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DEPARTMENT OF PLANNING AND PERMITTING
KA ʻOIHANA HOʻOLĀLĀ A ME NĀ PALAPALA ʻAE
CITY AND COUNTY OF HONOLULU

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September 3, 2024

2024/PDP-1 (JD)

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

Dear Chair Waters and Councilmembers:

SUBJECT:	Application for an Interim Planned Development-Transit (IPD-T) Permit - File Number 2024/PDP-1
Project:	1667 Kapiʻolani Development
Landowner:	Evershine III LP
Applicant:	KCR Development
Agent:	R.M. Towill Corporation (Isaiah Sato)
Location:	1659, 1661, 1663, 1665, 1667, 1673, 1677, 1679, and 1681 Kapiʻolani Boulevard and 1646 Kona Street – Ala Moana
Tax Map Keys:	2-3-041: 003 and 004
Acceptance Date:	June 13, 2024

Enclosed for your consideration is the Department of Planning and Permitting's (DPP's) Report and Recommendations and Draft Resolution for the IPD-T Permit application for a new mixed-use development in the Ala Moana area.

The proposed Project is within the BMX-3 Community Business Mixed-Use District and less than one-half mile from the Kālia (Ala Moana) Skyline Station. The Applicant is proposing to demolish existing commercial structures and construct a new 43-story (400-foot-tall) structure consisting of a nine-story podium, 34-story primary residential tower, and five-story secondary residential tower atop the podium, with 499 for-sale market-rate dwelling units (studio, one-bedroom, two-bedroom, and three bedroom units), 132 affordable rental units (studio, one-bedroom, and two-bedroom units), approximately 8,586 square feet of commercial space, approximately 8,114 square feet of open space, porte cochère, residential lobby, amenity and recreation decks, short-term and long-term bicycle parking, bikeshare spaces, vehicle parking spaces, carshare spaces, and ground floor pedestrian improvements.

The DPP recommends that the Project be approved, with conditions related to design changes for consistency with the Ala Moana Neighborhood Transit-Oriented Development Plan. Specifically, the DPP does not support the design flexibility from the maximum podium height, the maximum tower width of 100 feet, and the minimum 50-foot tower separation. Further, the DPP recommends conditions to increase the level of community benefits, including more affordable housing and increased support for alternative modes of transportation so that it is commensurate with the requested height and density bonuses.

There were approximately seven members of the public who attended the public hearing on July 26, 2024, at the Frank F. Fasi Municipal Building, Sixth Floor Conference Room at 10:30 a.m. No oral testimony was provided at the public hearing. One letter of support was submitted to the DPP prior to the public hearing.

Pursuant to Land Use Ordinance Section 2.110-2, the City Council must act within 60 calendar days after receipt of our Report and Recommendations, 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,

Dawn Takeuchi Apuna
Director

Enclosures: DPP's Report and Recommendations
Exhibits A, B, C1 through C17, and D
Draft Resolution

APPROVED BY:

Michael D. Formby
Managing Director

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

STATE OF HAWAI'I

IN THE MATTER OF THE APPLICATION

BY

EVERSHINE III LP

FOR AN

INTERIM PLANNED DEVELOPMENT-TRANSIT PERMIT

File Number 2024/PDP-1 (JD)

FINDINGS OF FACT, CONCLUSIONS OF LAW, AND RECOMMENDATION

I. APPLICATION

A. Basic Information:

APPLICANT:	KCR Development
OWNER:	Evershine III LP
AGENT:	R. M. Towill Corporation (Isaiah Sato)
LOCATION:	1659, 1661, 1663, 1665, 1667, 1673, 1677, 1679, and 1681 Kapi'olani Boulevard and 1646 Kona Street - Ala Moana (Exhibit A)
TAX MAP KEYS:	2-3-041: 003 and 004
LOT AREA:	56,250 square feet
STATE LAND USE DISTRICT:	Urban
DEVELOPMENT PLAN AREA:	Primary Urban Center
EXISTING ZONING:	BMX-3 Community Business Mixed-Use District (Exhibit B)
EXISTING USE:	Low-rise structures with retail establishments, eating and drinking establishments, adult entertainment, and other commercial spaces.
SURROUNDING LAND USES:	Offices, retail establishments, eating and drinking establishments, and multi-family dwelling units.

B. Proposal: The Applicant seeks an Interim Planned Development-Transit (IPD-T) Permit to allow a mixed-use development, identified as 1667 Kapi'olani Development (Project), in the Ala Moana neighborhood. The Applicant is proposing a 43-story, 400-foot (ft.) -high structure consisting of a nine-story podium, a 34-story main residential tower, and a five-story 155-ft.-high secondary residential tower atop the podium along the Kapi'olani Boulevard frontage (Exhibits C-1 through C-6). The Project will provide a total of 631 dwelling units, comprised of 499 market-rate for-sale dwelling units and 132 affordable rental dwelling units (Exhibit C-7).

The main tower would be about 34 stories as measured from the top of the podium and would contain all of the market-rate units, with the affordable rental dwelling units located within the secondary tower and podium. Specifically, 84 of the units would be located in the secondary tower, and the other 48 units would be located in the podium. The Project proposes a maximum floor area ratio (FAR) of 10.0, or about 562,500 square (sq.) ft. of floor area. All existing structures will be demolished to allow for the redevelopment of the entire site.

The secondary tower would be about five stories high as measured from the top of the podium, for a total height of 15 stories, or 155 ft. The affordable rental dwelling units would be located within the second through ninth floors along the Kapi'olani Boulevard side of the podium, and the 10th through 15th floors of the secondary tower. The proposed Project also proposes approximately 8,586 sq. ft. of commercial space, 8,114 sq. ft. of open space, amenity decks, a residential lobby, a porte cochère, 759 vehicle parking spaces, 387 bicycle parking spaces, and a loading area with five loading spaces (Exhibits C-8 through C-17).

The Project has frontage along Kapi'olani Boulevard, which is a City-owned roadway, and Kona Street, which is a privately-owned roadway. Pedestrian access to the site is proposed along both Kapi'olani Boulevard and Kona Street, with pedestrian access also provided through the site. Vehicular access is proposed via both Kapi'olani Boulevard and Kona Street. The access driveway from Kapi'olani Boulevard will include an internal porte cochère with drop-off and pick-up areas. Two driveways are proposed along Kona Street. The east driveway will allow for vehicular access and will connect to the access driveway along Kapi'olani Boulevard; the west driveway will be primarily used for loading and back-of-house access (Exhibit C-9).

C. IPD-T Requests: The Applicant seeks to increase the height limit and FAR, and modify the height setback requirements of the BMX-3 Community Business Mixed-Use District (BMX-3 District) through this IPD-T Permit. The Applicant is also seeking flexibility from the recommended standards of the Ala Moana Neighborhood Transit-Oriented Development (TOD) Plan related to the maximum building setback along Kapi'olani Boulevard, podium height, tower separation, tower width, and mauka-makai orientation. The details and

acceptability of the Applicant's requests and commensurate community benefits will be analyzed later in this Report.

D. Background: In 2019, the Applicant applied for an IPD-T Permit on the site. At the time, the proposed Project consisted of a 400-ft. tower with 844 condo-hotel units and 84 affordable dwelling units. On June 30, 2020, the Department of Planning and Permitting (DPP) transmitted its Report and Recommendations to the City Council. On July 10, 2020, the City Council introduced the Project proposal as Resolution Number (No.) 20-174. On July 10, 2021, the Project was effectively denied, as Resolution No. 20-174 was filed pursuant to the Revised Ordinances of Honolulu (ROH) § 1-2.5.

II. FINDINGS OF FACT

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

A. Description of the Site and Surroundings: The 56,250-sq.-ft. rectangular Project site consists of two parcels located within the BMX-3 District and is designated as BMX-3B within the Ala Moana Neighborhood TOD Plan. The site is level and currently developed with one- and two-story commercial structures. An existing 10.5-ft.-wide drain easement runs along the entire length of the western property line. The site is bounded by Kapi'olani Boulevard, a City-owned street to the north, and Kona Street, a privately-owned street, to the south. Directly to the west of the site is the Kapi'olani Residences, a high-rise multi-family development. Directly to the east is the proposed location of a separate IPD-T Project (Mana'olana Place) that received approval from the City Council.

The surrounding neighborhood consists of dense mixed-uses, including commercial and retail uses (e.g., Wal-Mart, Sam's Club, Don Quijote, and Ala Moana Shopping Center), the Hawai'i Convention Center, offices, restaurants, and multi-family dwellings. The surrounding areas are also within the BMX-3 District (Exhibit B).

B. Plans and Policies: The site is within the Primary Urban Center (PUC) and Ala Moana Neighborhood TOD Plan area. The following plans provide policies and guidelines for development at the site:

1. O'ahu 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 major redevelopment projects that locate major housing and economic activities in existing urban areas.

The PUC DP vision emphasizes retaining the qualities that attract both residents and visitors while encouraging growth and redevelopment to accommodate the projected increase 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;
- The PUC should offer in-town housing choices for people of all ages and incomes; and
- A balanced transportation system should provide excellent mobility.

2. Ala Moana Neighborhood TOD Plan: The TOD Plan guides the pattern of development within the vicinity of the Kālia (Ala Moana) Skyline Station.

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

- Major Special District (SD) Permit, pursuant to ROH § 21-2.110-2(g)(2);
- Compliance with ROH Chapter 29, Affordable Housing;
- Compliance with the DPP's Administrative "Rules to Implement the City's Affordable Housing Requirements" (Affordable Housing Rules);
- Sidewalk Variance;
- Driveway Variance;
- Sewer Connection Application;
- Compliance with Park Dedication;
- Grading Plan Approval and Permits;
- Construction Plan Approval and Permits;
- Demolition and Building Permits;
- Trenching Permits;
- Drain Connection Permits;

- Subdivision approval for public utility, access, and/or sidewalk easements;
- Street Usage Permits; and
- National Pollutant Discharge Elimination System Permit.

Approvals required by the State may include an archaeological inventory survey plan, Construction Noise Permit, and Clean Air Permit.

A Conditional Use Permit for joint development would be required to treat multiple parcels as one zoning lot. However, pursuant to ROH § 21-9.100(a)(4)(B), an approved IPD-T project is considered and treated as one zoning lot for development purposes.

D. Hawai'i Revised Statutes (HRS), Chapter 343: The Project is not subject to an assessment under HRS Chapter 343 and the State Environmental Impact Statement Law.

E. Flood District and Sea Level Rise (SLR): According to the Flood Insurance Rate Map, Panel No. 15003C0362G, dated January 19, 2011, and revised May 3, 2023, the site is within Flood Zone X (Exhibit D). Flood Zone X is outside of the 0.2 percent annual chance (or 500-year) flood. According to the Hawai'i SLR Viewer, the Project site will not be affected by 3.2 ft. of SLR.

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), Department of Facility Maintenance, Fire Department, Police Department, Department of Parks and Recreation, Department of Transportation Services (DTS), Environmental Services, Office of Housing, and Honolulu Authority for Rapid Transit. Comments were also requested from the State of Hawai'i Department of Land and Natural Resources, Historic Preservation Division, Office of Hawaiian Affairs, Office of Planning, and Department of Transportation. Relevant agency comments are contained in the Analysis section of this Report.

   Upon acceptance of the application for processing, informational and public hearing notices were sent to landowners within 300 ft. of the subject property, which included associations of apartment owners, businesses, elected officials from the area, and community organizations. Notifications were also provided to the Ala Moana/Kaka'ako Neighborhood Board (NB) No. 11, and the application materials were made available online on the DPP's website.

2. Ala Moana/Kaka'ako NB No. 11: On August 22, 2023, the Applicant presented the Project to the NB. The Board members asked about affordability levels, infrastructure, podium height and height setbacks, and the Project schedule. The NB did not take a position on the Project at the time.

3. Written Testimony: The DPP received one letter from the public in support of the Project, but questioned the number of parking spaces being provided.

4. Public Hearing Testimony: A public hearing was held on July 26, 2024, at the Frank F. Fasi Municipal Building, Sixth Floor Conference Room. The Applicant's agent, DPP staff, Department of Information Technology staff, and approximately seven members of the public attended the meeting virtually. The DPP received one letter of written testimony in support of the Project prior to the public hearing as mentioned above. No oral testimony was provided.

   At the public hearing, the DPP asked the Applicant's agent the following:

   - What other community benefits were considered, if any?
   - Did the Applicant consider incorporating the affordable rental dwelling units into the main tower?
   - Are any pedestrian improvements planned along Kona Street?
   - Has the Applicant received permission from Brookfield to use Kona Street?

   The Applicant's agent stated that they believe the proposed community benefit package is commensurate with the height and density bonuses and requested design flexibility. They stated that the main tower and secondary tower have internal connections as both will use the same elevators. Other than landscaping and a sidewalk, no other pedestrian improvements are proposed along Kona Street. Finally, the Applicant's agent stated that they are working to obtain access rights to use Kona Street.

G. Affordable Housing: The Project is subject to ROH Chapter 29, related to affordable housing requirements, which mandates that residential development projects with ten or more for-sale dwelling units must provide an on- or off-site affordable housing component. Affordable housing units proposed as a community benefit are discussed in the TOD Plan as a highly desirable and valuable community benefit. However, affordable housing units proposed as a

community benefit for the purposes of an IPD-T Permit must be in addition to the affordable housing required for compliance with ROH Chapter 29.

III. ANALYSIS

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

A. Eligibility: The Project site meets the eligibility standards and qualifies for an IPD-T Permit because the site is within one-half mile of a proposed transit station, greater than 20,000 sq. ft. in land area, under single ownership, entirely within the State Land Use Urban District, within the BMX-3 District, and shown on maps and figures in the TOD Plan as being within the future TOD SD.

B. O'ahu GP and PUC DP: The Project concept is generally consistent with the PUC DP because it directs economic and residential activity to the PUC. It is also consistent with the PUC DP promotion of mixed land uses and provides high-density development near future transit stations. Residences in close proximity to work and amenities such as retail, restaurants, services, and other attractions allow integrated uses for convenience and to bring activity to neighborhood streets. However, the Project is inconsistent with the policies to protect and enhance Honolulu's scenic resources due to the podium and associated secondary tower addition. Therefore, the Project design should be modified so that the secondary tower is set back a minimum of 50 ft. from the east and west property lines. This will improve the pedestrian environment so that the Kapi'olani Boulevard frontage is not engulfed by a canyon of parking podiums and towers oriented parallel to the street. With the implementation of the recommended design modifications, as discussed more below, the Project will be generally compliant with the O'ahu GP and PUC DP.

C. TOD Plan: Generally, the Project complies with the uses and general intent of the TOD Plan, but does not comply with several important recommended design standards. Through the IPD-T Permit, the Applicant is seeking significant design flexibility from key TOD Plan design standards. The secondary tower is not in a mauka-makai orientation, does not comply with the tower separation requirements or with maximum tower width, and encroaches into the height setbacks. Additionally, the podium is taller than 65 ft. and is not consistent with the 12-ft. build-to line along Kapi'olani Boulevard. The TOD Plan emphasizes the importance of good design over increased height and density bonuses. If flexibility of the TOD Plan design standards is sought in addition to the bonuses, additional impacts related to the Project will be imposed on the neighborhood, so the community benefits must be commensurate. The extent to which flexibility may be granted and mitigated with commensurate community benefits will be discussed later in this Report, but as proposed, we find the cumulative effect of

the height and encroachments will result in adverse impacts to the pedestrian environment.

D. Use Regulations: The multi-family dwelling and commercial uses proposed for the Project are permitted in the underlying zoning district and supported by the TOD Plan.

E. ROH Chapter 21, Development Standards and TOD Plan Standards: Flexibility may be granted for density, height, height setbacks, 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. The degree to which the Applicant complies with the ROH Chapter 21, BMX-3 District standards, and the relevant design standards from the TOD Plan are shown in the table below.

Description		BMX-3 Standards	TOD Plan Standards	Project
Minimum Lot Area		5,000 sq. ft.	N/A	56,250 sq. ft.
Minimum Lot Width and Depth		50 ft.	N/A	225 ft. by 250 ft.
Required Yards	Front	10 ft. for dwellings and five ft. for other uses.	12 ft. along Kapi'olani Boulevard (build-to lines of 70 percent). Five ft. along Kona Street (build-to lines of 70 percent).	20 ft. along Kapi'olani Boulevard. Five ft. along Kona Street.
	Side	Five ft. for dwellings, 10 ft. for multi-family, and zero ft. for other uses.	Zero ft.	Zero ft.
Maximum Density (FAR)		2.5 (base) (140,625 sq. ft.)	10 (562,500 sq. ft.)	10 (562,500 sq. ft.)
Open Space Bonus (Maximum FAR)		3.5 (196,875 sq. ft.)	N/A	N/A
Maximum Building Height		350 ft.	400 ft.	400 ft.
Height Setback		One-ft. per 10 ft. in height over 40 ft.	20 ft. above the first floor (Kapi'olani Boulevard only). One-ft. per 10 ft. in height over 40 ft. (other).	Encroaches four ft. along Kapi'olani Boulevard and 38 ft. along Kona Street.
Tower Separation		N/A	50 ft. from the common property line.	Encroaches 38 ft. along the west property line and encroaches 30 ft. along the east property line.
Tower Width		N/A	100 ft.	189 ft.
Podium Height		N/A	65 ft.	155 ft.

1. Maximum Density: Under the provisions of the BMX-3 District, the maximum permitted floor area on the site is 140,625 sq. ft. (2.5 FAR). The TOD Plan allows for a maximum FAR of 10.0, or about 562,500 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 justify the allowance of a maximum 10.0 FAR. This will be analyzed further below. The increased FAR would result in a bonus of 421,875 sq. ft. of floor area.

2. Maximum Height: Pursuant to ROH Chapter 21 and the zoning maps, the height limit for the site is 350 ft. The TOD Plan allows for a maximum height limit of 400 ft. for the site. Through the IPD-T Permit, the Applicant seeks to exceed the height limit by 50 ft. for the full allowance of 400 ft. The IPD-T provisions allow for this increased height if commensurate community benefits are provided to obtain the bonus. This will be further analyzed below. If the Project is approved as proposed, the bonus height will result in approximately five additional floors containing approximately 66,182 sq. ft. of floor area above the height limit.

