SUMMARY OF PROPOSED COMMITTEE DRAFT:

RESOLUTION 24-23
APPROVING A CONCEPTUAL PLAN FOR AN
INTERIM PLANNED DEVELOPMENT-TRANSIT (IPD-T) PROJECT
FOR THE CHINATOWN HOTEL DEVELOPMENT.

The PROPOSED CD1 makes the following amendments:

A. Amends the resolution title to read as follows:

"APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE CHINATOWN HOTEL DEVELOPMENT."

B. In the second and third WHEREAS clauses, clarifies the description of the Project.

C. Adds a new third WHEREAS clause to provide that the Applicant proposes to consolidate the three zoning lots identified above, and re-subdivide the consolidated zoning lot into two zoning lots – the Project site will encompass one re-subdivided zoning lot of approximately 25,826 square feet.

D. Adds a new fourth WHEREAS clause to provide that as proposed, the Project involves the use of an automated stacked mechanical parking system for the vehicles parked on levels two and three of the parking podium.

E. In the sixth, seventh, and eighth WHEREAS clauses, provides that the DPP completed its findings and recommendation for the Project on January 26, 2024, which was received by the City Council on January 30, 2024, as Departmental Communication 66 (2024).

F. In Condition B, relating to the maximum floor area ratio ("FAR") of 6.82, adds that the maximum FAR in the BMX-4 District is an FAR of 4.0.

G. In Condition C, relating to maximum building height of 200 feet, adds that the maximum height in the BMX-4 District is 80 feet.

H. In Condition D, provides that the Project may encroach up to 6 feet (instead of 5.083 feet) into the BMX-4 District height setback along Nimitz Highway.

I. In Condition E, provides that the Project may provide three off-street loading spaces: one large loading space a minimum of 35 feet long by 12 feet wide with a 14-foot vertical clearance, and two small loading spaces a minimum of 19 feet long by 8.5 feet wide with a 10-foot vertical clearance (instead of two large

loading spaces and two small loading spaces); provided that the Applicant shall regulate the hours of delivery to non-peak commuting traffic hours, particularly for larger vehicles using the large loading space in the porte cochere.

J. In Condition F (relating to the Chinatown Special District Makai Precinct development standards).

1. In Condition F.2 (relating to full encroachment into the height setback) adds that required height setback is one foot per one foot in height over 40 feet. References updated Project plans that are required in Condition H.7.

2. In Condition F.3 (allowing the Project to use a decorative metal screen instead of planter boxes), adds that the decorative metal screen will be along the length of the facade on levels two and three of the parking podium fronting Nimitz Highway. Moves the requirement for updated Project plans to Condition H.6, and references Condition H.6.

3. In Condition F.4, provides that only portions of the Project above 78 feet (instead of 80 feet) may encroach up to 6 feet (instead of 5.42 feet) into the 10-foot front yard along Nimitz Highway required under ROH § 21-9.60-11(c) (no encroachment into the 10-foot front yard along Nimitz Highway is allowed below 78 feet). References updated Project plans that are required in Conditions H.3 and H.7.

4. Adds a new Condition F.5 to require the Project to comply with the signage standards and requirements for the Chinatown Special District. References a Project signage plan that is required in Condition K.

K. In Condition G (relating to community benefits).

1. In Condition G.1 (relating to a $704,600 cash contribution to be used toward supporting Phase 2 of the Kekaulike Street Multimodal Improvement Project) clarifies that the Kekaulike Street Multimodal Improvement Project <u>supports the City's planned pedestrian mall and Nimitz Highway crossing</u>, or that the cash contribution may be used to fund other <u>multimodal</u> transportation improvements in the <u>Hōlau (Chinatown) station area</u> consistent with the Downtown Neighborhood TOD Plan.

2. In Condition G.2 (relating to the provision a minimum of 10 car-share parking spaces and vehicles on the Project site), references the updated Project plans required under Condition H.5, and that a Project signage plan is required under Condition K.

3. In Condition G.3 (relating to the provision of a bikeshare station accommodating at least 15 bicycles), references the updated Project plans required under Condition H.3.

4. In Condition G.4 (relating to the provision of five new bus stop seating units at TheBus Stop No. 997 on King Street, and other improvements to TheBus stops in the Chinatown area)

   a. Clarifies that the DTS Director will determine and value the improvements; and

   b. Specifies that the improvements must be implemented prior to the issuance of any certificate of occupancy ("CO") for the Project (instead of prior to the issuance of a building permit for the Project).

5. In Condition G.5 (relating to a cash contribution of $2,809,400 to be deposited into the City's Affordable Housing Fund), revises the cash contribution amount to $3,169,539 (instead of $2,809,400). Also adds that the monies will be used for the purposes set forth in Charter Section 9-204.3 and ROH Chapter 6, Article 63.

   (The calculation is based on the bonus height and density for the Project equating to an additional 42,104 square feet of floor area, which is equal to 80 additional hotel units. The 80 additional hotel units is approximately 30 percent of the total 240 hotel units. The cost to develop the hotel tower is $466 per square foot, multiplied by the additional 42,104 square feet of bonus floor area, equals a valuation of $19,620,464. Thirty percent of the $19,620,464 valuation equals $5,886,139. $5,886,139 minus the $2,716,600 value of the other community benefits being provided equals $3,169,539, which is the amount of the cash contribution to be deposited into the City's Affordable Housing Fund.)

6. In Condition G.6 (relating to the public pedestrian connection from Maunakea Street to North King Street that operates as a dining alley and ("Dining Alley").

   a. Requires the Applicant to execute and record with the State Bureau of Conveyances, or the Office of the Assistant Registrar of the State Land Court, or both, as appropriate, easements on, over, and across, in favor of the City, for public right-of-way access along the public pedestrian connection from Mauna Kea Street to North King Street that operates as a dining alley, which must remain accessible to the public on an ongoing and uninterrupted basis in perpetuity, and require the owner of the access route to maintain the access route on an ongoing basis. The Applicant shall submit a

copy of the recorded easement or similar instrument to the DPP Director.

b. Requires the Applicant to provide evidence that a 30-year ground lease has been obtained for the construction, operation, maintenance, and management of the Dining Alley, and references the Dining Alley plan required under Condition H.9.

L. In Condition H (relating to updated Project plans and documents required with the submission of the Project's Major Special District Permit).

1. In Condition H.1, clarifies that the ground floor design should minimize conflicts between pedestrians and vehicles, <u>particularly with regard to pedestrian traffic traveling to the Project site along Gravier Lane and from the north along Nimitz Highway</u>, through the use of <u>wayfinding</u> signage, marked pedestrian paths, lighting, <u>vehicle warning systems</u>, or safety infrastructure.

2. In Condition H.2, requires the number and location of the 16 short-term and 25 long-term bicycle parking spaces. Requires all short-term bicycle parking spaces to be located on the ground floor in visible and easily identifiable areas near building entrances. Also requires specification of bicycle rack types for the short-term and long-term bicycle parking spaces, and the location of wayfinding signage for the short-term bicycle parking spaces.

3. In Condition H.3, requires the new location of the bikeshare station after it is relocated to so that it no longer encroaches into the required 10-foot front yard along Nimitz Highway.

4. Deletes Condition H.4, which required the Applicant to obtain tentative approval from the State of Hawaiʻi Department of Transportation Services ("HDOT") regarding access points, porte cochere operations, mechanical parking operations, and loading and maneuvering that may affect Nimitz Highway. Instead, Condition J.4 requires the Applicant to submit to the DPP, prior to the issuance of a building permit for the Project, a copy of the Project's right-of-way map for Nimitz Highway approved by HDOT, together with an update to the initial traffic impact analysis report ("TIAR") to reflect data for Nimitz Highway as approved by HDOT. Renumbers subsequent conditions in Condition H.

5. In renumbered Condition H.4, requires loading vehicle turning templates and design details for the ground floor loading areas (two small loading spaces on the northwest end of the Project site within the loading bay along Gravier Lane, and one large loading space located in the porte cochere), which must be designed with adequate safety measures to

avoid conflicts between pedestrians and bicycles through the use of wayfinding signage, marked pedestrian paths, lighting, vehicle warning systems, or safety infrastructure.

6. In renumbered Condition H.5, requires the number and location of the 10 car-share parking spaces and vehicles.

7. Adds a new Condition H.6 to require that a decorative architectural element be reflected in the final design of the screening of the parking podium (floors two and three of the hotel tower).

8. Adds a new Condition H.7 to require an accurate depiction of the Chinatown Special District height setback encroachments along the property line fronting Nimitz Highway.

9. Adds a new Condition H.8 to require updated plans to show how the Wind Study (dated April 29, 2022) recommendations will be implemented on the level three recreational deck, level four sky terrace, and the hotel rooftop recreational deck.

10. Adds a new Condition H.9 to require plans for the Dining Alley showing design details and building materials, colors, textures, and signage.

M. In Condition I (relating to archaeological or cultural resources):

1. In Condition I.1, provides that the archaeological inventory survey ("AIS") must include a trenching plan for subsurface testing;

2. In Condition I.3, clarifies that the Applicant to implement all mitigative actions and protocols identified in the AIS that are approved or otherwise required by the State Historic Preservation Division ("SHPD"); and

3. Adds a new Condition I.4 to require, prior to the commencement of ground-disturbing activity and Project construction, a coordination meeting among the licensed archaeologist, construction contractor, and applicable subcontractors. Renumbers the subsequent condition in Condition I.

N. In Condition J (relating to transportation).

1. In Condition J.1, provides that the timeline must be in a format acceptable to the DPP, and that the initial traffic impact analysis report was dated March 2023.

2. In Condition J.2, clarifies the items that must be included in the construction management plan.

3. In Condition J.3, clarifies the items that must be included in the traffic management plan.

4. In Condition J.4, requires the Applicant to submit a copy of the Project's right-of-way map for Nimitz Highway approved by the State of Hawaii Department of Transportation ("HDOT") showing access points, porte cochere operations, automated mechanical vehicle parking operations, and loading and maneuvering, with a corresponding update to the initial traffic impact analysis report to reflect data for Nimitz Highway as approved by HDOT. Requires the Applicant to implement recommendations of the updated and post TIARs.

O. Adds a new Condition K to provide that prior to the issuance of a CO for the Project's hotel tower, the Applicant is required to submit to the DPP for review and approval a signage plan, including wayfinding signage located on the Project site and in the rights-of-way with directions to the future Hōlau (Chinatown) station, bus stops, taxi stands, car-share spaces, bicycle parking spaces, bikeshare station, regional attractions, public parks, onsite public gathering spaces, and significant cultural sites in the area.

P. Conforms Condition M to the standard language for IPD-T resolutions relating to compliance with all applicable laws and regulations.

Q. Conforms Condition N to the standard language for IPD-T resolutions relating to approval of the Project's conceptual plan not constituting compliance with other City ordinances or other governmental requirements.

R. Conforms Condition O to the standard language for IPD-T resolutions relating to the deadline for the Applicant to obtain a building permit for the Project, and extensions of that deadline.

S. Conforms Condition P to the standard language for IPD-T resolutions relating to conformance with the Project's conceptual plan, and provides an exception to comply with modifications set forth in the resolution, including in Condition H, which requires that the Project's application for a Major Special District Permit include certain updated plans and documents.

