44,410 square (sq.) feet (ft.) 25,826 sq. ft. (Project Area)
STATE LAND USE DISTRICT:	Urban
DEVELOPMENT PLAN	
AREA:	Primary Urban Center
EXISTING ZONING:	BMX-4 Central Business Mixed Use District (BMX-4 District) (Exhibit B-1)
EXISTING USE:	Commercial parking lot, warehouse, eating and drinking establishments, and retail establishments
SURROUNDING LAND USES:	Offices, eating and drinking establishments, retail establishments, and multi-family dwelling units

- B. Proposal: The Applicant seeks an Interim Planned Development-Transit (IPD-T) Permit to allow a new hotel development (Project) in the Downtown - Chinatown Neighborhood. The Applicant is proposing to construct a new 15-story, 200-ft.-tall hotel building (Hotel) and to renovate an existing historic warehouse (Warehouse). The Hotel would consist of 240 rooms, 124 parking spaces, a lobby with sky terrace, and a roof top with a restaurant/bar, outdoor terrace, and pool. The Warehouse building would be integral to the Project and include about 4,000 sq. ft. of ground floor restaurant/café space, 4,000 sq. ft. of meeting space, and almost 4,000 sq. ft. of recreational roof deck. The existing commercial parking lot and a kitchen addition to the C.Q. Yee Hop (CQYH) Plaza Building would be demolished to allow the construction of the Project and to enable construction of a dining/retail courtyard (Dining Alley) between the CQYH Plaza Building and the new Hotel.

As part of the Project, the Applicant is proposing to consolidate and re-subdivide the subject parcels to create two zoning lots, of which approximately 25,826 sq. ft. will create the Project Area. Given this, the Project will have a total floor area ratio (FAR) of 6.82, or about 176,108 sq. ft. of floor area.

The proposed Project also includes a hotel lobby, hotel amenity and activity areas, approximately 3,238 sq. ft. of open space, approximately 12,500 sq. ft. of commercial space, and streetscape improvements. A more detailed breakdown of the Applicant's proposed Project can be found below.

On the ground floor, the Applicant proposes:

- An approximately 4,000-sq.-ft. restaurant/café within the Warehouse;
- A 1,112-sq.-ft. foyer with elevators to the Hotel;
- A porte-cochere to provide valet and drop-off/pick-up services;
- Two car lifts to the parking garage;
- Back of house services including trash, security, receiving and loading;
- Short-term bicycle parking;
- Five Americans with Disabilities Act (ADA) parking spaces;
- Loading bay for two small loading stalls;
- Access driveway and utility easement;
- A landscaped frontage along Nimitz Highway; and
- A Dining Alley that connects Maunakea Street with King Street.

See Exhibits C-2 through C-4.

On level two, the Applicant proposes:

- Parking garage for 70 vehicles that includes stacked mechanical vehicular parking;
- Four meeting rooms within the Warehouse; and
- Back of house services including storage and luggage.

See Exhibit C-5.

On level three, the Applicant proposes:

- Parking garage for 70 vehicles that includes stacked mechanical vehicular parking;
- A hotel recreational roof deck with yoga lawn and cabanas within the Warehouse;
- Fitness center; and
- Back of house services including storage.

See Exhibit C-6.

On level four, the Applicant proposes:

- Hotel lobby;
- Sky terrace deck facing Nimitz Highway;
- Hotel office space; and
- Back of house services including storage and luggage.

See Exhibit C-7.

On level 4.5, the Applicant proposes:

- Ballroom and event space; and
- Back of house services including ballroom storage and electrical.

See Exhibit C-8.

On levels five through 14, the Applicant proposes:

- 24 hotel units comprised of 15 standard rooms, three double queen rooms, five suites, and one ADA room on each floor; and
- Back of house services including linen room.

See Exhibit C-9.

On level 15, the Applicant proposes:

- An outdoor recreational view deck with a swimming pool and cabanas;
- A restaurant/bar;
- Back of house services including linen room; and
- Mechanical equipment.

See Exhibit C-10.

The Project has frontages on Nimitz Highway, which is a State-owned roadway, and Maunakea Street, which is a City-owned roadway. Pedestrian access to the site will be provided along both Nimitz Highway and Maunakea Street. Primary vehicular access to the site will be from Nimitz Highway.

- C. IPD-T Requests: The Applicant seeks to increase the height limit and FAR, and modify the transitional height setback and signage requirements of the BMX-4 District through this IPD-T Permit. Additionally, the Applicant seeks to reduce the required loading for the Project by providing one less large loading stall. Further, the Applicant is also seeking flexibility from Makai Precinct development standards of the Chinatown Special District (SD) related to the height, height setbacks, required yards, and landscaping. The details and acceptability of the

exemption requests and the commensurate community benefits will be analyzed later in this report.

II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

- A. Description of the Site/Surroundings: The site consists of three separate parcels, Parcels 13, 23, and 50, which have a combined lot area of 44,410 sq. ft. These parcels are located in the BMX-4 District, the Makai Precinct of the Chinatown SD, and the Downtown Mixed Use designation of the Downtown Neighborhood Transit-Oriented Development (TOD) Plan (TOD Plan) (see Exhibits B-1, B-2, and C-1). The existing properties are located on a city block bound by King Street, Maunakea Street, Nimitz Highway, and Kekaulike Street. The site is currently developed with a multi-story commercial building called CQYH Plaza Building (fka Bank of Hawai'i Building) fronting King and Maunakea Streets and a commercial parking lot fronting Nimitz Highway. The site also contains two historic structures, an existing historic warehouse located on Parcel 13, and the CQYH Plaza Building located on Parcel 23. The site is relatively flat with no unique topographic features and is located approximately 250 ft. from the future Chinatown Rail Station (see Exhibit A).

These parcels will be consolidated and re-subdivided to create a lot representing the Project Area of approximately 25,826 sq. ft. (see Exhibit C-1). Parcel 13 constitutes the bulk of the Project Area and contains most of the commercial parking lot, historic warehouse, and Nimitz Highway and Maunakea Street frontages. Parcel 50 is called Gravier Lane and will be consolidated and re-subdivided into what is now Parcels 13 and 23. An existing easement in favor of TMK Nos. 1-7-002: 024 (Parcel 24) and 025 (Parcel 25) occurs between Maunakea Street and the historic warehouse.

Adjacent parcels and those parcels across King, Maunakea, and Kekaulike Streets are also within the BMX-4 District. The right-of-way to the south along Nimitz Highway is within the B-2 Community Business District and the parcels across the highway are within the I-3 Waterfront Industrial District. The surrounding buildings within the city block are one- and two-story commercial structures, except for the multi-story CQYH Plaza Building fronting King Street. Among these one- and two-story buildings, which have historic qualities, are the M. Kawahara Building, J.H. Schnack Building, the Dentist Building, a Fish Market Building, King and Kekaulike Building, and Nimitz and Kekaulike Building. The land uses in these buildings consist of vacant retail spaces, eating and drinking establishments, office space, and personal services. Most establishments close by 5 p.m. on weekdays, except the eating and drinking establishments are open a little later on weekends. The Marin Tower located on the Diamond Head side of Maunakea Street, is a 28-story, 250-ft.-tall multi-family dwelling with ground

floor retail and commercial establishments, and a pedestrian corridor that connect Maunakea and Smith Streets.

- B. Plans and Policies: The site is in the Primary Urban Center (PUC), TOD Plan area, and the Chinatown SD. The following plans provide policies and guidelines for development at the site:

1. Oahu General Plan (GP) and PUC Development Plan (DP): The GP sets forth the long-range objectives and policies for general welfare and together with the regional DPs, provides a direction and framework to guide the programs and activities of the City and County of Honolulu. The GP supports projects that promote diversified economic opportunities in the Chinatown area, maintain a successful visitor industry, and actively support multi-cultural heritage (II. Balanced Economy, Objectives A & B). Further, the GP supports the development of transportation plans, programs, and facilities that are based on Complete Streets features. The GP also calls to maintain and improve road, bicycle, pedestrian, and micro-mobility facilities in existing communities to eliminate unsafe conditions (V. Transportation and Utilities, Objective A, Policy 6).

The PUC DP vision emphasizes retaining the qualities that attract both residents and visitors, while encouraging growth and redevelopment to accommodate the projected increases in jobs and residential population. The key elements of the vision are summarized as follows:

- Honolulu's natural, cultural, and scenic resources should be protected and enhanced;
 - Livable neighborhoods should have business districts, parks and plazas, and walkable streets;
 - Honolulu is the Pacific's leading city and travel destination; and
 - A balanced transportation system should provide excellent mobility.
2. TOD Plan: The TOD Plan was adopted by the City Council on September 6, 2017, under Resolution No. 16-247, CD1, FD1, and later amended in August 19, 2020, and guides the pattern of development within the Chinatown Station Vicinity. The TOD Plan land use map identifies the Project area as Downtown Mixed-Use, which is intended to support Downtown and Chinatown's role as a center of regional importance, allowing a variety of uses in the central business district, such as hotel, and eating and drinking establishments. The TOD Plan also supports a maximum building height of 200 ft. for the area along Nimitz Highway where the Project is located. Further, land use policies specifically for the Chinatown Station call for the *"reuse of surface parking lots along Nimitz Highway with mixed-use developments, cultural uses, community services, shopping, food-related and/or residential units"* (LU-P7). New buildings in the Chinatown Station should be oriented

along Nimitz Highway to maximize waterfront views and access from the rest of the district (UD-P21).

3. Chinatown SD: The Project is located within the Makai Precinct of the Chinatown SD, which supports development that creates a transition between high-rise development and the historic core of Chinatown; provides visible connections between Nimitz Highway and the interior of Chinatown; and develops continuous street landscaping theme along Nimitz Highway (see Exhibit B-2). Further, the Makai Precinct provides design controls for new development to ensure compatibility with the SD objectives. New buildings in the Chinatown SD require a Major SD Permit, which will require an application be submitted for review and approval pursuant to the provisions of Revised Ordinance of Honolulu (ROH) Sections 21-2.40-2 and 21-9.60. The Applicant has not yet submitted an application for a Major SD Permit. Should the City Council approve a Resolution for the Project, the Applicant intends to submit an application along with the TOD Major SD Permit, and have both Major SD Permits processed concurrently.

C. Other Permits/Approvals Required: The following approvals will be required by the City and County of Honolulu:

- Construction Plan Approval and Permits;
- Demolition and Building Permits;
- Grading Plan Approval and Permits;
- Sewer Connection Application;
- Drain Connection Permits;
- Storm Water Permit;
- Storm Water Pollution Prevention Plan;
- National Pollutant Discharge Elimination System Permit;
- Industrial Wastewater Discharge;
- Major SD Permit, pursuant to ROH Section 21-2.110-2(g)(2);
- Chinatown Major SD Permit, pursuant to ROH Section 21-9.60;
- Street Usage Permits; and
- Consolidation and Subdivision approval.

Approvals required by the State may include an archaeological inventory survey (AIS) plan, Right-Of-Way Permit, and Construction Noise Permit.

- D. Environmental Review, Chapter 343, Hawai'i Revised Statutes (HRS): An Environmental Assessment (EA) was prepared in accordance with the requirements and the procedural steps of Chapter 343, HRS, because the Project proposes work on a property within the Chinatown Historic District and a structure with high contributory value within that district. The Department of Planning and Permitting (DPP) issued a Finding of No Significant Impact

(FONSI) on April 6, 2023. The Final EA-FONSI was published in “The Environmental Notice” on May 8, 2023.

- E. Flood District and Sea Level Rise: According to the Federal Emergency Management Agency Flood Insurance Rate Map, Panel No. 15003C0362G, dated January 19, 2011, the site is in Zone X. Zone X is outside of the 0.2 percent annual chance (or 500-year) floodplain. The Hawai‘i Sea Level Rise Viewer estimates the sea level rise exposure area by combining passive flooding, annual high wave flooding, and coastal erosion. Based on the sea level rise viewer, the Project site will not be affected by 3.2 ft. of sea level rise.

F. Public Agency and Community Comments:

1. Notifications and Request for Comments: The DPP requested comments from the City and County of Honolulu Board of Water Supply (BWS); Fire and Police Departments; Honolulu Emergency Services Department; Department of Design and Construction; Department of Parks and Recreation; Department of Emergency Management; Department of Facility Maintenance; Department of Transportation Services (DTS); Honolulu Authority for Rapid Transit; Environmental Services, Office of Climate Change, Sustainability, and Resiliency; and Office of Housing. Major agency comments are contained in the Analysis section of this Report.

Comments were also requested from the State of Hawai‘i Department of Land and Natural Resources, Historic Preservation Division (SHPD); Office of Hawaiian Affairs; Office of Planning; and Department of Transportation (HDOT). Relevant agency comments are contained in the Analysis section of this Report.

Upon acceptance of the application for processing, informational notices were sent to landowners within 300 ft. of the subject property, which included associations of apartment owners and businesses, elected officials from the area, community organizations, and the news media. Notifications were also provided to the Downtown - Chinatown Neighborhood Board (NB) No. 13, the Hawai‘i State Public Library, the Liliha Public Library, and the Downtown Satellite City Hall. The application materials were also made available on-line at the DPP website.

2. Downtown-Chinatown NB No. 13: On July 1, 2021, and June 2, 2022, the Applicant presented the Project to the NB. A notarized affidavit confirming that the adjoining property owners were sent written notification of the Project presentation to the NB was included in the application. The NB Board members asked about impacts to traffic along Kekaulike Street, the requested height exemption, hotel viability, and the Project schedule. The

NB did not take a position on the Project. Concerns discussed by the NB will be addressed in the analysis section of this report.

3. Written Testimony: The DPP received one letter from the public expressing support of and one letter expressing opposition to the Project. The letter in support of the Project states that the Project would help revitalize the area and make the residents feel safer, especially in the evening hours. The second letter, from the Historic Hawai'i Foundation, wrote in opposition to the Project and cited concerns about the Project being too dense, tall, and massive for the site, which they say is out of scale with the historic setting. They also mentioned that the Project is in defiance of a 2011 Programmatic Agreement (PA) that the City entered into concerning the Honolulu High-Capacity Transit Corridor Project and its potential impacts to historic properties. The testifier asserts that the Project, which is seeking exemptions from the Chinatown Special District development standards, is in defiance with the PA, because the PA states that:

"The City will comply with development controls in Special District Regulations in Chapter 21 ROH of the City & County of Honolulu which include policies that safeguard special features and characteristics of particular districts, such as Chinatown and Merchant Street Historic Districts, to allow for their preservation and enhancement."

The Project is not in defiance of the PA, because since 2010, Chapter 21 ROH has been amended to create the IPD-T Permit process, which allows for projects to exceed the base height and density, provided that conclusions set forth in ROH Section 21-9.100-8(a)(1)(F) are reached. Further, the approved TOD Plan identifies the Project site of having building heights up to 200 ft. In accordance with ROH Section 21-9.20-6, when TOD development regulations conflict other Chapter 21 ROH regulations the TOD regulations will take precedence.

4. Public Hearing Testimony: A Public Hearing was held on December 12, 2023, at the State Department of Land and Natural Resources Boardroom, Kalanimoku Building at 10:30 a.m. Approximately 16 individuals attended the Public Hearing, including members of the public, individuals associated with the application, and the DPP staff. Oral testimony was received from four members of the public, which included representatives of Powell & Aucello, Unite Here Local 5, and Bikeshare Hawai'i. One testifier spoke in support of the Project, saying that the Project would support their family business by bringing new customers into the Chinatown neighborhood. Unite Here Local 5 spoke in support of the Project, saying that the Project was good for the economy and would bring added security to the area by having more activity and eyes on the

street. Powell & Aucello spoke in support of the Project, saying that the Project would benefit the community by providing new event space that is otherwise not available in the area, and it would provide a missing service on the island by accommodating business-oriented travelers with a location along the future rail alignment and next to downtown. Finally, Bikeshare Hawai'i spoke neither in-support nor opposition of the Project. However, they were appreciative of the Project's desire to provide a bikeshare station as part of their community benefits package because suitable bikeshare locations are limited in the Chinatown neighborhood. They also noted that adding bicycle improvements along Gravier Lane would help create a safer environment for travelers, and that the location of the bike station should allow for the station to be electrified to facilitate recharging.

5. Design Advisory Committee (DAC): The Chinatown Major SD Permit would require the Project be presented to the DAC, which provides design input to the Director regarding the Project based on the purposes, objectives, and design controls of the Chinatown SD. IPD-T Permits are not required to present to the DAC as part of the application review process. However, the Applicant requested that the Project be allowed to present to the DAC during the IPD-T Permit, because they wanted to address concerns about impacts to the historic properties, such as the Warehouse, and to allow the DAC the opportunity to comment on the conceptual design. The DPP concurred and on December 12, 2023, the Agent presented the Project to the DPP and DAC. The Agent, Applicant, architect, and architectural historian presented the Project and answered questions from the DAC members. The Agent and the Applicant's team outlined the Project's compliance with the TOD and SD Design Guidelines, and described some of the features of the site, building, and landscaping. Some of the major items brought up by DAC members included the following:

- Overall, the Hotel tower is rectangular when rooftop and parking garage metal screening are removed. Enhancing the vertical elements on all four sides of the tower will help create a more prominent building that stands out amongst the downtown buildings.
- The height next to the Warehouse feels imposing and forced. Creating a better connection between these two structures will help break up the difference in height.
- The ground level of the Hotel could be better arranged to be more pedestrian oriented.
- The loading stalls fit on the plan but in practice the loading bay area appears too narrow.

- The ADA parking spaces take up a lot of space and their placement also blocks pedestrian circulation from along Nimitz Highway and the future rail station.
- The landscaping along Nimitz Highway is lacking due to the proposed location of the bikeshare station.
- The Dining Alley design is underdeveloped and it could benefit from public art, lighting, and landscaping.

The DAC member who represents the SHPD opposed the Project stating that the requested height was not compatible with the Chinatown District and that the City would be in defiance of the PA regarding the rail project. As mentioned previously, the City is not in defiance of the PA, and the IPD-T Permit allows for the greater heights that are identified in the TOD Plan. As such, the Project should continue to be reviewed based on the criteria for granting an IPD-T Permit.

III. ANALYSIS

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

- A. Eligibility: The Project site meets the eligibility standards and qualifies to apply for an IPD-T Permit because the site is within one-half mile of the proposed transit station, is greater than 20,000 sq. ft. in land area, is under a single ownership, is located entirely within the State Land Use Urban District, is in the BMX-4 District, and is shown on maps and figures in the TOD Plan as being within the future TOD SD.
- B. GP and PUC DP: The proposed development directs economic activity to the PUC. The PUC DP promotes mixed land uses and provides high-density development near future transit stations. Hotel guests in close proximity to the downtown area for work and amenities such as restaurants, retail, services, and other attractions allow integrated uses for convenience and to bring activity to neighborhood streets. Therefore, the Project will be generally compliant with the GP and PUC DP.
- C. TOD Plan: Hotels and eating and drinking establishments are supported land uses in the Downtown Mixed-Use area, so the Project will be complementary to the other surrounding uses. Also, the TOD Plan supports building heights of 200 ft. along this area of Nimitz Highway and infill development of surface parking lots. Therefore, generally, the Project complies with the uses and intent of the TOD Plan.
- D. Chinatown SD: The final Project details will be reviewed for compliance with the SD objectives and design controls during the processing of the Chinatown Major

SD Permit. Based on the conceptual Project plans, the Project is generally consistent with the objectives of the Chinatown SD, although it is seeking flexibility from certain design controls. The Project encroaches into the required 10-ft. front yard and the transitional height setback for the SD (see Exhibits C-14 and C-15). Also, the Project seeks flexibility from the SD landscape requirements to allow a bike sharing station in the front yard and to forego having to construct planter boxes at the parking levels (see Exhibit C-2). The extent to which flexibility from these design controls may be granted and mitigated with commensurate community benefits will be discussed later in this Report.

- E. Use Regulations: The hotel and eating and drinking establishments uses proposed for the Project are permitted in the underlying zoning district and supported by the TOD Plan.
- F. Land Use Ordinance (LUO) Development Standards: Flexibility may be granted for density, height, height setback, yards, open space, landscaping, streetscape improvements, parking and loading, and signage under the IPD-T Permit, if the application demonstrates that the modifications accomplish a Project design consistent with the goals and objectives of the TOD, and the requests are commensurate with the contributions provided in the Project Plan. The degree to which the Applicant complies with the LUO BMX-4 District standards and the proposed standards from the TOD Plan are shown in the table below.

Description		BMX-4 LUO Standard	TOD Plan Standard	Project Area
Minimum Lot Area		5,000 sq. ft.	N/A	25,826 sq. ft.
Minimum Lot Width and Depth		50 ft.	N/A	130 ft. x 214 ft.
Required Yards	Front	Five ft. for BMX-4 District; and 10 ft. for the Chinatown SD	Require minimum front yards where sidewalks are narrow and high pedestrian traffic are anticipated	Five ft. along Nimitz Highway; and The Project encroaches into the Chinatown SD required yard.
	Side	0 ft.	N/A	0 ft.
Maximum Density (FAR)		4.0 (base) (103,304 sq. ft.)	7.5 (193,695 sq. ft.)	6.82 (176,108 sq. ft.)
Open Space Bonus (Maximum FAR)		7.5 (bonus) (193,695 sq. ft.)	N/A	N/A
Maximum Building Height		80 ft.	200 ft.	200 ft.

Description	BMX-4 LUO Standard	TOD Plan Standard	Project Area
Height Setback	Per ROH Section 21-3.120-2(c)(5) One-ft. per One-ft. in height over 40 ft. in Chinatown SD	N/A	The Project encroaches into the LUO height setbacks and Chinatown SD height setback.

1. Maximum Density: Under the provisions of the BMX-4 District, the maximum permitted floor area of the Project Area is 103,304 sq. ft. (4.0 FAR), and 193,695 sq. ft. (7.5 FAR) with open space bonuses. The TOD Plan allows for a maximum FAR of 7.5, or about 193,695 sq. ft. of floor area, provided there are commensurate community benefits. Through the IPD-T Permit, the Applicant is proposing a community benefit package to increase the maximum FAR. This will be analyzed further below. The increased FAR through the IPD-T Permit request would result in a bonus of 42,104 sq. ft. of floor area after including the floor area allowance from the approximately 30,700 sq. ft. of public open space provided by the Project. [Note: Given the 30,700 sq. ft. of public open space, the FAR limit without the IPD-T Permit would be 134,004 sq. ft. Therefore, the site has not provided the public open space or arcade space sufficient to achieve a FAR of 7.5 under the standards of the LUO. The remaining floor area request is through the IPD-T Permit].
2. Maximum Height: Under the LUO and zoning maps, the maximum height limit for the site is 80 ft. The TOD Plan allows for a maximum height limit of 200 ft. for the site. Through the IPD-T Permit, the Applicant seeks to exceed the height limit by 120 ft. for the full allowance of 200 ft. The IPD-T provisions allow for this increased height if commensurate community benefits are provided to obtain the bonus. The Project proposes a 15-story tower where a five-story tower would otherwise be allowed. If the Project is approved as proposed, the bonus height will result in approximately 10 additional floors and approximately 125,667 sq. ft. of floor area above the height limit (see Exhibits C-11 through C-13). This will be further analyzed below.
3. Height Setback: The IPD-T provisions allow the height setback to be modified from the LUO standards where adjacent uses and street character will not be adversely affected. The LUO height setback standard for the BMX-4 District requires that for a minimum of 50 percent of any contiguous street frontage, no portion of a structure located on a lot adjacent to a street may exceed a height that is intersected by a plane over the buildable area that makes an angle of 65 degrees with the horizontal at ground elevation at the center line of the street (see ROH Figure No. 21-3.9). Based on the LUO BMX-4 District standards, the Hotel encroaches approximately five ft. into the Nimitz Highway height setback starting at the fourteenth floor (about 167 ft. high) (see Exhibits C-14 and C-15).

Additionally, pursuant to ROH Section 21-9.60-11(a)(2), the Makai Precinct requires any portion of a building over 40 ft. in height be set back from every front property line one ft. for every additional foot over 40 ft. measured horizontally across the lot (see ROH Exhibit 21-9.9). The Hotel encroaches almost entirely into the Chinatown SD height setback starting at the 3rd floor (about 43 ft. high) (see Exhibits C-14 and C-15). [Note: The Exhibits have the Chinatown SD height setback drawn starting at the required yard instead of along the property line].

The Applicant seeks exemptions from both of these development standards to allow the Hotel building to encroach into the height setbacks. The encroachments help support the goals and objectives of the TOD Plan, such as additional density to support transit ridership. However, the submitted plans do not accurately show the Chinatown SD height setback encroachments along the Nimitz Highway property line. Therefore, as part of the Major SD application, the Applicant should be required to submit revised plans accurately showing the encroachment into the height setback.