3. Yards and Build-to Lines: The site has two front yards. Under ROH Chapter 21, a minimum five-ft. front yard is required along Kapi'olani Boulevard and Kona Street. The TOD Plan specifies a build-to line of 12 ft. along Kapi'olani Boulevard and five ft. along Kona Street. The Applicant does not comply with this requirement along Kapi'olani Boulevard as the building is set back 20 ft. (Exhibits C-5 and C-9). The Applicant states that there are monkeypod trees located along Kapi'olani Boulevard that must be preserved and the increased setback provides space for canopy spread and future maintenance. The existing monkeypods trees along Kapi'olani Boulevard are listed as exceptional trees. Therefore, this specific circumstance warrants flexibility from the 12-ft. build-to line along Kapi'olani Boulevard. However, to generally comply with the TOD Plan, pedestrian-oriented improvements should be placed within the area, up to the 12-ft. build-to line along Kapi'olani Boulevard. These improvements may include benches, low walls for sitting, planters, outdoor dining areas, public street clocks, and outdoor lighting. The pedestrian-oriented amenities should be provided for at least 70 percent of the linear frontage and should be designed so as to not impede pedestrian access to and from the site. Updated plans showing compliance can be reviewed during the processing of the SD Major Permit. This is recommended as a condition of approval.

4. Ground Floor Active Uses: Pursuant to ROH § 21-9.100-5(d), ground floors and pedestrian-accessible spaces should be utilized to the extent feasible for active uses. The Project meets this standard along Kapi'olani Boulevard as the ground floor will contain commercial uses. However, the Applicant is seeking design flexibility from this requirement along Kona

Street. The proposed ground floor uses along Kona Street include back-of-house activities, parking, and equipment rooms. These are not active uses. Since Kona Street is a secondary access and is not anticipated to be a key street, it is reasonable for this portion of the structure to not have active ground floor uses. However, the portion of the building fronting Kona Street should be screened with landscaping to help improve the pedestrian experience. Updated plans showing the landscape screening can be reviewed during the processing of the SD Major Permit. This is recommended as a condition of approval.

5. Height Setback: The IPD-T provisions allow the height setback to be modified from ROH Chapter 21 standards where adjacent uses and street character will not be adversely affected. The height setback standard is measured 40 ft. vertically at the buildable area boundary, then forms a setback at a rate of one-ft. per 10 ft. of additional height. Based on the BMX-3 District standards, the secondary tower encroaches approximately four ft. into the Kapi'olani Boulevard height setback starting at the 14th floor, or about 130 ft. high (Exhibit C-5). The Project's encroachment into the Kona Street height setback begins at the sixth floor of the podium, or about 50 ft. high, and encroaches a maximum of 38 ft. at the top of the residential tower (Exhibit C-6). The purpose of the height setback is to allow the development of a dense urban environment at the pedestrian level, while allowing for greater building separation at higher levels for light, air circulation, and to protect view corridors. The Applicant states that due to the site's narrow lot depth and mauka-makai orientation of the main tower, it is necessary to encroach into the Kapi'olani Boulevard and Kona Street height setbacks. The encroachments help support certain goals and objectives of the TOD Plan, such as additional density to support transit ridership. However, encroachments of the parking podium do not support the TOD objectives and adversely impact the adjacent pedestrian areas. As proposed, we do not support the encroachment of the podium into the height setbacks. Podium encroachments into the height setback could be better supported if the podium is reduced in height as discussed further below to minimize this impact and better comply with the TOD Plan.

6. Podium Height: The TOD Plan recommends that the podium be a maximum of 65 ft. tall when measured from grade. The Applicant is requesting the flexibility to allow the podium to exceed the height limit by approximately 26 ft., a 40 percent increase, for a total height of approximately 91 ft., not including the secondary tower (Exhibits C-5 and C-6). The podium height limit is intended to help preserve the pedestrian experience at the street level and provide access to adequate sunlight and air. With the increased number of high-rise development projects within the Kapi'olani Boulevard corridor, it is crucial that we preserve and enhance the pedestrian experience and do not exacerbate the canyon

effect along Kapi'olani Boulevard. Therefore, the Project should be redesigned to comply with the 65-ft. maximum podium height limit. This should be a condition of approval.

Further, the Applicant is proposing 759 parking spaces within the podium when the Project is not required to provide any parking spaces. Other than the ground floor, the primary use of the podium is vehicular parking. The Applicant states that the number of parking spaces provided is below the TOD maximum parking ratio of 1.25. While this is true, the concern is that the Applicant is seeking design flexibility from the TOD Plan in order to provide unrequired vehicle spaces. Therefore, the DPP encourages and recommends a reduction in the number of parking spaces in order to design a podium that better complies with the TOD Plan design standards.

7. Mauka-Makai Orientation: A policy of the TOD Plan is to protect mauka-makai views. This can be accomplished by siting development in a mauka-makai orientation, adhering to massing standards that maximize views of shorelines and mountains, and following tower spacing standards.

   The TOD Plan recommends that tall structures over 100 ft. in height be sited in a mauka-makai orientation. The main tower is sited in a mauka-makai orientation, perpendicular to Kapi'olani Boulevard and Kona Street. However, the secondary tower that fronts Kapi'olani Boulevard is not, as it is parallel to Kapi'olani Boulevard (Exhibits C-1 and C-3). The Project should be redesigned to comply with this recommendation of the TOD Plan by satisfying the tower separation and tower width requirements discussed below. These are recommended as conditions of approval below.

8. Tower Separation: The TOD Plan recommends a minimum separation between tall buildings of 100 ft. or more, which means when a property shares a property line with an adjacent private property, the tower should be set back at least 50 ft. from the common boundary line. As currently proposed, the main tower is consistent with this recommendation. However, the secondary tower will encroach approximately 38 ft. into the 50-ft. tower separation along the west property line, and approximately 30 ft. along the east property line (Exhibits C-3 and C-4). Therefore, the secondary tower does not comply with this recommendation. There are no existing site conditions that restrict the secondary tower from complying with the tower separation requirement. The Project should be redesigned to comply with the 50-ft. tower separation. This is recommended as a condition of approval.

9. Tower Width: In order to support a mauka-makai orientation, the TOD Plan recommends that the maximum width of a tower be 100 ft. as

measured in an east-west direction. The main tower meets this requirement. However, the secondary tower is parallel to Kapi'olani Boulevard and is approximately 189 ft. wide, or 89 percent wider than the standard allows (Exhibits C-3, C-4, and C-15). This further illustrates that the Project should be redesigned to better comply with the TOD Plan standards. Therefore, the Project should be redesigned so the secondary tower meets the TOD Plan tower width design standards. This is recommended as a condition of approval.

10. Landscaping: Pursuant to ROH § 21-3.120-2(c)(1), except for necessary driveways and walkways, all yards must be landscaped. The TOD Plan allows for flexibility to ensure high-quality pedestrian amenities. The required yards for the Project are proposed as a combination of hardscape and landscaped areas for pedestrian walkability. Therefore, the Project, while not fully landscaped, is generally consistent with the TOD Plan. The Project's Street Tree Plan should align with the guidance of the DPP's draft Ala Moana TOD Street Tree Plan for the right-of-way (ROW). 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 SD Major Permit. No separate conditions of approval are necessary as this is a standard requirement.

11. Vehicle Parking and Loading: Pursuant to ROH § 21-6.20(a), there is no minimum parking requirement for this site. The Applicant proposes a total of 759 unbundled parking spaces. All parking will be located within the parking podium.

    The TOD Plan recommends establishing minimum and maximum parking requirements, eliminating parking for certain uses (such as retail), and reducing existing parking requirements by at least 50 percent. This helps reduce the support for single-occupancy vehicles and encourages the use of multi-modal transportation options, meaning higher-density development can occur without the corresponding increase in traffic impacts.

    The TOD Plan recommends projects seeking entitlement bonuses should limit parking provisions to a maximum of ROH Chapter 21 requirements for commercial uses, and a maximum of 1.25 spaces per residential unit. No parking is required for commercial uses, so the parking maximum recommended by the TOD Plan is based on the number of dwelling units. As proposed, the maximum number of parking spaces allowed by the TOD Plan is 789 (631 dwelling units by 1.25). The proposed number of parking spaces (759) is less than the TOD Plan ratio, and all spaces will be unbundled. Generally, this would not be a concern. However, the DPP believes that the number of parking spaces is excessive because it results in a parking podium that exceeds the maximum height allowed by the

TOD Plan, and encroaches into the height setback of ROH Chapter 21. If the number of parking spaces is reduced, the Applicant should be able to reduce the height of the podium and better comply with the TOD Plan related to podium height and ROH Chapter 21.

Five loading spaces are required by ROH Chapter 21. One-third 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 will be 19 ft. by 8.5 ft. with a 10-ft. vertical clearance. All loading spaces will be located on the ground floor within the parking podium. The Project complies with the minimum loading standards of ROH Chapter 21.

12. Bicycle Parking: The bicycle parking requirements and provisions are summarized in the table below.

Use	Floor Area or Unit Count	Bike Parking Standards (Short- and Long-Term)	Required Bike Parking (Short- and Long-Term)
Commercial	8,586 sq. ft.	One per 2,000 sq. ft. One per 12,000 sq. ft.	4 1
Residential	631 Units	One per 10 units. One per every two dwellings.	63 316
Bike Parking Required (Short- and Long-Term)			**67** **316**
Proposed Bicycle Spaces (Short- and Long-Term)			**67** **317**

Pursuant to ROH Chapter 21, both short- and long-term bicycle parking spaces are required for the proposed uses on the site. The required number of bicycle parking spaces for the Project is 67 short-term and 316 long-term spaces, for a total of 383 spaces. The Applicant proposes a total of 384 spaces. The Project meets the minimum bicycle parking standard of ROH Chapter 21. However, the Applicant states that half of the required bicycle spaces will be provided at the time of construction and the remainder of the required bicycle parking spaces will be installed as necessary. The DPP does not have a concern with providing the bicycle parking spaces at a later date. However, in order to ensure that the bicycle parking spaces are provided in the future, the Applicant must provide plans as part of the SD Permit submittal that shows the location of all required bicycle spaces. Additionally, the plans should provide the details on the rack types and any necessary wayfinding signage. Further, the specific bicycle parking locations, as shown on the revised plans, must not be used for any other purpose. These should be conditions of approval.

F. Other Development Considerations:

1. Traffic and Multi-Modal Maneuverability: A Traffic Impact Report (TIR) was prepared by Wilson Okamoto Corporation in October of 2019 based on a previous, but similar, conceptual project at the time. An update to that TIR was prepared in March of 2024 to assess the traffic impacts of the proposed Project. According to the updated TIR, traffic operation in the area is expected to remain similar with or without the Project. Additionally, the Project is not expected to significantly impact traffic operations at nearby roads and intersections provided that the recommendations and strategies of the updated TIR are implemented. However, in addition to the recommendations of the updated TIR, the DPP recommends the following conditions to help ensure traffic and pedestrian impacts are minimized and multi-modal maneuverability is considered.

    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 TIR should be submitted for review and approval.

        i. The CMP should be required prior to the issuance of demolition and building permits to specify the management of major construction work for the Project.

        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 and large events. Measures should include incentives for transit, bicycle, and walking to minimize the amount of vehicular trips for daily activities by residents and employees. A bicycle and pedestrian circulation plan (PCP) should 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.

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

b. Driveway Design: The Project includes three driveways: one on Kapi'olani Boulevard and two on Kona Street. The driveway along Kapi'olani Boulevard will be a right-in/right-out-only driveway. Entry from this driveway will lead to a porte cochère. The porte cochère should be designed to prevent any overflow into the City ROW and wide enough to allow a moving vehicle to safely pass a stationary vehicle. The driveway toward the eastern edge of Kona Street will be used for access to the parking structure. However, it could also be heavily used by cut-through traffic to access Kapi'olani Boulevard. The Applicant should be required to provide mitigation measures to control or restrict cut-through traffic. This should be a condition of approval. The west driveway along Kona Street will be for loading and back-of-house purposes. As Kona Street is privately-owned, the Applicant will be required to obtain a right-of-entry agreement from the owner (Brookfield Properties) for access rights to use Kona Street. This is recommended as a condition of approval.

c. Multi-Modal Maneuverability and Sidewalk Design: The Applicant is proposing some streetscape improvements as part of the Project. However, the broader impact from the additional density of this Project should be mitigated within the Ala Moana area. Mitigation of these broader impacts should be proportional to the frontage, and not piecemeal in implementation (such as a single block of bicycle lane along Kapi'olani Boulevard). Complete Streets improvements to Kapi'olani Boulevard are being provided as community benefits by other nearby IPD-T projects. The Project has about 450 linear ft. of frontage on Kapi'olani Boulevard and Kona Street. A recent Complete Streets project in the area costs about $95 per linear ft. for design, construction, and construction management. Complete Streets improvements for this Project can be expected to cost about $42,750. Therefore, the Applicant should provide funds for Complete Street improvements within the Ala Moana TOD Plan area in the amount of $42,750. This is recommended as a condition of approval.

Pedestrian accessibility and circulation is very important within this area. The Kapi'olani Boulevard frontage is a highly utilized sidewalk, and the site is adjacent to a busy bus stop. Kona Street is not currently heavily used by pedestrians, but it is identified and envisioned as the most direct pedestrian path to an existing bus terminal and the future rail station. The Applicant should coordinate with the adjacent Mana'olana Place development to the east and Kapi'olani Residences to the west to ensure that the pedestrian facilities are consistent across the frontages of these three

developments with respect to walkway widths, grade changes, and materials.

A surface encroachment authorization will be required for any nonstandard improvements within the City ROW (planters, landscaping, or street furniture). A Sidewalk Variance will be required to permit any nonstandard sidewalk finish proposed in the City ROW. However, the materials used for the sidewalks within the property should be consistent across the entire frontage, including across any driveways, to signal pedestrian priority, with preference for the City's standard brushed concrete material and finish. As recommended by the TOD Plan, the colors selected for any materials should match the City's concrete sidewalk to avoid incongruous patchwork effects and to allow for easy repairs throughout the area. Details of material, color, and finish for the sidewalks should be submitted for review as part of the SD Major Permit. These are recommended as conditions of approval.

The Applicant should also be required to show compliance with Complete Streets policies and ensure that all access driveways are designed with pedestrian and bicycle safety measures in place. These are recommended as conditions of approval.

2. 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 review and approval.

   b. Wastewater: On January 18, 2024, the DPP approved Sewer Connection Application (SCA) No. 2024/SCA-0035 for a new 631-unit, multi-family dwelling with 7,793 sq. ft. of restaurant space and 793 sq. ft. of retail space. As the DPP is recommending changes to the Project design, a modified or new SCA may be required to reflect the final unit count.

   c. Drainage: Currently, the Project site is almost entirely paved, with stormwater runoff sheet flowing off-site towards Kapi'olani Boulevard and Kona Street where it is intercepted by existing catch basins located on Kapi'olani Boulevard and across Kona Street. The proposed development will be designed to maintain existing stormwater flow patterns and will not increase the existing

stormwater runoff conditions. In order to mitigate potential impacts to drainage, the Applicant proposes to install a drainage system that will consist of downspouts, swales, and drainage inlets to capture and transport the stormwater runoff to the City's existing drainage system.

The Project will have to comply with the City's *Rules Relating to Water Quality, Rules Relating to Storm Drainage Standards* at the time the construction and/or grading plans are submitted to the DPP for review and approval. Additionally, in order to not damage the existing underground drainage infrastructure within the drain easement, the proposed Project improvements will have to be designed so as not to add any surcharge loading to the existing drain easement located along the western property line. Compliance with all applicable drainage and stormwater runoff requirements will be confirmed during the review of related development permits and/or approvals.

d. Schools: The public schools that serve the Project site are Queen Ka'ahumanu Elementary School, Washington Middle School, and McKinley High School. Based on the data available to the Applicant, the Project is estimated to generate 38 students to Queen Ka'ahumanu Elementary School, 19 students to Washington Middle School, and 19 students to McKinley High School. According to the data provided by the State Department of Education, the local schools have enough capacity to accommodate the anticipated school-aged children living in the Project. However, the number of dwellings provided by the Project may fluctuate as plans are finalized. Therefore, the Department of Education will need to be consulted as the Project proceeds with applicable permitting processes.

3. Public Views: Given the requested 50 ft. of additional height and the encroachment into the tower separation requirements, impacts to public views must be considered. The panoramic views from Ala Moana Beach Park toward the Ko'olau Range are identified as important viewsheds in the PUC DP and the TOD Plan. A portion of the tower will be visible from Magic Island at Ala Moana Beach Park. However, the majority of the tower will be blocked by the Ala Moana Shopping Center and One Ala Moana. Although the top of the tower will be partially visible, the TOD Plan allows for the additional height. Additionally, the Project site is surrounded by existing and future developments that will be similar in height. Because the primary tower will meet the tower width and separation standards of the TOD Plan, these impacts are minimal and properly mitigated, but as proposed, the secondary tower and podium may have impacts to views within the immediate area. If the recommended

design changes to the podium and secondary tower are implemented, there will likely be less noticeable impacts to the surrounding area. Therefore, we recommend that the parking podium and secondary tower be redesigned to minimize the encroachments. This is likely to mitigate adverse impacts on public views.

4. Shadow Study: The Applicant provided a shadow study indicating that the structure will cast shadows on surrounding buildings as well as adjacent roads. While a 400-ft. tower invariably generates a certain amount of shadows, in this case, the 34-story main tower is relatively narrow and is sited in a highly developed area. The shadows of the main tower will not adversely impact any significant public open spaces, parks, or plazas. However, the secondary tower will have unnecessary negative impacts on access to the sunlight. During the spring and fall, the entire Kapi'olani Boulevard frontage of the Project site will have minimal access to sunlight from 12 p.m. onward. During the winter, the entire Kapi'olani frontage will be shrouded in shadow for the entire day. With the recommended design changes to the podium and secondary tower, there will likely be fewer impacts related to shadows. Therefore, the conditions to revise the parking podium and secondary tower are likely to mitigate adverse shadow impacts to the surrounding area.