T. Adds a new first BE IT FURTHER RESOLVED clause to provide findings of the Council regarding the Project's conceptual plan, as conditioned in the resolution, as follows:

1. The Project concept, as a unified plan, is in the general interest of the public;

2. The requested Project boundaries and requested flexibility with respect to development standards relating to maximum building height, maximum

density, height setbacks, and front yards are generally consistent with the objectives of transit-oriented development and the provisions enumerated in ROH §§ 21-9.100-8(a)(1)(E), 21-9.100-8(a)(1)(F), and 21-9.100-9(b);

3. The requested flexibility with respect to development standards relating to maximum building height, maximum density, height setbacks, and front yards are commensurate with the public amenities and community benefits proposed;

4. The Project's additional density and height will not be detrimental to the quality of the neighborhood character or urban design, and will not negatively impact any adopted public views; and

5. The public amenities and community benefits proposed will produce timely, demonstrable benefits to the community, support a neighborhood transportation network, and implement the vision established in ROH §§ 21-9.100-4 and 21-9.100-6.

U. Makes miscellaneous technical and nonsubstantive amendments.

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No. **24-23, CD1**

PROPOSED

RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT 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 (the "Applicant") for Interim Planned Development-Transit ("IPD-T") approvals to redevelop 44,410 square feet of land zoned BMX-4 Central Business Mixed-Use District ("BMX-4 District") within the Downtown Neighborhood Transit Oriented Development ("TOD") Plan area with a mixed-use development project, located at 128 North Nimitz Highway, and identified as Tax Map Keys 1-7-002:013, 023, and 050 (the "Project"); and

WHEREAS, as proposed, the Project involves the demolition of an existing commercial parking lot and the kitchen addition (only) to the C.Q. Yee Hop Plaza Building ("Yee Hop Building"); the construction of a new 15-story (200 feet in height) hotel tower with 240 hotel units, 124 vehicle parking spaces, a lobby with sky terrace, and rooftop restaurant, outdoor terrace, and swimming pool; and the renovation of an existing historic warehouse, to include approximately 4,000 square feet of ground floor restaurant space, approximately 4,000 square feet of meeting space, and approximately 4,000 square feet of recreational space on the roof deck; and

WHEREAS, the Applicant proposes to consolidate the three zoning lots identified above, and re-subdivide the consolidated zoning lot into two zoning lots – the Project site will encompass one re-subdivided zoning lot of approximately 25,826 square feet, and the remaining re-subdivided zoning lot will be approximately 18,584 square feet; and

WHEREAS, as proposed, the Project involves the use of an automated stacked mechanical parking system for the vehicles parked on levels two and three of the parking podium; and

WHEREAS, on December 12, 2023, the DPP held a public hearing on the Project, which was attended by the Applicant, the Applicant's agent, staff members of the DPP and the Department of Information Technology, and approximately 16 members of the public; four members of the public testified at the public hearing; and

WHEREAS, on January 26, 2024, the DPP, having duly considered all evidence and reports of said public hearing and the review guidelines established in §§ 21-2.110-2 and 21-9.100-5, Revised Ordinances of Honolulu 2021 ("ROH"),

completed its report and transmitted its findings and recommendation of approval to the City Council ("Council") by Departmental Communication 66 (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 66 (2024), all of which are incorporated by reference herein; and

WHEREAS, the City Council, having received the findings and recommendation of the DPP on January 30, 2024, and having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,

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

A. After City Council approval of the conceptual plan 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 Project plans and drawings.

B. The maximum permitted floor area for the Project is 176,108 square feet, which is equivalent to a Floor Area Ratio ("FAR") of 6.82 (instead of the BMX-4 District maximum FAR of 4.0).

C. The maximum height of the Project is 200 feet (instead of the BMX-4 District maximum height of 80 feet). Rooftop structures must conform to ROH § 21-4.60(c).

D. The Project may encroach up to 6 feet into the BMX-4 District height setback along Nimitz Highway.

E. The Project may provide three off-street loading spaces: one large loading space a minimum of 35 feet long by 12 feet wide with a 14-foot vertical clearance, and two small loading spaces a minimum of 19 feet long by 8.5 feet wide with a 10-foot vertical clearance (instead of two large loading spaces and two small loading spaces); provided that the Applicant shall regulate the hours of delivery to non-peak commuting traffic hours, particularly for larger vehicles using the large loading space in the porte cochere.

F. The Project may exceed, waive, or modify the Chinatown Special District Makai Precinct development standards under ROH § 21-9.60-11 as follows.

RESOLUTION

1. The Project may exceed the height limit identified under ROH § 21-9.60-11(a)(1) and Exhibit 21-9.9.

2. The Project may fully encroach into the height setback required under ROH § 21-9.60-11(a)(2) (one foot per one foot in height over 40 feet). Updated Project plans are required in Condition H.7.

3. The Project may modify ROH § 21-9.60-11(b)(3), which requires parking structures fronting Nimitz Highway to have planter boxes along the length of the facade on all floors, to instead allow for a decorative metal screen along the length of the facade on levels two and three of the parking podium fronting Nimitz Highway; provided that the final design of the parking screening must include a decorative architectural element. Updated Project plans are required in Condition H.6.

4. Only portions of the Project above 78 feet may encroach up to 6 feet into the 10-foot front yard along Nimitz Highway required under ROH § 21-9.60-11(c) (no encroachment into the 10-foot front yard along Nimitz Highway is allowed below 78 feet). Updated Project plans are required in Conditions H.3 and H.7.

5. The Project must comply with the signage standards and requirements for the Chinatown Special District. A Project signage plan is required under Condition K.

G. The Applicant shall provide the following community benefits.

1. Within one year after the issuance of a Certificate of Occupancy ("CO") for the hotel portion of the Project, the Applicant shall submit to the City a one-time cash contribution in the amount of $704,600, to be used toward constructing and completing Phase 2 of the Kekaulike Street Multimodal Improvement Project to support the City's planned pedestrian mall and Nimitz Highway crossing, or to fund other multimodal transportation improvements in the Hōlau (Chinatown) station area consistent with the Downtown Neighborhood TOD Plan.

2. Prior to the issuance of any CO for the Project, the Applicant shall provide a minimum of 10 car-share parking spaces and vehicles on the Project site. The car-share spaces must be publicly accessible at all times (not limited to use by hotel guests or other Project visitors). Adequate wayfinding signage must be provided to direct the public to the car-share

spaces and vehicles. Updated Project plans are required under Condition H.5, and a Project signage plan is required under Condition K.

3. A bikeshare station capable of accommodating at least 15 bicycles. The bikeshare station must be publicly accessible, and conveniently located on the Project site. The bikeshare station may not be located in the required front yard along Nimitz Highway. Prior to the issuance of a CO for the hotel, the Applicant shall submit to the DPP evidence of the execution of a bikeshare agreement with a City-approved bikeshare program. Updated Project plans are required under Condition H.3.

4. Prior to the issuance of any CO for the Project, the Applicant shall implement enhancements to TheBus stop on King Street (Stop No. 997) by providing five new bus stop seating units that meet the specifications and requirements of the Department of Transportation Services ("DTS"), and implement additional improvements to other TheBus stops in the Chinatown area, as determined at the discretion of the DTS Director, the value of which must equal at least $52,000, as valued by the DTS Director.

5. Within two years after the issuance of a CO for the hotel portion of the Project, the Applicant shall submit to the City a one-time cash contribution of $3,169,539, to be deposited into the City's Affordable Housing Fund, and to be used for the purposes set forth in Section 9-204.3, Revised Charter of the City and County of Honolulu 1973 (Amended 2017 Edition), as amended ("Charter"), and ROH Chapter 6, Article 63.

6. A public pedestrian connection from Maunakea Street to North King Street that operates as a dining alley ("Dining Alley") as follows.

   a. Prior to the issuance of any building permit for the Project, the Applicant shall execute and record with the State Bureau of Conveyances, or the Office of the Assistant Registrar of the State Land Court, or both, as appropriate, easements on, over, and across, in favor of the City, for public right-of-way access along the public pedestrian connection from Mauna Kea Street to North King Street to be operated as a dining alley, which must remain accessible to the public on an ongoing and uninterrupted basis in perpetuity, and require the owner of the access route to maintain the access route on an ongoing basis. The Applicant shall submit a copy of the recorded easement or similar instrument to the DPP Director.

b. Prior to the issuance of a CO for hotel portion of the Project, the Applicant shall provide to the DPP evidence that it has obtained a 30-year ground lease for the construction, operation, maintenance, and management of offsite improvements for the Dining Alley. A Dining Alley plan is required under Condition H.9.

H. The Project's application for the Major SD Permit must include updated Project plans and documents showing the following.

1. The orientation of the ground floor designed to minimize conflicts between pedestrians and vehicles, particularly with regard to pedestrian traffic traveling to the Project site along Gravier Lane and from the north along Nimitz Highway, through the use of wayfinding signage, marked pedestrian paths, lighting, vehicle warning systems, or safety infrastructure.

2. The number and location of 16 short-term and 25 long-term bicycle parking spaces. All short-term bicycle parking spaces must be located on the ground floor, and must be visible, easily identifiable, and conveniently located near building entrances. Details must specify bicycle rack types for the short-term and long-term bicycle parking spaces, and include the location of wayfinding signage for the short-term bicycle parking spaces.

3. The relocation of the bikeshare station so that it no longer encroaches into the required 10-foot front yard along Nimitz Highway.

4. Loading vehicle turning templates and design details for the ground floor loading areas (two small loading spaces on the northwest end of the Project site within the loading bay along Gravier Lane, and one large loading space located in the porte cochere), which must be designed with adequate safety measures to avoid conflicts between pedestrians and bicycles through the use of wayfinding signage, marked pedestrian paths, lighting, vehicle warning systems, or safety infrastructure.

5. The number and location of the 10 car-share parking spaces and vehicles, and a narrative description of how the car-sharing spaces will be made publicly accessible and operate in coordination with valet services.

6. A decorative architectural element reflected in the final design of the screening of the parking podium (floors two and three of the hotel tower).

7. An accurate depiction of the Chinatown Special District height setback encroachments along the property line fronting Nimitz Highway.

8. Implementation of the recommendations of the Wind Study, dated April 29, 2022, prepared under the Project's Final Environmental Assessment, which recommended additional wind control measures on the level three recreational deck, level four sky terrace, and the hotel rooftop recreational deck, such as the installation of higher parapets and trellis to minimize down washing winds from the hotel tower.

9. Plans for the Dining Alley showing design details focused on creating a unique open space that is safe, accessible, and reflective of the surrounding area's architecture and character, including building materials, colors, textures, and signage.

I. To minimize impacts to archaeological or cultural resources that may be present at the Project site, the Applicant shall comply with the following.

1. Prior to the issuance of any construction permits or building permits for the Project, the Applicant shall prepare, in consultation with the State of Hawaiʻi Historic Preservations Division ("SHPD"), an Archaeological Inventory Survey ("AIS") for the Project site, to include a trenching plan for subsurface testing.

2. The AIS must be conducted by a qualified archaeologist, and must identify and document any archaeological historic properties and cultural resources on the Project site, assess their significance, and determine the potential impacts of the Project on the historic properties and cultural resources.