4. Yards: The site has two front yards. Under the LUO, a minimum five-ft. front yard is required along Nimitz Highway and Maunakea Street. Additionally, pursuant to ROH Section 21-9.60-11(c), the Makai Precinct requires a minimum front yard of 10 ft. along Nimitz Highway. The Applicant seeks an exemption to the required 10-ft. front yard along Nimitz Highway as the proposed bike sharing station is proposed in the required yard and the Hotel podiums starting on the fifth floor (80 ft.) and above will encroach approximately 5.42 ft. into the 10-ft. required yard (see Exhibits C-2 and C-14). However, the TOD Plan calls for minimum front yards to be required where sidewalks are narrow and high pedestrian volumes are anticipated. The existing sidewalk along Nimitz Highway adjacent to the Project site is approximately eight ft. wide and pedestrian traffic is expected to further increase with the completion of the future rail station. Therefore, the modification to the Makai Precinct required yard should only be granted in part, as the portions below 80 ft. conflict with the TOD Plan. Allowing the portions above the fifth floor will not impact pedestrians traveling along Nimitz Highway, and requiring the Project to relocate the bike sharing station outside of the required yard will bring the Project into alignment with both special districts. These modifications to the plan are recommended as conditions of approval as discussed further below.
5. Building Orientation and Placement: The tower is situated in a mauka-makai orientation and is parallel to Nimitz Highway and North King Street. Therefore, the Project generally complies with the TOD building placement guideline (see Exhibit C-13).

6. Landscaping: Pursuant to ROH Section 21-3.120-2(c)(1), except for necessary driveways and walkways, all yards must be landscaped in the BMX-4 District. Additionally, the Makai Precinct development standards require that along Nimitz Highway:

“Three coconut palm trees shall be provided for every 50 ft. of street frontage. Palm trees with a minimum trunk height of 15 ft. shall be clustered together rather than evenly spaced. In addition, all parking structures fronting Nimitz Highway shall have planter boxes along the length of the facade on all floors. Bougainvillea shall be planted and maintained in these planter boxes. The Director may approve substitute plants due to physical constraints.”

The Applicant is proposing landscaping on the ground floor along both Nimitz Highway and Maunakea Street (see Exhibit C-17). Additionally, landscaping is proposed on the third floor recreational deck, fourth floor Sky Terrace deck, and the rooftop outdoor recreational view deck (see Exhibits C-18 through C-20). However, the Applicant seeks an exemption to waive the requirement that the parking structure along Nimitz Highway shall have planter boxes along the length of the façade on all floors.

The requested flexibility is supported by the TOD Plan, which supports parking areas being located in structures wrapped with active uses at the ground level or behind decorative architectural elements. The parking will be located on floors two and three, and screened from view with a decorative metal screen that conceptually depicts the image of a dragon. The Applicant indicates that the conceptual design may change as they hope to secure a local artist to provide a unique design. Given this, the request to waive the planter boxes along Nimitz Highway is reasonable, provided that the final design of the parking screening includes a decorative architectural element. Updated plans should be submitted for review and approval during the Major SD Permit showcasing the final design. This is recommended as a condition of approval.

If this recommended condition is imposed, the Project will be generally consistent with the TOD Plan. The Project's Street Tree plan must meet the City's tree canopy standards. This and the adequacy of pedestrian amenities along the street frontage will later be confirmed during the review of more detailed plans submitted with the Major SD Permit.

7. Parking and Loading: Pursuant to ROH Section 21-6.20(a), except for the preservation, agricultural, and residential districts, off-street parking is not required within the PUC or in areas within one-half mile of a rail station. Therefore, there is no minimum parking requirement. The

Applicant proposes a total of 124 parking spaces, which is approximately what would be required under the LUO outside of the PUC and 'Ewa Development Plan. Most of the parking will be located within levels two and three of the Hotel with five ADA stalls located on the ground floor under the porte-cochere. The Project will also utilize a car lift to transport the vehicle to the parking garage, as well as mechanical stacked parking system.

The TOD Plan also recommends that this area be exempt from parking minimums. This reduces the land devoted to parking and encourages the use of multi-modal transportation options, meaning higher density development can occur without the corresponding increase in traffic impacts. While providing less parking would better encourage the use of multi-modal transportation options, the TOD Plan also supports the use of innovative technologies to reduce the amount of area devoted to parking. The Project utilizes a car lift and mechanical stacked parking system that condenses the parking to primarily two levels and reduces the significant land area generally dedicated to parking ramps in large parking podiums. Given this, the Project aligns with the TOD Plan.

Four loading spaces are required by the LUO. Two of the loading spaces are required to be a minimum of 35 ft. by 12 ft. with a 14-ft. vertical clearance. The remaining loading stalls may be at least 19 ft. by 8.5 ft. with a 10-ft. vertical clearance. The Applicant seeks a modification to reduce the number of required loading spaces to three, so that one less larger loading space is provided. All three loading spaces will be located on the ground floor (see Exhibit C-2). The two small loading spaces will be located on the northwest end of the site within the loading bay along Gravier Lane. The other large loading space will be located in the porte-cochere. As noted above, the TOD Plan supports reducing the land area dedicated to parking, and the Project's design will still allow for large loading vehicles to be accommodated onsite. Therefore, we recommended allowing the number of required loading be reduced. However, the TOD Plan also recommends designing off-street loading zones to avoid conflicts with pedestrian and bicycle movement by limiting curb cuts, installing signs, and regulating hours of delivery. Gravier Lane is likely to be utilized by pedestrians and bicycles as it will provide a connection between Nimitz Highway and King Street, and pedestrian traffic is likely to increase with the completion of the rail station. The DAC also noted that the current design might not function as intended due to the narrowness of the loading bay. Given this, we recommend that the plans be updated to show the loading zones be designed to avoid conflicts between pedestrian and bicycle through the use of signage, marked pedestrian paths, lighting, or safety infrastructure. Additionally, the Applicant should be required to regulate hours of delivery, especially for

larger vehicles utilizing the porte-cochere, so to avoid peak hours of commuting. These are recommended as a condition of approval.

9. Bicycle Parking: The bicycle parking requirements and provisions are summarized in the table below. The location of bicycle parking is shown in Exhibits C-2 and C-6:

Use	Floor Area or Unit Count	LUO Bike Parking Standards	Required by LUO (Short/Long term)
Hotel	240 Units	<u>Short-term</u> : One per every 20 units / <u>Long-term</u> : One per every 10 units	12/24
Commercial	About 8,000 sq. ft.	<u>Short-term</u> : One per 2,000 sq. ft. of floor area / <u>Long-term</u> : One per 12,000 sq. ft.	4/1
Bike Parking Required per LUO Short/Long term			16/25
Proposed Bicycle Spaces Short/Long Term			12/24

The LUO provides minimum bicycle parking standards for the proposed uses on the site. The LUO requires 12 short-term and 24 long-term bicycle parking spaces for the hotel use, and approximately four short-term and one long-term bicycle parking spaces for the eating and drinking establishments, for a total of 41 spaces. The Applicant states that they will provide 12 short-term bicycle spaces on the ground floor under the porte-cochere, and 24 long-term bicycle spaces on the 3rd floor of the parking garage, for a total of 36 bicycle spaces. The Project is below the required minimum bicycle parking requirement as it does not take into account the bicycle parking needed for the eating and drinking establishments. Given this, the plans should be revised to show compliance with required bicycle parking for all uses onsite. This will be confirmed during the processing of the Major SD Permit. This is recommended as a condition of approval. Additionally, the revised plan should indicate details on the rack types and wayfinding signage. This is recommended as a condition of approval.

G. Other Development Considerations:

1. Traffic and Multi-modal Maneuverability: A Traffic Impact Analysis Report (TIAR) was prepared by Austin Tsutsumi & Associates, Inc. in March 2023. According to the TIAR, traffic operation in the area is expected to remain similar with or without the Project. Therefore, the TIAR determined that the Project is not expected to significantly impact traffic operations at nearby roads and intersections provided that the recommendations within

the TIAR are implemented. Nimitz Highway is a State-owned roadway, and the HDOT will ultimately make the final determination. Therefore, the Applicant should work with the HDOT regarding access points, porte-cochere operations, mechanical parking operations, and loading and maneuvering which may affect Nimitz Highway. The application for the Major SD Permit must include tentative approval from HDOT regarding these items. Other substantive comments received related to traffic, access, circulation, and pedestrian safety at the Project site are summarized below, along with recommended conditions of approval.

- a. Transportation Planning: The Applicant should be required to create a timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the date of occupancy. This timeline should also identify when a construction management plan (CMP), traffic management plan (TMP), and updates to or validation of the findings of the TIAR must be submitted for review and approval.
 - i. The CMP will be required prior to the issuance of demolition and building permits for major construction work. The CMP should: identify the type, frequency, and routing of heavy trucks and construction related vehicles, and provide remedial measures, as necessary; identify and limit vehicular activity related to construction outside the peak periods of traffic, utilizing alternate routes for heavy trucks, provisions for on-site or off-site staging areas for construction workers and vehicles; include preliminary or conceptual traffic control plans; and include the condition of roadways prior to the start of construction activities so that the existing roadway can be restored to their original or improved condition upon completion.
 - ii. The TMP or subsequent updates should be approved prior to the issuance of the temporary Certificate of Occupancy (CO). The TMP should include Traffic Demand Management (TDM) strategies to significantly limit vehicular trips for daily activities. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar TDM measures. The TMP should address the frequency, type, and size of large events; detail operations of the porte-cochere area, queuing layout and a layout showing detailed operations (identify drop-off/pick-up areas) of the automated parking system; a narrative detailing the operations of the automated parking system; and if the mechanical parking operations will be able to handle the demand. Further, the TMP should include a

breakdown of the anticipated number of parking spaces for hotel guests, restaurant visitors, and special event parking, for a typical day to give an idea of the potential queuing onto Nimitz Highway and Maunakea Street. A bicycle and pedestrian circulation plan should also be included in the TMP. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of the various TDM strategies identified in the initial report. Additional bicycle racks shall be installed if it is determined there is a latent demand and the existing number of racks are inadequate.

- iii. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution, and assignment contained in the initial TIAR. The recommendations of the report should be implemented, in coordination with the DPP and the HDOT.

These should be conditions of approval.

- b. Driveway Design: The Project has frontages along Nimitz Highway, which is a State-owned roadway, and Maunakea Street, which is a City-owned roadway. Pedestrian access to the site will be provided by both Nimitz Highway and Maunakea Street, as well as from King Street via Gravier Lane and the dining alley. Vehicular access will be from Nimitz Highway. Three curb cuts are proposed along Nimitz Highway, which is an increase from the existing two. One curb cut located on the south side of the site will allow for one-way traffic and serve as the entry point to the porte-cochere. The second curb cut located toward the middle of the site will be one-way and serve as the egress point for the porte-cochere. The third curb cut is located on the north side of the property and will allow for ingress and egress of loading vehicles, and an entry point for pedestrians and bicycles that connects to King Street and the dining alley (see Exhibit C-2).

Within the porte-cochere area, the Applicant shows five ADA vehicle parking: four near the north side of the site, and one near the car lift. Vehicles leaving will need to reverse into the porte-cochere area, which may cause traffic impacts as other vehicles are waiting to exit or use the car lift. Further, the parking spaces on the north side will likely obstruct pedestrian traffic coming along Nimitz Highway, as further discussed below. While accessible spaces are typically required with valet parking because vehicles specially equipped for persons with disabilities may not easily be used by others, the Project is also utilizing a car

lift and mechanical parking garage, which may allow them to reduce the number of ADA parking spaces. If possible, the Applicant should consider reducing the number of ADA stalls on the ground level to better facilitate operations within the porte-cochere. This will need to be clarified in the Major SD Permit.

- c. Sidewalk, Pedestrian, and Circulation Design: Pedestrian maneuverability is very important in this area. North King Street is a highly utilized sidewalk due to its proximity to downtown commercial areas. Several busy bus stops are also located along it (see Exhibit A). The closest bus stop is at the intersection of Maunakea Street and North King Street directly adjacent to the CQYH Plaza Building (see Exhibit A). Currently, Nimitz Highway is not heavily used by pedestrians due to the poor walkability conditions caused by vehicles traveling at high speeds. However, as more improvements are designed along that frontage as well as the completion of the future rail station, its pedestrian use is expected to increase. As such, the sidewalks for this Project must be designed with efficiency and high volumes in mind. The existing sidewalks along Nimitz Highway are approximately eight ft. wide and no improvements to further widen the sidewalk are proposed. However, improvements to Gravier Lane will create an additional mauka and makai connection between Nimitz Highway and North King Street that will allow for pedestrian circulation through the site. Loading vehicles are also intended to use Gravier Lane, which may create potential conflicts between loading vehicles and pedestrians. Therefore, the Applicant should provide adequate safety measures along Gravier Lane, such as wayfinding signage and vehicle warning systems, and schedule deliveries during non-peak hours. This is recommended as a condition of approval. These elements will be reviewed as part of the Major SD Permit and building permit reviews.

As previously mentioned, the ground floor plan under the porte-cochere is not pedestrian oriented. As proposed, pedestrians would either have to travel down Gravier Lane and cross through the loading bay or walk down the driveway against vehicle traffic. As the future guests of the hotel will likely be carrying luggage and have different walking needs, the orientation of the ground floor should be designed with higher priority given to pedestrian traffic traveling to the site from the north along Nimitz Highway. This is recommended as a condition of approval.

Further, the Applicant is proposing a Maunakea and King Street connection in the form of a dining alley between the hotel and the CQYH Plaza Building as part of their community benefits package.

Such a connection is characteristic of the Chinatown area, where alleys and gathering spaces located within the interior of the block are typical. There is an existing east west corridor at Marin Tower that connects Smith and Maunakea Street. The proposed dining alley would be a continuation of this path, and could potentially connect to Kekaulike Street should the adjacent building also be redeveloped. The merits of this will be further discussed under the community benefit package.

2. Environmental Conditions: The site is currently an urban environment with low-rise development, a paved surface parking lot, and limited landscaping. There is no expectation of discovering endangered flora or fauna on the site.
3. Historic Sites and Archaeological Conditions: An evaluation of archaeological, cultural, and historic resources was included in the Final EA, which evaluated the existing conditions, potential impacts of the Project, and mitigation measures. A Literature Review and Field Investigation (LRFI) and Cultural Impact Assessment (CIA) was conducted by Keala Pono Archaeological Consulting, which included archival research and an archaeological field inspection, as well as a synthesis of traditional and historical accounts and land use history of the Chinatown neighborhood. The LRFI and CIA identify the proposed Project being within the Chinatown historic district, which is listed on both the National Register of Historic Places and the Hawai'i Register of Historic Places, and includes two buildings of historic significance. The CQYH Plaza Building is designated as having medium contributing value and the Warehouse building as high contributing value to the historic district. The Applicant is proposing alterations to both buildings.

For the CQYH Plaza Building, the Applicant is largely proposing to demolish the ground floor kitchen located in the rear of the building to make room for the dining alley. The ground floor kitchen was constructed in 1997 and is not part of the original building constructed in the mid-1960s. Given this, the ground floor kitchen is not considered historic, and its removal is unlikely to impact the significance of the CQYH Plaza Building.

Regarding the Warehouse Building, the Applicant is proposing to renovate and repurpose the structure as part of the Hotel, which will include: removal of all interior walls, removal of the mauka exterior stair and door, construct a new opening on the Nimitz Highway frontage, replace second floor and roof structure, construct new walls, ceilings, stairs and spaces, and modify some areas to provide door and window openings. Due to the work proposed on this structure, its existing condition, past alterations, and proposed alterations were evaluated by a

historic architect, Architects Hawai'i Limited, in August of 2023. Their architectural analysis concluded that the Warehouse had been altered due to changes in use and other various conditions but retains a large amount of intact exterior historic material. The historic architect's opinion was that if the proposed preservation and rehabilitation measures are implemented, the building can be repaired, refurbished, and actively reused as part of the Project and avoid an overall adverse effect on the historic structure.

Additionally, the LRFI noted that there is a high possibility of encountering iwi kūpuna and cultural layers since human burials and deposits have been found nearby. As such, the LRFI recommended that an AIS be prepared. A Draft AIS with trenching plan has been prepared and is currently under review by the SHPD. Subsurface testing will be conducted upon receiving approval as it will require siting trenches near and inside existing structures onsite to accurately sample. As a condition of approval, prior to the issuance of any construction plans or building permits, the Applicant must continue to prepare an AIS in consultation with the SHPD and commit to mitigation and protocols of all cultural resources, including any iwi, if identified on site. The AIS shall be conducted by a qualified archaeologist in order to adequately identify and document any archaeological historic properties that may be present, to assess their significance, to determine the potential impacts of this Project on any identified archaeological historic properties, and to identify and ensure appropriate mitigation is implemented. Upon the DPP receiving SHPD's written concurrence that the AIS has been accepted, the permit issuance process may continue, provided that any SHPD-required actions or mitigation measures must be incorporated into the Project and clearly stated under "Environmental Notes" on all Project construction plans and building permit plans.

In addition, the Project should be subject to the standard stop work condition of approval. This will ensure that if during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work, protect the find from further disturbance, and contact the SHPD immediately. Work in the immediate area must be stopped until SHPD is able to assess the impact and make further recommendations for mitigative activity. This requirement must be clearly stated under "Environmental Notes" on all Project construction plans and building permit plans for the proposed Project. This is recommended as a condition of approval.

1. Infrastructure: The following describes the area's infrastructure. More specific details will be reviewed at the time of the building permit

application; therefore, unless otherwise stated, no conditions of approval are necessary.

- a. Water: The BWS commented that the existing water system is adequate to accommodate the proposed Project. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval.
- b. Wastewater: On June 29, 2023, the DPP approved Sewer Connection Application No. 2022/SCA-0757 for a new 240-unit hotel. An industrial wastewater discharge permit and the payment of the Wastewater System Facility Charges will be required.
- c. Drainage: Currently, the Project Area is almost entirely paved, with storm water runoff flowing off-site towards Nimitz Highway where it is intercepted by existing catch basins. Low Impact Development strategies will be incorporated into the Project to create permeable areas within the Project Area. The permeable surfaces, which will include permeable paving and rooftop landscape areas will reduce the overall storm runoff generated by the site. The permeable surfaces will also be part of the storm water quality strategy for the site to comply with the HDOT, Highways Division, Water Quality Standards, and the City's Storm Water Quality Rules. Runoff from the site will be collected by the HDOT drainage system within Nimitz Highway. Therefore, the proposed development will be designed to maintain existing storm water flow patterns and is not anticipated to increase the existing storm water runoff conditions.

The Project will have to comply with the prevailing storm water quality standards at the time the construction and/or grading plans are submitted to the DPP for review. Compliance with all applicable drainage and storm water runoff requirements will be confirmed during the review of related development permits and/or approvals.

- d. Schools: The Project is within the Farrington High School Complex of the Honolulu School District. Within the Farrington Complex there are nine public elementary schools, two public intermediate schools, and one public high school. This Project will not contribute to growth within the Honolulu region that will affect schools in the area.
2. Public Views: Given the requested 120 ft. of additional height and the encroachment into the height setback, impacts to public views must be considered. The panoramic views from Sand Island toward the Ko'olau Range are identified as important view sheds in the PUC DP. Also,

Maunakea Street and Nuuanu Avenue are makai view corridors identified within the Chinatown SD as providing a visual connection between the Honolulu Harbor and the heart of Chinatown.

The Applicant prepared a view analysis as part of the Final EA, which illustrated that the additional height will be similar in height to the existing downtown area. Although the tower is visible, the TOD plan allows for the additional height. Additionally, the Project tower is sited in a mauka-makai orientation. Therefore, it is not anticipated that the Project will significantly adversely affect identified public views.

3. Shadow Study: The Applicant provided a shadow study, dated April 15, 2022, indicating that the structure is likely to periodically cast shadows on surrounding buildings as well as adjacent roads. While a 200-ft. tower invariably generates a certain amount of shadows, in this case, the structure is relatively narrow and is sited in a highly developed area. Furthermore, the shadows will not adversely impact any significant public open spaces, parks, or plazas. Therefore, the shadows resulting from the development of the Project are unlikely to generate significant adverse impacts. Therefore, no related conditions of approval are necessary.
4. Wind Study: Based on a wind study, dated April 29, 2022, that was prepared during the Final EA, unacceptable wind activity is not anticipated at any ground floor area. Higher winds are expected on the level three recreational deck, level four sky terrace, and rooftop recreational deck. The study recommends additional wind control measures for these areas. The installation of higher parapets and/or trellis would help minimize down washing winds from the tower. The use of cabanas, screens, partitions, and/or vegetation would also work well to create protected seating areas. The Applicant should implement the recommendations of the wind study to allow for year-round comfortable seating conditions. This should be made a condition of approval.
5. Signage: The Applicant seeks flexibility with signage to allow the following:
 - A garden sign, up to 24 sq. ft., used as one of the allowed business signs along the Nimitz Highway frontage;
 - A wall sign, up to 48 sq. ft., used as one of the allowed business signs along the Nimitz Highway frontage;
 - A projecting sign, up to 48 sq. ft., used as one of the allowed business signs along the Nimitz Highway frontage;
 - Allow either the wall or projecting sign to be mounted up to a height of 80 ft.; and
 - Allow off-premise signs that serve as wayfinding signage.

The IPD-T Permit procedure does not allow for development standards relating to signage to be modified in the above manner. Therefore, the requested exemptions cannot be granted, and the development will be limited to the standards for the Chinatown SD established in the LUO. Should additional signage be required, the Applicant could consider applying for a Zoning Adjustment for a Sign Master Plan, which will allow a coordinated sign strategy and greater sign area across the site.

ROH Section 21-9.100-5(c)(9)(B) requires TOD-related wayfinding signage to be included in the Project. The Applicant should be required to develop effective wayfinding signage on-site and/or in the right-of-way (ROW) to the rail station, bus stops, taxi stands, car-share, bicycle facilities, regional attractions, public parks, on-site public gathering spaces, and significant cultural sites in the area. A signage plan, including wayfinding signage, should be submitted to the DPP prior to the issuance of a CO for the Hotel. This should be a condition of approval.

H. Guidelines for Review and Approval of the Conceptual Plan: In accordance with ROH Section 21-9.100-5(k), prior to the approval of a conceptual plan for an IPD-T project, the City Council must find that the Project concept, as a unified plan, is in the general interest of the public. The following sections analyze the Applicant's proposed community benefits, discuss which ones will benefit the general public, and recommend additional contributions to the community that are commensurate with the bonuses and regulatory flexibility being requested. In short, we recommend that the value associated with several of the non-qualifying proposals be reallocated to street improvements and affordable housing funds, as detailed below.

1. Qualifying Community Benefits: Of the proposed community benefits offered, the following may be considered benefits in the general interest of the public [Note: The Applicant estimates the total value of these proposed community benefits to be approximately \$2,960,000]:

a. Cash Contributions toward Kekaulike Mall and Street Multimodal Improvements: The Applicant proposes to make a one-time cash contribution of \$500,000 to assist the City in completing the Phase 2 of planned improvements in support of the planned pedestrian mall and Nimitz crossing. To be provided one year after issuance of the Hotel's CO.

o Adjustment: Funding from non-qualifying community benefits should be reallocated towards City projects that will further improve multimodal transportation systems in the area. An additional \$204,600 should be provided (for a total of \$704,600).

- b. Car-share spaces: A total of ten car-share parking spaces are proposed. The Applicant values construction of the car-sharing at \$600,000. To be provided prior to the issuance of the Hotel's CO.
 - o Adjustment: As the mechanical parking area is not assessable without valet services, the functionality of the car-sharing being publicly accessible remains a question. The proposed parking spaces dedicated to car-sharing will be considered a community benefit if the parking spaces are publicly accessible at all times, and if adequate wayfinding signage is provided to direct the public to the car-share spaces. Given this, the Major SD Permit must provide further explanation as to how the car-sharing spaces will be made publicly accessible and operate with valet services.
- c. Bikeshare: One bikeshare station with 15 bicycles is proposed along Nimitz Highway. The Applicant values construction of the bikeshare station to be about \$100,000. The bikeshare stations may be considered a community benefit if they are provided on site in a publicly visible area (i.e., not within the public sidewalk or ROW), and if the Applicant enters an agreement with a bikeshare organization, partnered with the City, to pay for onsite stations with a minimum of 15 docking stalls and bicycles. Proof of an agreement should be submitted to the DPP as a condition of approval. To be provided prior to the issuance of the Hotel's CO.
 - o Adjustment: It was previously recommended to not allow the bikeshare station to encroach within the required front yard along Nimitz Highway. Given this, the Major SD Permit must include updated plans showing the bikeshare station located outside of the required front yard.
- d. King Street Bus Stop (Stop No. 997) Enhancement: Provide approximately five bus stop seating units per DTS requirements, which the Applicant values to be about \$10,000. To be provided prior to the issuance of a building permit.
 - o Adjustment: As this is the only streetscape improvements that the Project is proposing, more funding should be dedicated towards further improving bus stops in the immediate area. Until rail service reaches Chinatown, the hotel will likely see guests and employees primarily utilize transit to navigate to and from the site, so improving more bus stops will be to their benefit as well as locals living in the area. Given this, we recommend adding or reallocating funding previously dedicated towards non-qualifying

community benefit (listed below) toward further improving bus stops in and around the Chinatown area. An additional \$52,000 of funding should be provided (for a total of \$62,000).