5. Wind Study: Based on a preliminary wind study, dated March 22, 2024, conducted by Englekirk Structural engineers, unacceptable wind activity is not anticipated at the pedestrian level. Higher winds are expected on the recreation deck, where additional wind control measures are recommended. A wind tunnel test is recommended to be conducted at a later date to quantify the wind conditions and evaluate the effectiveness of the wind mitigation strategies. The Applicant should conduct a wind tunnel test. This should be made a condition of approval.

6. Signage: No signage plan was provided as part of the application; therefore, the development will be limited to the signage standards of the BMX-3 District established in ROH Chapter 21. Considering the location, variety of uses, specific design of the uses, and the opportunity for beneficial wayfinding signage, the Applicant should 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.

G. Affordable Housing: The Applicant proposes to provide a total of 631 dwelling units. Out of the 631 dwelling units, 132 units or approximately 20.9 percent will be affordable rental dwelling units. The Applicant proposes to provide a total of 95 dwelling units to households earning 80 percent of the area median income (AMI) for a period of 30 years, and 37 dwelling units to households earning 100 percent of the AMI for a period of 30 years. The affordable housing units are being provided in order to comply with ROH Chapter 29, the Affordable Housing,

and for community benefit purposes. As such, the Applicant is proposing 95 dwelling units to meet the affordable housing requirement and 37 dwelling units as a community benefit. Affordable housing units required under ROH Chapter 29 cannot also be considered community benefits, as explained further below in the analysis of the community benefits.

1. Consistency with ROH Chapter 29: According to ROH Chapter 29, affordable housing must be provided when ten or more for-sale dwelling units are developed under a single or unified project on one or more zoning lots. Pursuant to ROH Table 29-1.4, if affordable rental housing units are being provided, then 15 percent of the total number of units must be affordable to households earning 80 percent and below of the AMI, and must remain affordable for a period of no less than 30 years. As the Applicant is proposing a total of 631 dwelling units, the Project must provide a minimum of 95 affordable rental dwelling units to meet this requirement. Out of the 132 affordable rental dwelling units being proposed, 95 units will be available at 80 percent of the AMI for a minimum of 30 years. As proposed, the Project meets the requirements of ROH Chapter 29. Compliance with ROH Chapter 29 will be confirmed prior to the issuance of a building permit.

2. Compliance with the Affordable Housing Rules: Affordable housing must comply with the DPP's Affordable Housing Rules. The diversity of unit types and adequate dispersal throughout the Project will be reviewed in accordance with the Affordable Housing Rules. The Applicant should be aware that the Affordable Housing Rules recommend an affordable housing unit mix that is similar with the market-rate unit mix such that the number of bedrooms in affordable units is the same or more than the number of bedrooms in the market-rate housing units. These recommendations should be made explicit conditions of this approval to enforce the Affordable Housing Rules.

H. Guidelines for Review and Approval of the Conceptual Plan: In accordance with ROH § 21-9.100-5(h), 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 benefit package, discuss which proposed community benefits will benefit the general public, and provides recommendations for additional contributions to the community that are commensurate with the bonuses and flexibility requested and supported.

1. Qualifying Community Benefits: Of the proposed public benefits offered, the following may be considered benefits in the general interest of the public:

a. Affordable Housing: The Applicant proposes 37 affordable rental dwelling units available to households earning 100 percent of the AMI or below for a period of 30 years. This is approximately 5.9 percent of the Project's total units.

- Adjustment: The Applicant is seeking significant height and density bonuses, but is proposing a proportionally small percentage of the development to be dedicated to affordable housing. Therefore, the amount of affordable units provided as a community benefit should be increased. At a minimum, 63 units, or 26 more units to make up approximately 10 percent of the total units, should be provided as a community benefit. In aggregate, this would mean 25 percent of the units within the Project would be affordable. Additionally, all affordable rental housing units provided as a community benefit should comply with the Affordable Housing Rules so they are equivalent to those units required by ROH Chapter 29 for maximum benefit to the community. This would mean, that all affordable rental housing units proposed as a community benefit would also be offered to households earning 80 percent of the AMI or below, and the affordability period would be for 30 years. This should be a condition of approval.

To ensure the timely production of the affordable housing units, the CO for the affordable rental dwelling units should be required prior to or concurrently with the CO for the market-rate dwelling units. This should be a condition of approval.

The proportion of affordable units recommended for this Project is similar to what has been conditioned for previously approved IPD-T projects within the Ala Moana area. The provision of affordable rental housing is the primary community benefit proposed for the Project. Again, the Project is seeking 50 ft. more height than the zoning allows, for a max height of 400 ft., and four times the density, or a total of 421,875 sq. ft. of bonus floor area.

b. Carshare Spaces: The Applicant is proposing five carshare spaces. The proposed parking spaces dedicated to carshare may 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 carshare spaces.

- Adjustment: Considering the size of the Project, and the likely need to reduce the number of parking spaces to accommodate the recommended podium design changes,

additional carshare spaces to provide access to a variety of mobility options to guests and nearby community members are recommended. Based on other approved IPD-T projects, the provision of at least 10 carshare spaces is appropriate as a community benefit. Therefore, at least five additional carshare spaces should be provided. Details regarding the number and location of these spaces should be provided with the SD Major Permit submittal. This should be a condition of approval.

c. Bikeshare: The Applicant proposes one bikeshare station with approximately 15 bicycle spaces.

- The bikeshare station may be considered a community benefit if a minimum of 20 bikeshare spaces are provided. This should be a condition of approval.

2. Additional Community Benefits: In addition to the above-recommended adjustments to the Applicant's proposed community benefits package, the Applicant should be required to make a monetary contribution to the City in the amount of $42,750 for the implementation of bicycle lanes and/or Complete Streets improvements along Kapi'olani Boulevard and the surrounding network within the Ala Moana Neighborhood TOD area, as previously discussed.

The quality and amount of community benefits for height and density bonuses must go above and beyond the minimum standards. It must incentivize TOD 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 TOD Plan. With the recommended adjustments of the Applicant's proposed community benefits package, the Project will result in the provision of benefits to the community commensurate with the requested height and density bonuses and encroachments into the BMX-3 District height setback.

However, the community benefits are not commensurate with the requested design flexibility of the TOD Plan. While the TOD Plan allows for increased height and density and design flexibility when community benefits are provided, good TOD design with respect to the public realm should be prioritized over maximization of the site's development potential. Therefore, the Applicant must redesign the Project, as previously recommended, in order to better comply with the design standards of the TOD Plan.

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 regards to providing a broad mix of uses and diverse employment opportunities.** The construction of this mixed-use Project will provide the benefit of an increased number of dwelling units in the area to support and enhance nearby existing office, retail, and restaurant amenities. The Ala Moana area is already rich with commercial uses, so the addition of a significant number of dwellings improves the broad mix of uses within the area. On-site employment opportunities will be provided, but are limited to the jobs associated with the commercial retail portion of the Project and the support staff for the operations and maintenance of the new building. Other 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 ground-floor bicycle parking, carshare spaces, and drop-off areas to promote multi-modal access. However, the site is proposing more parking than is required. The proposed parking results in encroachments into the height setbacks, and undesirable designs for the podium and secondary tower that is inconsistent with the TOD Plan and principles. The parking does not promote the use of the transit system, negatively impacts the pedestrian scale, and does not contribute to the objective and intent of the TOD area. With the incorporation of the recommended design changes, such as the reduction in the podium height, redesign of the secondary tower, and improvements to the sidewalk areas along Kapi'olani Boulevard and Kona Street, the Project will meet this standard of review.

3. **The provisions of usable, safe, and highly accessible public accommodations, gathering spaces, pedestrian ways, bicycle facilities, and parks.** The Applicant is proposing approximately 8,000 sq. ft. of open space. Approximately 3,751 sq. ft. along Kapi'olani Boulevard, approximately 701 sq. ft. along Kona Street, and the remainder along the east and west property lines (Exhibit C-8). These areas will include bicycle facilities and some landscaping. As recommended as a condition of approval, the Applicant should be required to place planters, sitting walls, public clocks, and outdoor eating areas with adequate outdoor lighting for pedestrians to use. The pedestrian pathway along the west property line provides a midblock pedestrian connection between Kapi'olani Boulevard and Kona Street. This midblock connection must be publicly accessible to be considered an accessible public accommodation. With these conditions, the Project will meet this standard of review.

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.** The Applicant is proposing a total of 631 dwelling units with 132 units or 20.92 percent of the total units designated as affordable rental dwelling units. Pursuant to ROH Chapter 29, 95 units, or 15 percent of total units, must be available to households earning 80 percent or below of the AMI for a period of 30 years. The remaining 37 affordable rental units, or 5.9 percent of total units, are proposed as a community benefit and will be available to households earning 100 percent or below of the AMI for a period of 30 years. The number and AMI level of the affordable rental units designated as a community benefit are insufficient. The Applicant should be required to provide a minimum of 63 affordable rental dwelling units, or 10 percent of total units, as described in Section III.H.1. of this Report. This would increase the number of affordable rentals to 158 units, or 25 percent of the Project's total units. Additionally, in order to be consistent with ROH Chapter 29, all of the affordable rental dwelling units must be available to households earning 80 percent or below of the AMI for a minimum period of 30 years. With the implementation of these recommendations, the Project will meet this standard of review.

5. **General consistency with the Ala Moana Neighborhood TOD Plan.** The Project is a redevelopment of a site containing commercial establishments, such as retail and restaurants. The Project will increase the activity along the street within the area, create jobs within the rail corridor, and generally support rail ridership due to its density and proximity to the future rail station. However, certain aspects of the proposal do not comply with the TOD Plan in a number of ways. The massing and orientation of the podium and secondary tower do not meet the goals and objectives of the TOD Plan because the building does not comply with the 12-ft. build-to line along Kapi'olani Boulevard, the secondary tower is not oriented in a mauka-makai direction, the secondary tower excessively encroaches into the tower separation setback, and the podium exceeds the 65-ft. podium height specified in the TOD Plan. There is nothing about the size, shape, or topography of the site that would make such building massing and orientation necessary to achieve the proposed height or density. The TOD Plan is clear that appropriate building design must take precedence over maximizing height and FAR. Therefore, the Project should be modified as recommended. If the Project is modified as required under the recommended conditions of approval, the Project will meet this standard of review.

The Project and requested flexibility with respect to development standards will be generally consistent with the objectives of the TOD and the provisions enumerated in ROH §§ 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 the TOD and the provisions enumerated in ROH § 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 of Law, the Director of the DPP hereby recommends the IPD-T Permit application for the 1667 Kapi'olani Development Project, as conceptually shown in Exhibits A, B, C-1 through C-17, and D, as modified, be **APPROVED**, subject to the following conditions:

A. After City Council approval of the IPD-T Permit for the Project, the Applicant must submit to the DPP for review and approval, an application for an SD Major Permit, including detailed plans and drawings of the Project.

B. The maximum FAR for the Project is 10.0.

C. The maximum height of the Project is 400 ft. Rooftop structures must conform to ROH § 21-4.60(c).

D. The Project is allowed the following design flexibility:

1. The main tower may encroach 38 ft. into the Kona Street height setback.

2. The podium may encroach three ft. into the Kona Street height setback.

3. The first floor may be setback a maximum of 20 ft. from the Kapi'olani Boulevard property line.

4. Active ground floor uses are not required along Kona Street, but landscape screening is required.

E. The application for the SD Major Permit must include updated plans and documents showing the following:

1. The Podium height reduced to a maximum of 65 ft.

2. A minimum 50-ft. tower separation setback (measured from the property line) for any structure over 100 ft. high.

3. A maximum tower width of 100 ft. (as measured east-west) for structures over 100 ft. high.

4. Pedestrian-oriented improvements (benches, sitting walls, public clocks, and outdoor dining areas with adequate outdoor lighting) up to the build-to lines for 70 percent of the linear frontage along Kapi'olani Boulevard.

5. The type and location of all short- and long-term bicycle parking spaces.

6. Bikeshare station details.

7. Information and wayfinding signage in order to direct the public to the carshare area.

8. A landscape plan showing the location and types of plants and trees proposed for the site.

F. The following community benefits must be provided:

1. In addition to the affordable dwelling units required by ROH Chapter 29, the Applicant must designate at least 10 percent of all units as affordable rental dwelling units for families earning no more than 80 percent of the AMI for Honolulu, for a minimum affordability period of 30 years. The application of the Affordable Housing Rules, including room factor and unit mix is required. Compliance with this condition will be confirmed prior to or concurrently with the CO of the market-rate dwelling units. The Applicant will be required to execute an Affordable Housing Agreement, which must be recorded with the Bureau of Conveyances.

2. Bikeshare station(s) capable of holding at least 20 bicycles must be conveniently located on the site and publicly accessible. Prior to the issuance of a CO, the Applicant must submit to the DPP evidence of the execution of a bikeshare agreement with a City-approved bikeshare program or the DTS.

3. A minimum of 10 carshare spaces and vehicles must be provided on the site. The carshare spaces must be publicly accessible at all times and include adequate wayfinding signage to direct the public to the carshare spaces.

4. A monetary contribution of $47,250 to the City for use to construct a bike lane on Kapi'olani Boulevard, or to fund other Complete Streets improvements within the Ala Moana TOD Plan area.

G. Prior to the issuance of a building permit, the Applicant must coordinate with the DPP and the DTS to:

1. Demonstrate compliance with Complete Streets policies.

2. Ensure that all access driveways are designed with pedestrian and bicycle safety measures in place.

3. Contribute $47,250 to the City for use to construct a bike lane on Kapi'olani Boulevard, or to fund other Complete Streets improvements.

H. Prior to the issuance of any development permit, the Applicant must provide a right-of-entry agreement from the owner (Brookfield Properties) of Kona Street for access rights to use Kona Street.

I. Prior to applying for a foundation permit, the Applicant must submit an updated wind study wind tunnel test to quantify the wind conditions and evaluate the effectiveness of any wind mitigation strategies for public areas.

J. Prior to the issuance of a building permit, the Applicant must submit for review and approval:

1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the date of occupancy. This will also identify when a CMP, TMP, and updates or validation of the findings of the TIR 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, and 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 its original or improved condition upon completion.

3. The TMP should include TDM strategies to limit vehicular trips for daily activities and large events. Measures should include a substantial reduction in the availability of parking spaces, incentives for transit, bicycle, and walking to minimize the amount of vehicular trips for daily activities by residents and employees, and a bicycle and PCP. The PCP should determine the necessary sidewalk widths and curbs, furniture, and pedestrian areas pursuant to the Complete Streets Manual. 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.

4. A post TIR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution, and assignment contained in the initial TIR. The recommendations of the report should be implemented, in coordination with the DPP. The Applicant should coordinate with the DPP and DTS to ensure that the design of these intersections meets Complete Streets standards and serves all users.

K. All provided parking spaces must be unbundled.

L. The Applicant must provide mitigation measures to control or restrict cut-through traffic between Kapi'olani Boulevard and Kona Street.

M. The pedestrian pathway along the west property line must be publicly accessible.

N. Prior to or concurrently with the issuance of a CO for the market-rate dwelling units, the Applicant must obtain a CO for all of the affordable rental dwelling units.

O. The Applicant is responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.

P. Approval of this IPD-T Permit does not constitute compliance with other ROH Chapter 21 or governmental agencies' requirements, including building permit approval(s). 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 ROH Chapter 21 and other governmental provisions and requirements.

Q. The Applicant must obtain a building permit for the Project within five years of the date of City Council approval of the IPD-T Permit for the Project. Failure to obtain a building permit within this period will 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 requests an extension beyond one year from the initial deadline and the Director of the DPP finds that the Applicant has demonstrated good cause for the extension, the Director must prepare and submit to the City Council a report on the proposed extension, which must include the Director's report and recommendations thereon, and a proposed resolution approving the extension. The City 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 City Council fails to take final action on the proposed extension within the first to occur of:

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

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

   the extension should be deemed denied.

R. Any request to extend the deadline of an approved building permit for the Project, must be transmitted to the DPP, Land Use Permits Division for review and approval. This is to ensure that the proposed development is still a catalytic Project within the rail corridor, the community benefits remain commensurate with the bonuses allowed, and the Project meets the standards of review pursuant to ROH § 21-9.100-5(k).

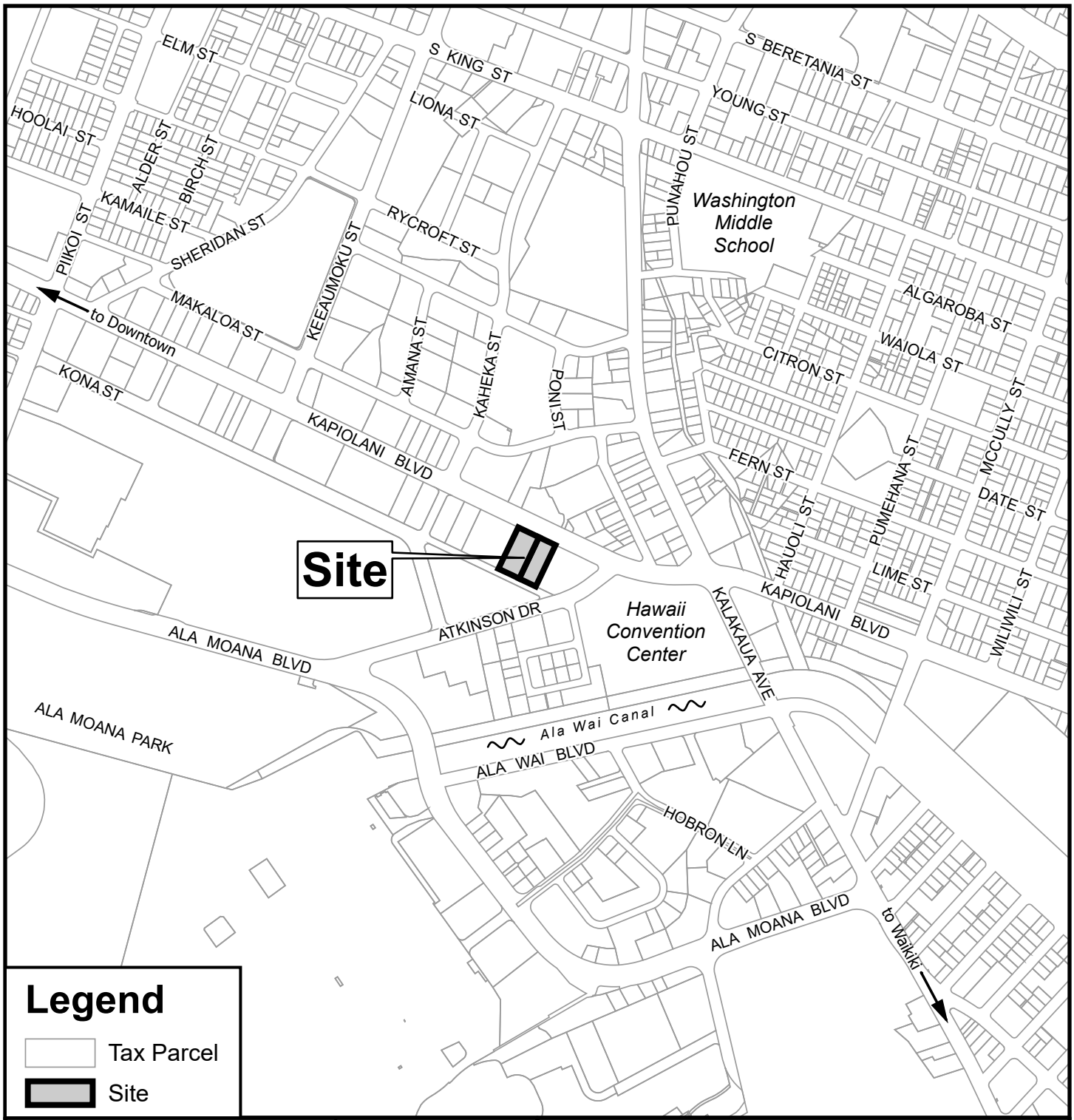
S. Except as modified herein, the Project must conform to the conceptual plan approved and all conditions established herein. Any changes to the conceptual plan (except as modified herein) will require a new application and approval by the City Council. The Director of the DPP may approve changes to 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 conditions set forth herein. Any alteration or change in the size or nature of the Project which significantly alters the proposed development should require a new application.