3. Prior to the issuance of any construction permit or building permit for the Project, the Applicant shall submit to the DPP a copy of SHPD's written confirmation that the Project's AIS has been accepted. The Applicant shall commit to and implement all mitigative actions and protocols identified in the AIS that are approved or otherwise required by SHPD, which may include but are not limited to mitigation protocols in the event any iwi is identified or discovered on the Project site, and an archaeological monitoring plan during ground-disturbing activity and Project construction to ensure that any discoveries of iwi kupuna or other historic or cultural resources are appropriately handled. All SHPD-required mitigative actions and protocols must be clearly stated under

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

4. Prior to the commencement of ground-disturbing activity and Project construction, a coordination meeting must be conducted among the licensed archaeologist and the construction contractor and applicable subcontractors to ensure that the construction contractor and applicable subcontractors have been informed of all mitigation protocols and their requirements.

5. 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 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 permit plans and building permit plans.

J. Prior to the issuance of any building permit for the Project, the Applicant shall submit to the DPP for review and approval.

1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the anticipated date of occupancy, in a format acceptable to the DPP. The timeline must identify when a Construction Management Plan ("CMP"), Traffic Management Plan ("TMP"), and updates to or validation of the findings of the Traffic Impact Analysis Report ("TIAR") dated March 2023, will be submitted to the DPP for review and approval.

2. A CMP that:

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

b. Identifies and limits construction-related vehicular activity to periods outside of the peak traffic hours using alternate routes for heavy trucks, and provisions for onsite or offsite staging areas for

construction workers and vehicles to limit the use of on-street parking around the Project site;

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

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

3. A TMP that includes transportation mode share performance targets and a schedule for achieving such targets relating to:

a. Traffic Demand Management ("TDM") strategies to minimize the number of vehicular trips by Project guests and employees for daily activities and large events. TDM strategies may include carpooling and ride sharing programs; transit, bicycle, and pedestrian incentives; and other similar TDM measures.

b. The frequency, type, and size of large events; detailed operations of the porte cochere area, including a queuing layout, and identification of pickup and drop-off areas for the automated mechanical vehicle parking system; and a narrative detailing the operations of the automated stacked mechanical vehicle parking system, including a discussion of whether the automated mechanical parking operations will be able to handle vehicle parking demand.

c. A breakdown of the anticipated number of parking spaces for hotel guests, restaurant visitors, and special event parking for a typical day, and an analysis of any potential queuing of vehicles onto Nimitz Highway and Maunakea Street.

d. A bicycle and pedestrian circulation plan that provides accessibility and connectivity to the surrounding public sidewalks and street intersections, and determines effective sidewalk widths and shows the layout of curb, furniture, and pedestrian areas based on complete streets principles.

e. A post TMP, required approximately one year after the issuance of the CO for the Project, to validate the relative effectiveness of the various TDM strategies identified in the initial TMP. The Applicant shall install additional bicycle racks if it is determined there is a latent demand and the existing number of bicycle parking spaces are inadequate.

4. A copy of the Project's right-of-way map for Nimitz Highway approved by the State of Hawaiʻi Department of Transportation ("HDOT") showing access points, porte cochere operations, automated mechanical vehicle parking operations, and loading and maneuvering, with a corresponding update to the initial TIAR dated March 2023 (prepared by Austin Tsutsumi & Associates, Inc.) to reflect data for Nimitz Highway as approved by HDOT. A post TIAR will be required approximately one year after the issuance of the CO for the Project to validate the traffic projections, distribution, and assignment contained in the updated TIAR. The Applicant shall implement the recommendations of the updated TIAR and post TIAR, in coordination with the DPP and HDOT.

K. Prior to the issuance of a certificate of occupancy for the Project's hotel tower, the Applicant shall submit to the DPP for review and approval a signage plan for the Project, including wayfinding signage located on the Project site and within the rights-of-way, with directions to the future Hōlau (Chinatown) station, bus stops, taxi stands, car-share spaces, bicycle parking spaces, bikeshare station, regional attractions, public parks, onsite public gathering spaces, and significant cultural sites in the area.

L. If the hotel is later converted into a multifamily dwelling for residential purposes, including if ownership of the hotel and the hotel units are submitted to a Condominium Property Regime ("CPR") pursuant to Chapter 514B, Hawaii Revised Statutes ("HRS"), the Applicant shall comply with the City's affordable housing and park dedication requirements in effect at the time of conversion or CPR submission.

M. The Applicant shall be responsible for coordinating construction of the Project with applicable governmental agencies, and ensuring that development of the Project complies with all applicable laws and regulations.

RESOLUTION

N. Approval of the Project's conceptual plan does not constitute compliance with other City ordinances, including but not limited to the Land Use Ordinance ("LUO") and building and construction codes, or other governmental requirements, including but not limited to LUO-related approvals, and building, grading, and grubbing permit approvals, which are subject to separate review and approval. The Applicant is responsible for ensuring that the final plans for the Project approved by this resolution comply with all applicable City ordinances and other governmental provisions and requirements.

O. The Applicant shall obtain a building permit for the Project within five years after the date of issuance of a Major SD Permit for the Project. Failure to obtain a building permit within this period will render null and void this resolution and all approvals issued hereunder; provided that this period may be extended as follows.

1. The DPP Director may extend this period if the Applicant demonstrates good cause, but the period may not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion.

2. If the Applicant requests an extension beyond one year from the initial deadline and the DPP Director finds that the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which must include the Director's findings and recommendations thereon, and a proposed resolution approving the extension. The Council may approve the proposed extension, or an extension for a shorter or longer period, or deny the proposed extension, by 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:

   a. Sixty days after receipt of the Director's report, or

   b. The Applicant's then-existing deadline for obtaining a building permit;

   the extension will be deemed denied.

RESOLUTION

P. Except as modified herein, including under Condition H, the Project must conform to the conceptual plan approved hereby and all conditions established herein. Any changes to the conceptual plan (except as modified herein) will require a new application and approval by the Council. The DPP Director may approve changes to the Project that do not significantly alter the size or nature of the Project, if the changes remain in conformance with the conceptual plan and the conditions set forth herein. Any increase in the height or density of the Project will be considered a significant alteration and change to the conceptual plan; and

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

1. The Project concept, as a unified plan, is in the general interest of the public;

2. The requested Project boundaries and requested flexibility with respect to development standards relating to maximum building height, maximum density, height setbacks, and front yards are generally consistent with the objectives of transit-oriented development and the provisions enumerated in ROH §§ 21-9.100-8(a)(1)(E), 21-9.100-8(a)(1)(F), and 21-9.100-9(b);

3. The requested flexibility with respect to development standards relating to maximum building height, maximum density, height setbacks, and front yards are commensurate with the public amenities and community benefits proposed;

4. The Project's additional density and height will not be detrimental to the quality of the neighborhood character or urban design, and will not negatively impact any adopted public views; and

5. The public amenities and community benefits proposed will produce timely, demonstrable benefits to the community, support a neighborhood transportation network, and implement the vision established in ROH §§ 21-9.100-4 and 21-9.100-6; and

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No. **24-23, CD1**

RESOLUTION

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 Kaihi Street, ‘Ewa Beach, Hawai‘i 96706.

INTRODUCED BY:

Tommy Waters (br)

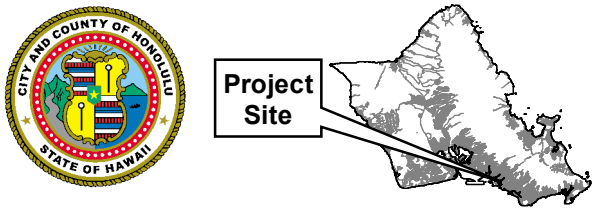
DATE OF INTRODUCTION:

January 31, 2024
Honolulu, Hawai‘i

Councilmembers

Report Title:
Interim Planned Development-Transit Project; Chinatown Special District; Chinatown Hotel; Ikenakea Hokele LLC; Conceptual Plan

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.



VICINITY MAP

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

Prepared by: Department of Planning and Permitting

Date Prepared: January 10, 2024

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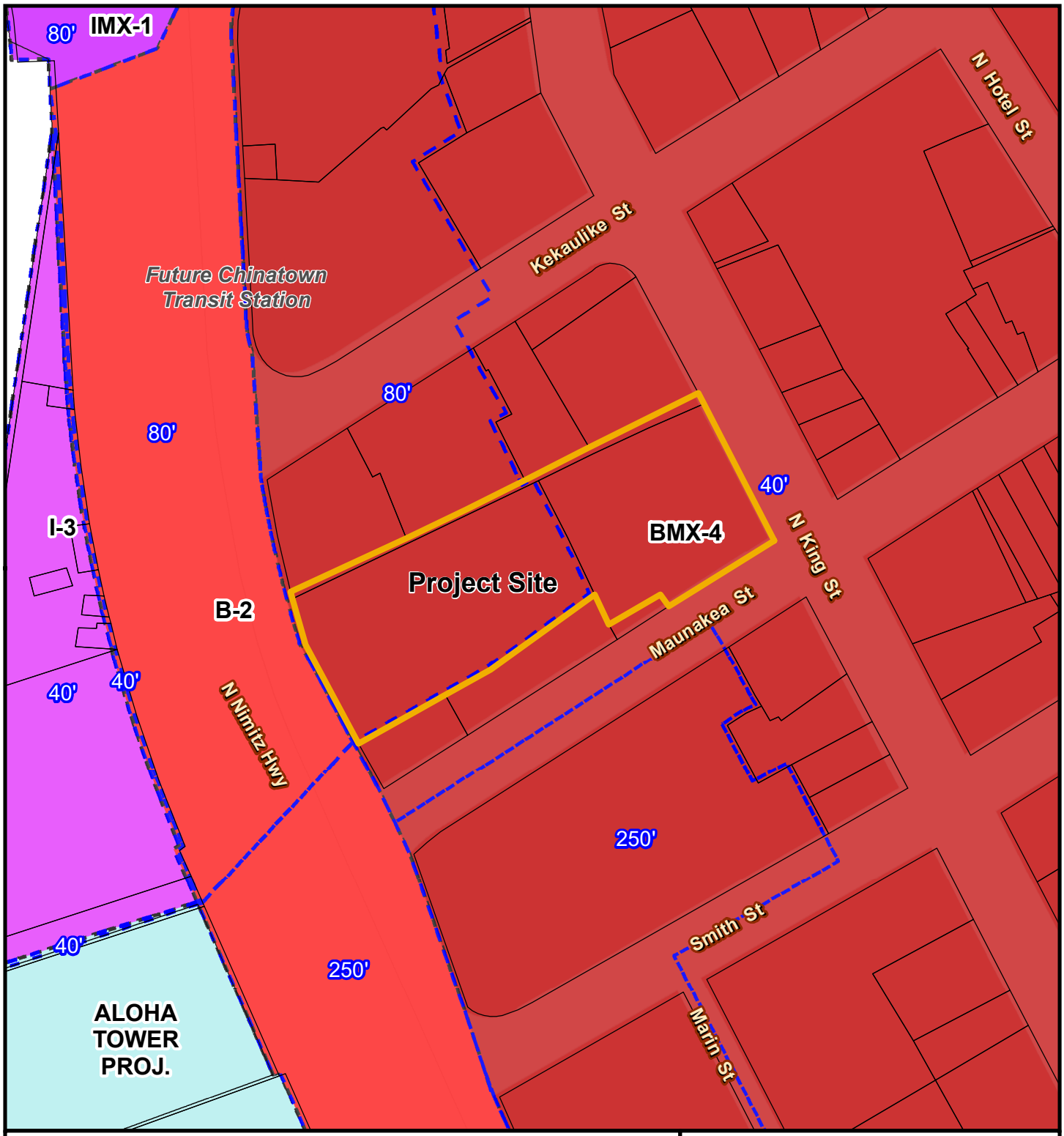