- e. Affordable Housing Contribution: The Applicant proposes to make a one-time cash contribution of \$500,000 to the City's Affordable Housing Fund. To be provided within two years of obtaining the Hotel's CO.
 - o Adjustment: Funding from non-qualifying community benefits should be reallocated towards affordable housing projects. An additional \$2,309,400 of funding should be provided (for a total of \$2,809,400).
 - f. Maunakea and King Street Connection Improvement: Off-site improvements to provide public pedestrian connections from Maunakea and King Street hotel and retail areas as a dining alley. To implement the dining alley, the Applicant will obtain a ground lease from the landowner to construct, operate, maintain, and manage the improvements for 30 years. The Applicant estimates the value of these improvements to be \$1,250,000. To be provided within two years of obtaining the Hotel's CO.
 - o Adjustment: Without the adjacent building being developed to allow a through connection to Kekaulike Street, the dining alley is likely to only be utilized by the businesses of landowners and the hotel guests. Further, should the ground floor restaurants rope off the seating for their customers use only, then the space no longer is a public amenity. First, we recommended that during the subdivision and consolidation the Applicant be required to provide a public access easement from Maunakea Street to North King Street to ensure that the dining alley remain publicly accessible and allow pedestrians to circulate through the space. Second, a high-quality design should be demonstrated during the review of the Major SD Permit focused on creating a unique open space that is safe, accessible, and reflective of the surrounding area's architecture and character. Details regarding the building materials, colors, textures, and signage will have to be provided. Third, the Applicant should be required to provide proof of obtaining a ground lease and recordation of the public easement prior to the issuance of the Hotel's CO.
2. Unacceptable/Insufficient Community Benefit: Of the proposed community benefits offered, the following may not be considered benefits

in the general interest of the public [Note: The Applicant estimates the total value of these proposed community benefits to be approximately \$2,566,000]:

- a. Meeting Space for Events: The Applicant would provide the roof deck and second floor meeting spaces inside the Warehouse to certain groups free of charge once or twice a month, which the Applicant estimates the value to be about \$12,000 annually, or \$120,000 after 10 years. The event spaces are not likely to be utilized frequently enough by the community to be considered a major community benefit. Further, the Hotel is likely to benefit more from hosting these events if catering or other amenities are not included costs.
- b. Adopt-A-Block: The Applicant would provide at least 20 clean-up events along all streets within a ten-year time, which they estimate the value to be \$150,000. This should not be considered a community benefit as the scope of the clean-up events is limited to frontages directly adjacent to the hotel and only occurs twice a year.
- c. TDM Measures for Alternate Transportation Modes: The Applicant would provide free, reduce fare, or reimbursement of transit passes and or free shuttle service for guests, customers, and employees, which the Applicant estimates the value to be \$189,600 annually, or about \$1,896,000 after 10 years. TDM measures are expected in TOD projects and is already required for this Project. The limited amount of parking provided onsite will already require the Applicant to promote the use of alternative transportation modes to ensure that operations run smoothly.
- d. Cash Contributions to Local Events: The Applicant would provide both the Narcissus Festival and Night in Chinatown an annual cash contribution of \$20,000 for ten-years (for a total of \$200,000 each). Sponsorship of these events has limited value and run the risk of being forfeited if the events are cancelled.

The monetary contributions for these proposed, but not qualifying, community benefits should be reallocated into those found to be considered benefits in the general interest of the public, such as the Kekaulike Street Improvements and Affordable Housing Contribution.

The quality and amount of community benefits for height and density bonuses must go above and beyond the minimum standards. It must incentivize transit-oriented development, meet community goals and objectives, and mitigate development impacts to the surrounding area.

As proposed, the community benefits are not commensurate with the requested bonuses and flexibility from the LUO and TOD Plan. However, with the recommended adjustments to the Applicant's proposed community benefit package, the Project will result in the provision of benefits to the community commensurate with the bonuses and flexibility from the LUO and TOD Plan guidelines.

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

1. **The ability to positively contribute to the economic enhancement of the affected area, particularly with regard to providing a broad mix of uses and diverse employment opportunities.** The construction of this Project will be a catalyst for the Chinatown neighborhood as the new hotel will attract new businesses and support existing businesses that provide services to the hotel, its guest, and employees. Approximately 110 on-site employment opportunities will be provided for the commercial restaurants portion of the Project and the support staff for the operations and maintenance of the new hotel. Additionally, temporary job opportunities will be primarily in the building trade industries during build-out. Therefore, the Project meets this standard of review.
2. **The provision of measures and facilities to promote a highly functioning, safe, inter-connected, multi-modal circulation system, supporting easy access to, and effective use of the transit system on a pedestrian scale.** The Applicant is proposing features that promote multi-modal circulation in the area, such as the ground-floor bicycle parking, car-share spaces, and drop-off area. While the Project is proposing more parking than is recommended by the TOD Plan, it will utilize a car lift and mechanical stacked parking system to minimize the amount of space devoted to parking, which aligns with the goals and objectives of the TOD Plan. Further, the Project will be expanding pedestrian pathways within the interior of the block with proposed improvements to Gravier Lane and the dining alley. With the recommended design changes incorporated, such as safety and wayfinding improvements, the Project will meet this standard of review.
3. **The provision of usable, safe, and highly accessible public accommodations, gathering spaces, pedestrian ways, bicycle facilities, and parks.** The Applicant is proposing approximately 3,238 sq. ft. of open space primarily along Nimitz Highway (see Exhibit B-27). These areas will include bicycle facilities and landscaping. Additionally, Gravier Lane will provide an additional mauka makai connection between Nimitz Highway and North King Street that, with recommended improvements, will be a safe pedestrian corridor within the

interior of the block. Also, as part of the community benefit package the Applicant is providing a dining alley, which will serve as a public gathering space and connection between Maunakea Street and North King Street. While the Dining Alley alone would likely have limited value, including a public easement will ensure that access through the site will always be provided, which then allows for the potential redevelopment of the adjacent property to allow a connection to Kekaulike Street. Given this, the open space is sufficient to satisfy this requirement.

4. **An appropriate mix of housing and unit types, particularly affordable and/or rental housing; with qualifying affordable housing being located on the Project site or within at least one-half-mile of the same identified transit station as the Project site. “Affordable housing” for for-sale units means housing which is affordable to households earning up to 120 percent of the AMI for Oahu.** The Project does not involve the construction of any affordable housing, and is purely a hotel development and the hotel units will be lodging units, not so-called “condo-hotel” units with full kitchens. The Applicant is providing a cash contribution to the City’s Affordable Housing Fund as part of their community benefit package, which is commensurate with the requested bonuses and flexibility from the LUO and TOD Plan, provided that recommended adjustments are included. However, condominium property regimes (CPR) have been utilized on the island to split the ownership of hotel units into individual ownership that are then still allowed to continue operating as a hotel unit when the owner is not occupying it. As affordable housing units are not being provided for the purely hotel development, then should the hotel later be converted into multi-family housing or ownership submitted to a CPR, the affordable housing standards applicable at that time should be applied. This should be a condition of approval.
5. **General consistency with the Downtown Neighborhood TOD Plan.** The Project represents infill redevelopment of an existing surface parking lot. The Project is anticipated to promote increased activity along the streets by placing a high-density hotel use in walking distance to restaurant and retail amenities, offices, and other employment opportunities. This supports rail ridership due to its proximity to the planned Chinatown transit station. The Project is generally consistent with the TOD Plan and meets the intent of developing commercial and hospitality uses for both residents and visitors to provide greater vibrancy to the downtown area. Therefore, the Project will meet this standard of review.

The Project and requested flexibility with respect to development standards are generally consistent with the objectives of TOD and the provisions enumerated in ROH Sections 21-9.100-4 and 21-9.100-5. Therefore, the DPP recommends

approval of the conceptual Project plan, subject to the recommended conditions of approval.

IV. CONCLUSIONS OF LAW

Based on the foregoing Findings, the Director has made the following conclusions:

- A. The Project concept, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public, subject to the recommended conditions of approval;
- B. The requested Project boundaries and requested flexibility with respect to development standards will be consistent with the objectives of TOD and the provisions enumerated in ROH Section 21-9.100-4, subject to the recommended conditions of approval; and
- C. Upon implementation of the conditions of approval, the requested flexibility with respect to development standards and use regulations will be commensurate with the public amenities and community benefits proposed.

V. RECOMMENDATIONS

Based on the Analysis and Conclusions, the Director of the DPP hereby recommends the IPD-T Permit application for the Chinatown Hotel Development Project, as conceptually shown in Exhibits A, B-1, B-2, and C-1 through C-20, be APPROVED, subject to the following conditions:

- A. After City Council approval of the IPD-T Permit for the Project, the Applicant shall submit to the DPP for review and approval, an application for a Major SD Permit, including detailed plans and drawings of the Project.
- B. The maximum FAR for the Project is 6.82.
- C. The maximum height of the Project is 200 ft. Rooftop structures must conform to ROH Section 21-4.60(c).
- D. The Project may encroach 5.083 ft. into the BMX-4 District height setback along Nimitz Highway.
- E. The Project may provide one less loading space than is required.
- F. The Project may exceed, waive, or modify the Chinatown SD Makai Precinct development standards identified under ROH Section 21-9.60-11 as follows:

1. The Project may exceed the height limit identified on Exhibit 21-9.9.
2. The Project may fully encroach into the height setback as detailed under ROH Section 21-9.60-11(a)(2).
3. The Project may modify ROH Section 21-9.60-11(b)(3) requiring parking structures fronting Nimitz Highway to have planter boxes along the length of the façade on all floors and to instead allow a decorative metal screen, provided that the final design of the parking screening includes a decorative architectural element. Updated plans shall be submitted for review and approval during the Major SD Permit showcasing the final design.
4. Only portions of the Project above 80 ft. may encroach into the 10-ft. required yard along Nimitz Highway.

G. The following community benefits must be provided:

1. A monetary contribution of \$704,600 to the City for use to construct Phase 2 of the Kekaulike Street Multimodal Improvement Project, or to fund other transportation improvements in the Chinatown Station Area consistent with the Downtown Neighborhood TOD Plan. The funds are to be provided one year after the issuance of the Hotel's CO.
2. A minimum of 10 car-share parking spaces and vehicles must be provided on the site. The car-share spaces must be publicly accessible at all times and not limited to use by hotel guests of the Project. Adequate wayfinding signage must be provided to direct the public to the car-share spaces. The spaces must be provided to obtain the Hotel's CO.
3. A bikeshare station capable of holding at least 15 bicycles that is conveniently located onsite and publicly accessible. The bikeshare station may not be located in the required front yard along Nimitz Highway. Prior to issuance of a CO, evidence of an agreement with a City-approved bikeshare program shall be submitted to the DPP.
4. Enhancement of the King Street bus stop (Stop No. 997) by providing five new bus stop seating units that meet DTS requirements, and an additional \$52,000 of improvements as valued by the DTS to other bus stops in the Chinatown area. These improvements must be provided prior to the issuance of a building permit.
5. A monetary contribution of \$2,809,400 to the City's Affordable Housing Fund must be provided within two years of obtaining the Hotel's CO.

6. The construction, operation, maintenance, and management of an off-site improvement to provide a public pedestrian connection from Maunakea Street to North King Street that operates as a dining alley and public gathering space. The Applicant must provide a public access easement from Maunakea Street to North King Street to ensure that it remains publicly accessible. During the review of the Major SD Permit, the Applicant must provide a detailed design focused on creating a unique open space that is safe, accessible, and reflective of the surrounding area's architecture and character. Details regarding the building materials, colors, textures, and signage must be provided. The Applicant must provide proof of obtaining a 30-year ground lease and recordation of the public easement prior to the issuance of the Hotel's CO.
- H. The application for the Major SD Permit must include updated plans and documents showing the following:
1. Ground floor design and layout that minimizes conflicts between pedestrians and loading vehicles, especially along Nimitz Highway and Gravier Lane, through the use of signage, marked pedestrian paths, lighting, or safety infrastructure;
 2. Bike parking and bikeshare station details;
 3. The required minimum bicycle parking for all uses onsite;
 4. Tentative approval from HDOT regarding access points, porte-cochere operations, mechanical parking operations, and loading and maneuvering which may affect Nimitz Highway;
 5. Loading vehicle turning templates; and
 6. An explanation as to how the car-sharing spaces will be made publicly accessible and operate with valet services.
- I. Prior to the issuance of any construction plans or building permits, the Applicant must continue to prepare an AIS in consultation with the SHPD and commit to mitigation and protocols of all cultural resources, including any iwi, if identified on site. The AIS shall be conducted by a qualified archaeologist in order to adequately identify and document any archaeological historic properties that may be present, to assess their significance, to determine the potential impacts of this Project on any identified archaeological historic properties, and to identify and ensure appropriate mitigation is implemented. Upon the DPP receiving SHPD's written concurrence that the AIS has been accepted, the permit issuance process may continue, provided that any SHPD-required actions or mitigation measures must be incorporated into the Project and clearly stated

under "Environmental Notes" on all Project construction plans and building permit plans.

- J. If, during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work, protect the find from further disturbance, and contact the SHPD immediately. Work in the immediate area must be stopped until SHPD is able to assess the impact and make further recommendations for mitigative activity. This requirement must be clearly stated under "Environmental Notes" on all Project construction plans and building permit plans for the proposed Project.
- K. Prior to approval of a building permit, the Applicant must submit for approval:
 - 1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the anticipated date of occupancy. This will also identify when a CMP, TMP, and updates to or validation of the findings of the TIAR will be submitted.
 - 2. The CMP should:
 - a. Identify the type, frequency, and routing of heavy trucks and construction related vehicles, and provide remedial measures, as necessary;
 - b. Identify and limit vehicular activity related to construction outside the peak periods of traffic, utilizing alternate routes for heavy trucks, provisions for on-site or off-site staging areas for construction workers and vehicles;
 - c. Include preliminary or conceptual traffic control plans; and
 - d. Include the condition of roadways prior to the start of construction activities so that the existing roadway can be restored to their original or improved condition upon completion.
 - 3. The TMP should include TDM strategies to significantly limit vehicular trips for daily activities. TDM strategies could include carpooling and ride sharing programs, transit, bicycle, and pedestrian incentives, and other similar TDM measures. The TMP should address the frequency, type, and size of large events; detail operations of the porte-cochere area, queuing layout, and a layout showing detailed operations (identify drop-off/pick-up areas) of the automated parking system; a narrative detailing the operations of the automated parking system; and if the mechanical parking operations will be able to handle the demand. Further, the TMP should include a breakdown of the anticipated number of parking spaces

for hotel guests, restaurant visitors, and special event parking, for a typical day to give an idea of the potential queuing onto Nimitz Highway and Mauankea Street. A bicycle and pedestrian circulation plan should also be included in the TMP. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of the various TDM strategies identified in the initial report. Additional bicycle racks shall be installed if it is determined there is a latent demand and the existing number of racks are inadequate.

4. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution, and assignment contained in the initial TIAR. The recommendations of the report should be implemented, in coordination with the DPP and the HDOT.
- L. Should the hotel later be converted into multi-family housing or the ownership submitted to a CPR, it will be required to comply with the City's affordable housing and park dedication requirements at that time.
- M. The Applicant is responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- N. Approval of this IPD-T Permit does not constitute compliance with other LUO or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant should be responsible for ensuring that the final plans for the Project approved under this permit comply with all applicable LUO and other governmental provisions and requirements.
- O. The Applicant must obtain a Building Permit for the Project within five years of the date of the Major SD Permit. Failure to obtain a Building Permit within this period should render this approval null and void, provided that this period may be extended as follows:
 1. The Director of the DPP may extend this period if the Applicant demonstrates good cause, but the period should not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion.
 2. If the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which should include the Director's findings and recommendations thereon. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution.

3. If the Council fails to take final action on the proposed extension within the first to occur of: (1) Sixty days after receipt of the Director's report, or (2) The Applicant's then-existing deadline for obtaining a building permit; the extension should be deemed denied.
- P. Construction must be in general conformity with the approved plans on file with the DPP. Any change in the size or nature of the Project which significantly alters the proposed development will require a new application. Any change which does not significantly alter the proposed Project will be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of the DPP.

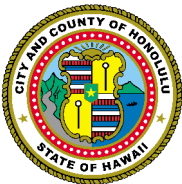
Dated at Honolulu, Hawai'i, this 26th day of January, 2024.

Department of Planning and Permitting
City and County of Honolulu
State of Hawai'i

By



Dawn Takeuchi Apuna
Director



Project Site



0 150 300 600
Scale in Feet

Note: Data represented on this map is not intended to replace site survey.



Legend

- Project Site
- Tax Map Key
- Bus Stop
- Future Transit Alignment
- Future Transit Station
- Buffer Distance**
- Quarter mile
- Half mile

EXHIBIT A

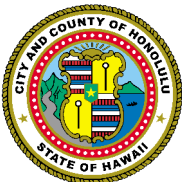
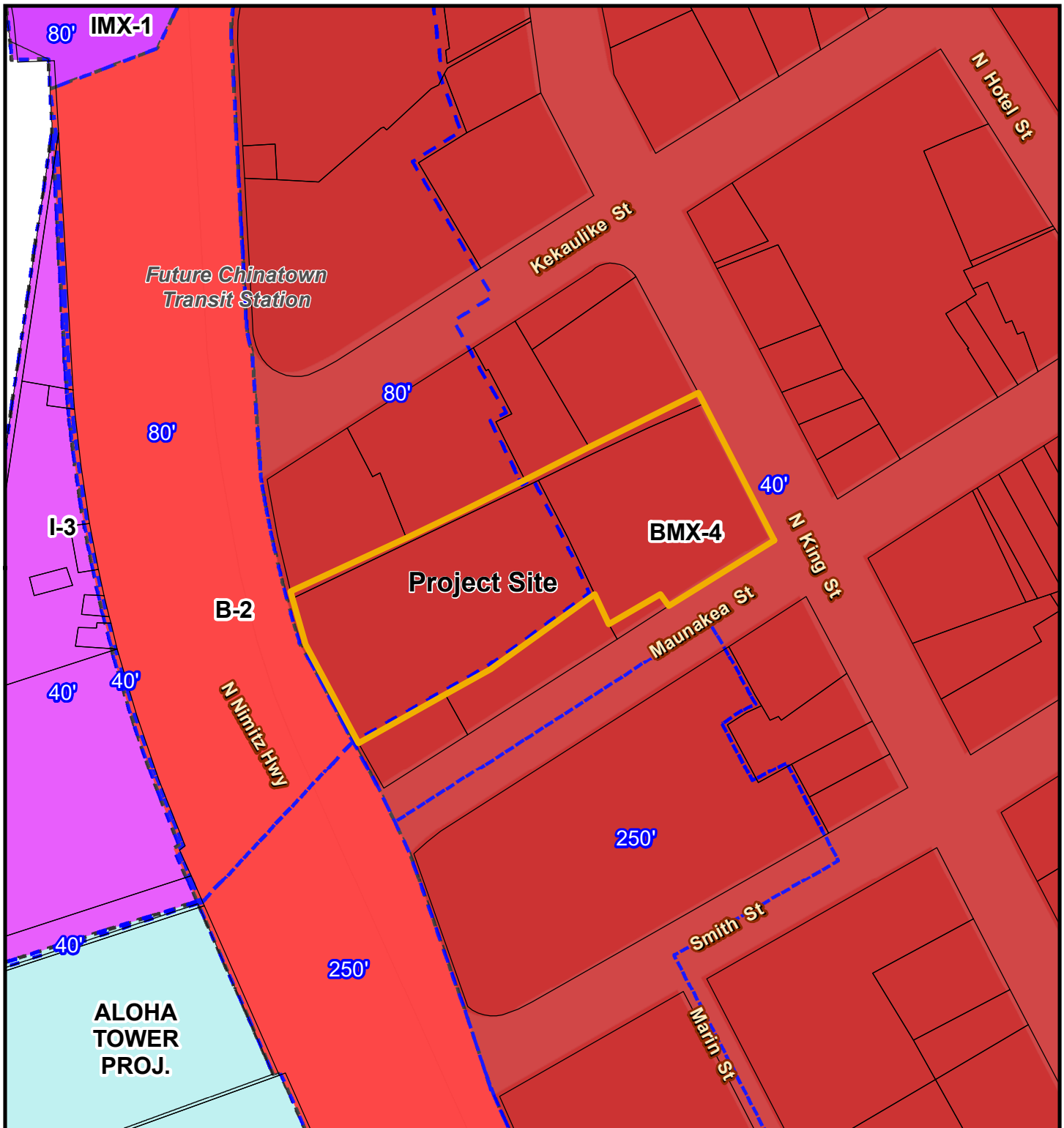
LOCATION MAP

FILE NO.: 2023/PDP-1

**PROJECT: CHINATOWN
HOTEL DEVELOPMENT**

**LOCATION: 128 NORTH NIMITZ
HIGHWAY - CHINATOWN**

**TAX MAP KEY: 1-7-002: 013,
023, AND 050**



Project Site



VICINITY MAP



0 50 100 200
Scale in Feet

Note: Data represented on this map is not intended to replace site survey.

Legend

- Project Site
- Tax Map Key
- Zoning Map
- Height Limit
- Aloha Tower Proj.
- B-2 District
- BMX-4 District
- I-3 District
- IMX-1 District

EXHIBIT B-1

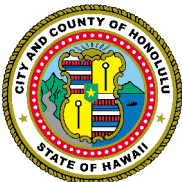
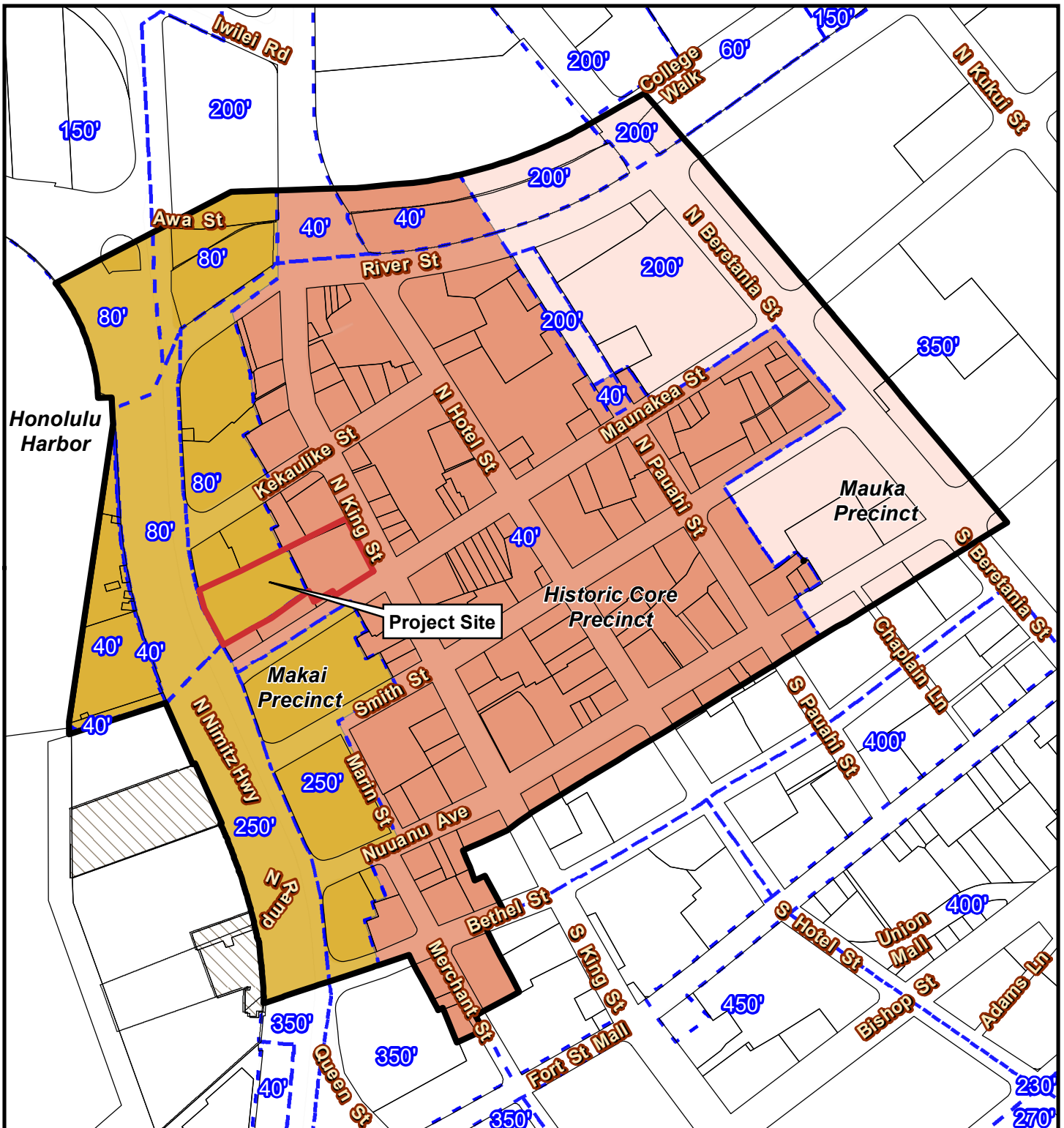
ZONING MAP

FILE NO.: 2023/PDP-1

**PROJECT: CHINATOWN
HOTEL DEVELOPMENT**

**LOCATION: 128 NORTH NIMITZ
HIGHWAY - CHINATOWN**

**TAX MAP KEY: 1-7-002: 013,
023, AND 050**



Project Site



0 150 300 600

Scale in Feet

Note: Data represented on this map is not intended to replace site survey.