Dated at Honolulu, Hawai'i, this 3rd day of September, 2024.

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

By _____
Dawn Takeuchi Apuna
Director

Enclosure: Exhibits A, B, C1 through C17, and D



LOCATION MAP
ALA MOANA

TAX MAP KEY(S):
2-3-041:003 & 2-3-041:004

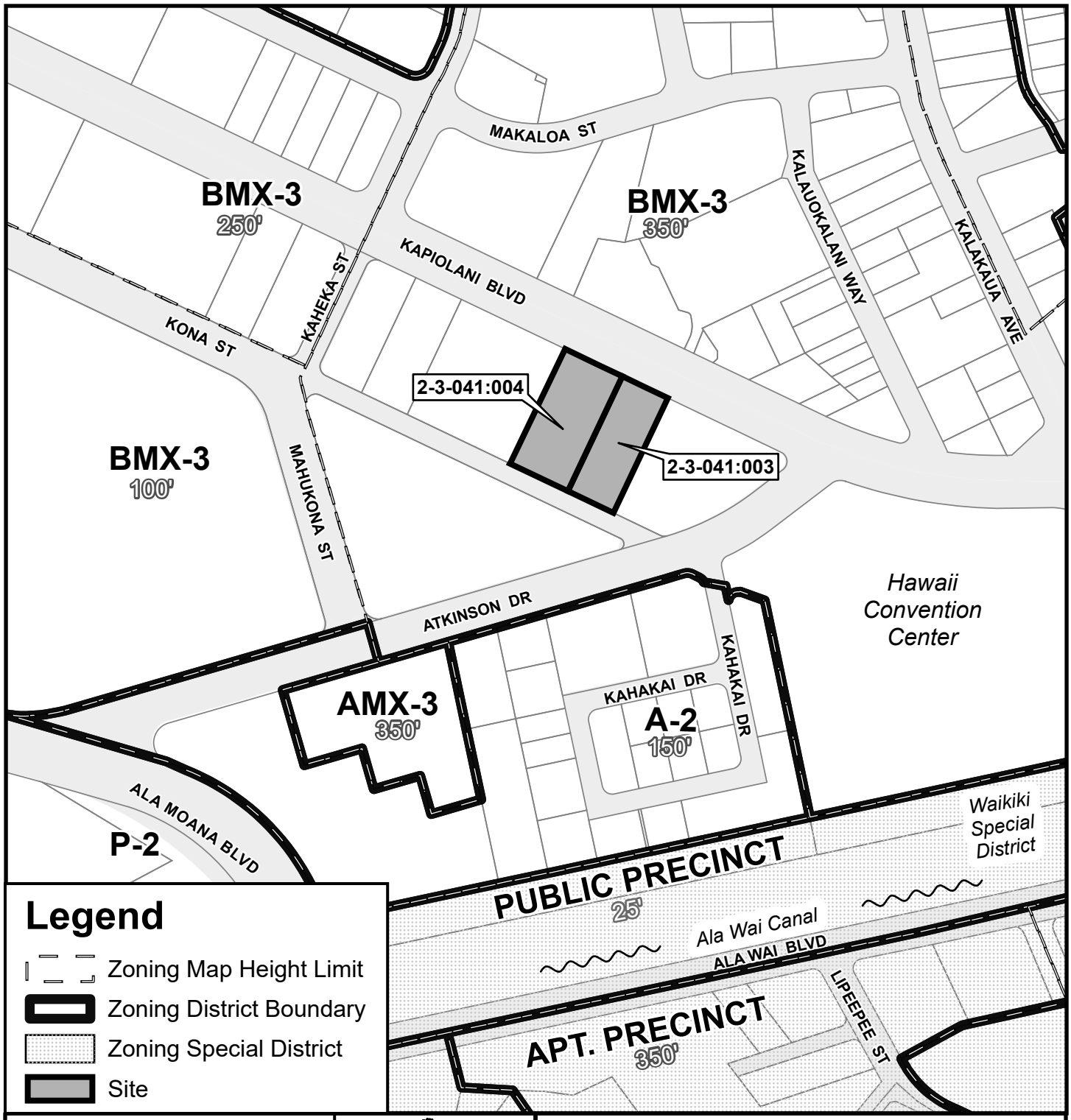
FOLDER NO.: 2024/PDP-1

Prepared by: Honolulu Land Information System (HoLIS) - NK
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 06/2024

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EXHIBIT A



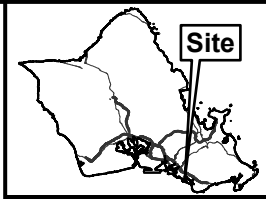
Legend

- Zoning Map Height Limit
- Zoning District Boundary
- Zoning Special District
- Site

CITY AND COUNTY OF HONOLULU · STATE OF HAWAII

0 200 400

Distance in Feet



VICINITY MAP

PORTION OF
ZONING MAP
ALA MOANA

TAX MAP KEYS:
2-3-041:003 & 2-3-041:004
FOLDER NO.: 2024/PDP-1

Prepared by: Honolulu Land Information System (HoLIS) - NK
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City and County of Honolulu

Date Prepared: 06/2024

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EXHIBIT B


EXHIBIT C-1


EXHIBIT C-2

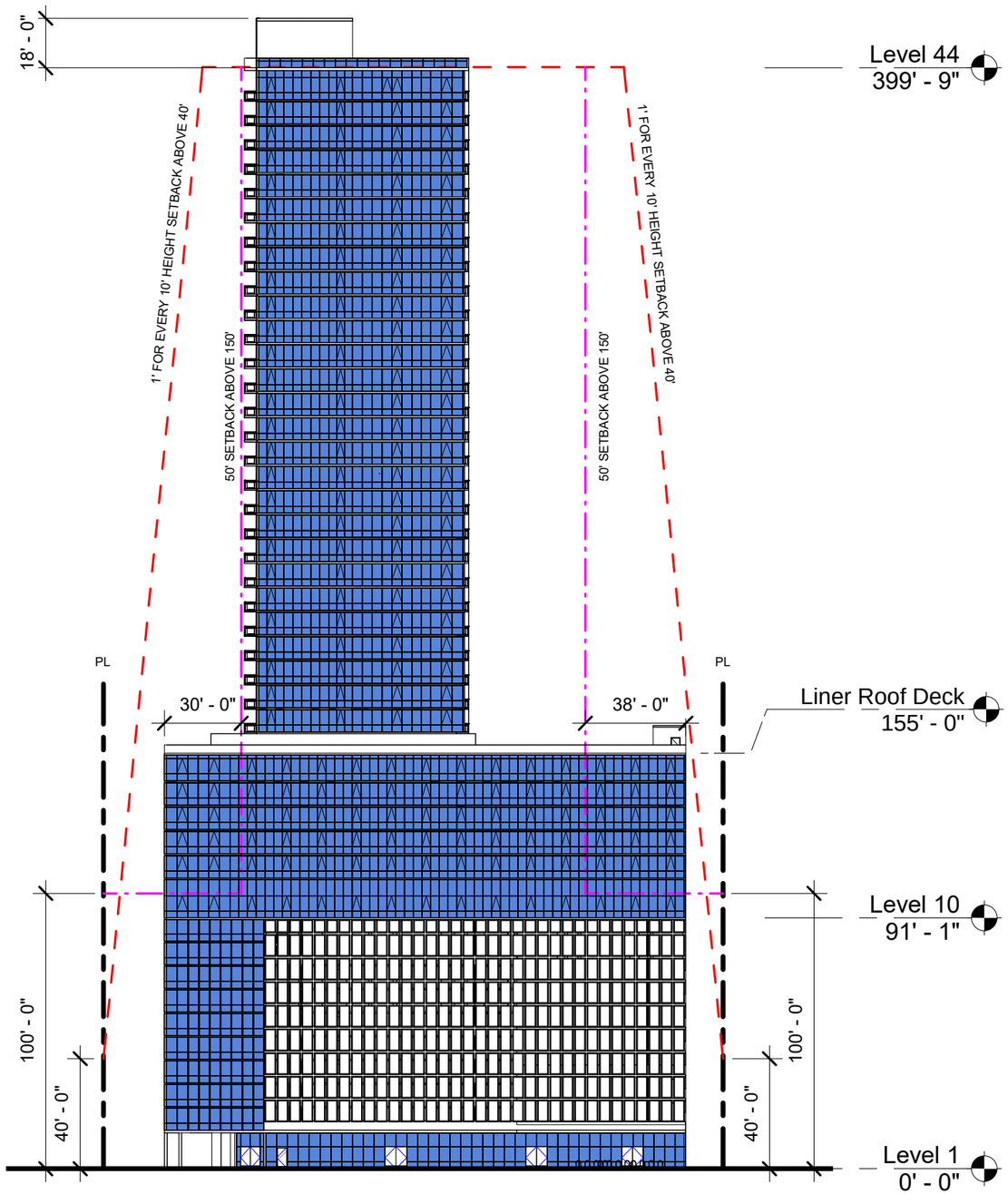


EXHIBIT C-3

0 20' 50' 100'

SCALE: 1" = 50'-0"

ELEVATION - KAPIOLANI BLVD

DESIGN PARTNERS INCORPORATED

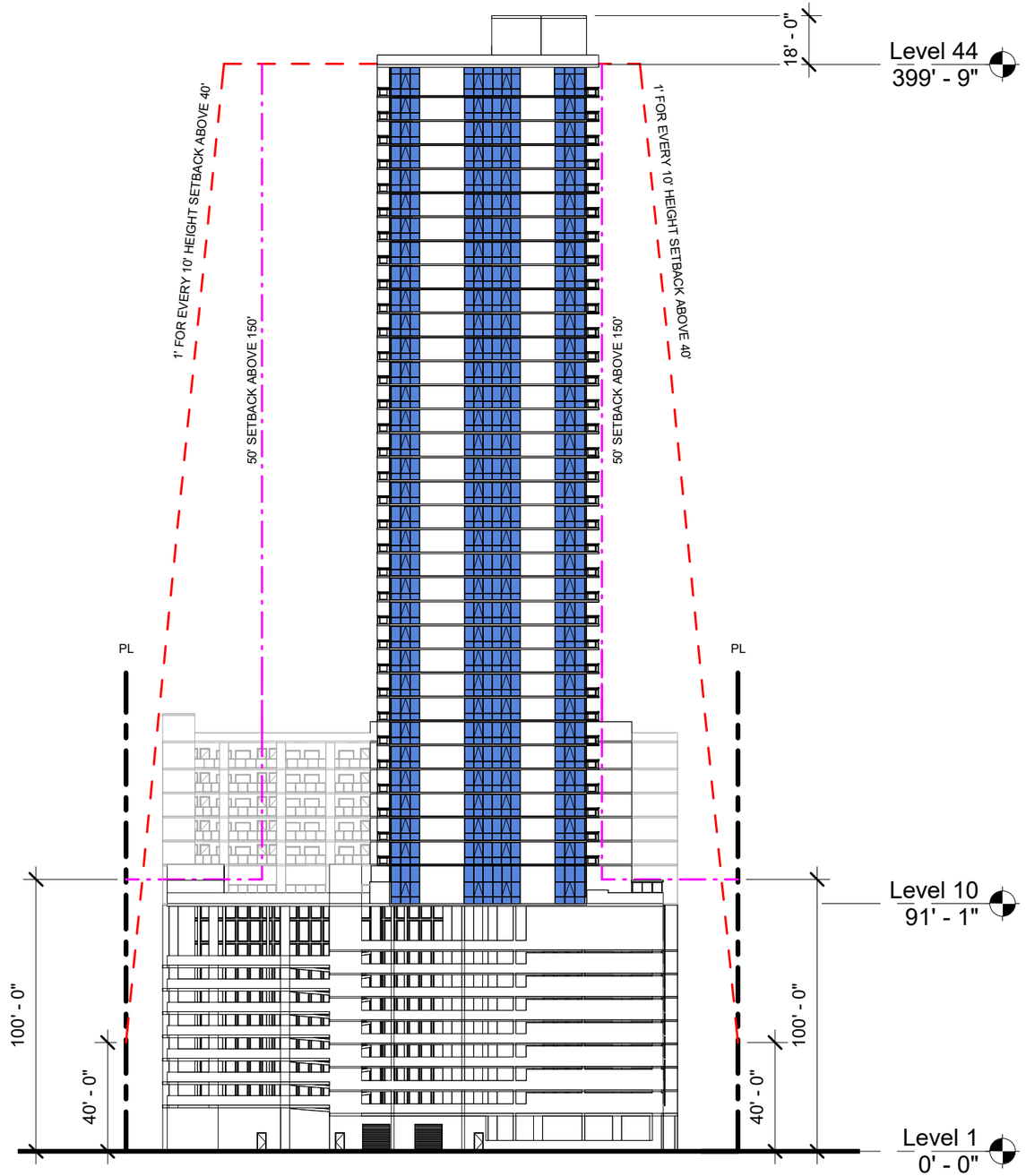


EXHIBIT C-4

0 20' 50' 100'

SCALE: 1" = 50'-0"