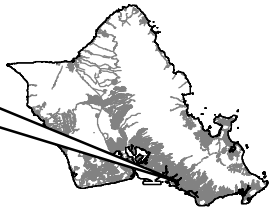

VICINITY MAP

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

Prepared by: Department of Planning and Permitting

Date Prepared: January 10, 2024

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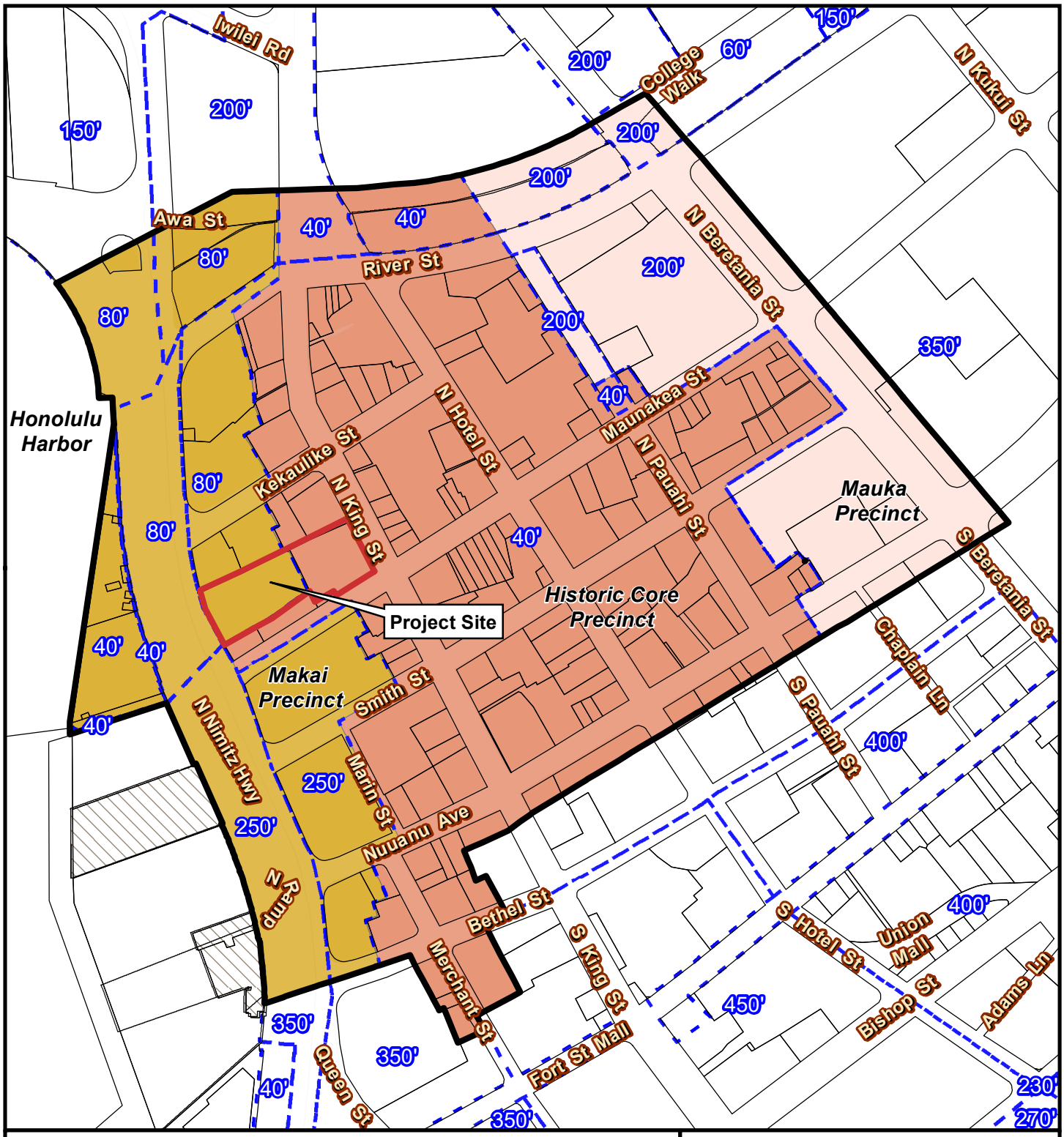

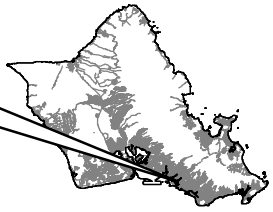

VICINITY MAP

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
- 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

Prepared by: Department of Planning and Permitting

Date Prepared: January 10, 2024

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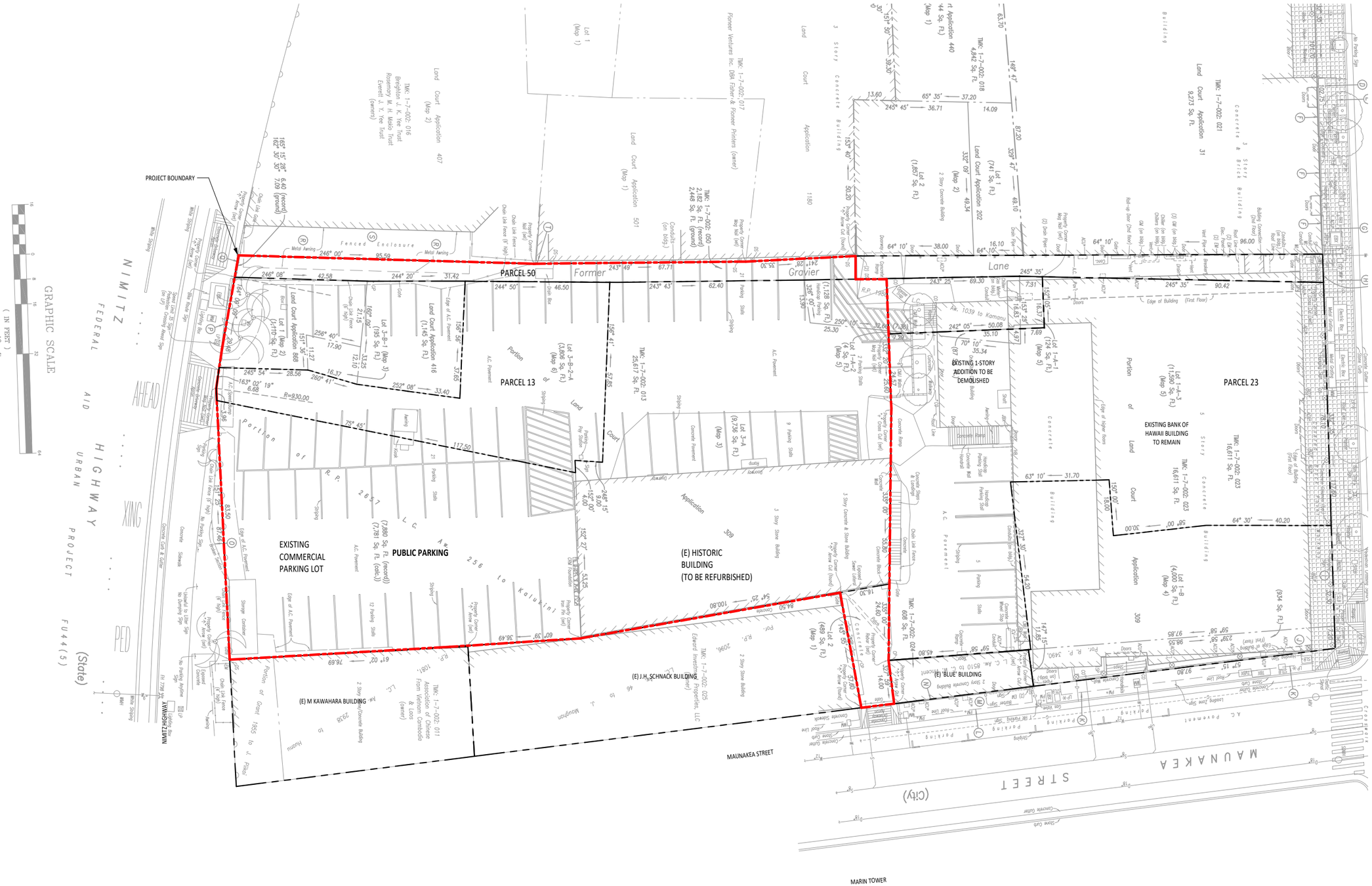