VICINITY MAP

Legend

- Project Site
- Tax Map Key
- Chinatown Special District
- Area Superseded by HCDA
- Historic Core Precinct
- Makai Precinct
- Mauka Precinct
- Zoning Map Height Limit

EXHIBIT B-2

SPECIAL DISTRICT MAP

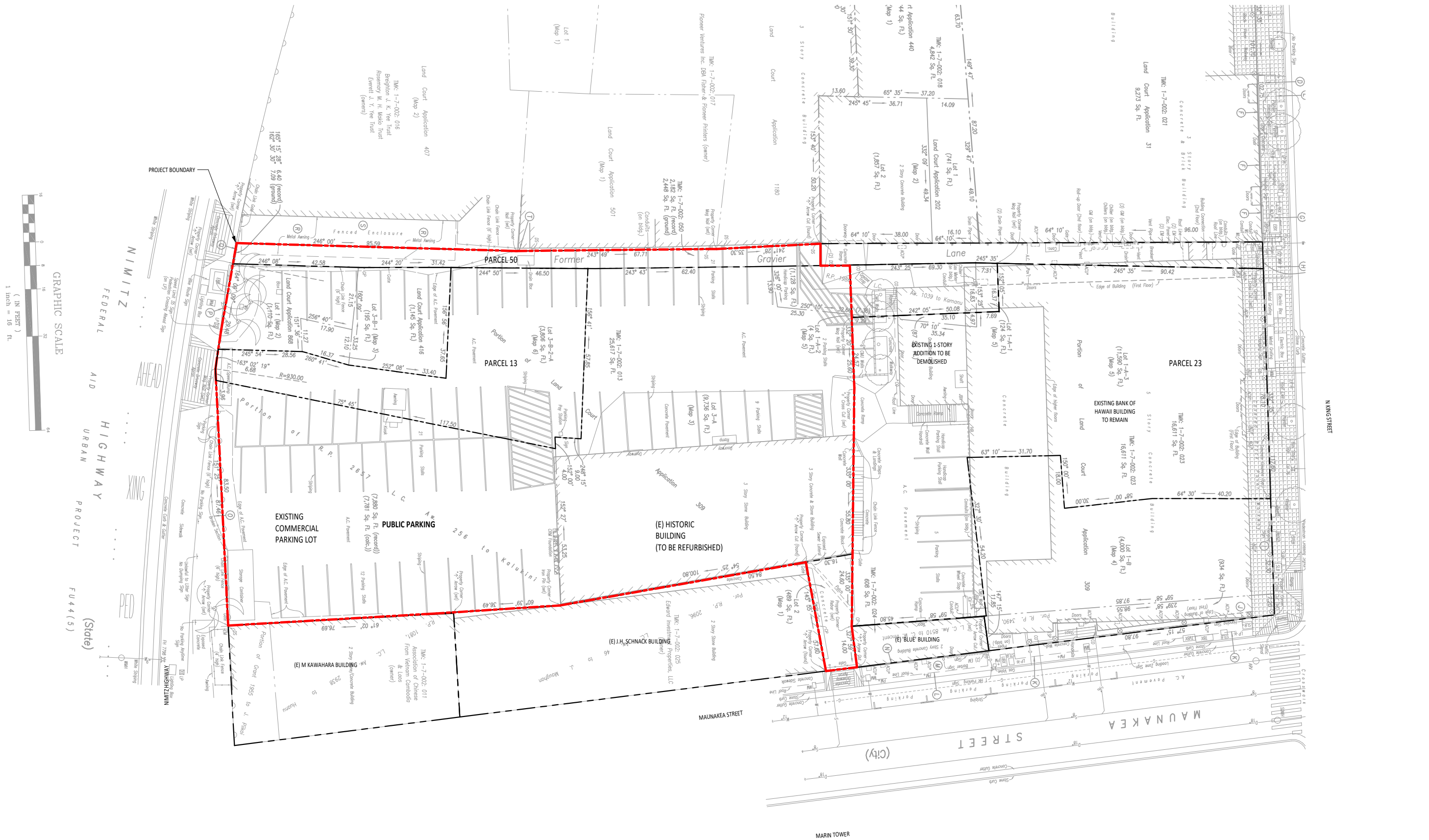
FILE NO.: 2023/PDP-1

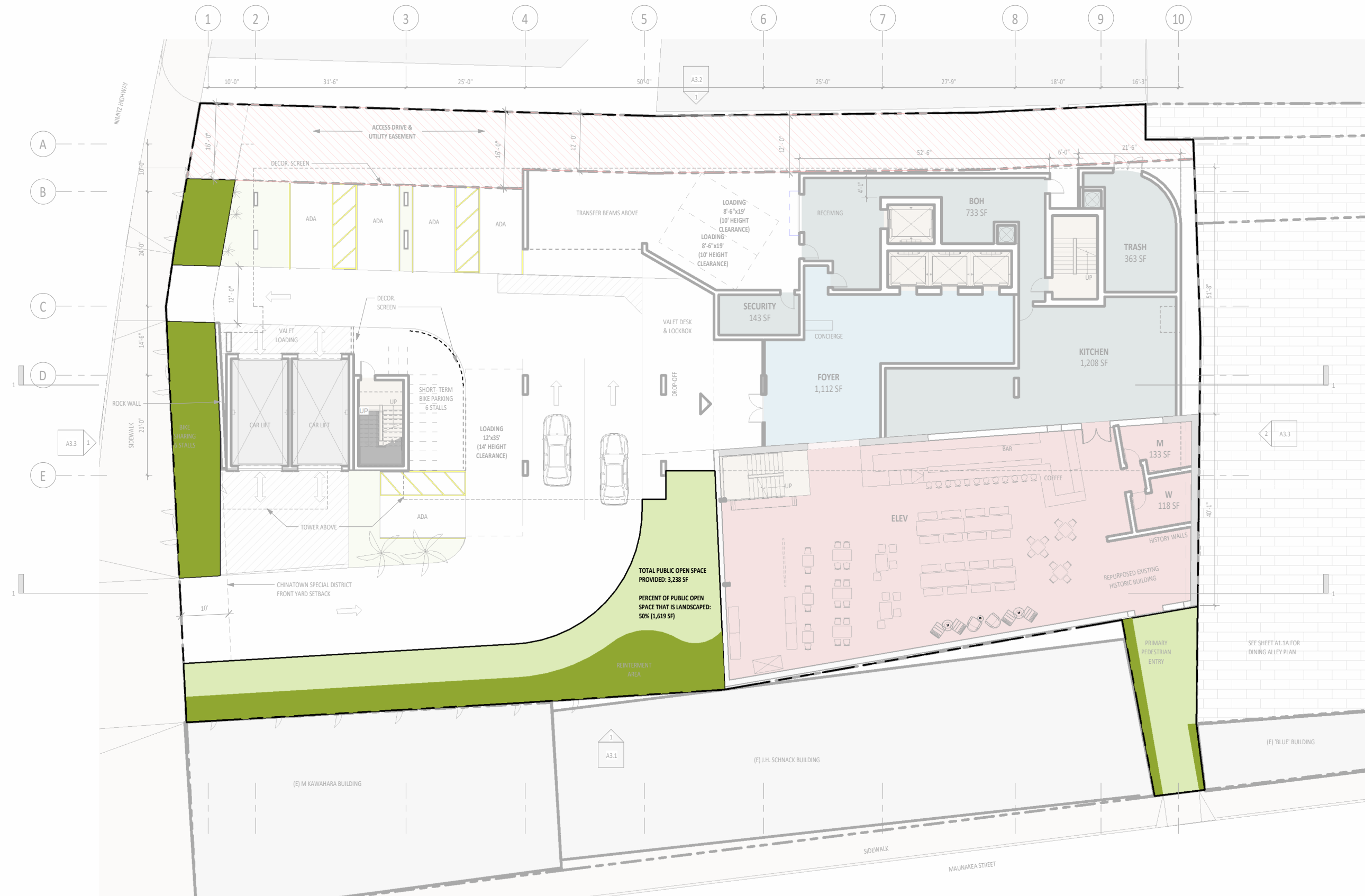
**PROJECT: CHINATOWN
HOTEL DEVELOPMENT**

**LOCATION: 128 NORTH NIMITZ
HIGHWAY - CHINATOWN**

**TAX MAP KEY: 1-7-002: 013,
023, AND 050**

EXHIBIT C-1

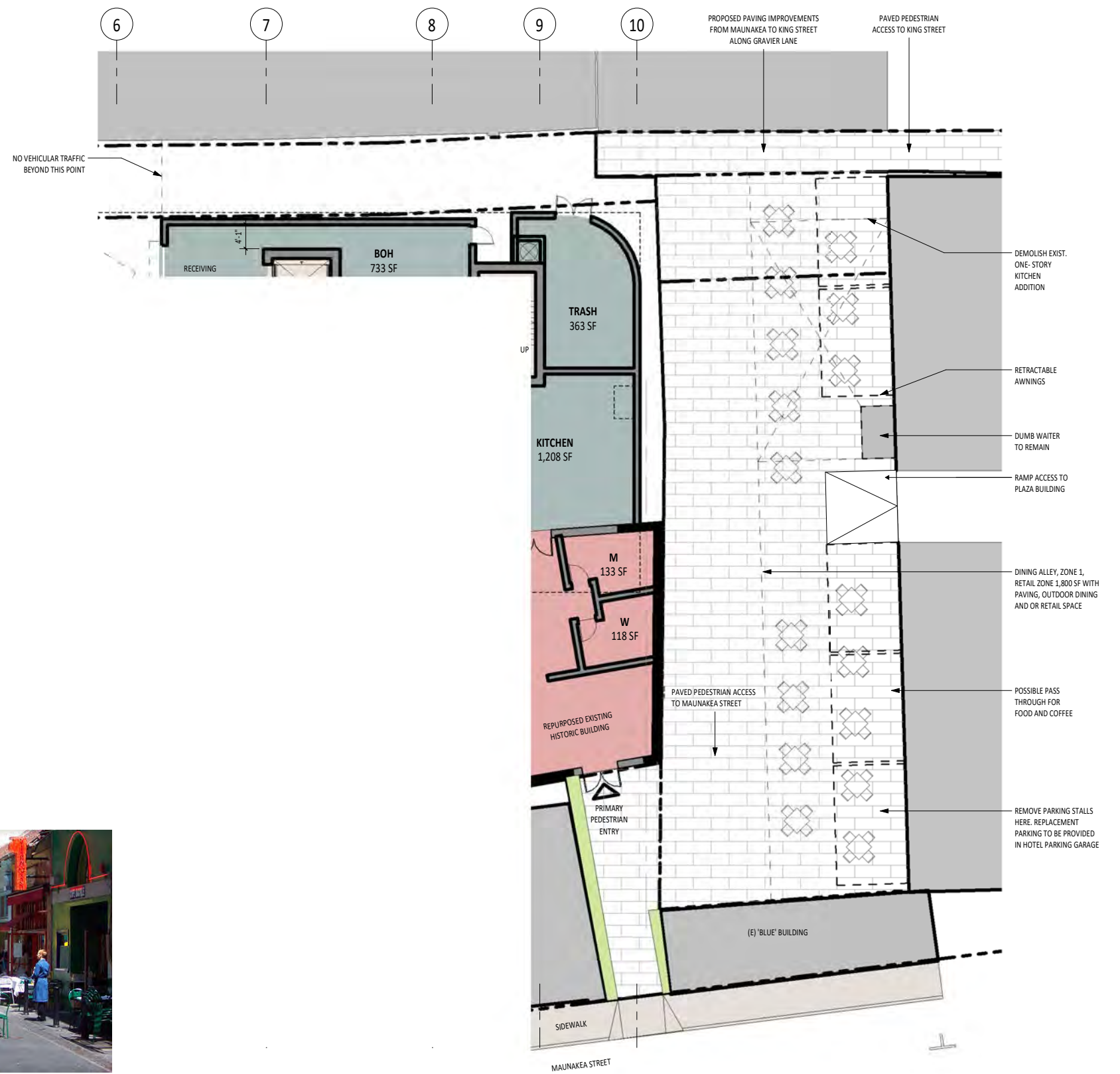




① PUBLIC OPEN SPACE DIAGRAM



2 PRECEDENT IMAGES

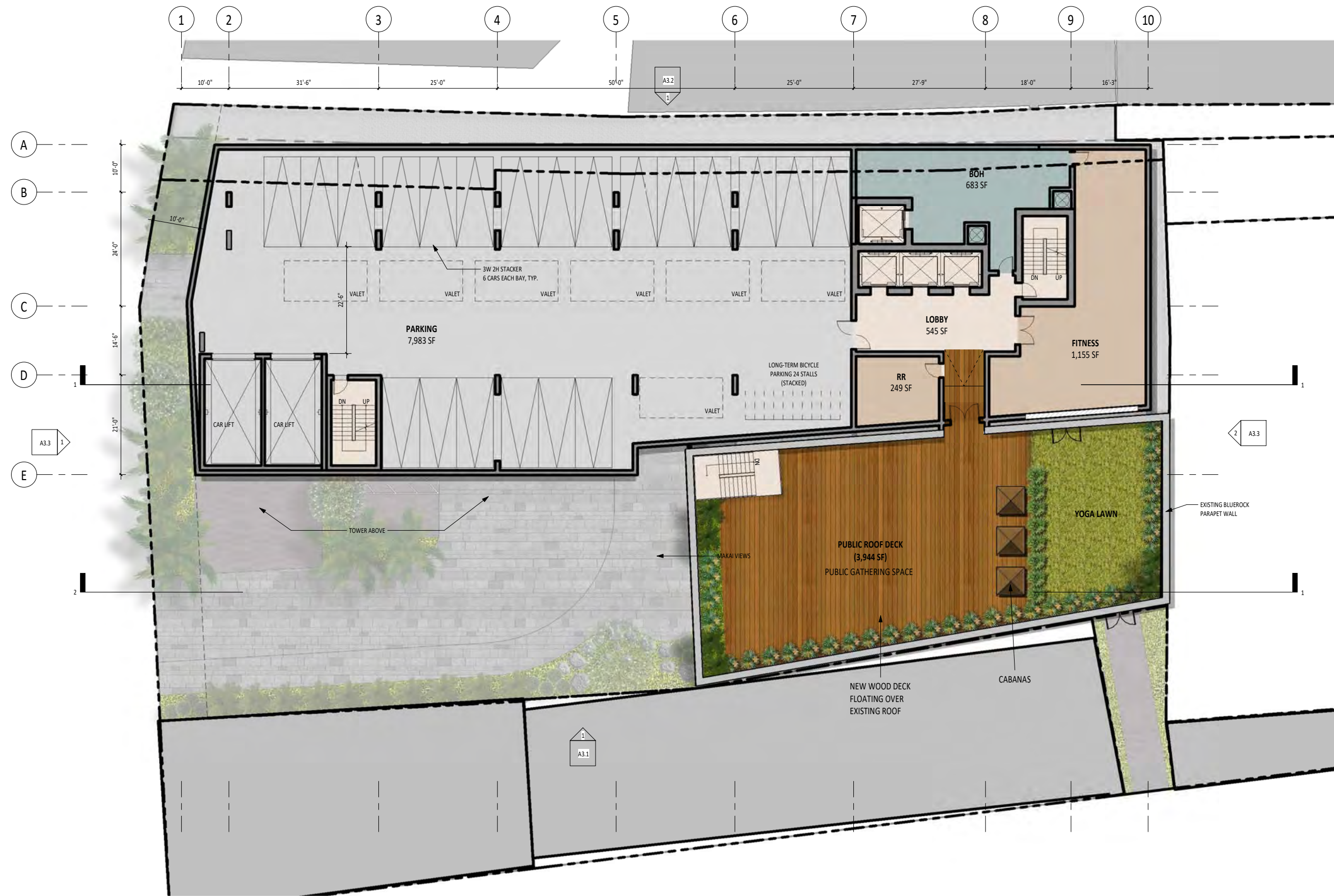


1 LEVEL 1 - DINING ALLEY PLAN



1 LEVEL 2 - PARKING PLAN

EXHIBIT C-5



- LOBBY
- LANDSCAPING
- ROOF DECK
- BOH / UTILITY
- GUEST SUITE
- GUEST ROOM
- LANAI
- PREFUNCTION
- FOOD & BEVERAGE
- AMENITY
- CIRCULATION
- PARKING
- PLAZA
- OFFICE

WALL LEGEND
 NEW WALL
 EXISTING WALL

LEVEL 3 PARKING

STACKER	42
VALET	7
ADA	0
TOTAL LEVEL 3	49 STALLS
TOTAL PROJECT	124 STALLS

BICYCLE PARKING
 LONG-TERM (STACKED) 24

1 LEVEL 3 - PARKING PLAN



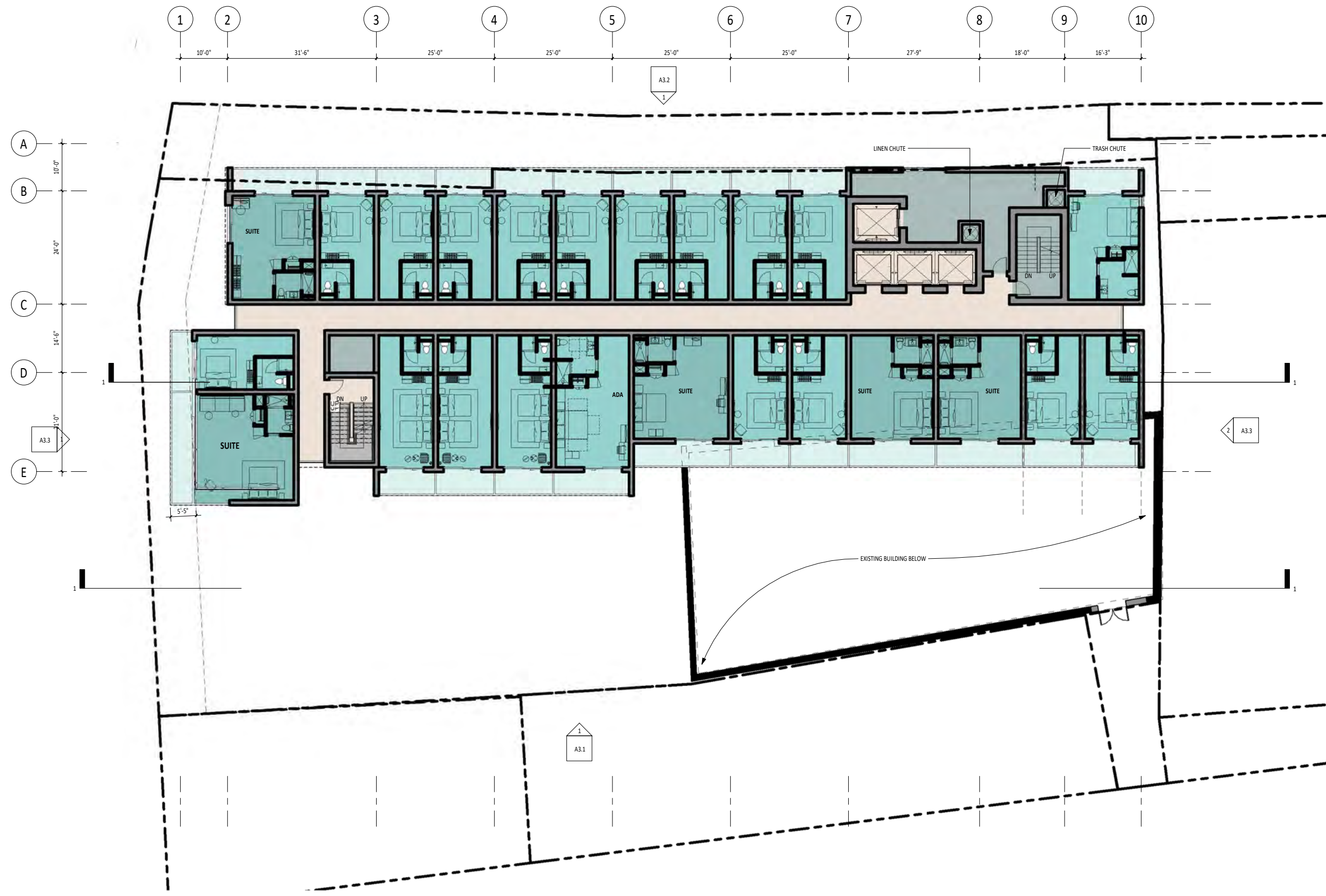


① LEVEL 4 - LOBBY PLAN



① LEVEL 4.5 - LOBBY MEZZANINE PLAN

EXHIBIT C-8



- LOBBY
- LANDSCAPING
- ROOF DECK
- BOH / UTILITY
- GUEST SUITE
- GUEST ROOM
- LANAI
- PREFUNCTION
- FOOD & BEVERAGE
- AMENITY
- CIRCULATION
- PARKING
- PLAZA
- OFFICE

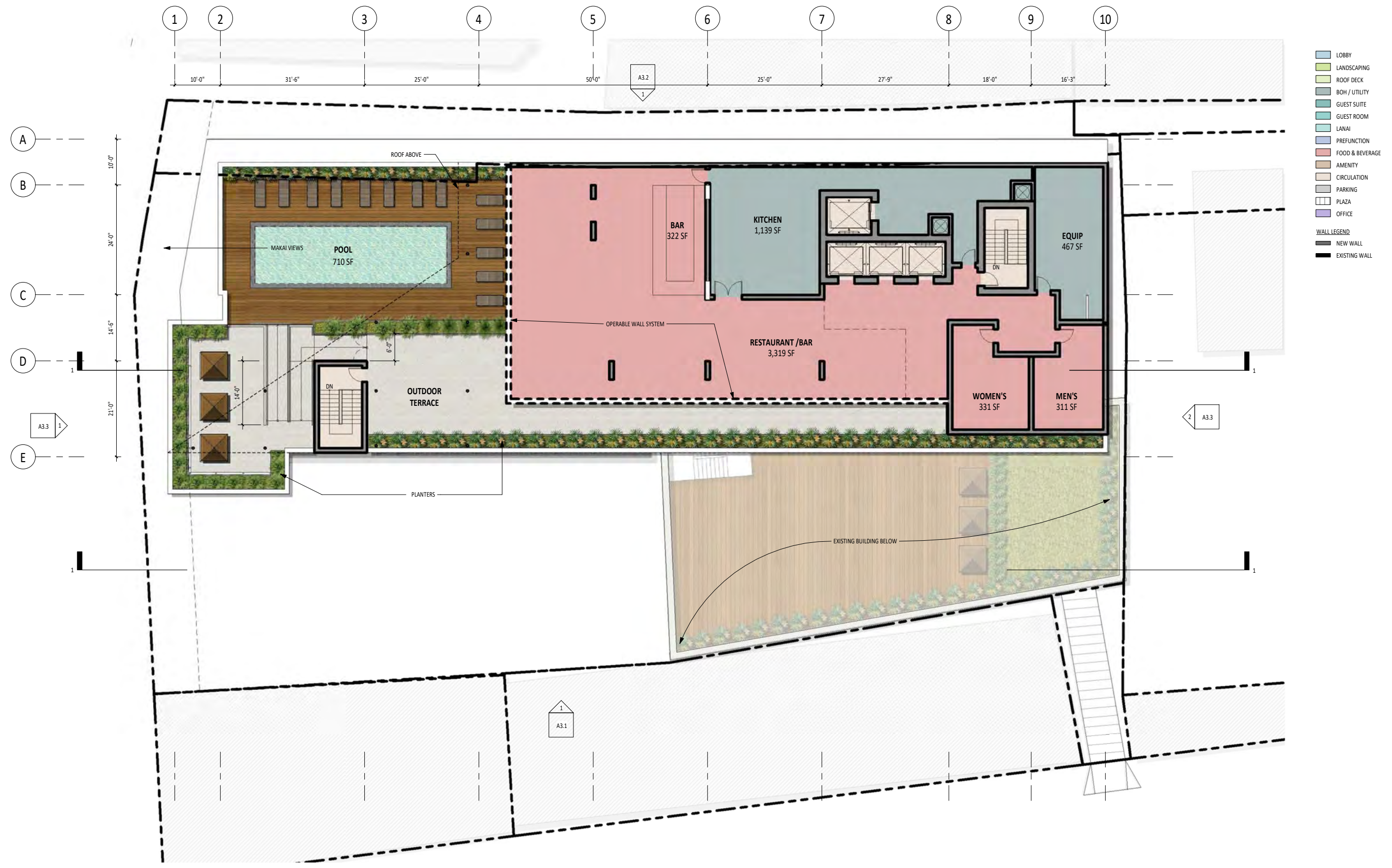
WALL LEGEND
 NEW WALL
 EXISTING WALL

GUEST ROOM SUMMARY
 (10 TYP. GUEST ROOM LEVELS):