ELEVATION - KONA ST

DESIGN PARTNERS INCORPORATED

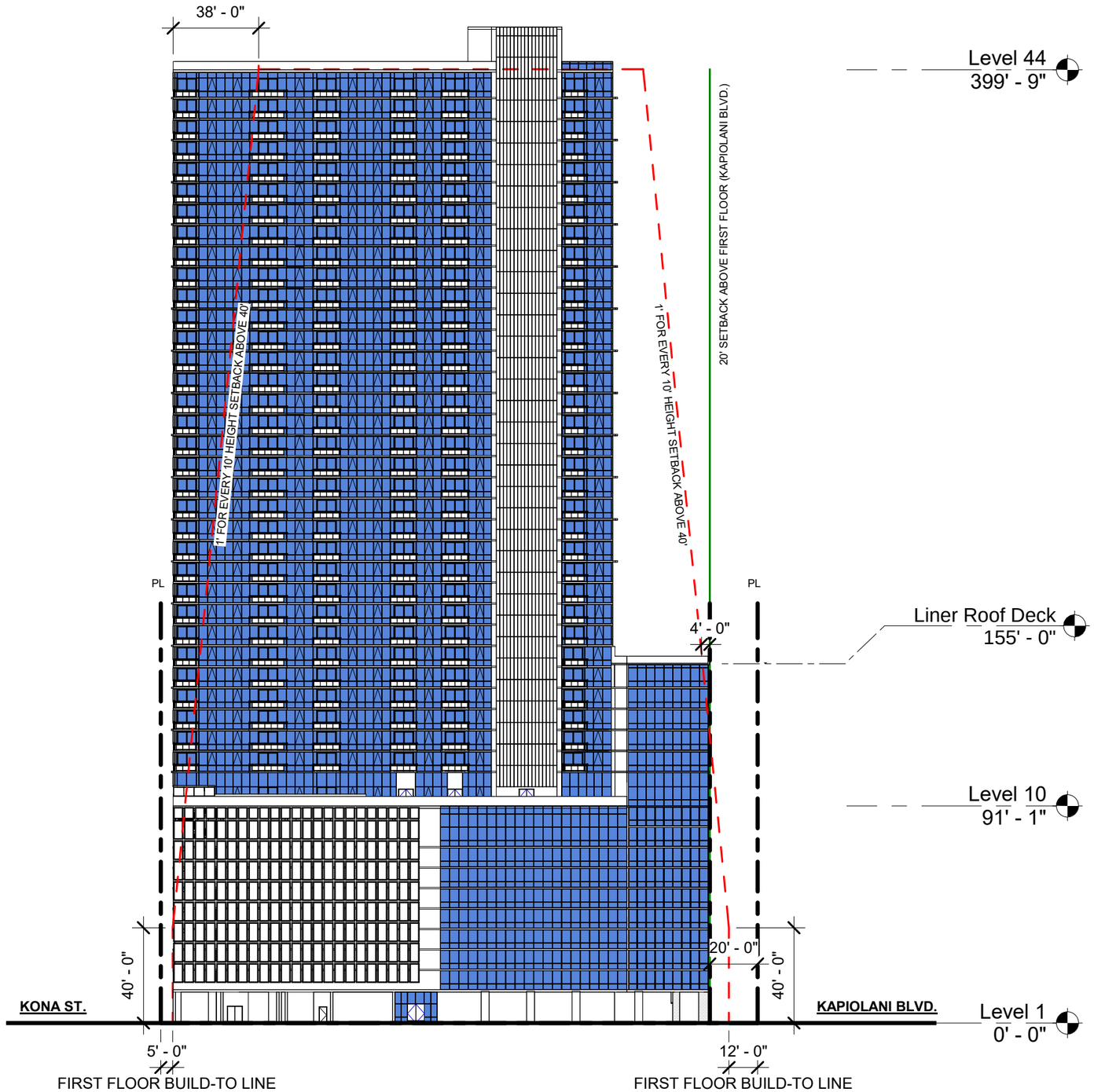


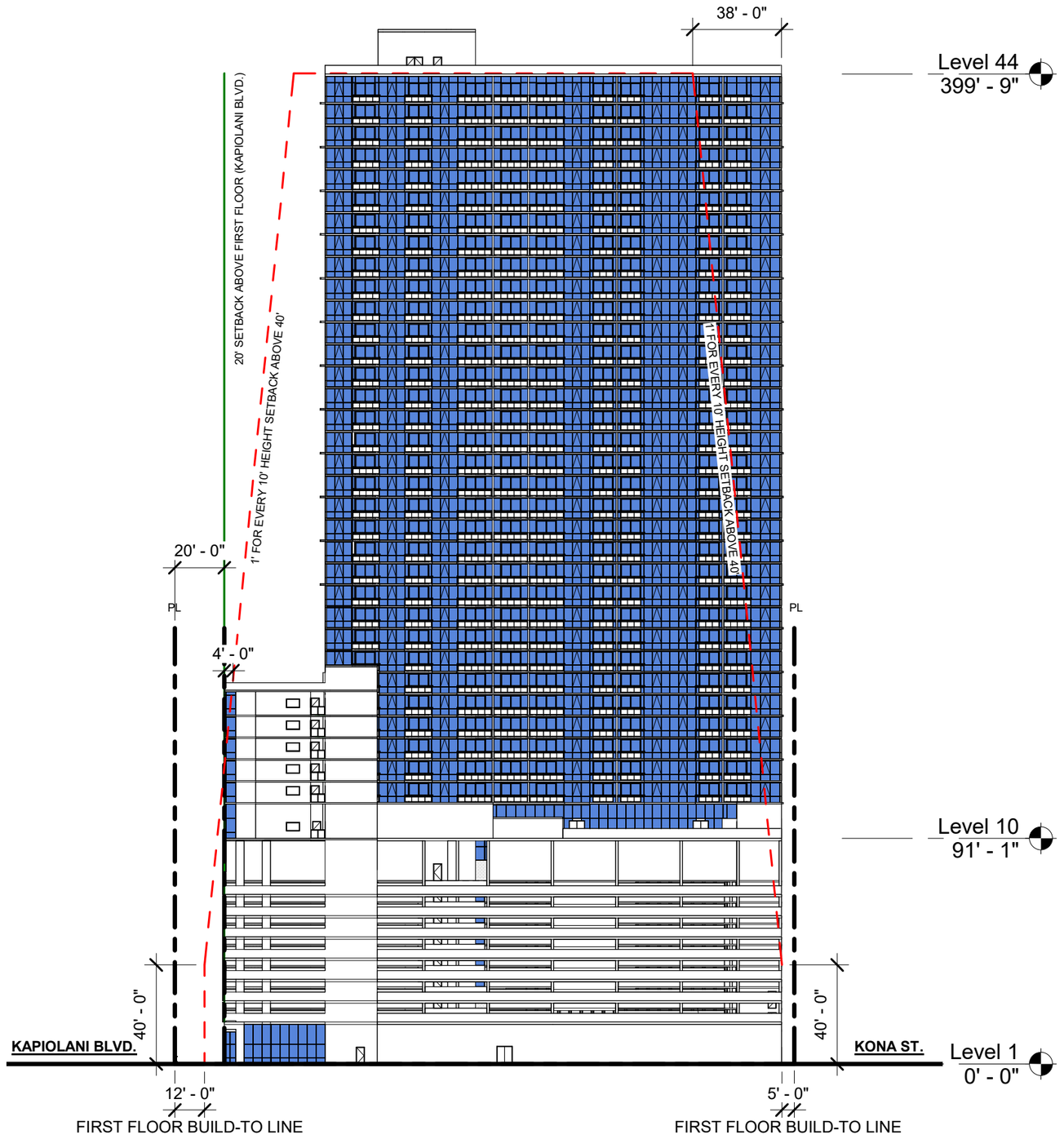
EXHIBIT C-5

0 20' 50' 100'

SCALE: 1" = 50'-0"

ELEVATION - EAST

DESIGN PARTNERS INCORPORATED



ELEVATION - WEST

EXHIBIT C-6

0 20' 50' 100'

SCALE: 1" = 50'-0"

DESIGN PARTNERS INCORPORATED

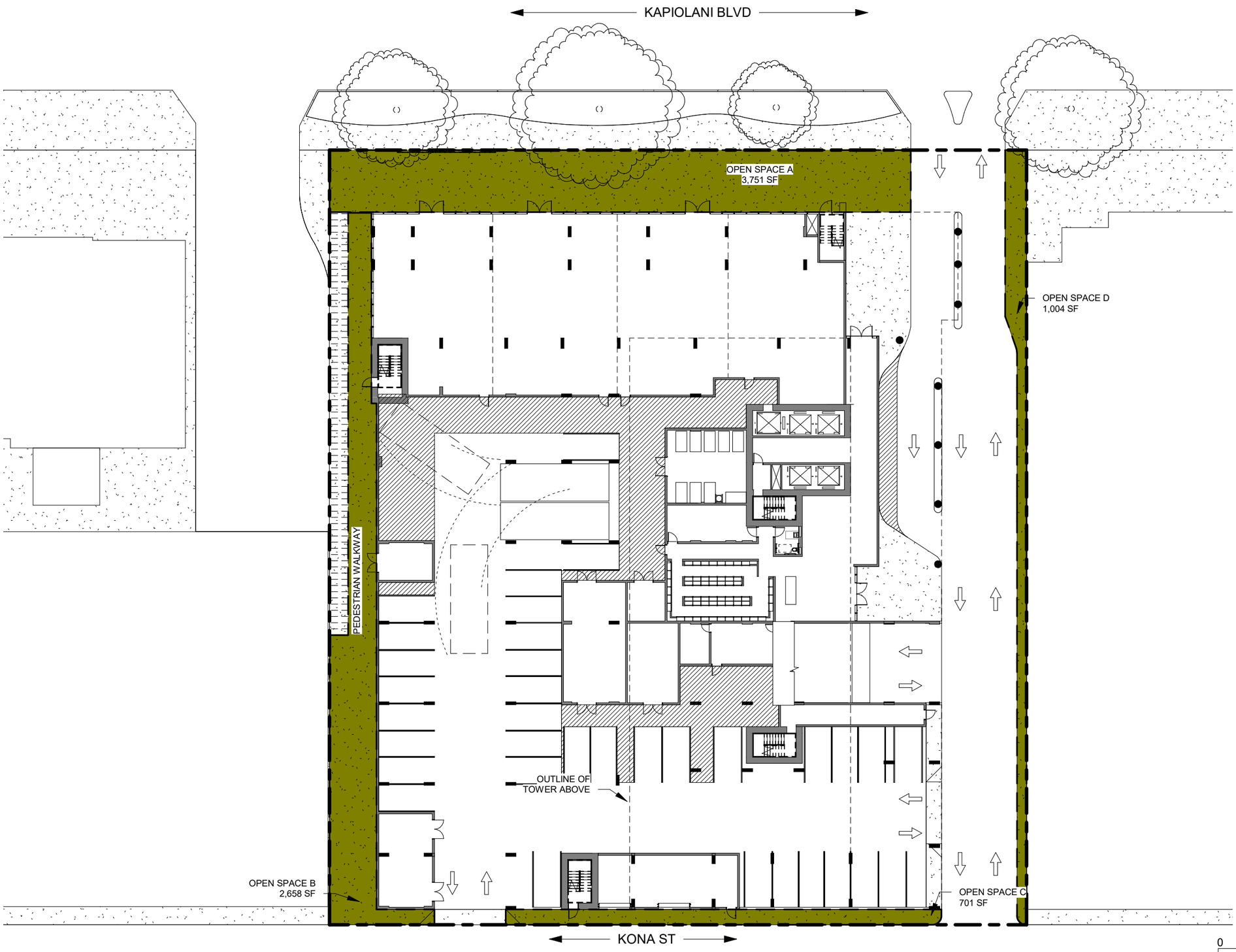
		TOWER			PROJECT AREA		PARKING COUNT	COMMERCIAL (GSF)	UNIT MIX													
									LINER AFFORDABLE			TOWER MARKET										
		LEVEL	F2F	ELEV	GROSS (SF)	FAR AREA (SF)			LINER STUDIO	LINER 1-1	LINER 2-2	STU (PLAN C.1)	STU (PLAN C.2)	1D-2 (PLAN B.1)	1D-2 (PLAN B.2)	1D-2 (PLAN B.3)	1D-2 (PLAN E)	2-2 (PLAN A)	2-2 (PLAN D)	2-2 (PLAN E.1)	2-2 (PLAN J)	2D-2 (PLAN F)	3-2 (PLAN G)	3-2 (PLAN H)
MECH		MECH	18.00	399.70	1,303	1,303																		
		43	11.83	387.87	13,935	13,115						3	1	3		1		1	1		1	2	1	1
		42	8.83	379.04	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		41	8.83	370.21	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		40	8.83	361.38	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		39	8.83	352.55	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		38	8.83	343.72	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		37	8.83	334.89	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		36	8.83	326.06	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		35	8.83	317.23	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		34	8.83	308.40	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		33	8.83	299.57	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		32	8.83	290.74	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		31	8.83	281.91	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		30	8.83	273.08	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		29	8.83	264.25	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		28	8.83	255.42	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		27	8.83	246.59	13,937	13,117						3	1	3		1		1	1		1	2	1	1
Market Units		26	8.83	237.76	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		25	8.83	228.93	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		24	8.83	220.10	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		23	8.83	211.27	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		22	8.83	202.44	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		21	8.83	193.61	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		20	8.83	184.78	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		19	8.83	175.95	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		18	8.83	167.12	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		17	8.83	158.29	14,127	13,307						3	1	3		1		1	1	1	1	2	1	
		16	8.83	149.46	13,864	13,044						3	1	3	1	1	1	1	1			2	1	
		15	8.83	140.63	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		14	8.83	131.80	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		13	8.83	122.97	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
Affordable Units		12	8.83	114.14	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		11	8.83	105.31	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		10	13.50	91.81	42,973	22,892			7	6	1		1					1				1	1	
		9	16.00	75.81	31,932	5,610	60		1	4	1													
		8	8.83	66.98	41,852	5,859	38 59		1	4	1													
		7	8.83	58.15	41,852	5,859	38 59		1	4	1													
		6	8.83	49.32	41,852	5,859	38 59		1	4	1													
Parking		5	8.83	40.49	41,852	5,859	38 59		1	4	1													
8 Floors		4	8.83	31.66	41,852	5,859	38 59		1	4	1													
		3	8.83	22.83	41,852	5,859	38 59		1	4	1													
		2	8.83	14.00	41,852	5,859	38 53		1	4	1													
Commercial	Lobby BOH	GROUND	14.00	0	36,438	18,427	31	8,586																

LINER STUDIO	LINER 1-1	LINER 2-BED	TOWER (STUDIO)		TOWER (1+D+2)				TOWER (2+2)				TOWER (2+D+2)	TOWER (3-2)	
50	68	14	99	34	99	6	33	6	34	33	1	27	67	34	26
			133		144				95				67	60	
7.9%	0.8%	2.2%	15.7%		22.8%				15.1%				10.6%	9.5%	
132			499												

	TOTAL GROSS AREA	TOTAL FAR AREA	TOTAL PARKING COUNT	TOTAL COMMER. AREA	TOTAL UNIT COUNT
TOTAL	905,071	561,646	764	8,586	631
MAX. DEVELOPABLE AREA	562,500				
REMAINING FAR AREA	0.2%	854			
FAR	10.0				
SITE AREA	56,250				

EXHIBIT C-7

Massing Study Area Matrix



PROGRAM LEGEND

OPEN SPACE

OPEN SPACE AREA

OPEN SPACE A	3,751 SF
OPEN SPACE B	2,658 SF
OPEN SPACE C	701 SF
OPEN SPACE D	1,004 SF
TOTAL AREA	8,114 SF

EXHIBIT C-8

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Open Space Diagram

DESIGN PARTNERS INCORPORATED



PROGRAM LEGEND

- COMMERCIAL
- FOH / LOBBY
- BOH / UTILITY
- PARKING / LOADING

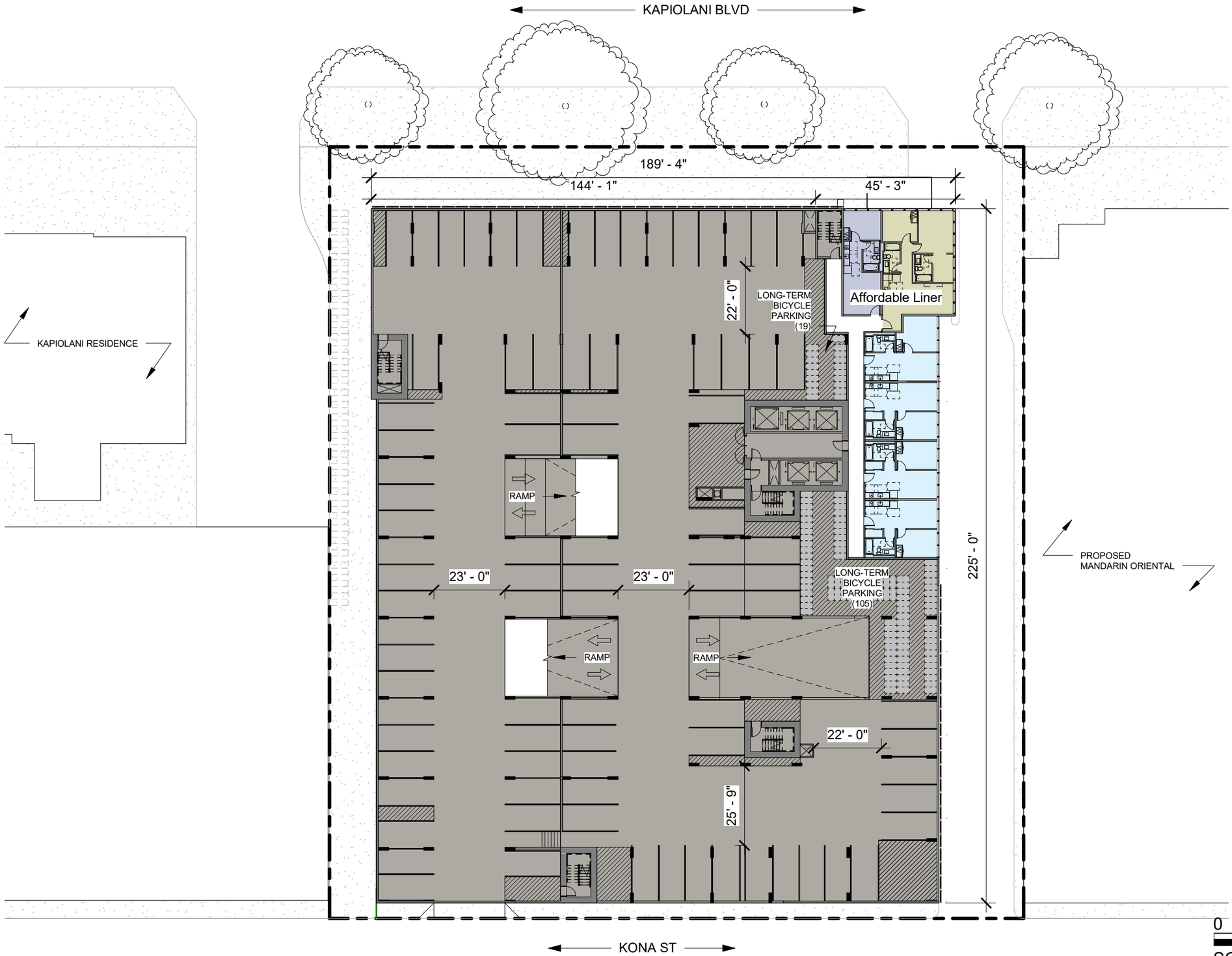
EXHIBIT C-9

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Ground Floor Plan



PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- PARKING

EXHIBIT C-10

PLAN NORTH

0 20' 40' 80'

SCALE: 1" = 40'-0"

Overall - Parking Plan (2nd Floor)

DESIGN PARTNERS INCORPORATED

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

144' - 1"

45' - 4"

22' - 0"

LONG-TERM BICYCLE PARKING (19)

Affordable Liner

RAMP

23' - 0"

23' - 0"

LONG-TERM BICYCLE PARKING (22)

RAMP

22' - 0"

25' - 9"

225' - 0"

PROPOSED MANDARIN ORIENTAL

KONA ST

PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- PARKING

EXHIBIT C-11

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Parking Plan (3rd-8th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

144' - 1"

45' - 3"

22' - 0"

Affordable Liner

RAMP

OPEN TO BELOW

23' - 0"

225' - 0"

PROPOSED
MANDARIN ORIENTAL

22' - 0"

25' - 9"

POOL EQUIPMENT RM

KONA ST

PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- PARKING

EXHIBIT C-12

PLAN
NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Parking Plan (9th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

41' - 4"

Affordable Liner

Children Play Room

Media

Yoga Room

Outdoor Fitness

Fitness Center

Tot Lot

STO

WC

OUTDOOR SHOWERS

UP

W

M

Hot Tub

Lounge

Dining Room

BBQ Area

Music

Study

ROOF TRELLIS

Party Room

Party Room

Pool

75' - 0"

25' - 0"

71' - 0"

KONA ST

PROPOSED MANDARIN ORIENTAL

PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- MARKET STUDIO
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B
- AMENITIES