1 EXISTING SITE PLAN

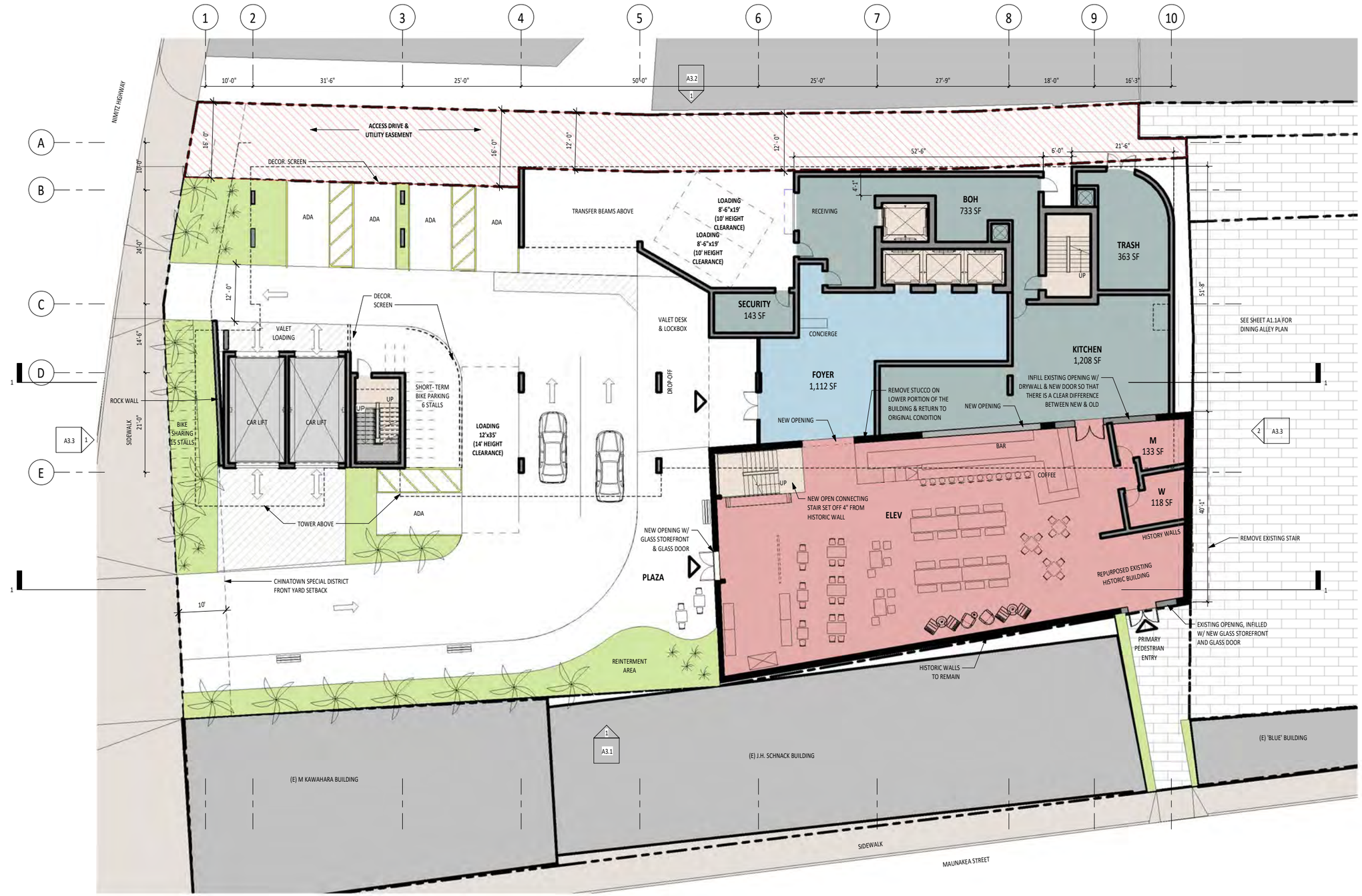
EXHIBIT C-1

lowney arch

EXISTING SITE PLAN

Chinatown Hotel - 6/23/2023

A0.1



1 LEVEL 1 PLAN

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	0
CONVENTIONAL	0
ADA	5
TOTAL LEVEL 1	**5 STALL**
TOTAL PROJECT	**124 STALLS**

BICYCLE PARKING

SHORT-TERM	12

lowney arch

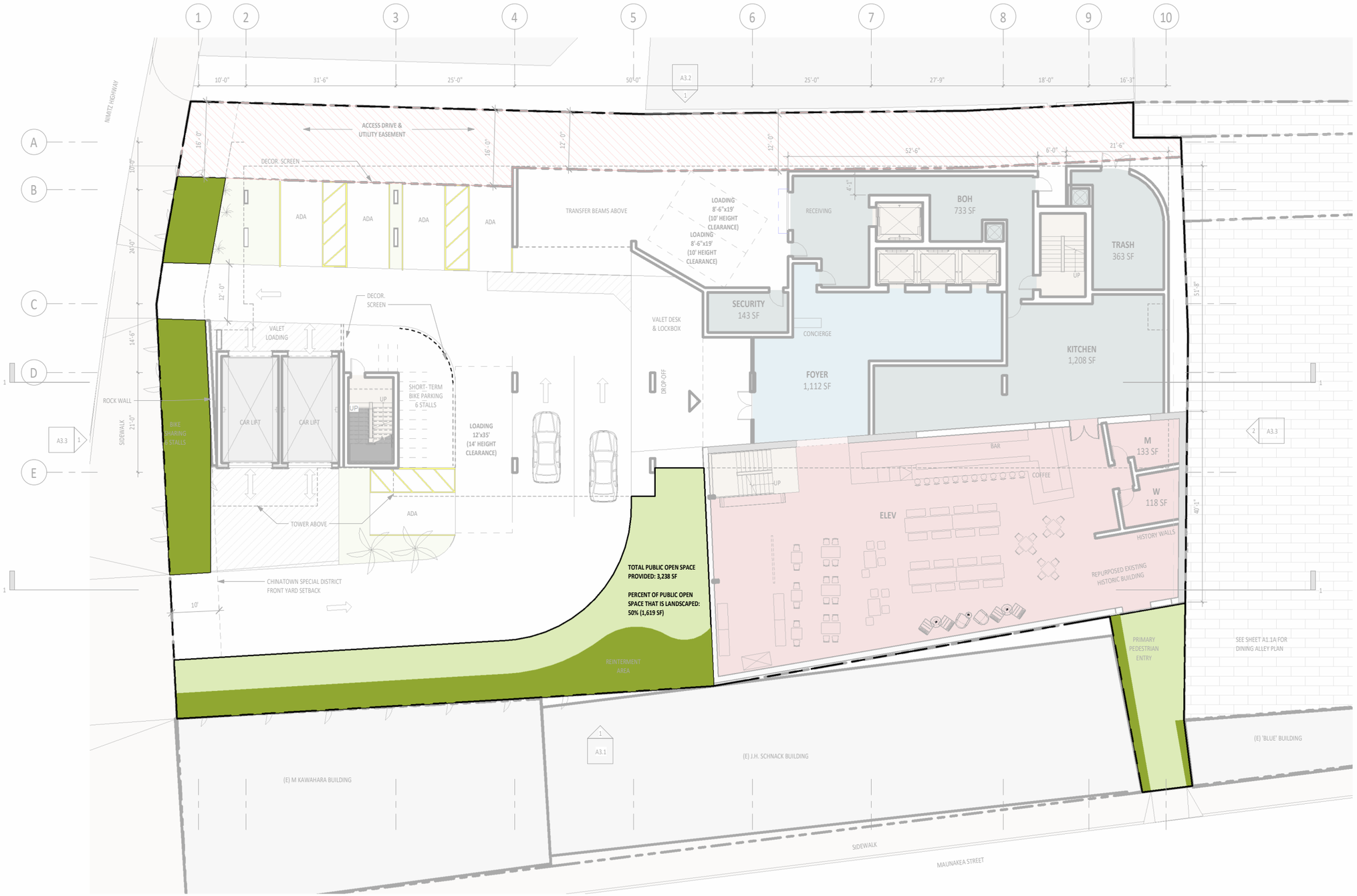
EXHIBIT C-2

0 4' 8' 16' 32'

LEVEL 1 PLAN

Chinatown Hotel - 6/23/2023

A1.1



1 PUBLIC OPEN SPACE DIAGRAM

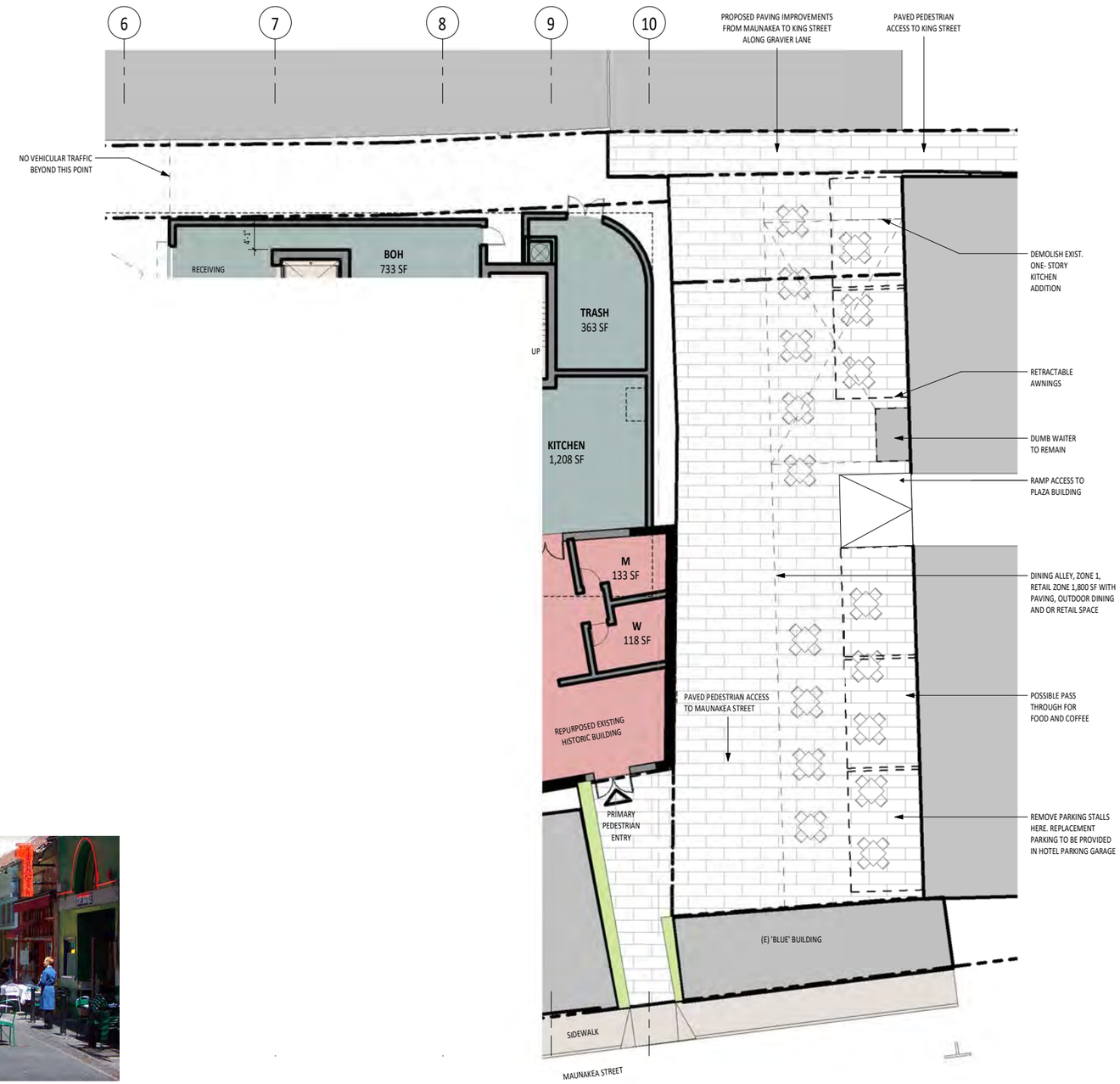
lowney arch

EXHIBIT C-3

PUBLIC OPEN SPACE DIAGRAM

Chinatown Hotel - 6/23/2023

A1.0A



1 LEVEL 1 - DINING ALLEY PLAN

2 PRECEDENT IMAGES

0 4' 8' 16' 32'