TYP. ROOMS	16
ADA	3
SUITE	5
KEYS / TYP. FLOOR	24
TOTAL KEYS	240

1 TYPICAL GUEST LEVEL PLAN



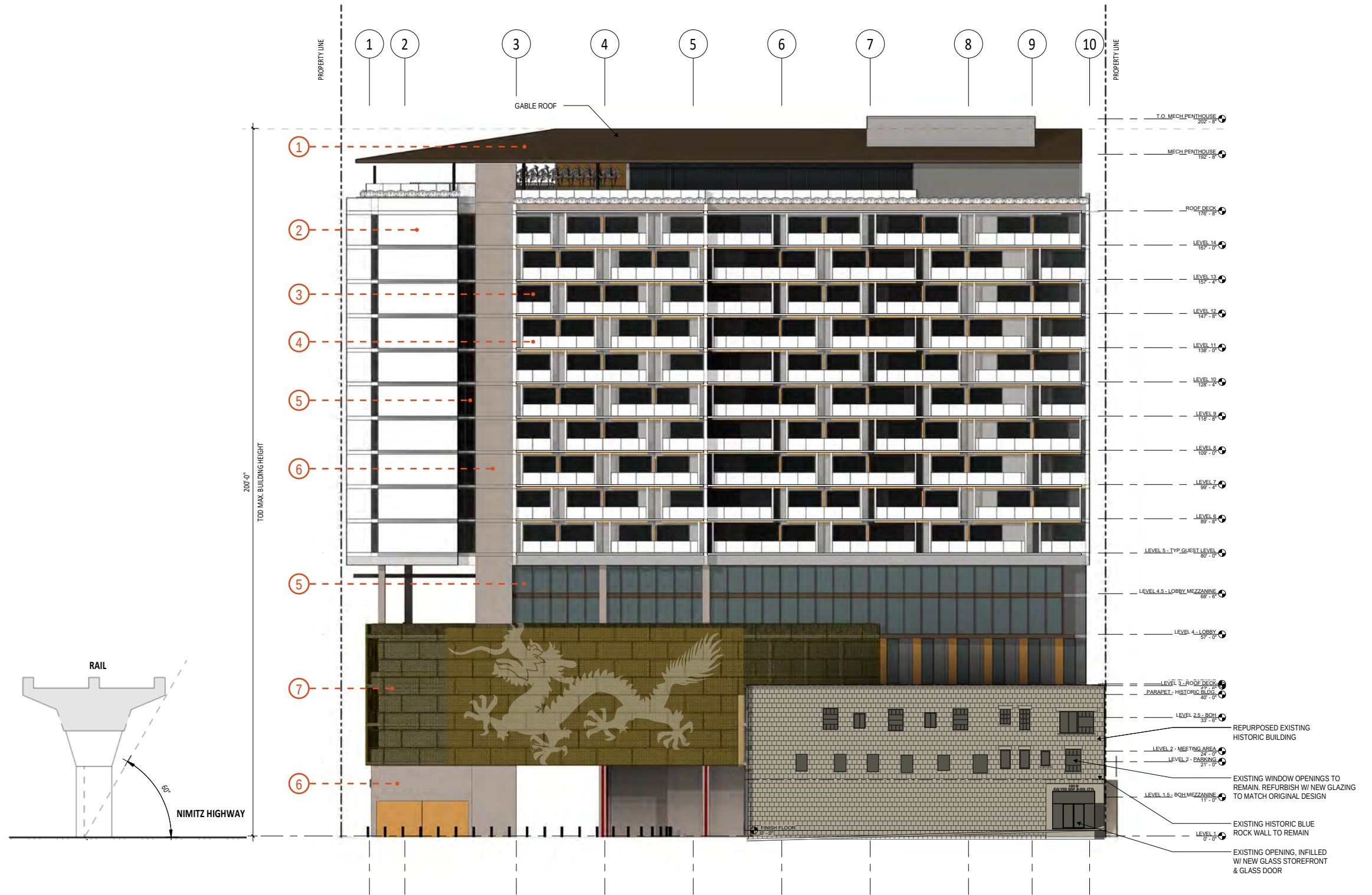


1 ROOF DECK PLAN

EXHIBIT C-10

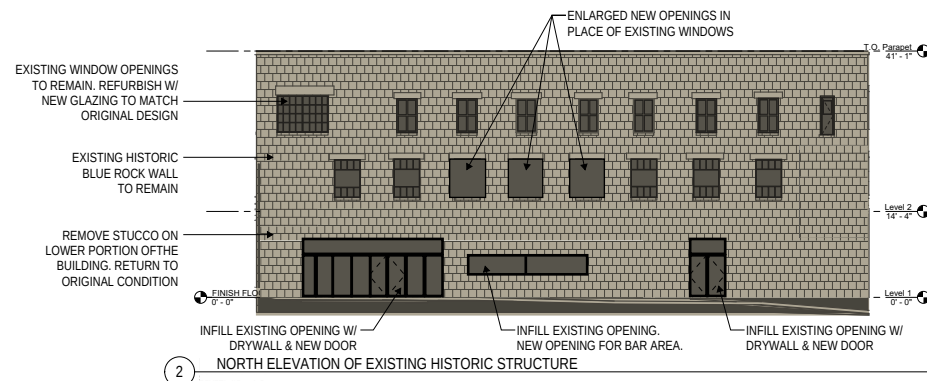
MATERIAL LEGEND

- ① STANDING SEAM ROOF
- ② METAL PANEL RAINSCREEN SYSTEM
- ③ ALUMINUM SLIDING DOOR
- ④ GLASS RAILING
- ⑤ ALUMINUM GLAZING SYSTEM
- ⑥ STONE CLADDING SYSTEM
- ⑦ METAL SCREEN



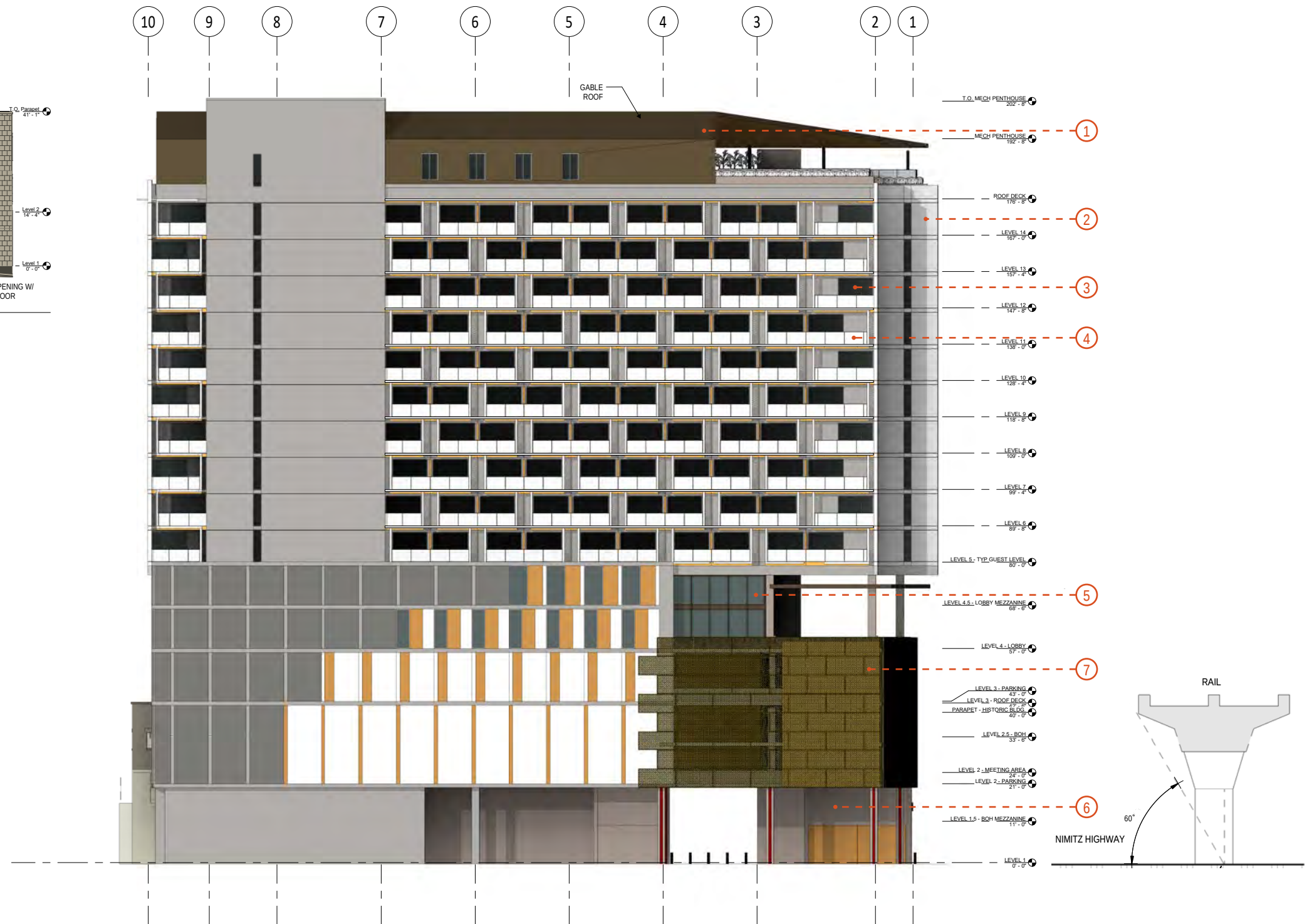
① SOUTH ELEVATION

EXHIBIT C-11



MATERIAL LEGEND

- ① STANDING SEAM ROOF
- ② METAL PANEL RAINSCREEN SYSTEM
- ③ ALUMINUM SLIDING DOOR
- ④ GLASS RAILING
- ⑤ ALUMINUM GLAZING SYSTEM
- ⑥ STONE CLADDING SYSTEM
- ⑦ METAL SCREEN

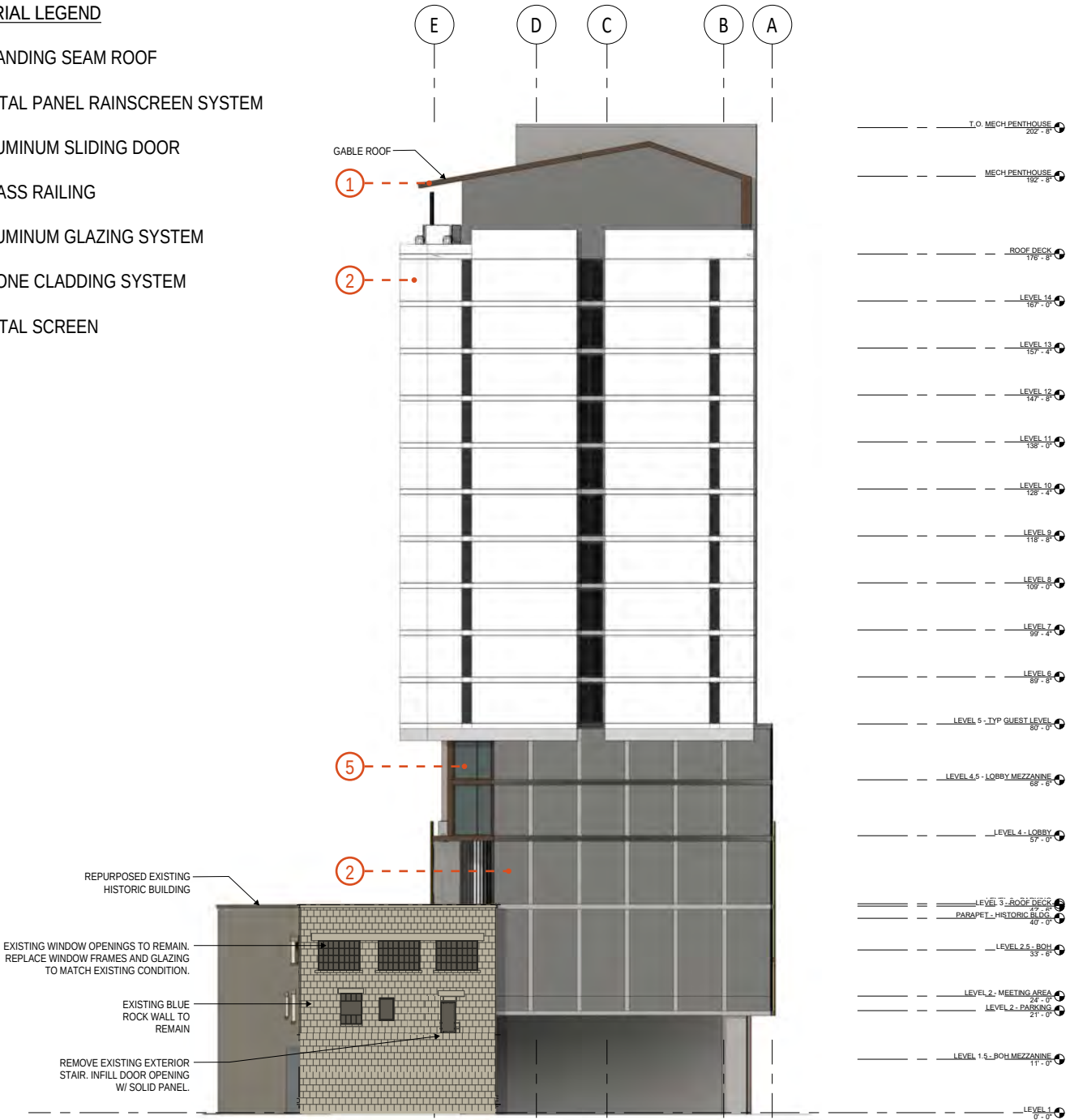


① NORTH ELEVATION

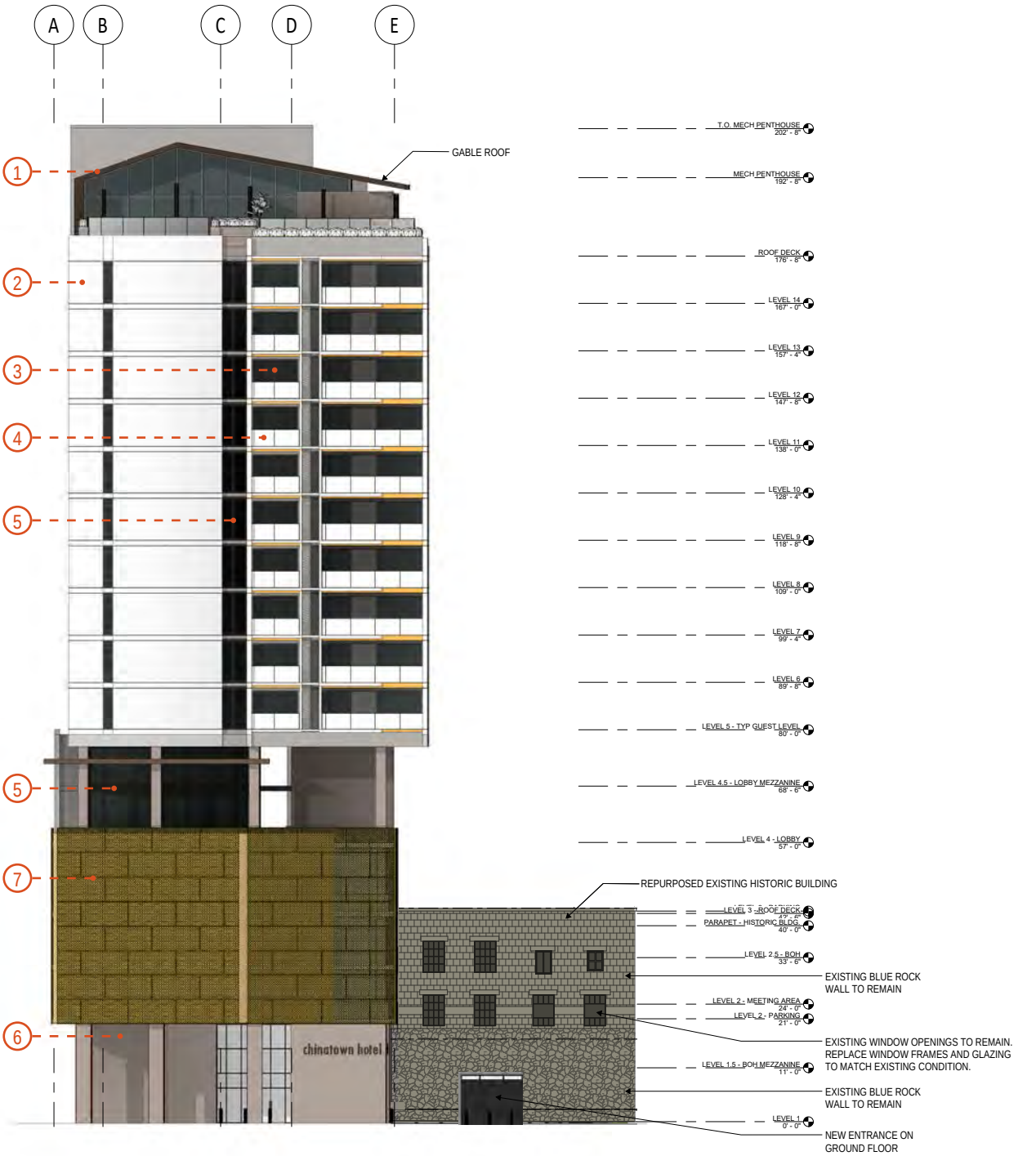
EXHIBIT C-12

MATERIAL LEGEND

- 1 STANDING SEAM ROOF
- 2 METAL PANEL RAINSCREEN SYSTEM
- 3 ALUMINUM SLIDING DOOR
- 4 GLASS RAILING
- 5 ALUMINUM GLAZING SYSTEM
- 6 STONE CLADDING SYSTEM
- 7 METAL SCREEN

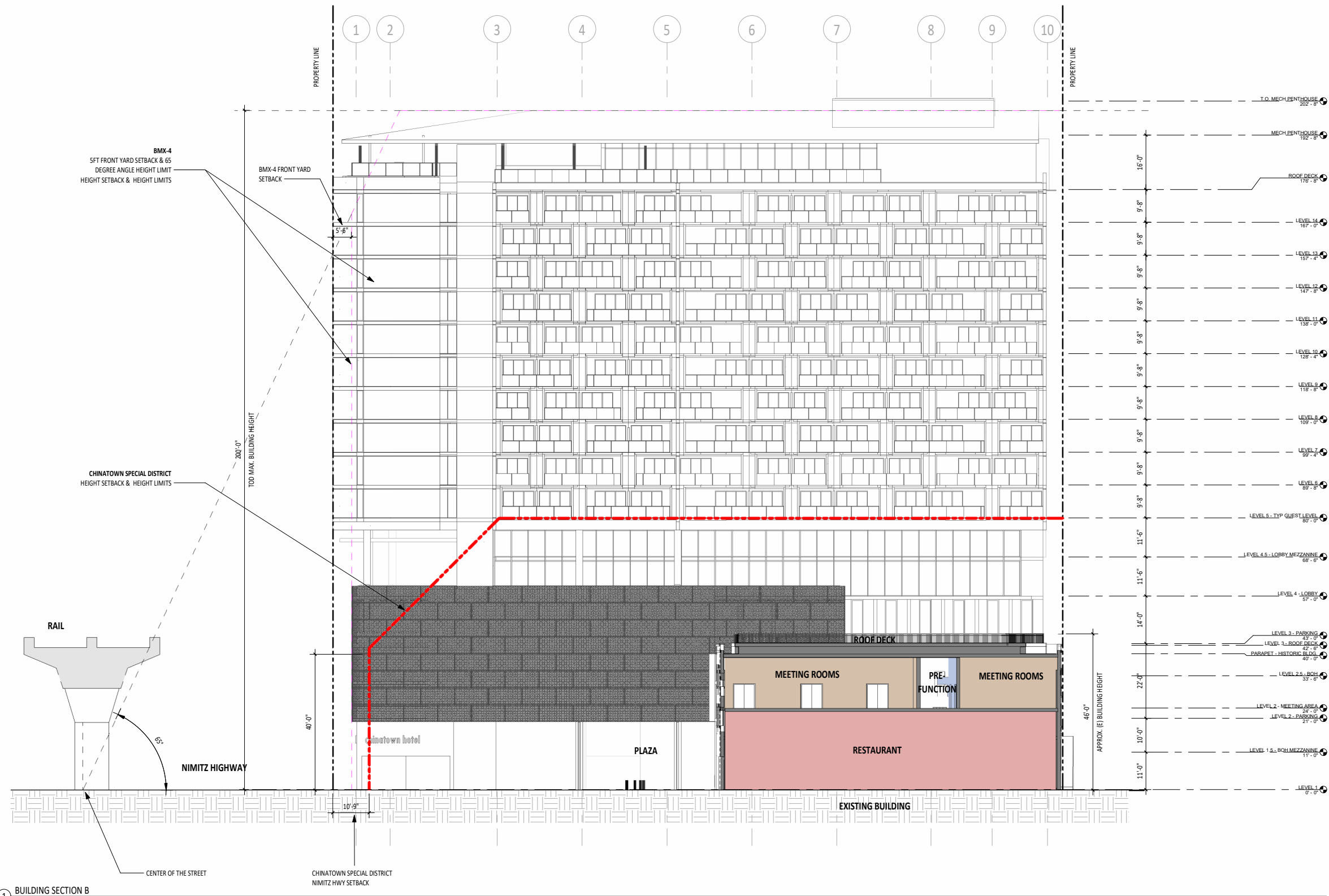


2 EAST ELEVATION



1 WEST ELEVATION





TREE DISPOSITION LIST

NO.	COMMON NAME	HEIGHT (FEET)	SPREAD (FEET)	DBH (INCHES)	COMMENTS
1	COCONUT PALM	45	-	24	
2	COCONUT PALM	30	-	22	
3	MANILA PALM	7	-	4	DEAD OR DYING
4	MANILA PALM	7	-	10	OUTSIDE PROPERTY LINE; REQUIRES PERMIT WITHIN STATE HIGHWAY R.O.W.
5	MONKEYPOD	12	26	15	NOT ON TOPO SURVEY; OUTSIDE PROPERTY LINE; REQUIRES PERMIT WITHIN STATE HIGHWAY R.O.W.
6	COCONUT PALM	30	-	15	OUTSIDE PROPERTY LINE; REQUIRES PERMIT WITHIN STATE HIGHWAY R.O.W.
7	MANILA PALM	12	-	6	NOT ON TOPO SURVEY
8	MANILA PALM	3.5	-	6	NOT ON TOPO SURVEY
9	MANILA PALM	3	-	8	NOT ON TOPO SURVEY
10	PAPAYA	25	7	8	POSSIBLE VOLUNTEER; GROWING FROM STAIRS
11	WEEPING FIG	20	10	8	OUTSIDE OF PROPERTY LINE
12	WEEPING FIG	20	10	13	OUTSIDE OF PROPERTY LINE
13	WEEPING FIG	20	10	12	OUTSIDE OF PROPERTY LINE
14	WEEPING FIG	20	10	14	OUTSIDE OF PROPERTY LINE
15	MANILA PALM	2	-	5	NOT ON TOPO SURVEY
16	MANILA PALM	15	-	7	NOT ON TOPO SURVEY
17	MANILA PALM	10	-	7	NOT ON TOPO
18	MANILA PALM	12	-	7	NOT ON TOPO

- TO REMAIN AND TO BE PROTECTED DURING CONSTRUCTION.
- TO BE REMOVED, INCLUDING ROOTS.