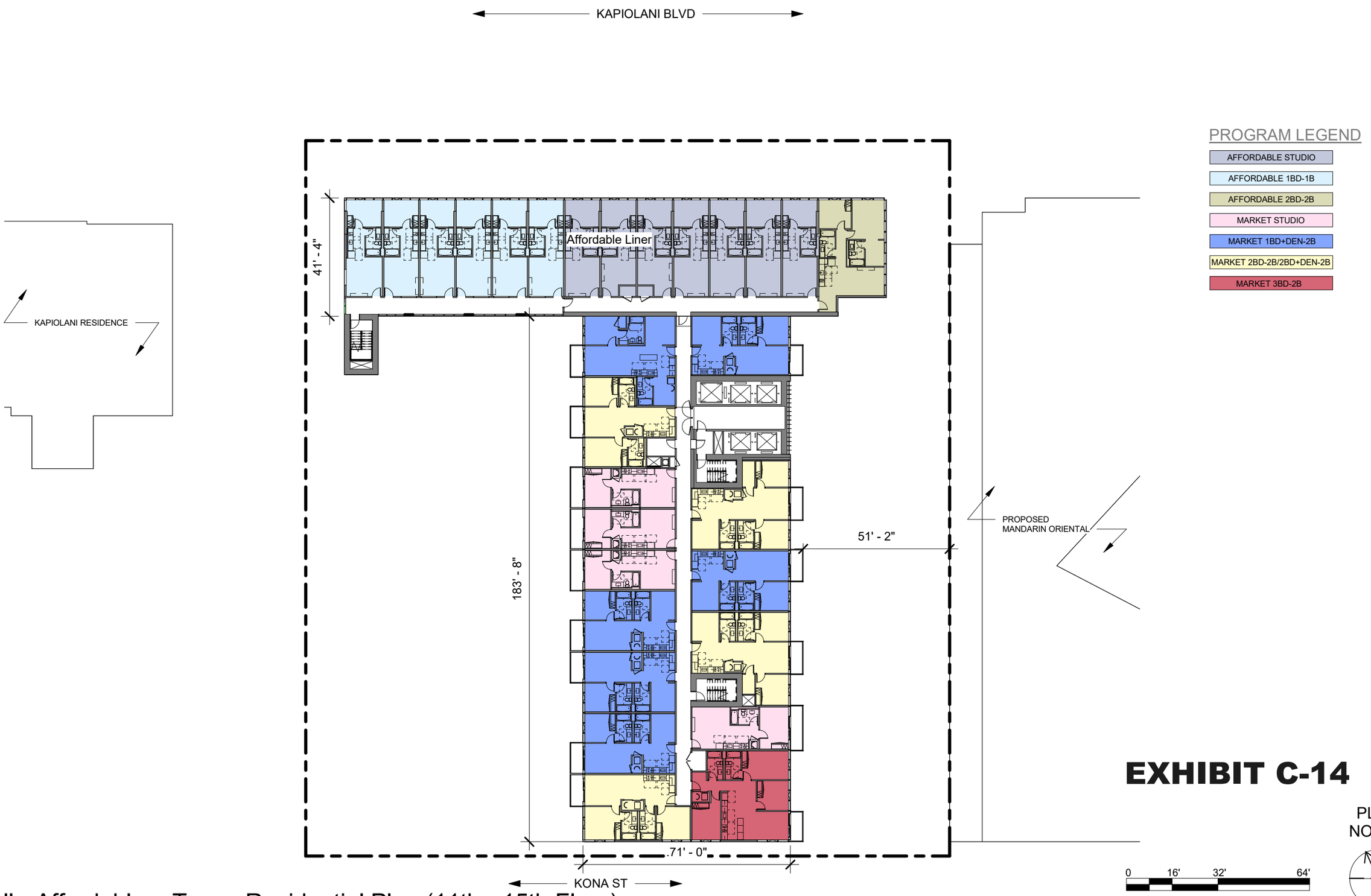
EXHIBIT C-13

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Recreation Deck (10th Floor)



PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

EXHIBIT C-14

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Affordable + Tower Residential Plan (11th - 15th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

41' - 4"

OPEN TO BELOW

183' - 8"

51' - 2"

71' - 0"

KONA ST

PROPOSED
MANDARIN ORIENTAL

PROGRAM LEGEND

- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

EXHIBIT C-15

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Tower Residential Plan (16th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

41' - 4"

REC DECK ABOVE LINER

RAMP

183' - 8"

51' - 2"

71' - 0"

KONA ST

PROPOSED MANDARIN ORIENTAL

PROGRAM LEGEND

- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

EXHIBIT C-16

Overall - Tower Residential Plan (17th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

41' - 4"

LINER BELOW

RAMP

183' - 8"

51' - 2"

71' - 0"

KONA ST

PROPOSED
MANDARIN ORIENTAL

PROGRAM LEGEND

- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

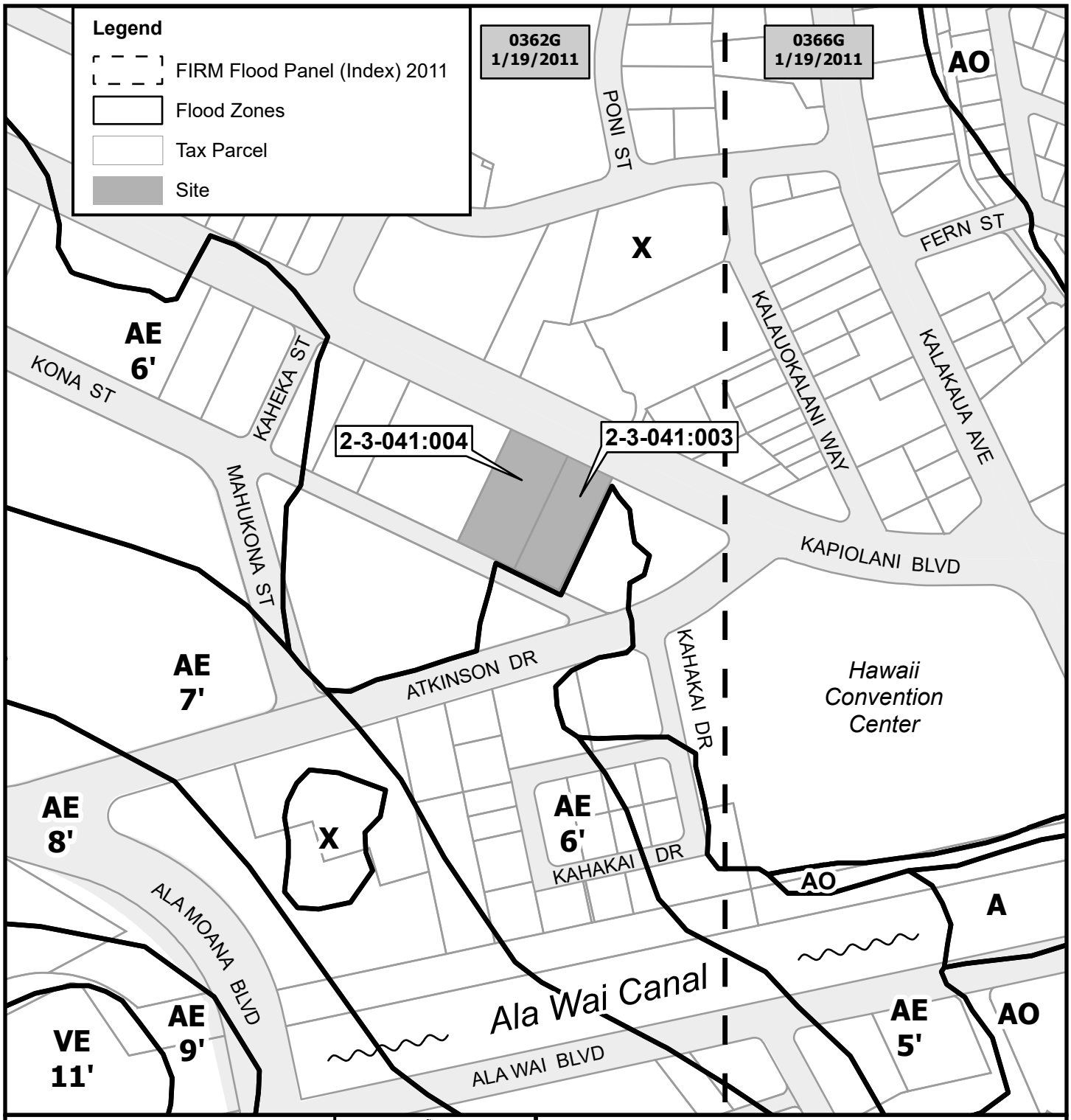
EXHIBIT C-17

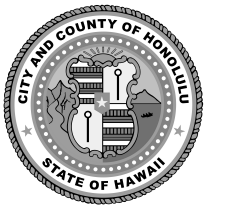
PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

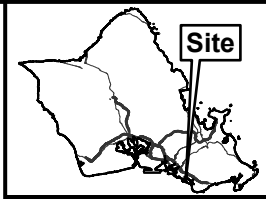
Overall - Tower Residential Plan (18th - 43rd Floor)





0 200 400

Distance in Feet



VICINITY MAP

PORTION OF

FLOOD HAZARD MAP

FIRM PANEL 15003C0362G

TAX MAP KEYS:
2-3-041:003 & 2-3-041:004
FOLDER NO.: 2024/PDP-1

Prepared by: Honolulu Land Information System (HoLIS) - NK
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 06/2024

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EXHIBIT D

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 PROJECT FOR THE 1667 KAPI'OLANI DEVELOPMENT.

WHEREAS, on June 13, 2024, the Department of Planning and Permitting ("DPP") accepted the application (DPP Reference Number 2024/PDP-1) of KCR Development (the "Applicant") for Interim Planned Development-Transit ("IPD-T") approvals to redevelop 56,250 square feet of land zoned BMX-3 Community Business Mixed Use District within the Ala Moana Neighborhood Transit Oriented Development ("TOD") Plan area with a mixed-use development Project, located at 1659, 1661, 1663, 1665, 1667, 1673, 1677, 1679, and 1681 Kapi'olani Boulevard and 1646 Kona Street, and identified as Tax Map Keys 2-3-041: 003 and 004 (the "Project"); and

WHEREAS, as proposed, the Project involves the demolition of existing commercial structures; the construction of a new 43-story (400 feet in height) structure consisting of a nine-story podium, a 34-story primary residential tower, and a five-story secondary residential tower with 499 market-rate for-sale dwelling units (studio, one-bedroom, two-bedroom, and three-bedroom units), 132 affordable rental dwelling units (studio, one-bedroom, and two-bedroom units), approximately 8,586 square feet of commercial space, approximately 8,114 square feet of open space, a porte cochère, a residential lobby, amenity and recreation decks, short-term and long-term bicycle parking, bikeshare spaces, vehicle parking spaces, carshare spaces, and ground floor pedestrian improvements; and

WHEREAS, on July 26, 2024, the DPP held a public hearing which was attended by the Applicant's agent, DPP staff, Department of Information Technology staff, and approximately seven members of the public; no oral testimony was provided and one written testimony was received by the DPP prior to the public hearing; and

WHEREAS, on September 3, 2024, the DPP, having duly considered all evidence and reports of said Public Hearing and the review guidelines established in the Revised Ordinances of Honolulu 2021 ("ROH") §§ 21-2.110-2 and 21-9.100-5, completed its report and transmitted its Report and Recommendations of approval to the City Council ("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, C-1 through C-17, and D and is further described in Departmental Communication _____ (2024), all of which are incorporated herein by this reference; and

RESOLUTION

WHEREAS, the Council, having received the Report and Recommendations of the DPP on September 3, 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. The Applicant must submit to the DPP for review and approval, an application for a Special District ("SD") Major Permit, including detailed plans and drawings of the Project.

B. The maximum floor area ratio for the Project is 10.0.

C. The maximum height of the Project is 400 feet. Rooftop structures must conform to ROH § 21-4.60(c).

D. The Project is allowed the following design flexibility:

1. The main tower may encroach 38 feet into the Kona Street height setback.

2. The podium may encroach three feet into the Kona Street height setback.

3. The first floor may be setback a maximum of 20 feet from the Kapi'olani Boulevard property line.

4. Active ground floor uses are not required along Kona Street, but landscape screening is required.

E. The application for the SD Major Permit must include updated plans and documents showing the following:

1. Podium height reduced to a maximum of 65 feet.

2. A minimum 50-foot tower separation setback (measured from the property line) for any structure over 100 feet high.

3. A maximum tower width of 100 feet (as measured east-west) for structures over 100 feet high.

4. Pedestrian-oriented improvements (benches, sitting walls, public clocks, and outdoor dining areas with adequate outdoor lighting) up to the build-to lines for 70 percent of the linear frontage along Kapi'olani Boulevard.

5. The type and location of all short- and long-term bicycle parking spaces.

6. Bikeshare station details.

7. Information and wayfinding signage in order to direct the public to the carshare area.

8. A landscape plan showing the location and types of plants and trees proposed for the site.

F. The following community benefits must be provided:

1. In addition to the affordable housing dwelling units required pursuant to ROH Chapter 29, the Applicant must designate at least 10 percent of all units as affordable rental dwelling units for families earning no more than 80 percent of the area median income for Honolulu, for a minimum affordability period of 30 years. The application of the Affordable Housing Rules, including room factor and unit mix is required. Compliance with this condition will be confirmed prior to or concurrently with the Certificate of Occupancy ("CO") of the market-rate dwelling units. The Applicant will be required to execute an Affordable Housing Agreement, which must be recorded with the Bureau of Conveyances.

2. Bikeshare station(s) capable of holding at least 20 bicycles must be conveniently located on the site and publicly accessible. Prior to the issuance of a CO, the Applicant must submit to the DPP evidence of the execution of a bikeshare agreement with a City-approved bikeshare program or the Department of Transportation Services ("DTS").

3. A minimum of 10 carshare spaces and vehicles must be provided on the site. The carshare spaces must be publicly accessible at all times and include adequate wayfinding signage to direct the public to the carshare spaces.

4. A monetary contribution of $47,250 to the City for use to construct a bike lane on Kapi'olani Boulevard, or to fund other Complete Streets improvements within the Ala Moana TOD Plan area.

G. Prior to the issuance of a building permit, the Applicant must coordinate with the DPP and the DTS to:

1. Demonstrate compliance with Complete Streets policies.

2. Ensure that all access driveways are designed with pedestrian and bicycle safety measures in place.

3. Contribute $47,250 to the City for use to construct a bike lane on Kapi'olani Boulevard, or to fund other Complete Streets improvements.

H. Prior to the application of a development permit, the Applicant must provide a right-of-entry agreement from the owner (Brookfield Properties) of Kona Street for access rights to use Kona Street.

I. Prior to applying for a foundation permit, the Applicant must submit an updated wind study wind tunnel test to quantify the wind conditions and evaluate the effectiveness of any wind mitigation strategies for public areas. The Applicant must implement the recommendations of the wind study.

J. Prior to issuance of a building permit, the Applicant must submit for review and approval:

1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the 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 Report ("TIR").

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 its original or improved condition upon completion.

3. The TMP should include traffic demand management ("TDM") strategies to limit vehicular trips for daily activities and large events. Measures should include a substantial reduction in the availability of parking spaces, incentives for transit, bicycle, and walking to minimize the amount of vehicular trips for daily activities by residents and employees, and a bicycle and pedestrian circulation plan ("PCP"). The PCP should determine the necessary sidewalk widths and curbs, furniture, and pedestrian areas pursuant to the Complete Streets Manual. 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.

4. A post TIR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution, and assignment contained in the initial TIR. The recommendations of the report should be implemented, in coordination with the DPP. The Applicant should coordinate with the DPP and DTS to ensure that the design of these intersections meets Complete Streets standards and serves all users.

K. All provided parking spaces must be unbundled.

L. The Applicant must provide mitigation measures to control or restrict cut-through traffic between Kapi'olani Boulevard and Kona Street.

M. The pedestrian pathway along the west property line must be publicly accessible.

N. Prior to or concurrently with issuance of a CO for the market-rate dwelling units, the Applicant must obtain a CO for all of the affordable rental dwelling units.

O. The Applicant is responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.

P. Approval of this IPD-T Permit does not constitute compliance with other ROH Chapter 21 or governmental agencies' requirements, including building permit approval(s). 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 ROH Chapter 21 and other governmental provisions and requirements.

Q. The Applicant must obtain a building permit for the Project within five years of the date of Council approval of the IPD-T Permit for the Project. Failure to obtain a building permit within this period will 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 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 Director of the DPP finds that the Applicant has demonstrated good cause for the extension, the Director must prepare and submit to the Council a report on the proposed extension, which must include the Director's report 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 of the DPP's report, or

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

    the extension should be deemed denied.

R. Any request to extend the deadline of an approved building permit for the Project, must be transmitted to the DPP, Land Use Permits Division for review and approval. This is to ensure that the proposed development is still a catalytic Project within the rail corridor, the community benefits remain commensurate with the bonuses allowed, and the Project meets the standards of review pursuant to ROH § 21-9.100-5(k).