N

lowney arch

EXHIBIT C-4

DINING ALLEY PLAN A1.1A

Chinatown Hotel - 6/23/2023

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 2 PARKING

STACKER	63
VALET	7
ADA	0
TOTAL LEVEL 2	**70 STALLS**

1 LEVEL 2 - PARKING PLAN

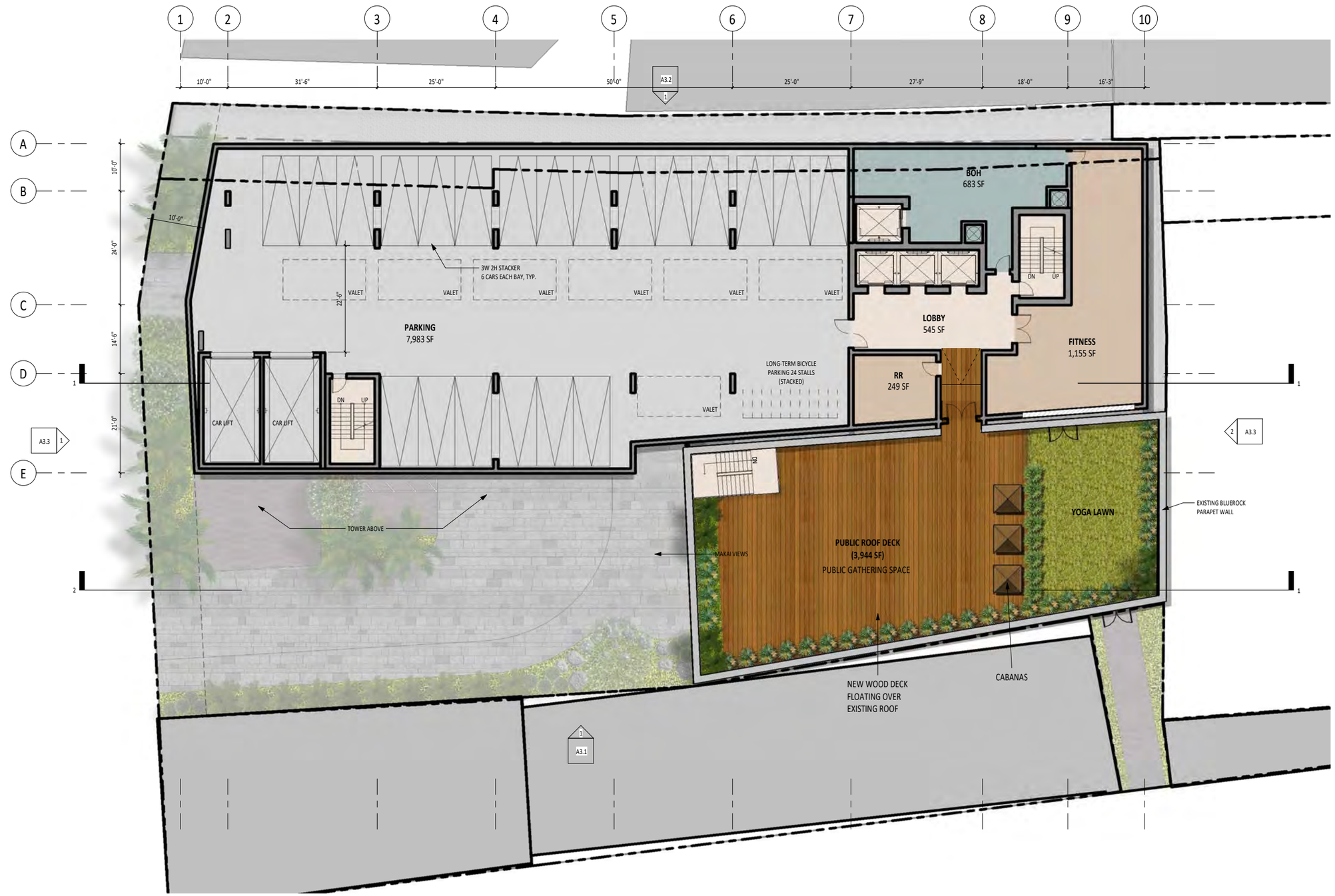
EXHIBIT C-5

lowney arch

0 4' 8' 16' 32'

LEVEL 2 PLAN
Chinatown Hotel - 6/23/2023

A1.2



1 LEVEL 3 - PARKING PLAN

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

EXHIBIT C-6

lowney arch

0 4' 8' 16' 32'

LEVEL 3 PLAN

Chinatown Hotel - 6/23/2023

A1.3

EXHIBIT C-7

lowney arch

LEVEL 4 PLAN

Chinatown Hotel - 6/23/2023

A1.4

1 LEVEL 4.5 - LOBBY MEZZANINE PLAN

lowney arch

EXHIBIT C-8

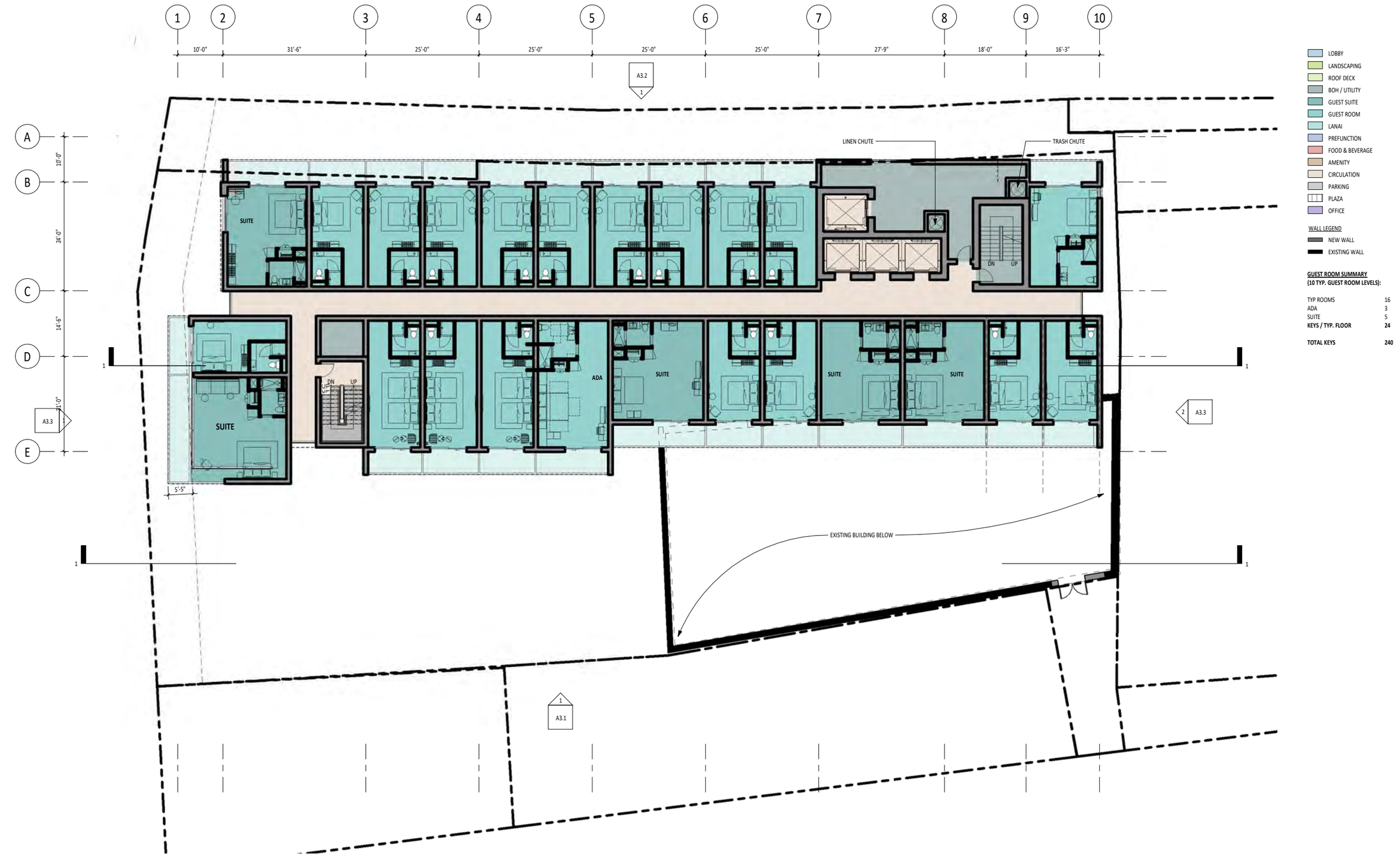
0 4' 8' 16' 32'

N

LEVEL 4.5 PLAN

Chinatown Hotel - 6/23/2023

A1.5



1 TYPICAL GUEST LEVEL PLAN

EXHIBIT C-9

lowney arch

LEVEL 5-14 PLAN

Chinatown Hotel - 6/23/2023

A1.6

1 ROOF DECK PLAN

EXHIBIT C-10

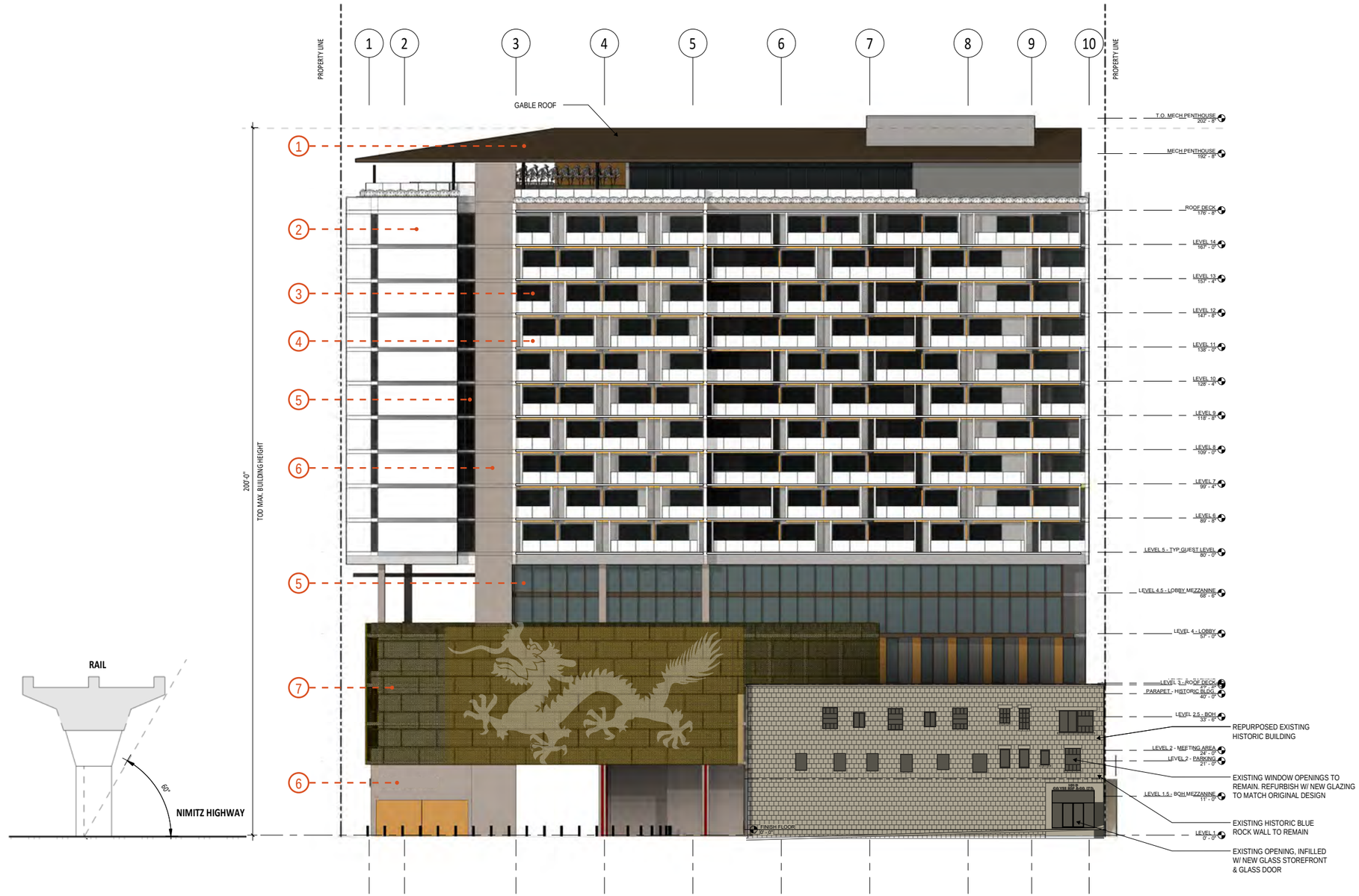
lowney arch

0 4' 8' 16' 32'