GENERAL NOTES:

1. VISIT THE SITE AND VERIFY DIMENSIONS, SITE CONDITIONS AND SITE IMPROVEMENTS PRIOR TO CONSTRUCTION. NOTIFY THE ARCHITECT OF DISCREPANCIES BETWEEN THE PLANS AND SITE CONDITIONS PRIOR TO COMMENCEMENT OF WORK.
2. SCHEDULE A PRE-CONSTRUCTION MEETING ATTENDED BY ALL CONCERNED PARTIES TO VERIFY DISPOSITION OF EXISTING PLANT MATERIAL.
3. VERIFY THE LOCATIONS AND DEPTHS OF EXISTING UTILITIES (E.G. UNDERGROUND PIPES, CABLES AND DUCT LINES) AND EXERCISE PROPER CARE IN EXCAVATING IN THE AREA. UTILITY LINES DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT CONTRACTOR'S COST.
4. ALL PLANT MATERIAL NOT SHOWN ON DRAWINGS AND THAT ARE NOT TO BE SALVAGED BY ARCHITECT ARE TO BE REMOVED IN THEIR ENTIRETY.
5. THE EXTENT OF REMOVAL AS INDICATED IS APPROXIMATE. VERIFY THE EXTENT OF REMOVAL WORK TO PROPERLY ACCOMMODATE CONTRACTOR'S METHOD OF CONSTRUCTING NEW WORK AS REQUIRED. ADDITIONAL REMOVAL AND RESTORATION REQUIRED TO ACCOMMODATE CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE NEW WORK.
6. REMOVE ROOTBALL OF TREES IN ITS ENTIRETY OR TO MINIMUM DEPTH OF 4 FEET AT CENTER OF ROOTBALL WHICHEVER IS GREATER. REMOVE LATERAL ROOTS GREATER THAN 2 INCHES IN DIAMETER WITHIN 10-FOOT RADIUS FROM FACE OF TRUNK TO MINIMUM DEPTH OF 2 FEET. FILL VOIDS CREATED BY ROOTBALL AND ROOT REMOVAL IN PAVEMENT WITH ACCEPTED COMPACTED BASE COURSE. SEE CIVIL DRAWINGS.
7. PROTECT EXISTING STRUCTURES AND OTHER SITE IMPROVEMENTS TO REMAIN. DAMAGES RESULTING DIRECTLY OR INDIRECTLY FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AND/OR REPLACED TO THE SATISFACTION OF THE ARCHITECT AT CONTRACTOR'S COST.

TREE DISPOSITION INVENTORY

BOTANICAL / COMMON NAME	TO REMAIN AND BE PROTECTED	TO BE REMOVED	TO BE REMOVED (<6" CALIPER)	TOTAL
CARICA PAPAYA / PAPAYA	-	1	-	1
COCOS NUCIFERA / COCONUT PALM	-	3	-	3
FICUS BENJAMINA / WEEPING FIG	-	4	-	4
SAMANEA SAMAN / MONKEYPOD	-	1	-	1
VEITCHIA MANILA / MANILA PALM	-	8	1	9
TOTAL	-	17	1	18

TREE DISPOSITION PLAN LEGEND

XX

TREE NUMBER

XX

TO REMAIN

XX

TO BE REMOVED, INCLUDING ROOTS



1 TREE DISPOSITION PLAN
1/16" = 1'-0"



EXHIBIT C-16

TREE DISPOSITION PLAN

Chinatown Hotel - 6/16/2023



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
CITY AND COUNTY OF HONOLULU

No. _____

RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT (IPD-T) PROJECT FOR THE CHINATOWN HOTEL DEVELOPMENT.

WHEREAS, on October 26, 2023, the Department of Planning and Permitting ("DPP") accepted the application (DPP Reference Number 2023/PDP-1) of Ikenakea Hokele LLC (herein referred to as the "Applicant") for an IPD-T Permit to redevelop 44,410 square (sq.) feet (ft.) of land with a mixed-use development project in the Downtown Neighborhood Transit Oriented Development (TOD) Plan Area on land zoned BMX-4 Central Business Mixed-Use District (BMX-3 District), located at 128 North Nimitz Highway, and identified as Tax Map Key(s) 1-7-002: 013, 023, and 050 (herein referred to as the "Project"); and

WHEREAS, the Project will include the demolition of the existing commercial parking lot and the development of a new hotel tower, with a maximum height of 200 feet, which includes 240 hotel units, 124 parking spaces, a lobby with sky terrace, and roof top with a restaurant/bar, outdoor terrace, and swimming pool; and the renovation of an existing historic warehouse, with about 4,000 sq. ft. of ground floor restaurant/café space, 4,000 sq. ft. of meeting space, and almost 4,000 sq. ft. of recreational roof deck; and

WHEREAS, on December 12, 2023 the DPP held a Public Hearing which was attended by the Agent, Applicant and its representatives, City staff, and approximately 16 members of the public; with four of them providing testimony; and

WHEREAS, on _____, the DPP, having duly considered all evidence and reports of said public hearing and the review guidelines established in the Revised Ordinances of Honolulu ("ROH"), Sections 21-2.110-2 and 21-9.100-5, completed its report and transmitted its findings and recommendation of approval to the Council by Departmental Communication _____ (2024); and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits A, B-1, B-2, and C-1 through C-16, and is further described in Departmental Communication _____(2024), all of which are incorporated herein by this reference; and

WHEREAS, the City Council, having received the findings and recommendation of the DPP on _____, and having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
CITY AND COUNTY OF HONOLULU

No. _____

RESOLUTION

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

- A. After City Council approval of the IPD-T Permit for the Project, the Applicant shall submit to the DPP for review and approval, an application for a Major Special District (SD) Permit, including detailed plans and drawings of the Project.
- B. The maximum Floor Area Ratio for the Project is 6.82.
- C. The maximum height of the Project is 200 ft. Rooftop structures must conform to ROH Section 21-4.60(c).
- D. The Project may encroach 5.083 ft. into the BMX-4 District height setback along Nimitz Highway.
- E. The Project may provide one less loading space than is required.
- F. The Project may exceed, waive, or modify the Chinatown SD Makai Precinct development standards identified under ROH Section 21-9.60-11 as follows:
 - 1. The Project may exceed the height limit identified under ROH Section 21-9.60-11(a)(1)(Exhibit 21-9.9).
 - 2. The Project may fully encroach into the height setback as detailed under ROH Section 21-9.60-11(a)(2).
 - 3. The Project may modify ROH Section 21-9.60-11(b)(3) requiring parking structures fronting Nimitz Highway to have planter boxes along the length of the façade on all floors to allow instead allow a decorative metal screen, provided that the final design of the parking screening includes a decorative architectural element. Updated plans shall be submitted for review and approval during the Major SD Permit showcasing the final design.
 - 4. Only portions of the Project above 80 ft. may encroach into the 10-ft. required yard along Nimitz Highway.
- G. The following community benefits must be provided:



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
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1. A monetary contribution of \$704,600 to the City for use to construct Phase 2 of the Kekaulike Street Multimodal Improvement Project , or to fund other transportation improvements in the Chinatown Station Area consistent with the Downtown Neighborhood TOD Plan. The funds are to be provided one year after the issuance of the hotel's Certificate of Occupancy ("CO").
2. A minimum of 10 car-share parking spaces and vehicles must be provided on the site. The car-share spaces must be publicly accessible at all times and not limited to use by hotel guests of the Project. Adequate wayfinding signage must be provided to direct the public to the car-share spaces. The spaces must be provided to obtain the hotel's CO.
3. A bikeshare station capable of holding at least 15 bicycles that is conveniently located onsite and publicly accessible. The bikeshare station may not be located in the required front yard along Nimitz Highway. Prior to issuance of the hotel's CO, evidence of an agreement with a City-approved bikeshare program shall be submitted to the DPP.
4. Enhancement of the King Street bus stop (Stop No. 997) by providing five new bus stop seating units that meet Department of Transportation Services (DTS) requirements, and an additional \$52,000 of improvements as valued by the DTS to other bus stops in the Chinatown area. These improvements must be provided prior to the issuance of a building permit.
5. A monetary contribution of \$2,809,400 to the City's Affordable Housing Fund must be provided within two years of obtaining the hotel's CO.
6. The construction, operation, maintenance, and management of an off-site improvement to provide a public pedestrian connection from Maunakea Street to North King Street that operates as a dining alley and public gathering space. The Applicant must provide a public access easement from Maunakea Street to North King Street to ensure that it remains publicly accessible. During the review of the Major SD Permit, the Applicant must provide a detailed design focused on creating a unique open space that is safe, accessible, and reflective of the surrounding area's architecture and character. Details regarding the building materials, colors, textures, and signage must be provided. The Applicant must provide proof of obtaining a 30-year ground lease prior to the issuance of the hotel's CO.



HONOLULU CITY COUNCIL
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CITY AND COUNTY OF HONOLULU

No. _____

RESOLUTION

- H. The application for the Major SD Permit must include updated plans and documents showing the following:
1. Ground floor design and layout that minimizes conflicts between pedestrians and loading vehicles, especially along Nimitz Highway and Gravier Lane, through the use of signage, marked pedestrian paths, lighting, or safety infrastructure;
 2. Bike parking and bikeshare station details;
 3. The required minimum bicycle parking for all uses onsite;
 4. Tentative approval from the State of Hawai'i Department of Transportation Services (HDOT) regarding access points, porte-cochere operations, mechanical parking operations, and loading and maneuvering which may affect Nimitz Highway;
 5. Loading vehicle turning templates; and
 6. An explanation as to how the car-sharing spaces will be made publicly accessible and operate with valet services.
- I. Prior to the issuance of any construction plans or building permits, the Applicant must continue to prepare an Archaeological Inventory Survey (AIS) in consultation with the State of Hawai'i Historic Preservations Division (SHPD) and commit to mitigation and protocols of all cultural resources, including any iwi, if identified on site. The AIS shall be conducted by a qualified archaeologist in order to adequately identify and document any archaeological historic properties that may be present, to assess their significance, to determine the potential impacts of this Project on any identified archaeological historic properties, and to identify and ensure appropriate mitigation is implemented. Upon the DPP receiving SHPD's written concurrence that the AIS has been accepted, the permit issuance process may continue, provided that any SHPD-required actions or mitigation measures must be incorporated into the Project and clearly stated under "Environmental Notes" on all Project construction plans and building permit plans.
- J. If, during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work, protect the find from further disturbance, and contact the SHPD immediately. Work in the immediate area must be stopped until SHPD is able to



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
CITY AND COUNTY OF HONOLULU

No. _____

RESOLUTION

assess the impact and make further recommendations for mitigative activity. This requirement must be clearly stated under "Environmental Notes" on all Project construction plans and building permit plans for the proposed Project.

- K. Prior to approval of a building permit, the Applicant must submit for approval:
1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the anticipated date of occupancy. This will also identify when a Construction Management Plan (CMP), Traffic Management Plan (TMP), and updates to or validation of the findings of the Traffic Impact Analysis Report (TIAR) will be submitted.
 2. The CMP should:
 - a. Identify the type, frequency, and routing of heavy trucks and construction related vehicles, and provide remedial measures, as necessary;
 - b. Identify and limit vehicular activity related to construction outside the peak periods of traffic, utilizing alternate routes for heavy trucks, provisions for on-site or off-site staging areas for construction workers and vehicles;
 - c. Include preliminary or conceptual traffic control plans; and
 - d. Include the condition of roadways prior to the start of construction activities so that the existing roadway can be restored to their original or improved condition upon completion.
 3. The TMP should include Traffic Demand Management (TDM) strategies to significantly limit vehicular trips for daily activities. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives, and other similar TDM measures. The TMP should address the frequency, type, and size of large events; detail operations of the porte-cochere area, queuing layout, and a layout showing detailed operations (identify drop-off/pick-up areas) of the automated parking system; a narrative detailing the operations of the automated parking system; and if the mechanical parking operations will be able to handle the demand. Further, the TMP should include a breakdown of the anticipated number of parking spaces for hotel guests, restaurant visitors, and special event parking, for a typical day to give an idea of the potential queuing



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
CITY AND COUNTY OF HONOLULU

No. _____

RESOLUTION

onto Nimitz Highway and Maunakea Street. A bicycle and pedestrian circulation plan should also be included in the TMP. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of the various TDM strategies identified in the initial report. Additional bicycle racks shall be installed if it is determined there is a latent demand and the existing number of racks are inadequate.

4. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution, and assignment contained in the initial TIAR. The recommendations of the report should be implemented, in coordination with the DPP and the HDOT.
- L. Should the hotel later be converted into multi-family housing or the ownership submitted to a Condominium Property Regime, it will be required to comply with the City's affordable housing and park dedication requirements at that time.
- M. The Applicant is responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- N. Approval of this IPD-T Permit does not constitute compliance with other Land Use Ordinance (LUO) or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant should be responsible for ensuring that the final plans for the Project approved under this permit comply with all applicable LUO and other governmental provisions and requirements.
- O. The Applicant must obtain a Building Permit for the Project within five years of the date of the Major SD Permit. Failure to obtain a Building Permit within this period should render this approval null and void, provided that this period may be extended as follows:
 1. The Director of the DPP may extend this period if the Applicant demonstrates good cause, but the period should not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion.
 2. If the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which should include the Director's findings and recommendations thereon. The Council may approve the proposed



HONOLULU CITY COUNCIL
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RESOLUTION

extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution.

3. If the Council fails to take final action on the proposed extension within the first to occur of: (1) Sixty days after receipt of the Director's report, or (2) The Applicant's then-existing deadline for obtaining a building permit; the extension should be deemed denied.

- P. Construction must be in general conformity with the approved plans on file with the DPP. Any change in the size or nature of the Project which significantly alters the proposed development will require a new application. Any change which does not significantly alter the proposed Project will be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of the DPP.

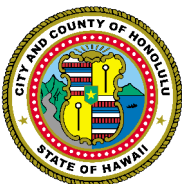
BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that copies of this Resolution be transmitted to Dawn Takeuchi Apuna, Director of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawai'i 96813; Christopher Flaherty, Ikenakea Hokele LLC, 1188 Bishop Street, Suite 907, Honolulu, Hawai'i 96813; and Patrick Seguirant, 91-1030 Kalihi Street, 'Ewa Beach, Hawai'i 96706.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawai'i

Councilmembers



Project Site



Note: Data represented on this map is not intended to replace site survey.



Legend

- Project Site
- Tax Map Key
- Bus Stop
- Future Transit Alignment
- Future Transit Station
- Buffer Distance**
- Quarter mile
- Half mile

EXHIBIT A

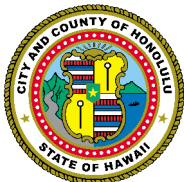
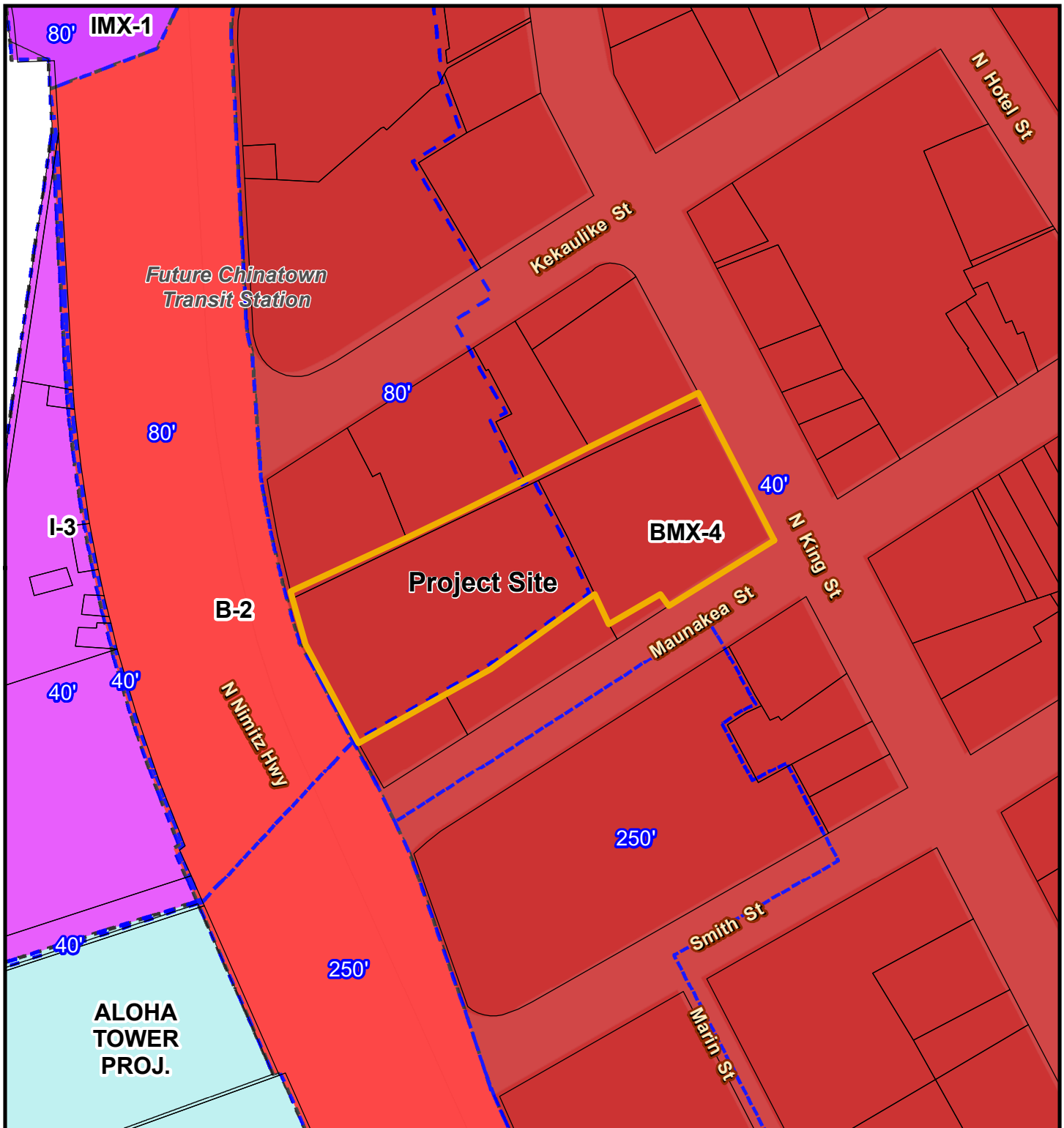
LOCATION MAP

FILE NO.: 2023/PDP-1

**PROJECT: CHINATOWN
HOTEL DEVELOPMENT**

**LOCATION: 128 NORTH NIMITZ
HIGHWAY - CHINATOWN**

**TAX MAP KEY: 1-7-002: 013,
023, AND 050**



Project Site



VICINITY MAP



0 50 100 200
Scale in Feet

Note: Data represented on this map is not intended to replace site survey.

Legend

- Project Site
- Tax Map Key
- Zoning Map
- Height Limit
- Aloha Tower Proj.
- B-2 District
- BMX-4 District
- I-3 District
- IMX-1 District

EXHIBIT B-1

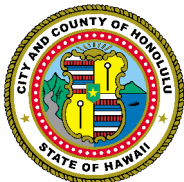
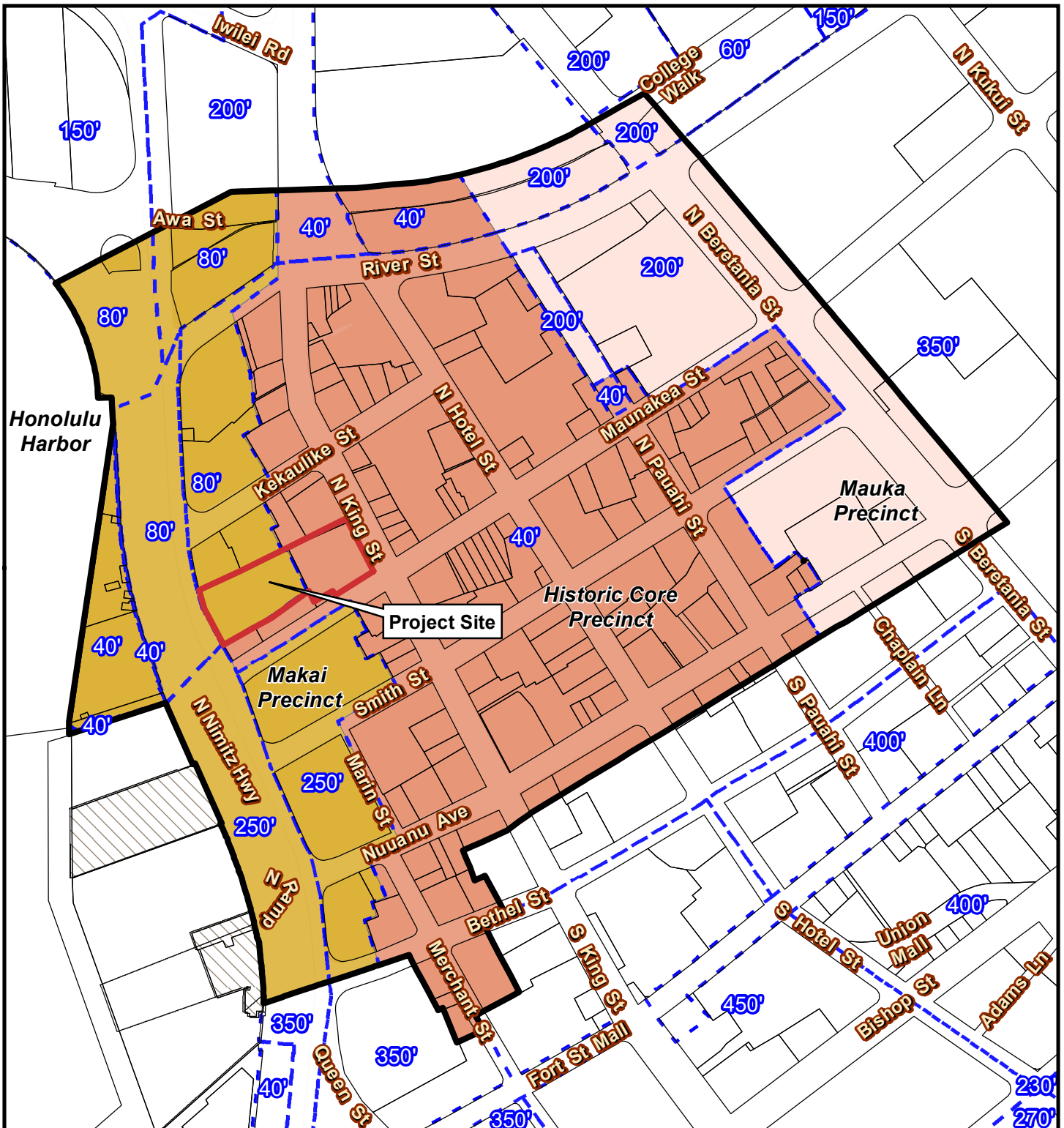
ZONING MAP

FILE NO.: 2023/PDP-1

**PROJECT: CHINATOWN
HOTEL DEVELOPMENT**

**LOCATION: 128 NORTH NIMITZ
HIGHWAY - CHINATOWN**

**TAX MAP KEY: 1-7-002: 013,
023, AND 050**



Project Site



0 150 300 600

Scale in Feet

Note: Data represented on this map is not intended to replace site survey.