S. Except as modified herein, the Project must conform to the conceptual plan approved 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 Director of the DPP 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 conditions set forth herein. Any alteration or change in the size or nature of the Project which significantly alters the proposed development should require a new application; 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, maximum density, height setbacks, and front yards are generally consistent with the objectives of the TOD 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 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

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No._____

RESOLUTION

§§ 21-9.100-4 and 21-9.100-6; and

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 the DPP, 650 South King Street 7th Floor, Honolulu, Hawai'i 96813; KCR Development, 1296 Kapi'olani Boulevard, Suite 2, Honolulu, Hawai'i 96814; and Isaiah Sato, R.M. Towill Corporation, 2021 North King Street, Suite 200, Honolulu, Hawai'i, 96819

INTRODUCED BY:

_____

_____

_____

_____

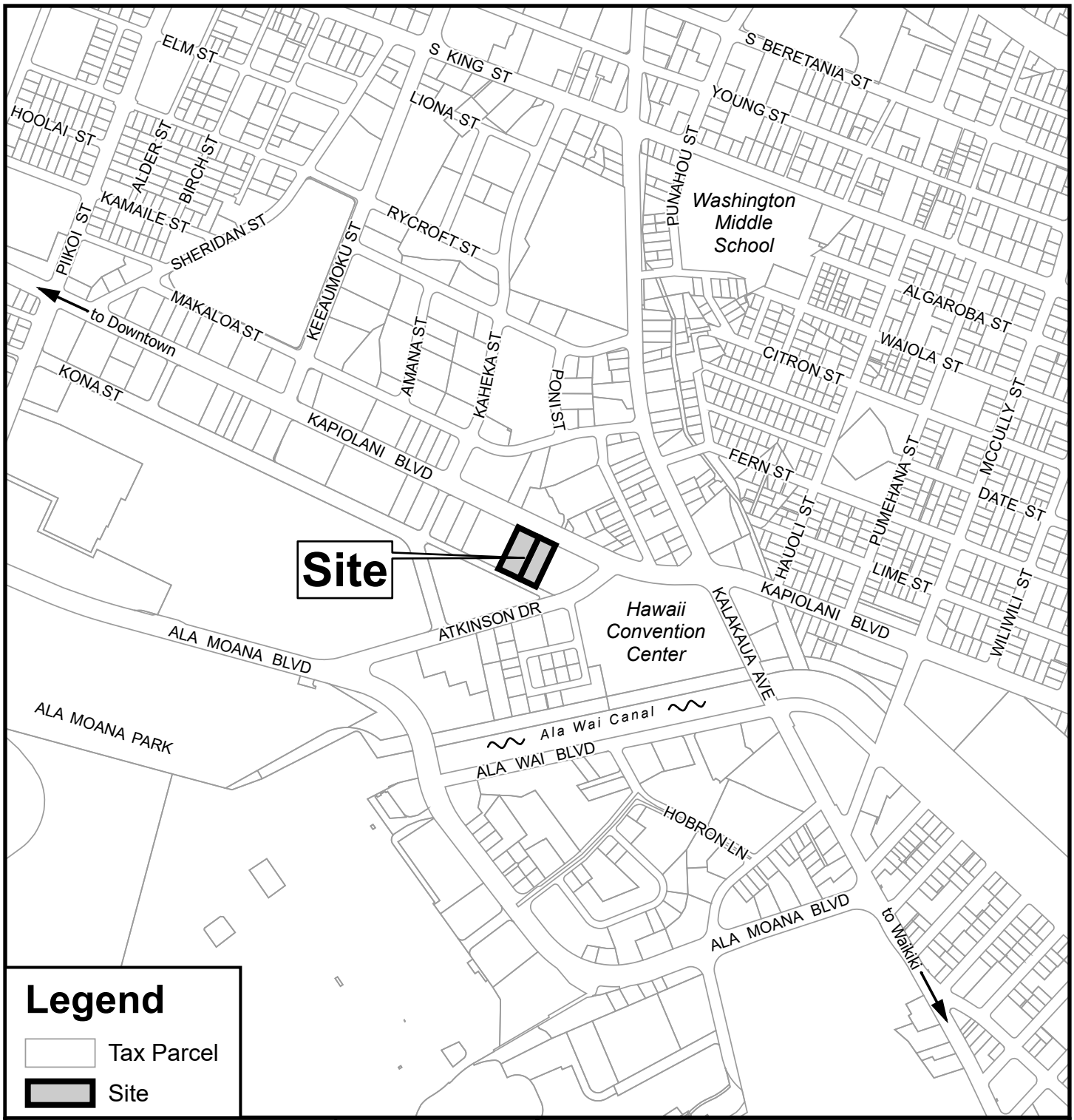
_____

DATE OF INTRODUCTION: _____

_____

_____ _____

Honolulu, Hawai'i Councilmembers



LOCATION MAP
ALA MOANA

TAX MAP KEY(S):
2-3-041:003 & 2-3-041:004

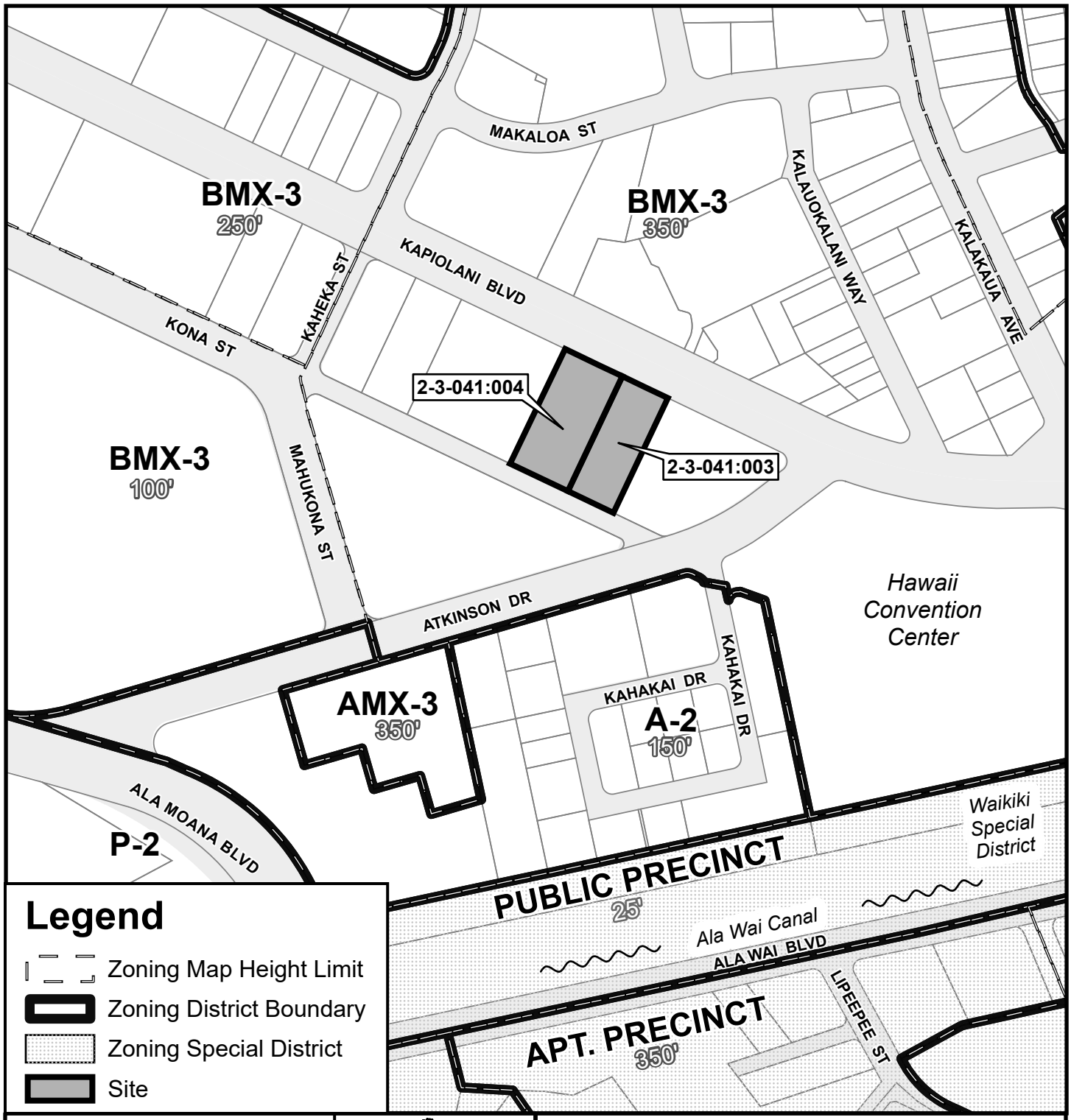
FOLDER NO.: 2024/PDP-1

Prepared by: Honolulu Land Information System (HoLIS) - NK
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 06/2024

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EXHIBIT A



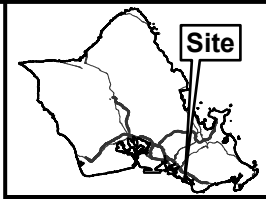
Legend

- Zoning Map Height Limit
- Zoning District Boundary
- Zoning Special District
- Site

CITY AND COUNTY OF HONOLULU · STATE OF HAWAII

0 200 400

Distance in Feet



VICINITY MAP

PORTION OF
ZONING MAP
ALA MOANA

TAX MAP KEYS:
2-3-041:003 & 2-3-041:004
FOLDER NO.: 2024/PDP-1

Prepared by: Honolulu Land Information System (HoLIS) - NK
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 06/2024

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EXHIBIT B


EXHIBIT C-1


EXHIBIT C-2

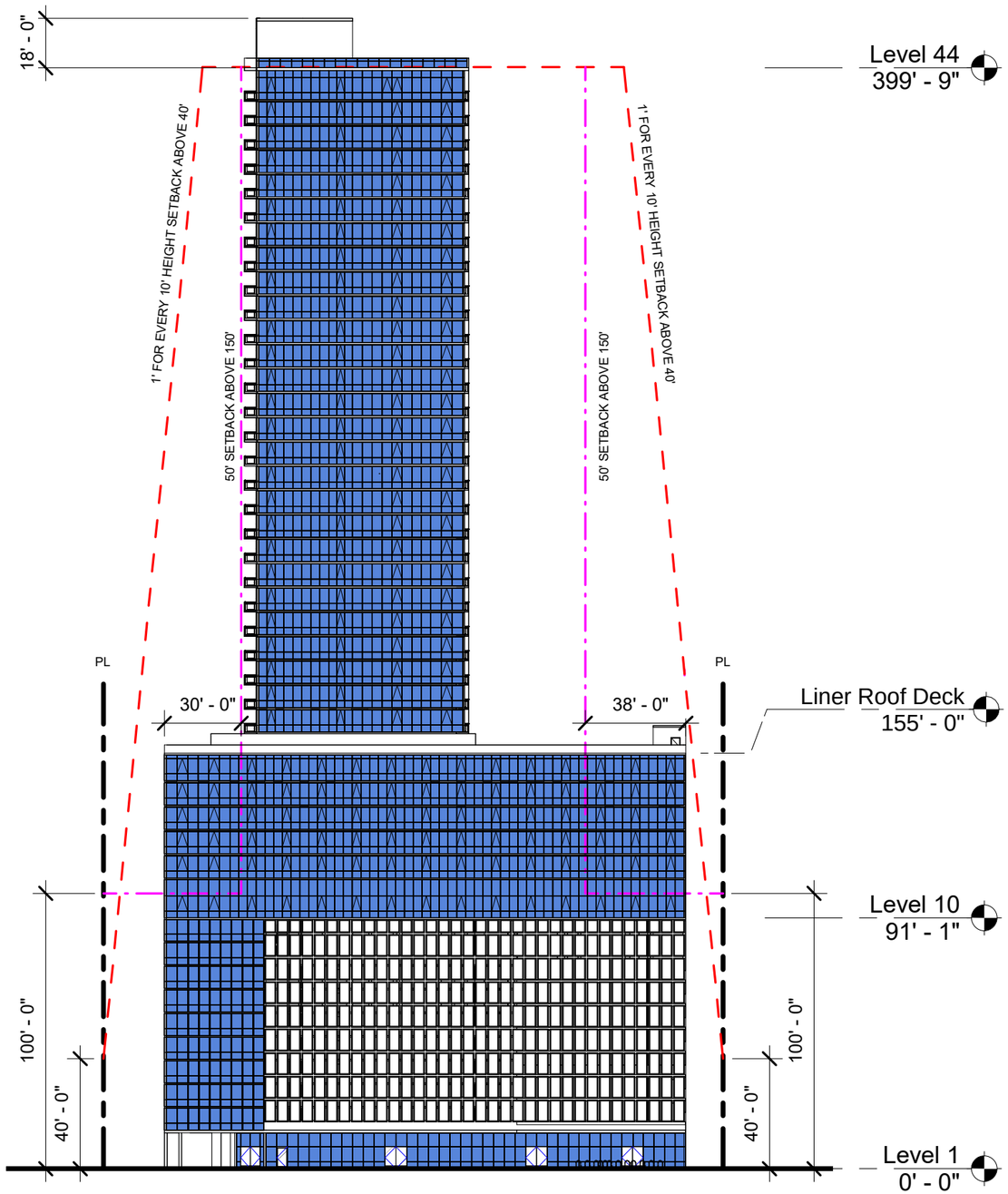


EXHIBIT C-3

0 20' 50' 100'

SCALE: 1" = 50'-0"

ELEVATION - KAPIOLANI BLVD

DESIGN PARTNERS INCORPORATED

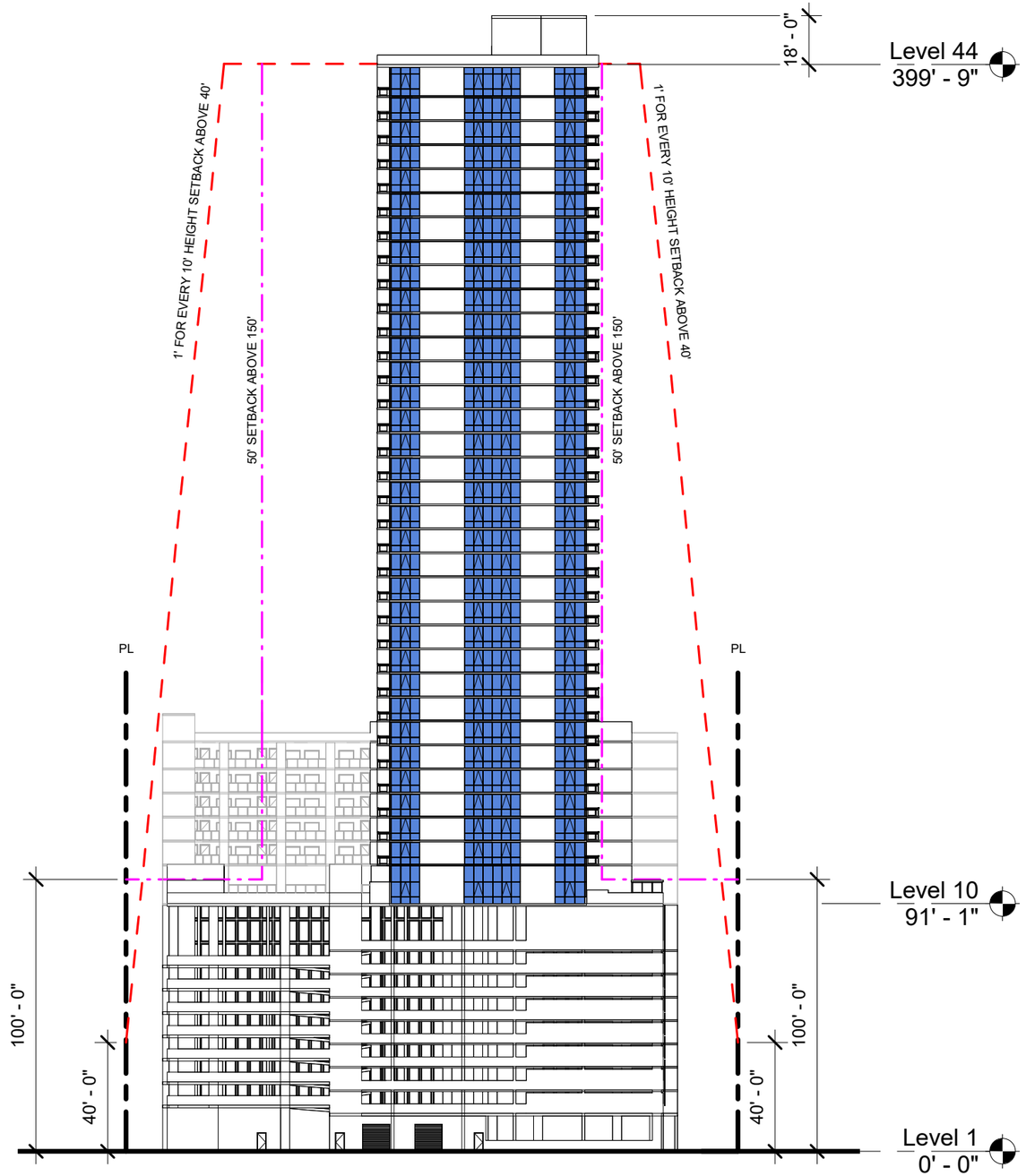


EXHIBIT C-4

0 20' 50' 100'

SCALE: 1" = 50'-0"