LEVEL 15 PLAN

Chinatown Hotel - 6/23/2023

A1.7



1 SOUTH ELEVATION

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

EXHIBIT C-11

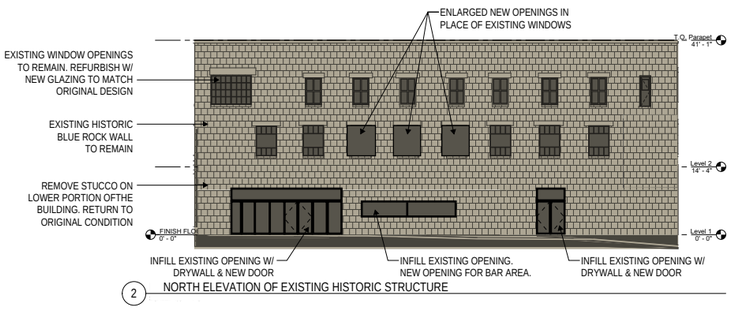
0 16' 32'

lowney arch

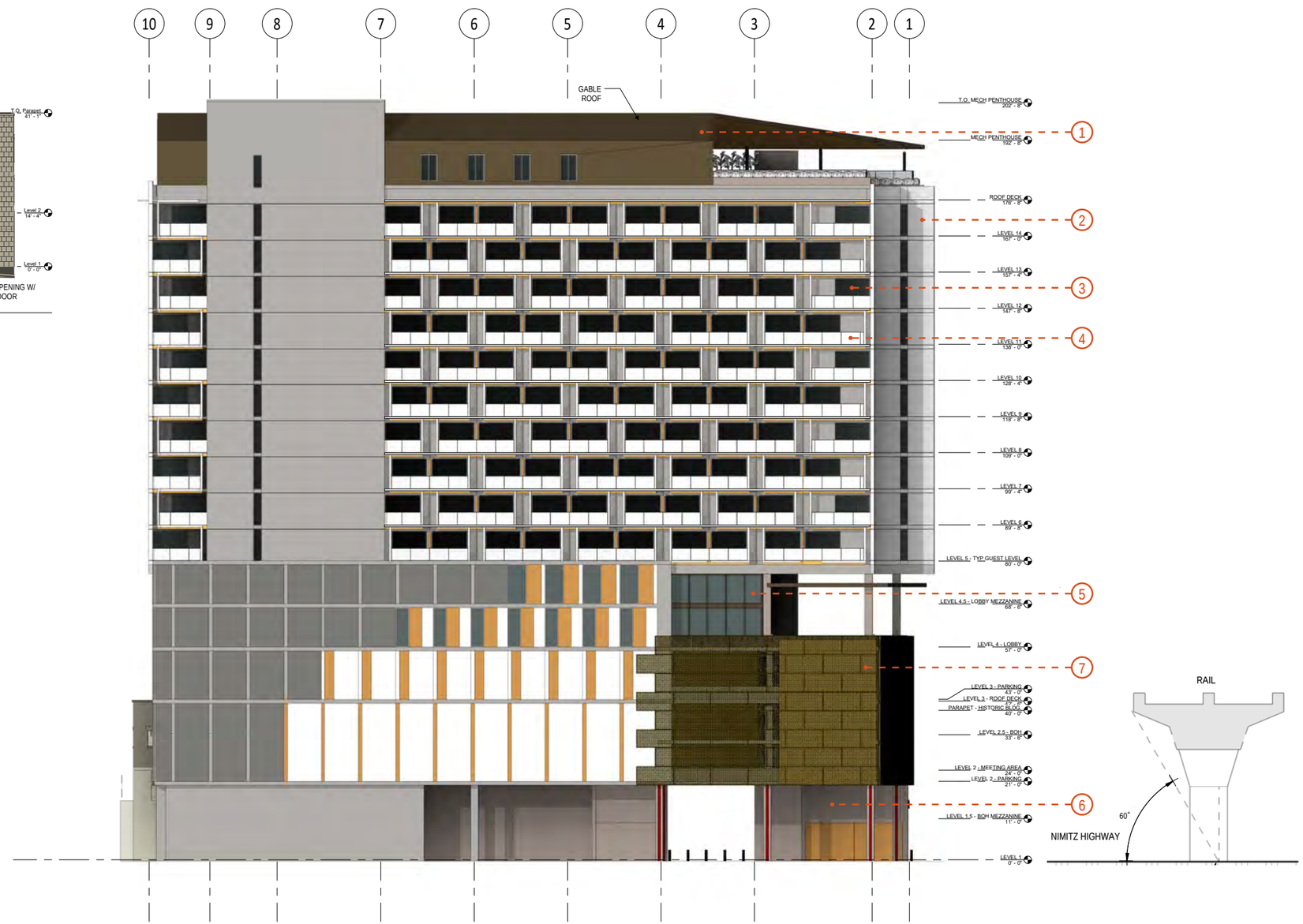
EXTERIOR ELEVATION

Chinatown Hotel - 3/15/2023

A3.1



2 NORTH ELEVATION OF EXISTING HISTORIC STRUCTURE



1 NORTH ELEVATION

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

EXHIBIT C-12

lowney arch

0 16' 32'