VICINITY MAP

Legend

- Project Site
- Tax Map Key
- Chinatown Special District
- Area Superseded by HCDA
- Historic Core Precinct
- Makai Precinct
- Mauka Precinct
- Zoning Map Height Limit

EXHIBIT B-2

SPECIAL DISTRICT MAP

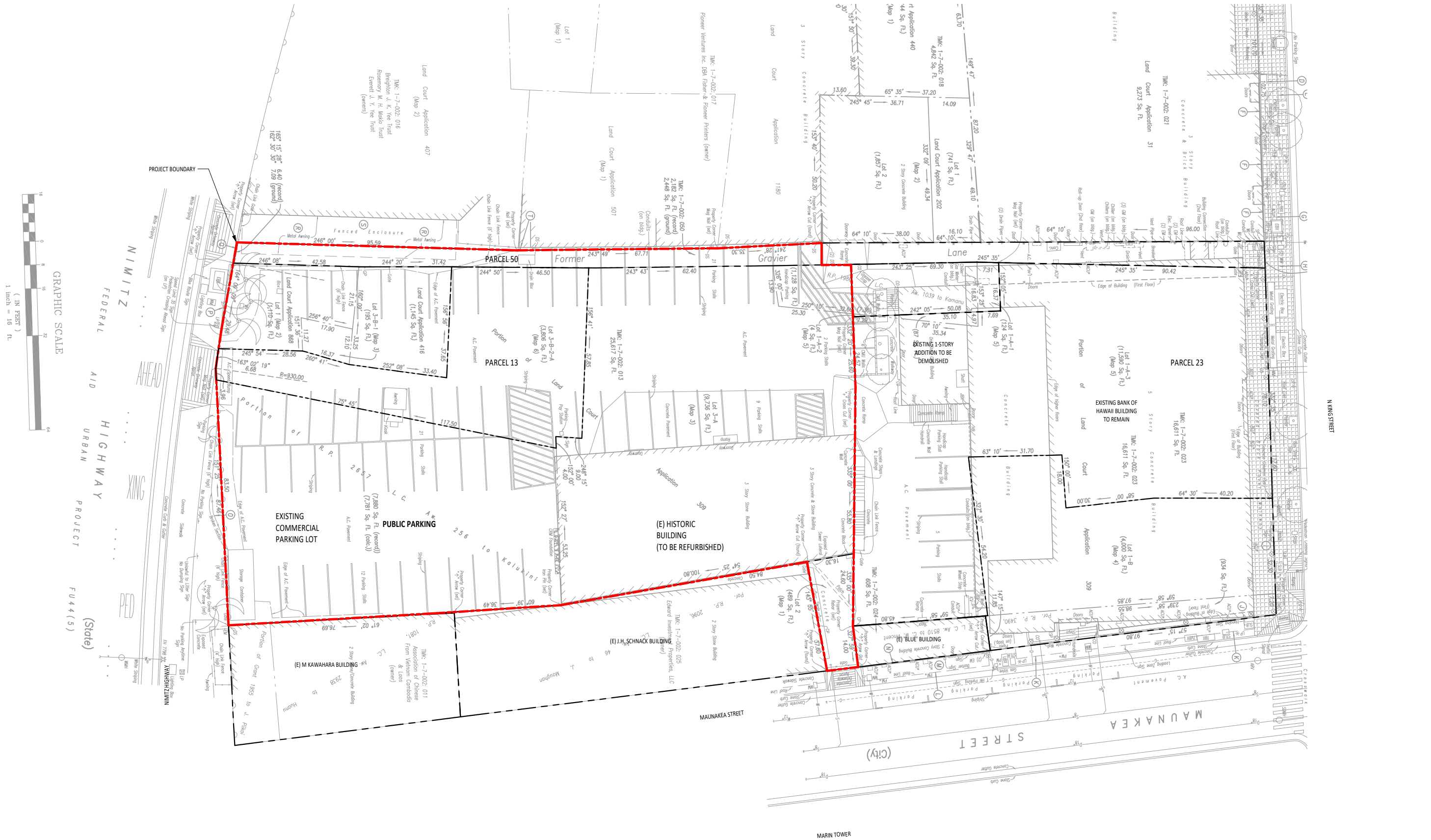
FILE NO.: 2023/PDP-1

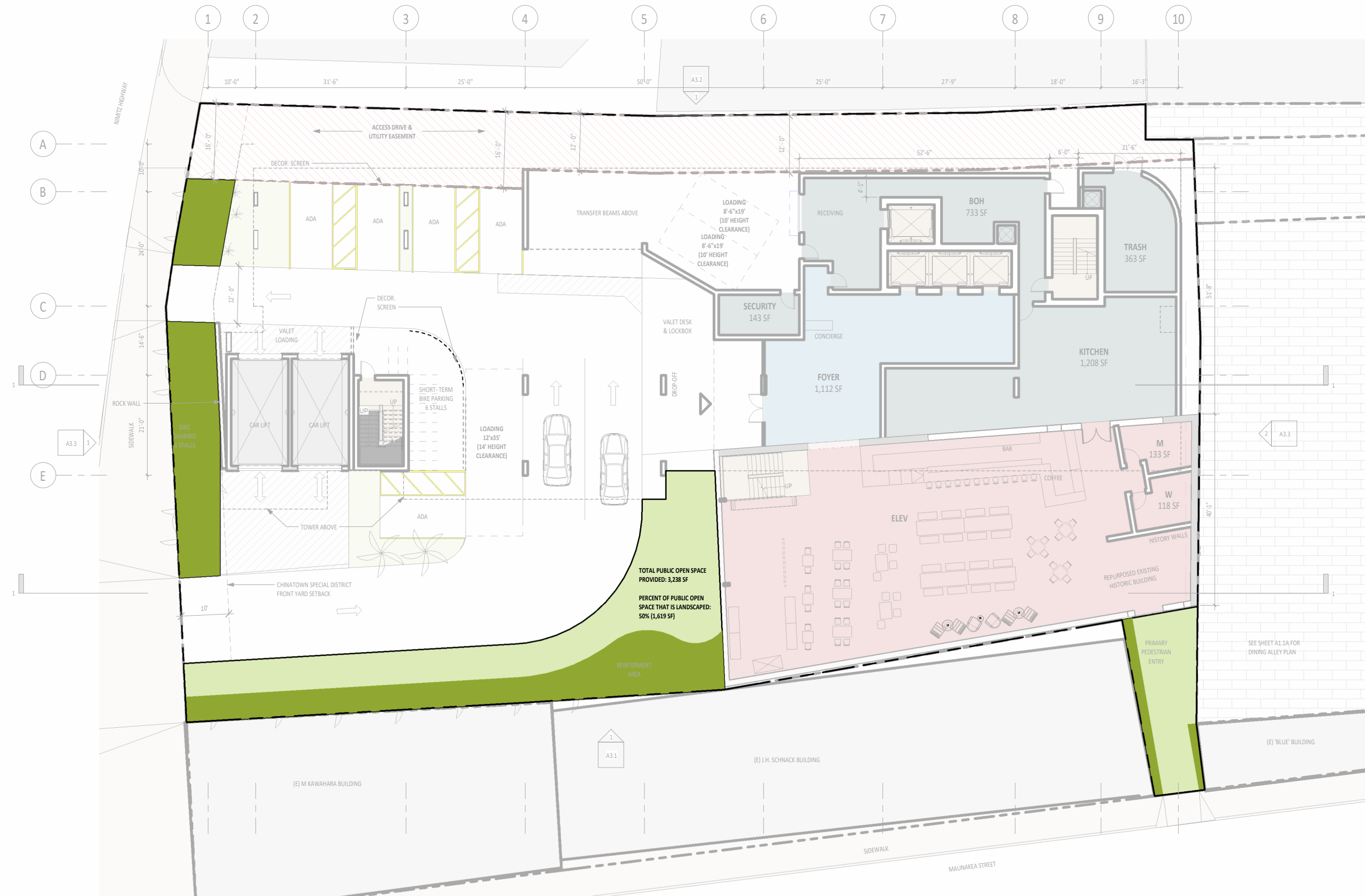
PROJECT: CHINATOWN
HOTEL DEVELOPMENT

LOCATION: 128 NORTH NIMITZ
HIGHWAY - CHINATOWN

TAX MAP KEY: 1-7-002: 013,
023, AND 050

EXHIBIT C-1

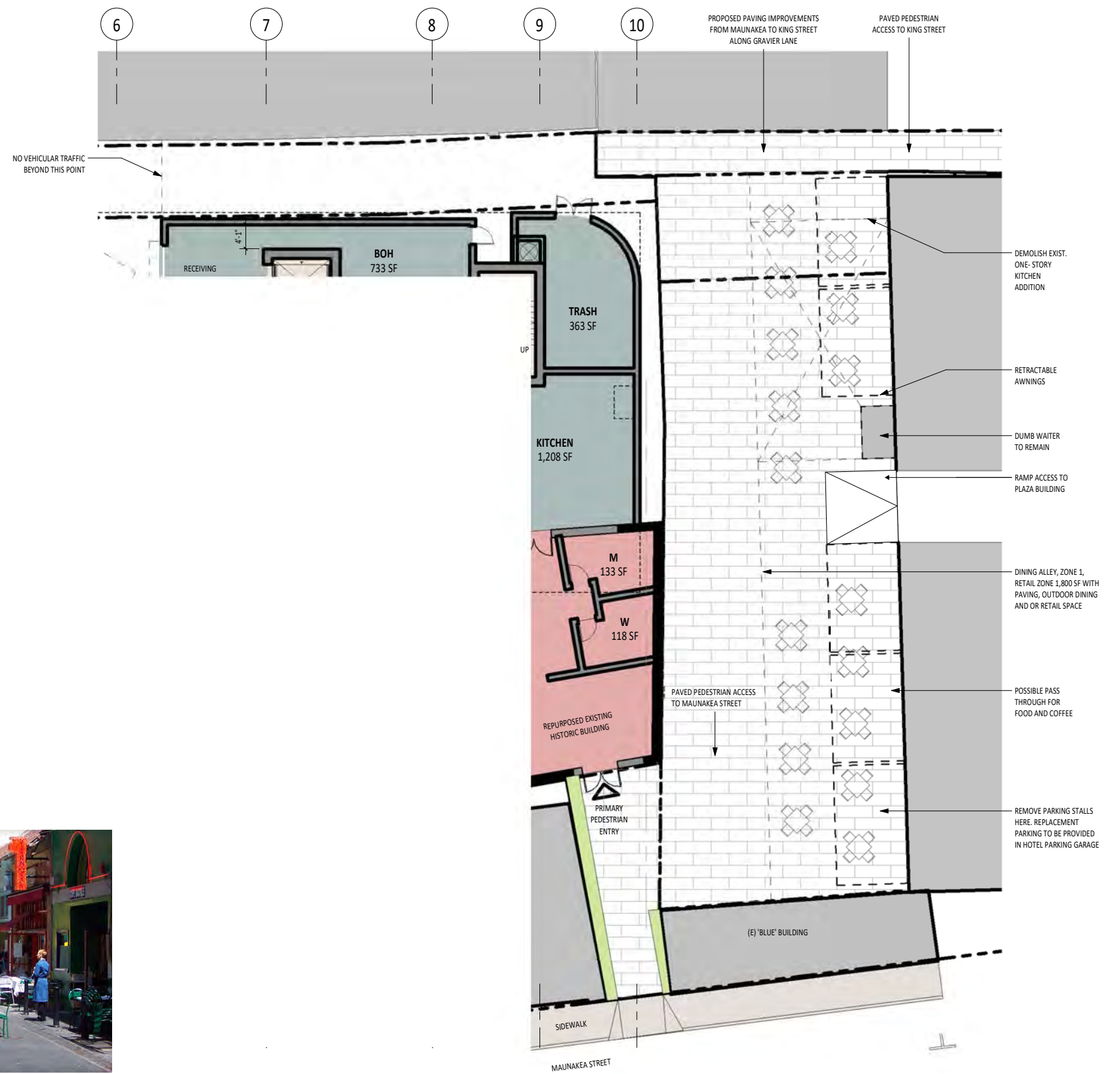




① PUBLIC OPEN SPACE DIAGRAM



2 PRECEDENT IMAGES

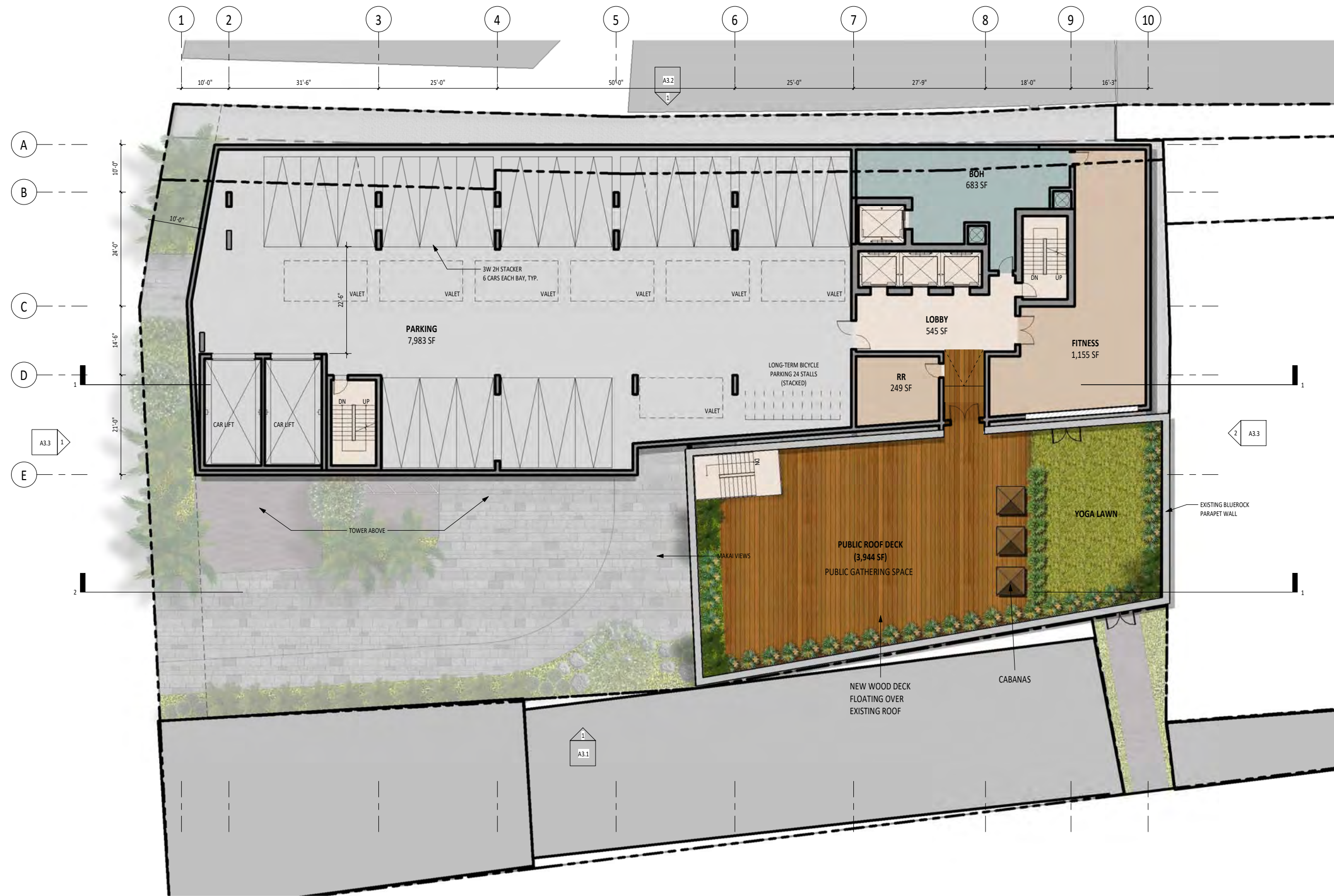


1 LEVEL 1 - DINING ALLEY PLAN



1 LEVEL 2 - PARKING PLAN

EXHIBIT C-5



- LOBBY
- LANDSCAPING
- ROOF DECK
- BOH / UTILITY
- GUEST SUITE
- GUEST ROOM
- LANAI
- PREFUNCTION
- FOOD & BEVERAGE
- AMENITY
- CIRCULATION
- PARKING
- PLAZA
- OFFICE

WALL LEGEND

- NEW WALL
- EXISTING WALL

LEVEL 3 PARKING

STACKER	42
VALET	7
ADA	0
TOTAL LEVEL 3	49 STALLS

TOTAL PROJECT 124 STALLS

BICYCLE PARKING

LONG-TERM (STACKED)	24
---------------------	----

1 LEVEL 3 - PARKING PLAN

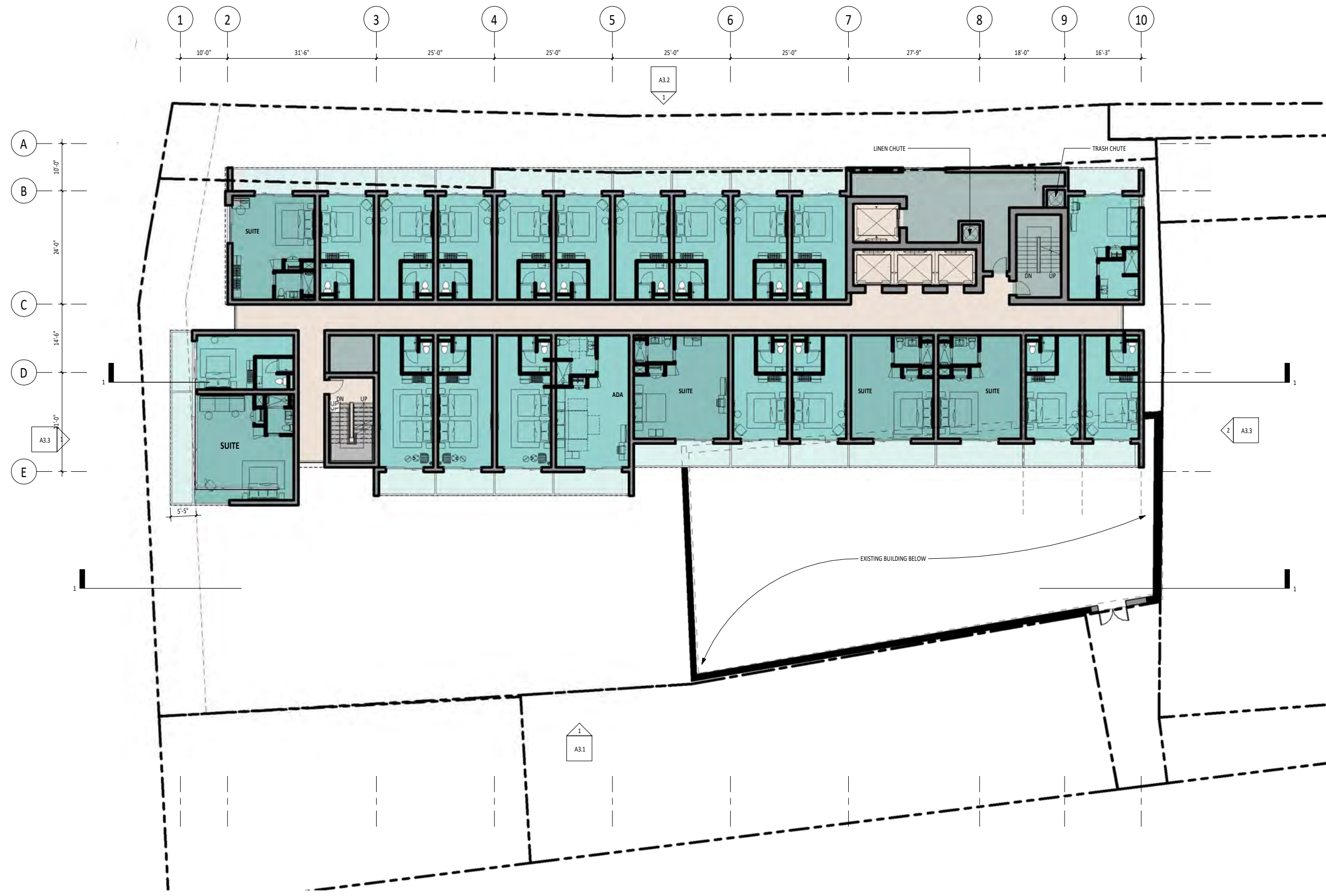


① LEVEL 4 - LOBBY PLAN



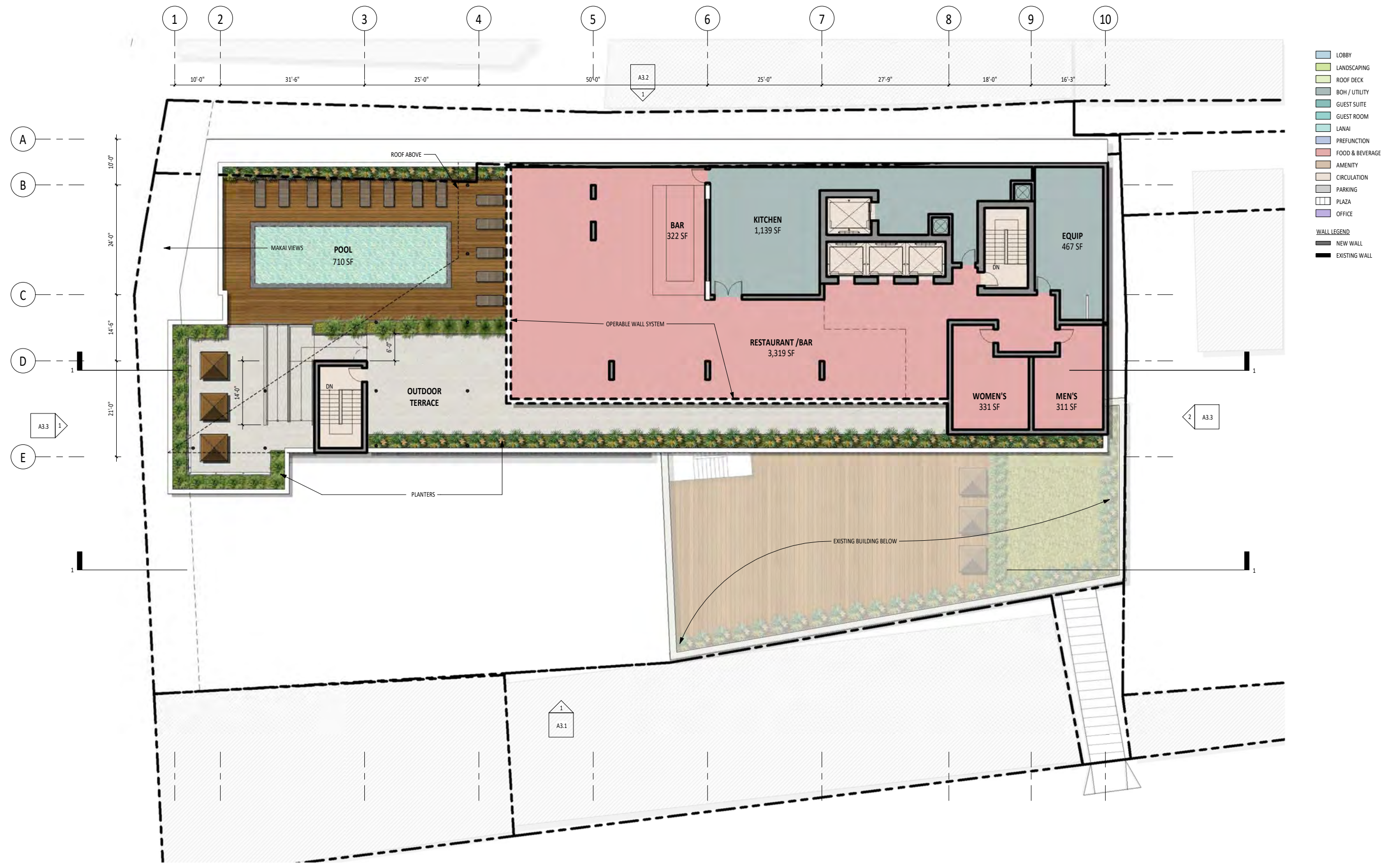
① LEVEL 4.5 - LOBBY MEZZANINE PLAN

EXHIBIT C-8



- LOBBY
 - LANDSCAPING
 - ROOF DECK
 - BOH / UTILITY
 - GUEST SUITE
 - GUEST ROOM
 - LANAI
 - PREFUNCTION
 - FOOD & BEVERAGE
 - AMENITY
 - CIRCULATION
 - PARKING
 - PLAZA
 - OFFICE
- WALL LEGEND**
- NEW WALL
 - EXISTING WALL
- GUEST ROOM SUMMARY**
(10 TYP. GUEST ROOM LEVELS):
- | | |
|-------------------|------------|
| TYP. ROOMS | 16 |
| ADA | 3 |
| SUITE | 5 |
| KEYS / TYP. FLOOR | 24 |
| TOTAL KEYS | 240 |