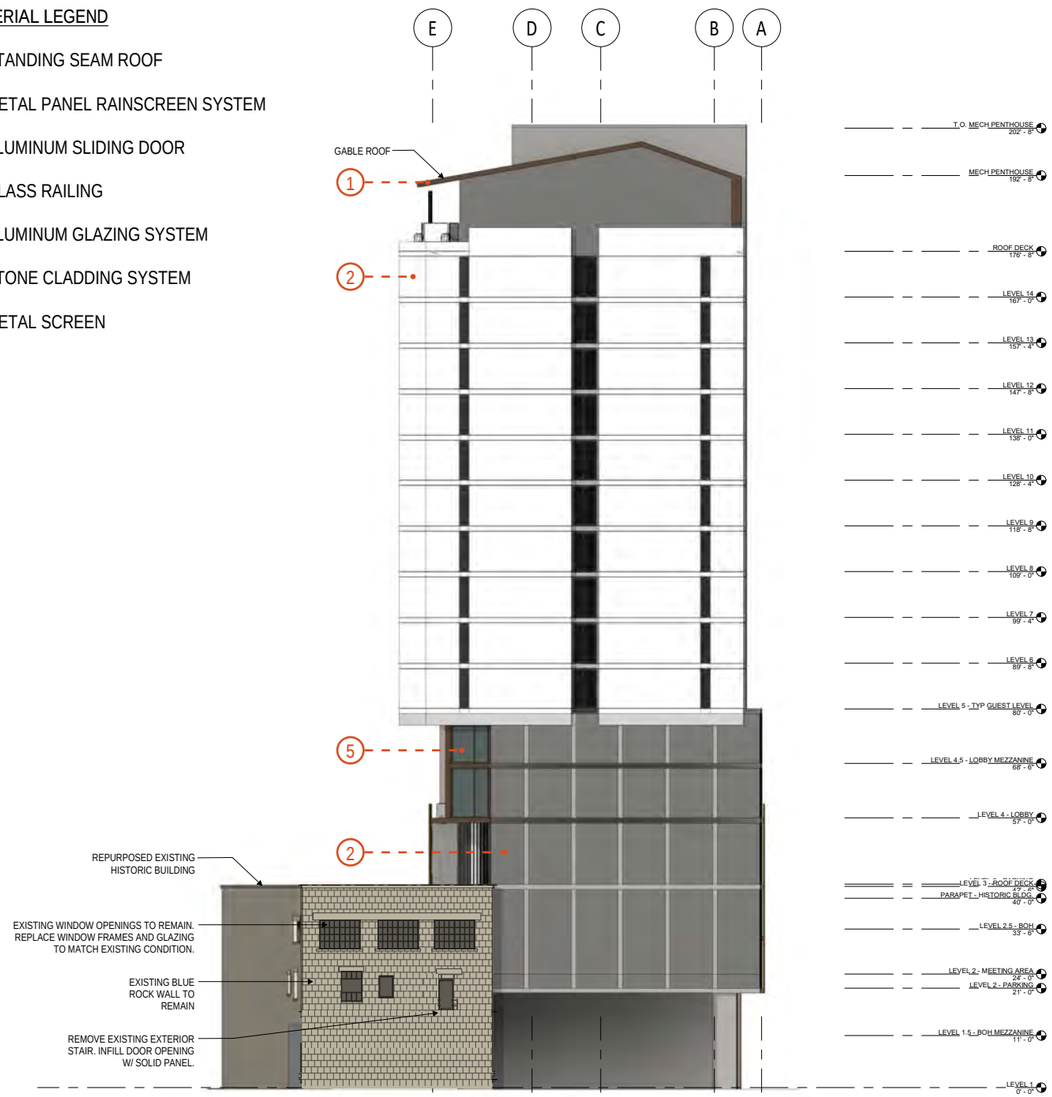
EXTERIOR ELEVATION

Chinatown Hotel - 3/15/2023

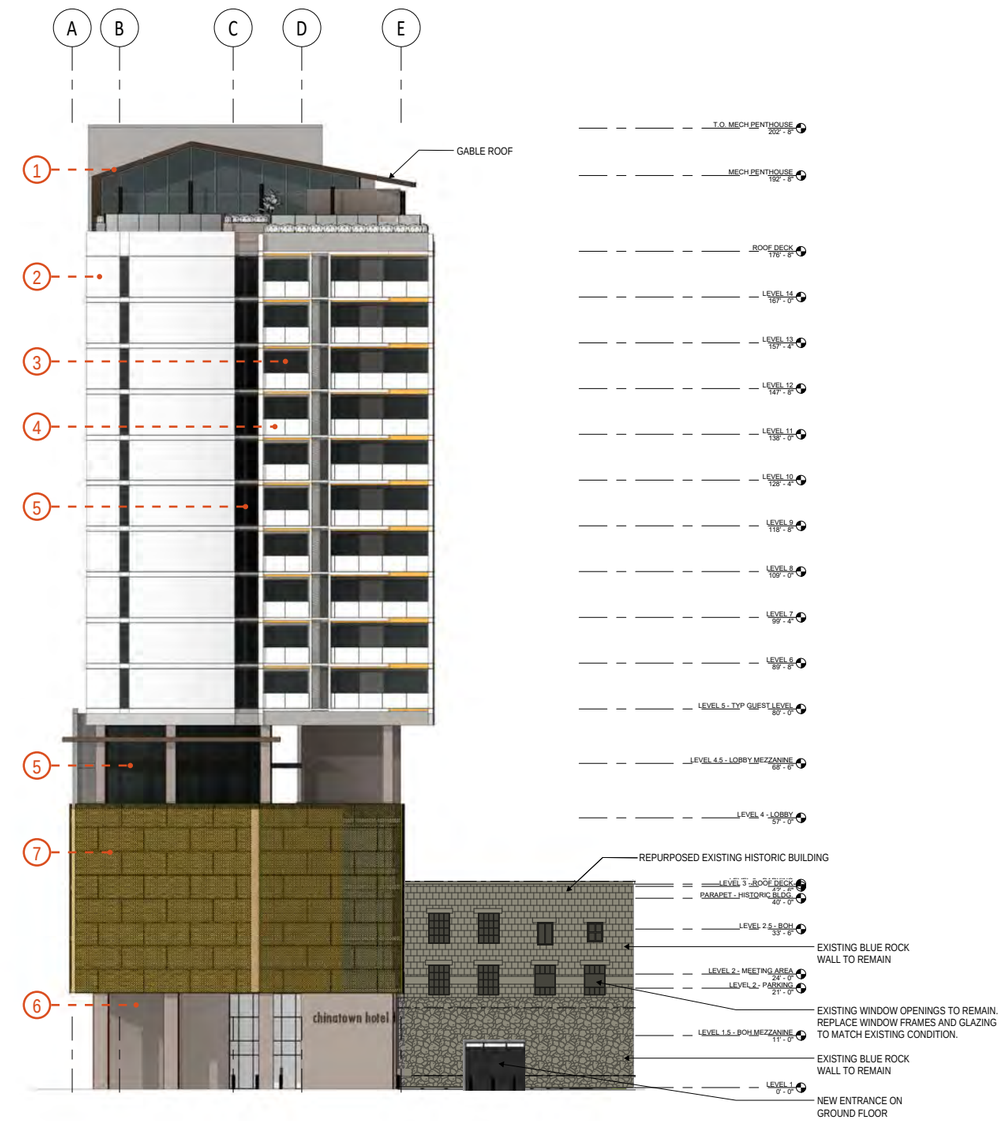
A3.2

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

0 16' 32'

lowney arch

EXHIBIT C-13

EXTERIOR ELEVATION

Chinatown Hotel - 3/15/2023

A3.3

1 BUILDING SECTION A

EXHIBIT C-14

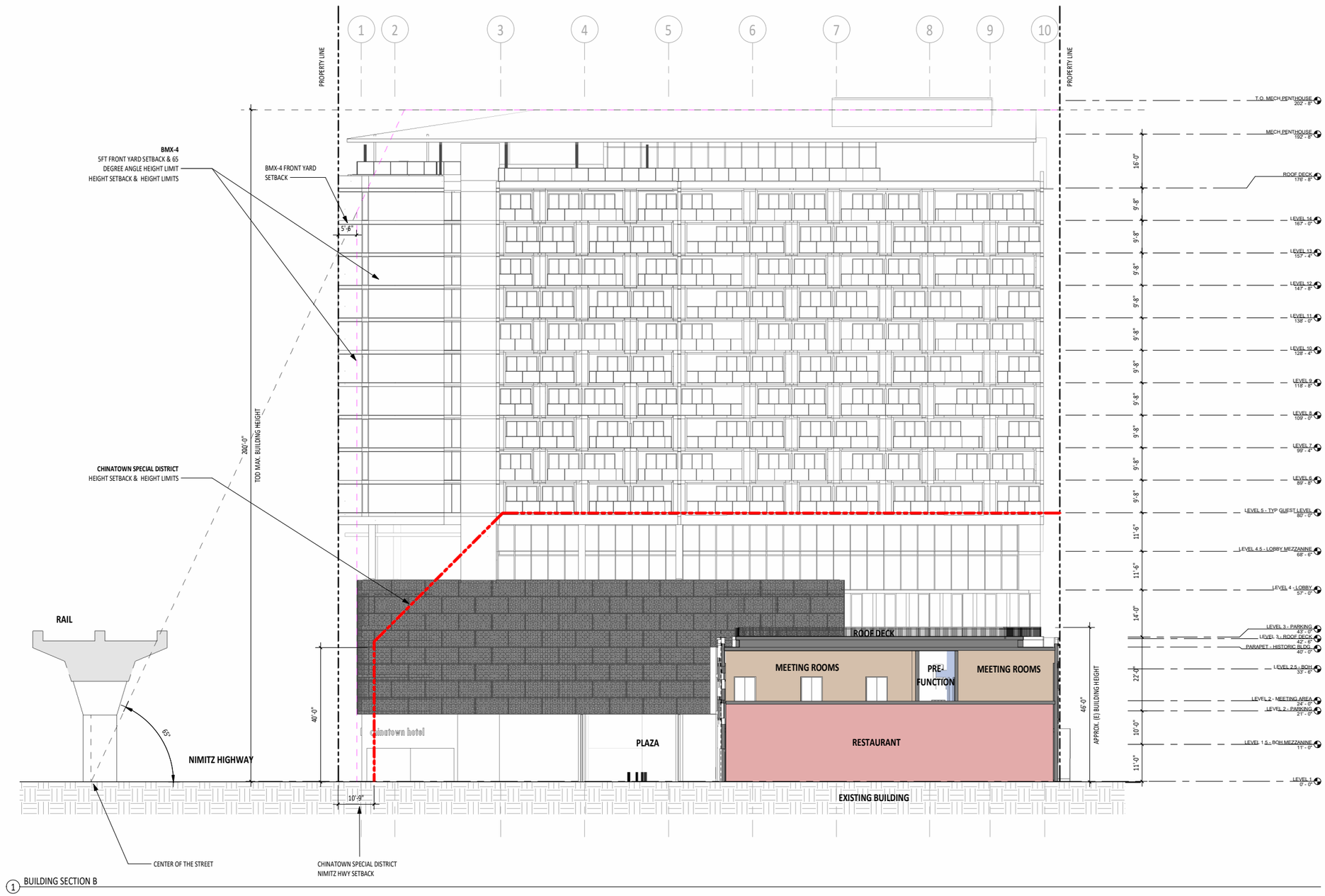
0 16' 32'

lowney arch

BUILDING SECTIONS

Chinatown Hotel - 6/23/2023

A3.4



1 BUILDING SECTION B

EXHIBIT C-15

0 16' 32'

lowney arch

BUILDING SECTIONS

Chinatown Hotel - 6/23/2023

A3.5

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

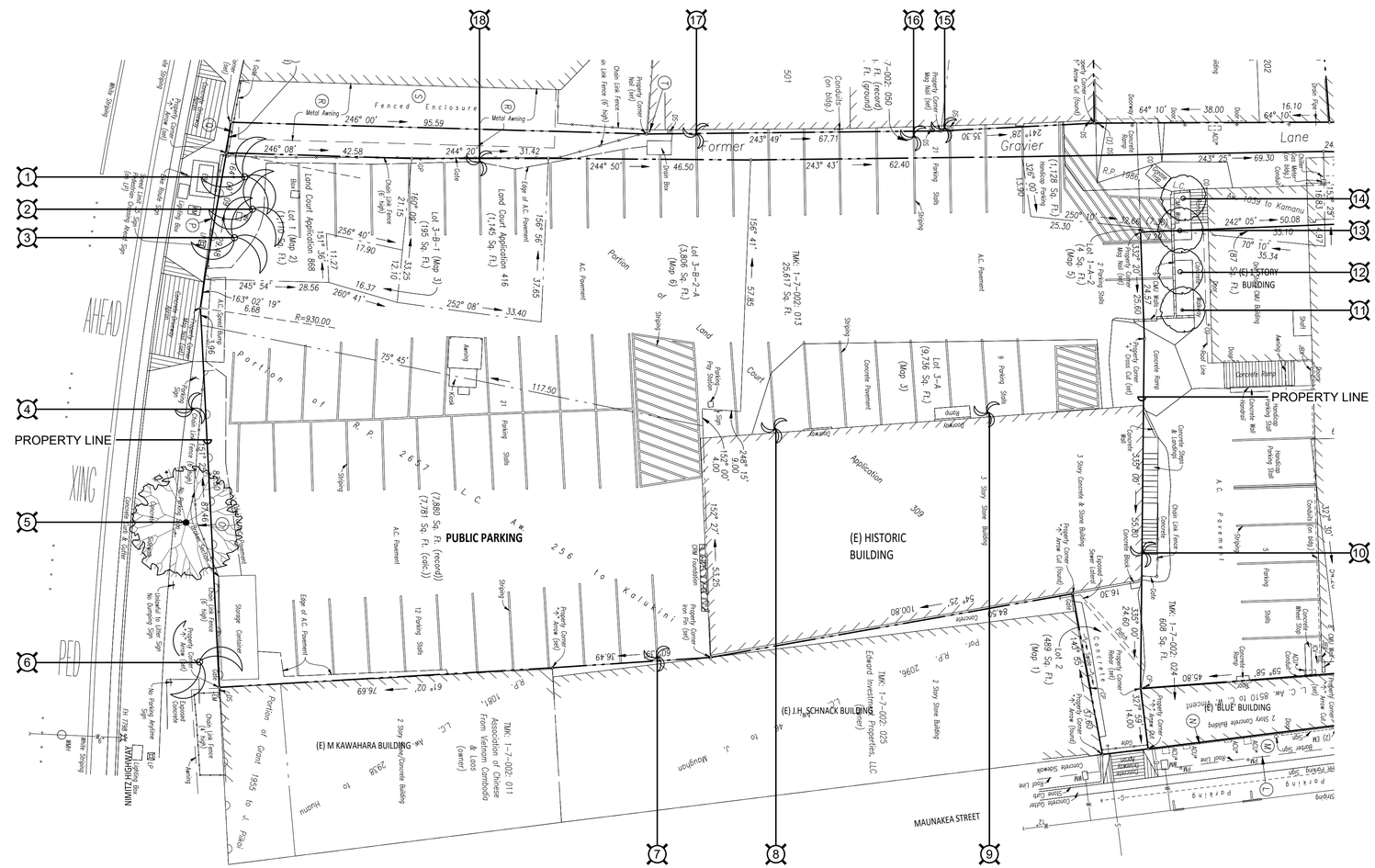
BOTANICAL / COMMON NAME	TO REMAIN AND BE PROTECTED	TO BE REMOVED	TO BE REMOVED (<6" CALIPER)	TOTAL
CARICA PAPAYA / PAPAYA	-	1	-	1
COCOS NUCIFERA / COCONUT PALM	-	3	-	3
FICUS BENJAMINA / WEEPING FIG	-	4	-	4
SAMANEA SAMAN / MONKEYPOD	-	1	-	1
VEITCHIA MANILA / MANILA PALM	-	8	1	9
TOTAL	-	17	1	18

TREE DISPOSITION PLAN LEGEND

XX — TREE NUMBER

XX — TO REMAIN

XX — TO BE REMOVED, INCLUDING ROOTS



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

0 16' 32'

lowney arch

EXHIBIT C-16

TREE DISPOSITION PLAN

Chinatown Hotel - 6/16/2023

L .1