1 TYPICAL GUEST LEVEL PLAN

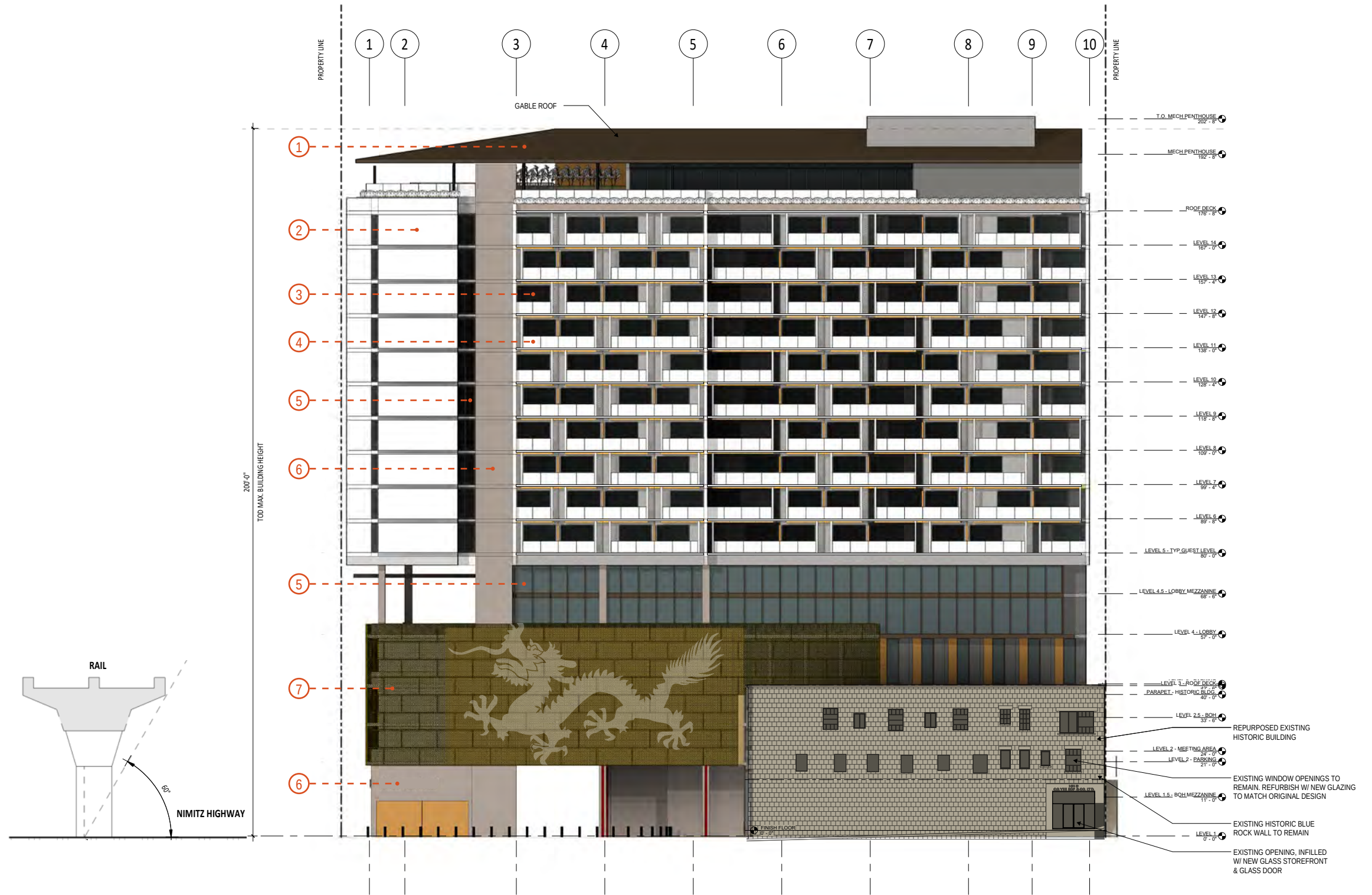


1 ROOF DECK PLAN

EXHIBIT C-10

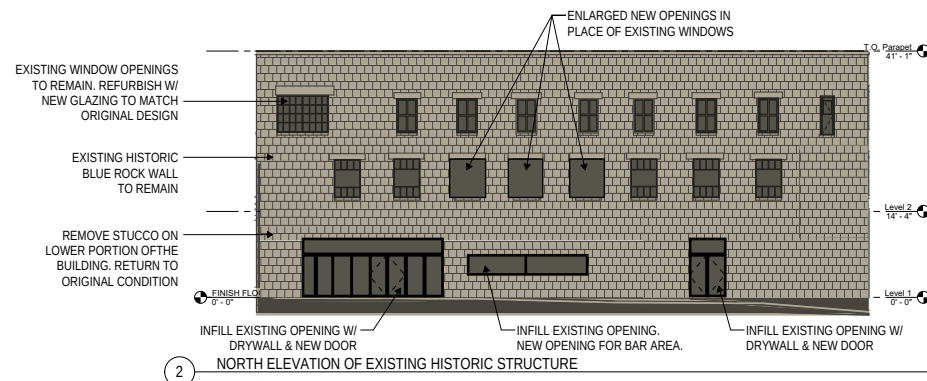
MATERIAL LEGEND

- ① STANDING SEAM ROOF
- ② METAL PANEL RAINSCREEN SYSTEM
- ③ ALUMINUM SLIDING DOOR
- ④ GLASS RAILING
- ⑤ ALUMINUM GLAZING SYSTEM
- ⑥ STONE CLADDING SYSTEM
- ⑦ METAL SCREEN



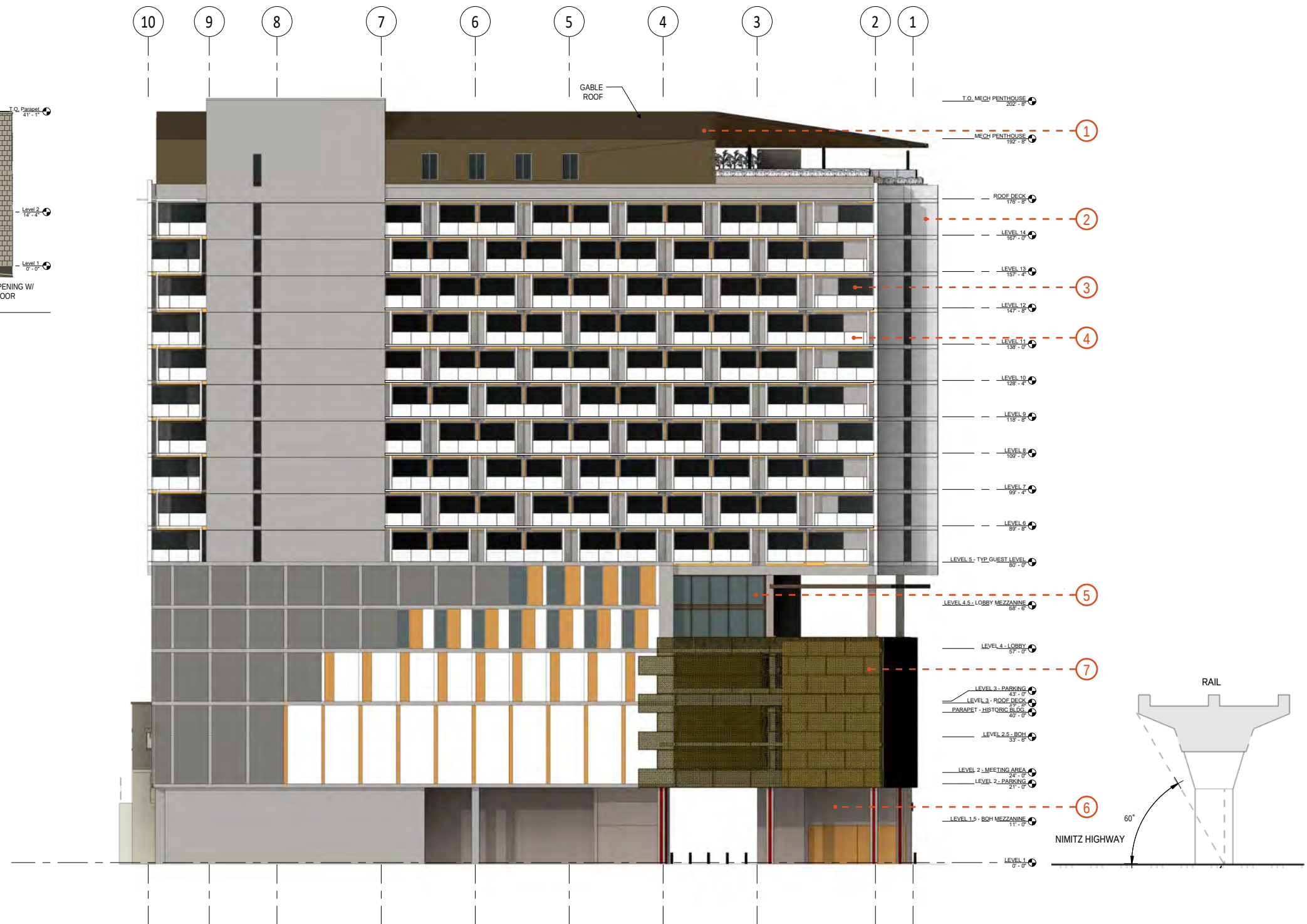
① SOUTH ELEVATION

EXHIBIT C-11



MATERIAL LEGEND

- ① STANDING SEAM ROOF
- ② METAL PANEL RAINSCREEN SYSTEM
- ③ ALUMINUM SLIDING DOOR
- ④ GLASS RAILING
- ⑤ ALUMINUM GLAZING SYSTEM
- ⑥ STONE CLADDING SYSTEM
- ⑦ METAL SCREEN

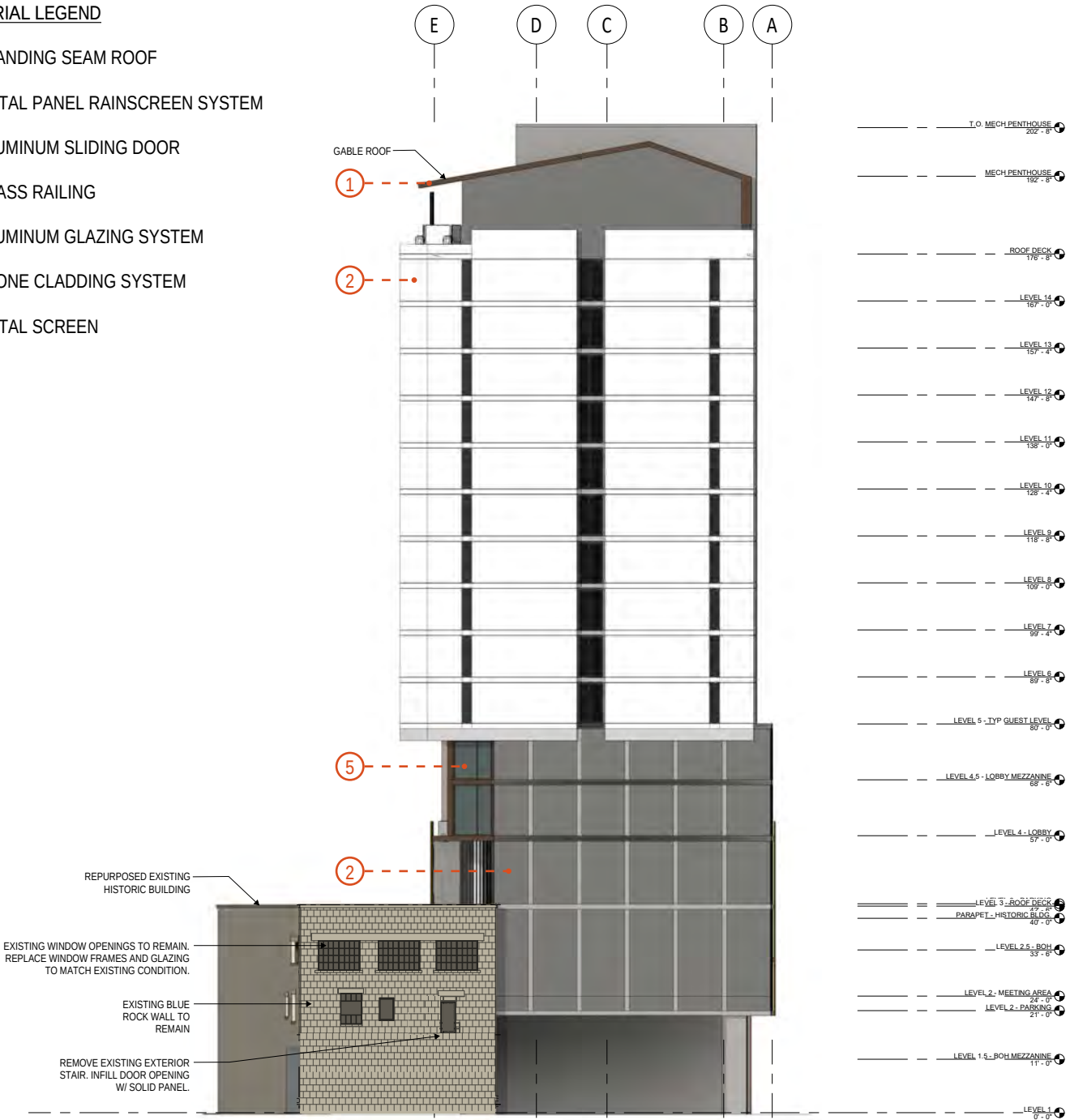


① NORTH ELEVATION

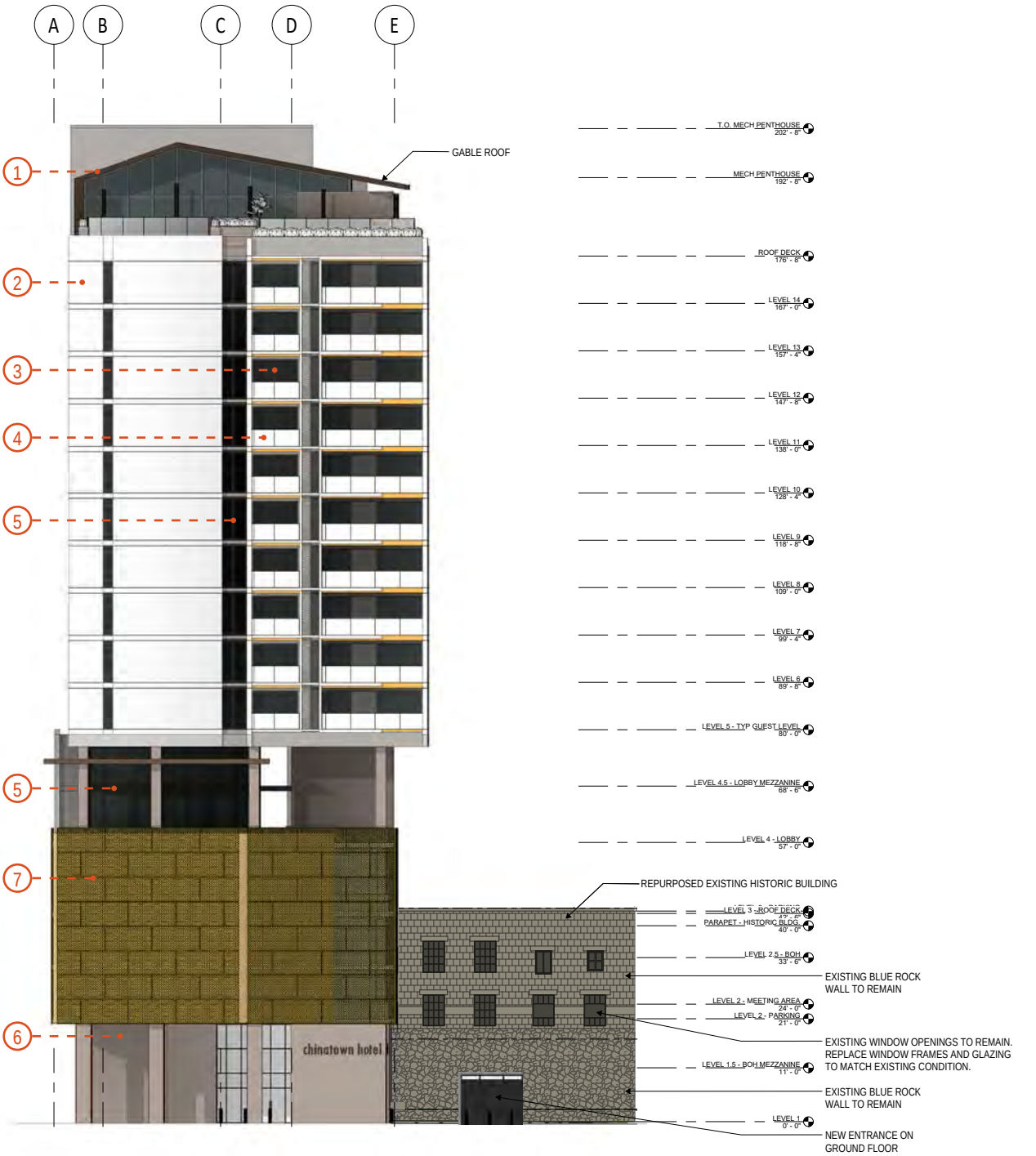
EXHIBIT C-12

MATERIAL LEGEND

- 1 STANDING SEAM ROOF
- 2 METAL PANEL RAINSCREEN SYSTEM
- 3 ALUMINUM SLIDING DOOR
- 4 GLASS RAILING
- 5 ALUMINUM GLAZING SYSTEM
- 6 STONE CLADDING SYSTEM
- 7 METAL SCREEN

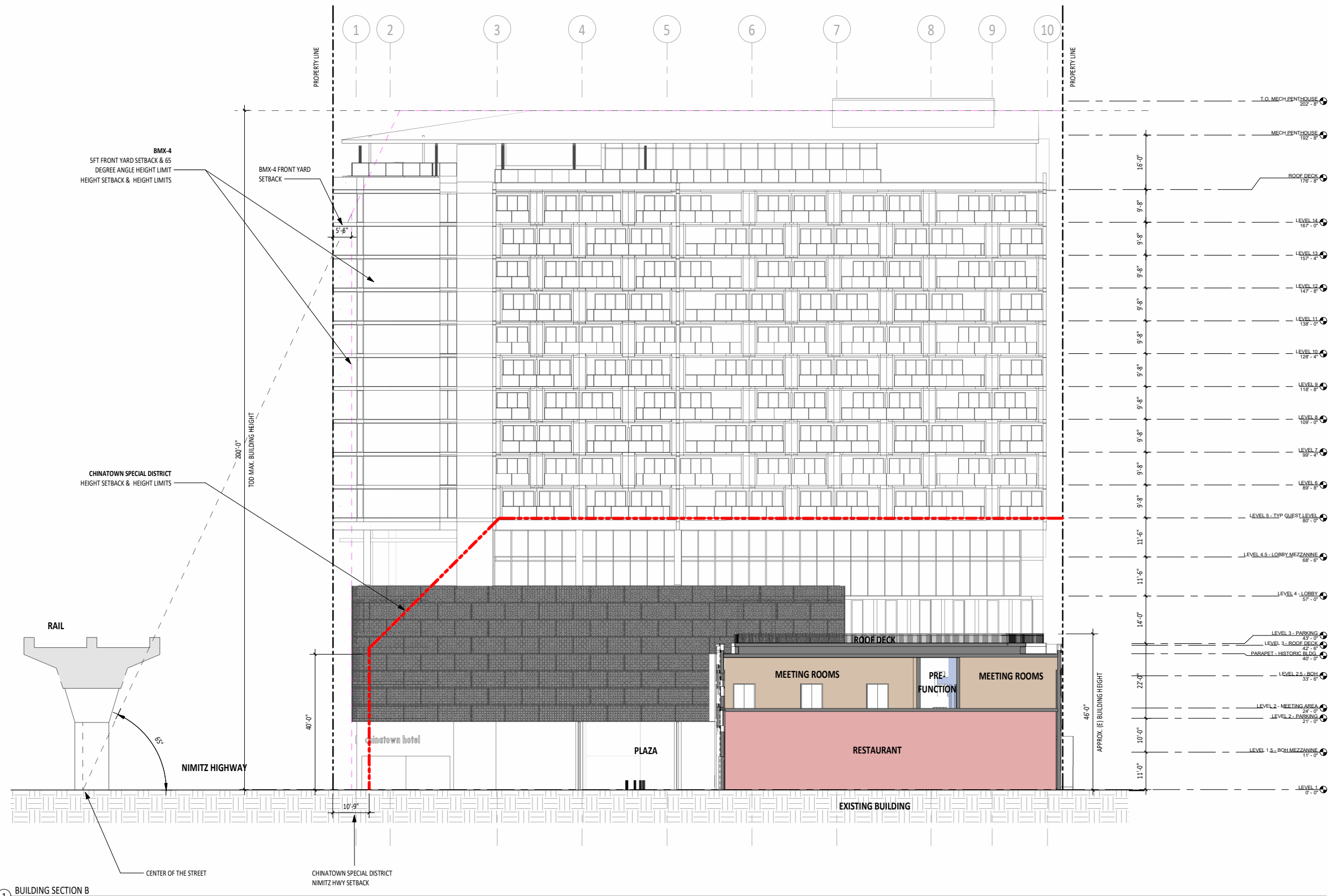


2 EAST ELEVATION



1 WEST ELEVATION





TREE DISPOSITION LIST

NO.	COMMON NAME	HEIGHT (FEET)	SPREAD (FEET)	DBH (INCHES)	COMMENTS
1	COCONUT PALM	45	-	24	
2	COCONUT PALM	30	-	22	
3	MANILA PALM	7	-	4	DEAD OR DYING
4	MANILA PALM	7	-	10	OUTSIDE PROPERTY LINE; REQUIRES PERMIT WITHIN STATE HIGHWAY R.O.W.
5	MONKEYPOD	12	26	15	NOT ON TOPO SURVEY; OUTSIDE PROPERTY LINE; REQUIRES PERMIT WITHIN STATE HIGHWAY R.O.W.
6	COCONUT PALM	30	-	15	OUTSIDE PROPERTY LINE; REQUIRES PERMIT WITHIN STATE HIGHWAY R.O.W.
7	MANILA PALM	12	-	6	NOT ON TOPO SURVEY
8	MANILA PALM	3.5	-	6	NOT ON TOPO SURVEY
9	MANILA PALM	3	-	8	NOT ON TOPO SURVEY
10	PAPAYA	25	7	8	POSSIBLE VOLUNTEER; GROWING FROM STAIRS
11	WEEPING FIG	20	10	8	OUTSIDE OF PROPERTY LINE
12	WEEPING FIG	20	10	13	OUTSIDE OF PROPERTY LINE
13	WEEPING FIG	20	10	12	OUTSIDE OF PROPERTY LINE
14	WEEPING FIG	20	10	14	OUTSIDE OF PROPERTY LINE
15	MANILA PALM	2	-	5	NOT ON TOPO SURVEY
16	MANILA PALM	15	-	7	NOT ON TOPO SURVEY
17	MANILA PALM	10	-	7	NOT ON TOPO
18	MANILA PALM	12	-	7	NOT ON TOPO

- TO REMAIN AND TO BE PROTECTED DURING CONSTRUCTION.
- TO BE REMOVED, INCLUDING ROOTS.

GENERAL NOTES:

1. VISIT THE SITE AND VERIFY DIMENSIONS, SITE CONDITIONS AND SITE IMPROVEMENTS PRIOR TO CONSTRUCTION. NOTIFY THE ARCHITECT OF DISCREPANCIES BETWEEN THE PLANS AND SITE CONDITIONS PRIOR TO COMMENCEMENT OF WORK.
2. SCHEDULE A PRE-CONSTRUCTION MEETING ATTENDED BY ALL CONCERNED PARTIES TO VERIFY DISPOSITION OF EXISTING PLANT MATERIAL.
3. VERIFY THE LOCATIONS AND DEPTHS OF EXISTING UTILITIES (E.G. UNDERGROUND PIPES, CABLES AND DUCT LINES) AND EXERCISE PROPER CARE IN EXCAVATING IN THE AREA. UTILITY LINES DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT CONTRACTOR'S COST.
4. ALL PLANT MATERIAL NOT SHOWN ON DRAWINGS AND THAT ARE NOT TO BE SALVAGED BY ARCHITECT ARE TO BE REMOVED IN THEIR ENTIRETY.
5. THE EXTENT OF REMOVAL AS INDICATED IS APPROXIMATE. VERIFY THE EXTENT OF REMOVAL WORK TO PROPERLY ACCOMMODATE CONTRACTOR'S METHOD OF CONSTRUCTING NEW WORK AS REQUIRED. ADDITIONAL REMOVAL AND RESTORATION REQUIRED TO ACCOMMODATE CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE NEW WORK.
6. REMOVE ROOTBALL OF TREES IN ITS ENTIRETY OR TO MINIMUM DEPTH OF 4 FEET AT CENTER OF ROOTBALL WHICHEVER IS GREATER. REMOVE LATERAL ROOTS GREATER THAN 2 INCHES IN DIAMETER WITHIN 10-FOOT RADIUS FROM FACE OF TRUNK TO MINIMUM DEPTH OF 2 FEET. FILL VOIDS CREATED BY ROOTBALL AND ROOT REMOVAL IN PAVEMENT WITH ACCEPTED COMPACTED BASE COURSE. SEE CIVIL DRAWINGS.
7. PROTECT EXISTING STRUCTURES AND OTHER SITE IMPROVEMENTS TO REMAIN. DAMAGES RESULTING DIRECTLY OR INDIRECTLY FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AND/OR REPLACED TO THE SATISFACTION OF THE ARCHITECT AT CONTRACTOR'S COST.

TREE DISPOSITION INVENTORY

BOTANICAL / COMMON NAME	TO REMAIN AND BE PROTECTED	TO BE REMOVED	TO BE REMOVED (<6" CALIPER)	TOTAL
CARICA PAPAYA / PAPAYA	-	1	-	1
COCOS NUCIFERA / COCONUT PALM	-	3	-	3
FICUS BENJAMINA / WEEPING FIG	-	4	-	4
SAMANEA SAMAN / MONKEYPOD	-	1	-	1
VEITCHIA MANILA / MANILA PALM	-	8	1	9
TOTAL	-	17	1	18

TREE DISPOSITION PLAN LEGEND

XX

TREE NUMBER

XX

TO REMAIN

XX

TO BE REMOVED, INCLUDING ROOTS



1 TREE DISPOSITION PLAN
1/16" = 1'-0"



EXHIBIT C-16

TREE DISPOSITION PLAN

Chinatown Hotel - 6/16/2023