ELEVATION - KONA ST

DESIGN PARTNERS INCORPORATED

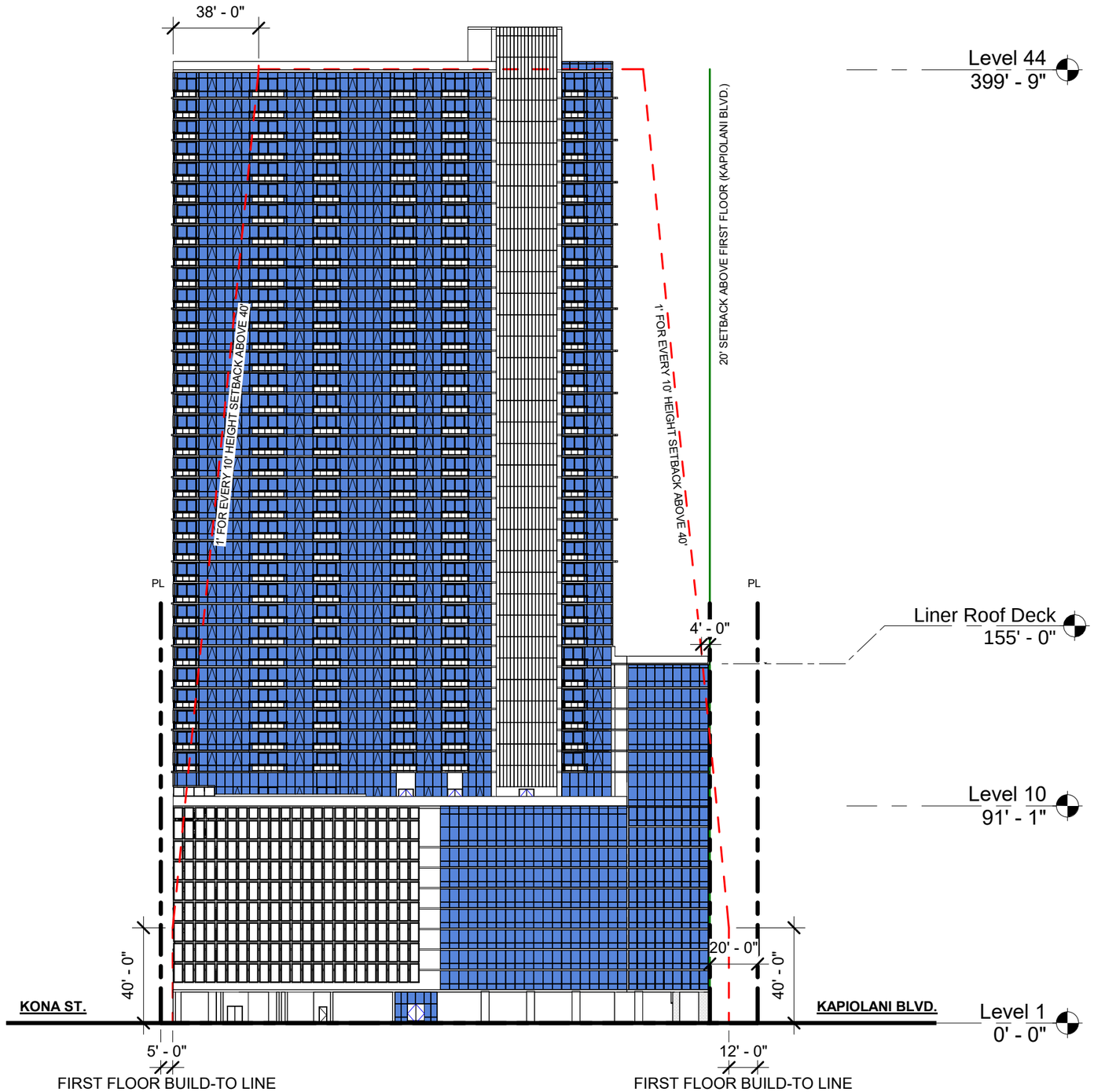


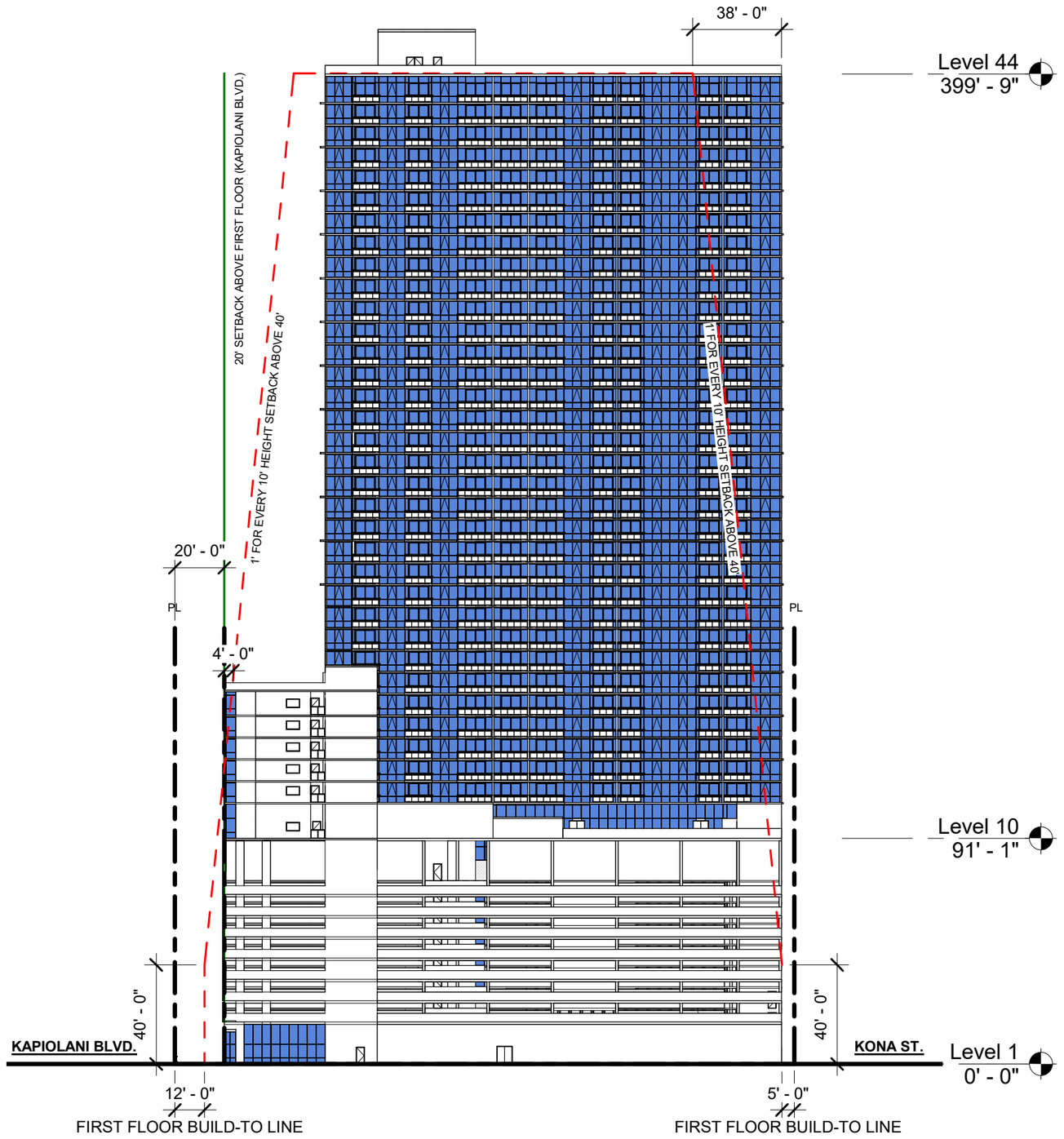
EXHIBIT C-5

0 20' 50' 100'

SCALE: 1" = 50'-0"

ELEVATION - EAST

DESIGN PARTNERS INCORPORATED



ELEVATION - WEST

EXHIBIT C-6

0 20' 50' 100'

SCALE: 1" = 50'-0"

DESIGN PARTNERS INCORPORATED

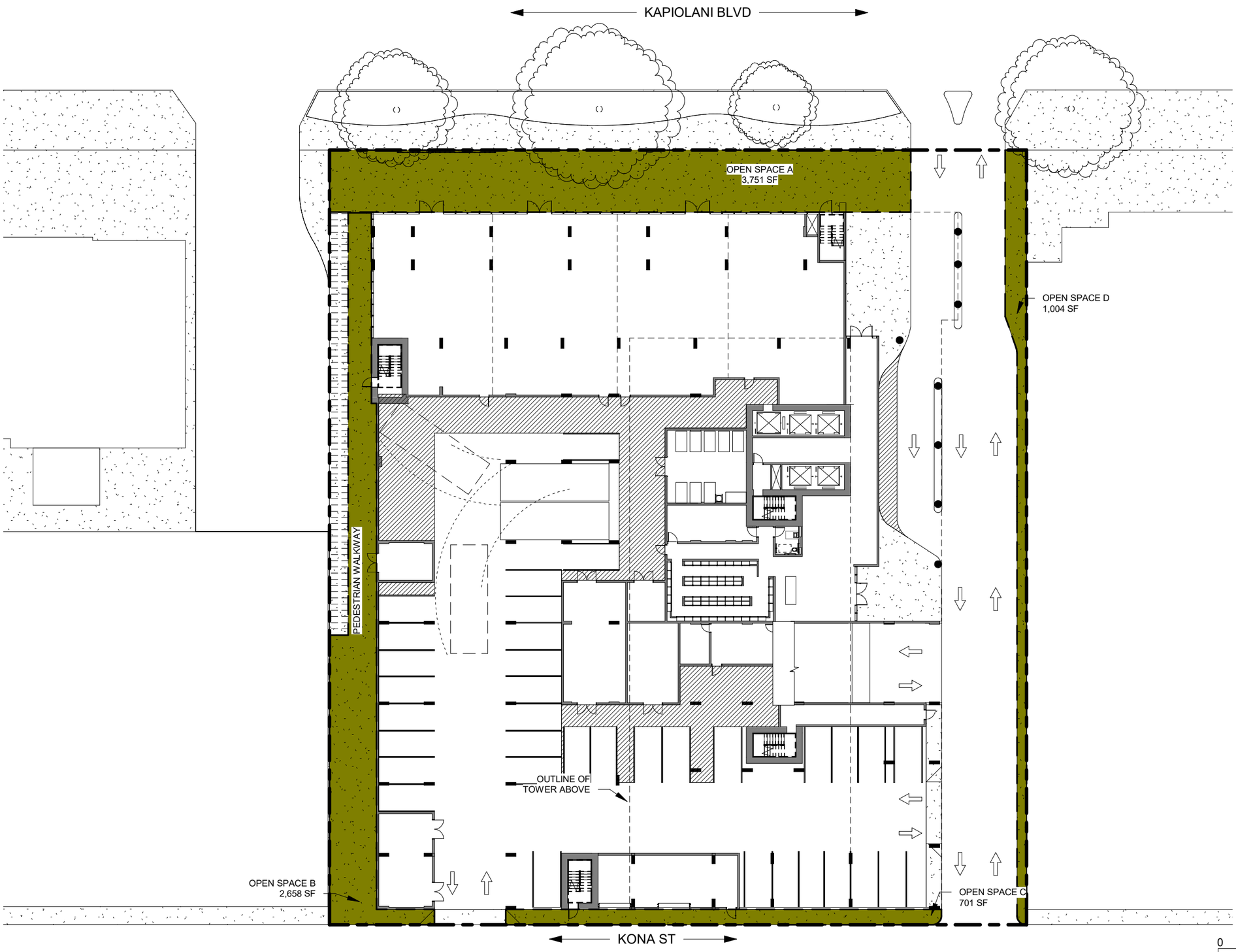
		TOWER			PROJECT AREA		PARKING COUNT	COMMERCIAL (GSF)	UNIT MIX													
									LINER AFFORDABLE			TOWER MARKET										
		LEVEL	F2F	ELEV	GROSS (SF)	FAR AREA (SF)			LINER STUDIO	LINER 1-1	LINER 2-2	STU (PLAN C.1)	STU (PLAN C.2)	1D-2 (PLAN B.1)	1D-2 (PLAN B.2)	1D-2 (PLAN B.3)	1D-2 (PLAN E)	2-2 (PLAN A)	2-2 (PLAN D)	2-2 (PLAN E.1)	2-2 (PLAN J)	2D-2 (PLAN F)	3-2 (PLAN G)	3-2 (PLAN H)
MECH		MECH	18.00	399.70	1,303	1,303																		
		43	11.83	387.87	13,935	13,115						3	1	3		1		1	1		1	2	1	1
		42	8.83	379.04	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		41	8.83	370.21	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		40	8.83	361.38	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		39	8.83	352.55	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		38	8.83	343.72	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		37	8.83	334.89	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		36	8.83	326.06	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		35	8.83	317.23	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		34	8.83	308.40	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		33	8.83	299.57	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		32	8.83	290.74	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		31	8.83	281.91	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		30	8.83	273.08	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		29	8.83	264.25	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		28	8.83	255.42	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		27	8.83	246.59	13,937	13,117						3	1	3		1		1	1		1	2	1	1
Market Units		26	8.83	237.76	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		25	8.83	228.93	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		24	8.83	220.10	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		23	8.83	211.27	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		22	8.83	202.44	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		21	8.83	193.61	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		20	8.83	184.78	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		19	8.83	175.95	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		18	8.83	167.12	13,937	13,117						3	1	3		1		1	1		1	2	1	1
		17	8.83	158.29	14,127	13,307						3	1	3		1		1	1	1	1	2	1	
		16	8.83	149.46	13,864	13,044						3	1	3	1	1	1	1	1			2	1	
		15	8.83	140.63	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		14	8.83	131.80	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		13	8.83	122.97	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
Affordable Units		12	8.83	114.14	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		11	8.83	105.31	21,822	21,002			7	6	1	3	1	3	1	1	1	1	1			2	1	
		10	13.50	91.81	42,973	22,892			7	6	1		1					1				1	1	
		9	16.00	75.81	31,932	5,610	60		1	4	1													
		8	8.83	66.98	41,852	5,859	38 59		1	4	1													
		7	8.83	58.15	41,852	5,859	38 59		1	4	1													
		6	8.83	49.32	41,852	5,859	38 59		1	4	1													
Parking		5	8.83	40.49	41,852	5,859	38 59		1	4	1													
8 Floors		4	8.83	31.66	41,852	5,859	38 59		1	4	1													
		3	8.83	22.83	41,852	5,859	38 59		1	4	1													
		2	8.83	14.00	41,852	5,859	38 53		1	4	1													
Commercial	Lobby BOH	GROUND	14.00	0	36,438	18,427	31	8,586																

LINER STUDIO	LINER 1-1	LINER 2-BED	TOWER (STUDIO)		TOWER (1+D+2)				TOWER (2+2)				TOWER (2+D+2)	TOWER (3-2)	
50	68	14	99	34	99	6	33	6	34	33	1	27	67	34	26
			133		144				95				67	60	
7.9%	0.8%	2.2%	15.7%		22.8%				15.1%				10.6%	9.5%	
132			499												

	TOTAL GROSS AREA	TOTAL FAR AREA	TOTAL PARKING COUNT	TOTAL COMMER. AREA	TOTAL UNIT COUNT
TOTAL	905,071	561,646	764	8,586	631
MAX. DEVELOPABLE AREA	562,500				
REMAINING FAR AREA	0.2%	854			
FAR	10.0				
SITE AREA	56,250				

EXHIBIT C-7

Massing Study Area Matrix



PROGRAM LEGEND

OPEN SPACE

OPEN SPACE AREA

OPEN SPACE A	3,751 SF
OPEN SPACE B	2,658 SF
OPEN SPACE C	701 SF
OPEN SPACE D	1,004 SF
TOTAL AREA	8,114 SF

EXHIBIT C-8

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Open Space Diagram

DESIGN PARTNERS INCORPORATED



PROGRAM LEGEND

- COMMERCIAL
- FOH / LOBBY
- BOH / UTILITY
- PARKING / LOADING

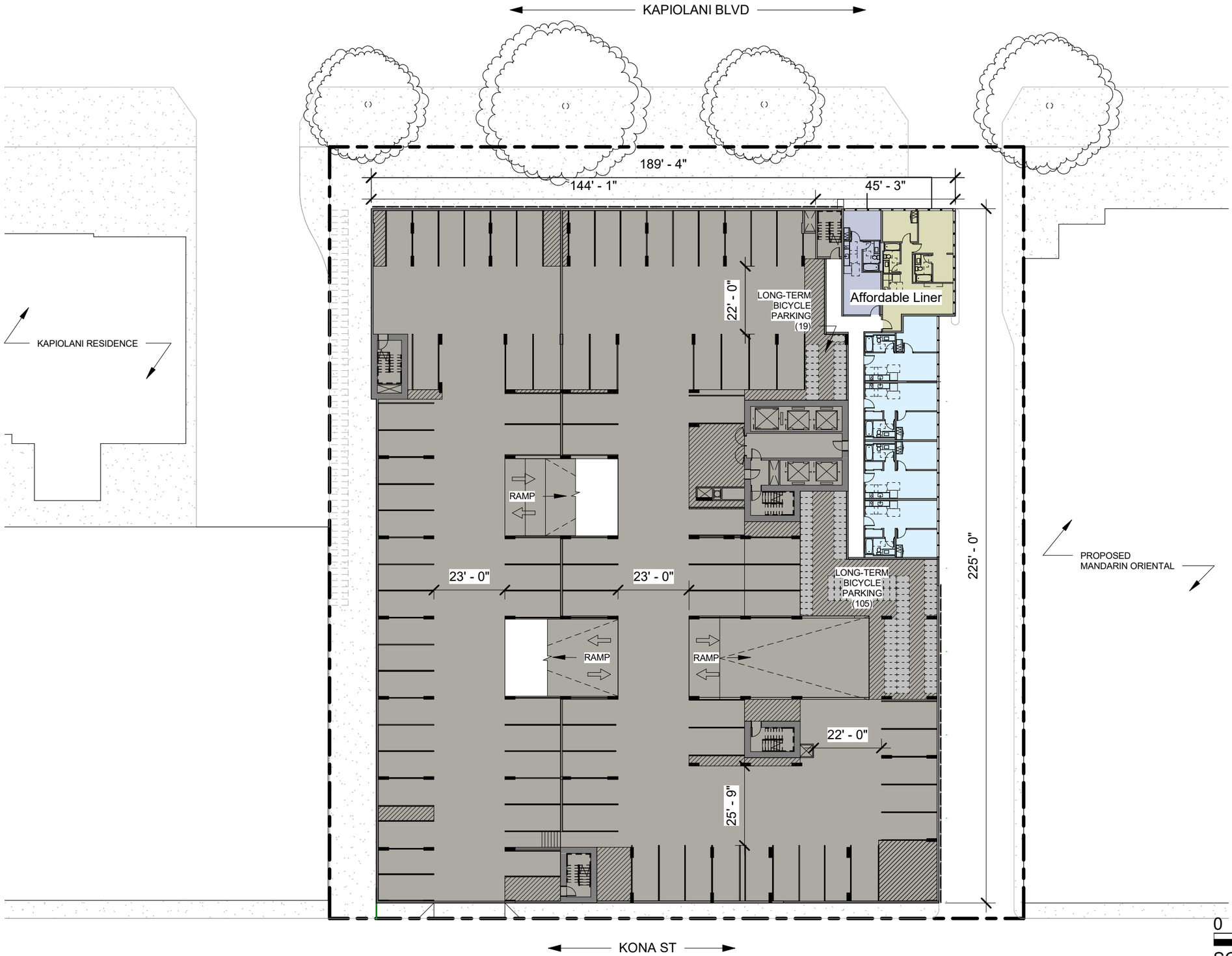
EXHIBIT C-9

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Ground Floor Plan



PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- PARKING

EXHIBIT C-10

PLAN NORTH

0 20' 40' 80'

SCALE: 1" = 40'-0"

Overall - Parking Plan (2nd Floor)

DESIGN PARTNERS INCORPORATED

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

144' - 1"

45' - 4"

22' - 0"

LONG-TERM BICYCLE PARKING (19)

Affordable Liner

RAMP

23' - 0"

23' - 0"

LONG-TERM BICYCLE PARKING (22)

RAMP

22' - 0"

25' - 9"

225' - 0"

PROPOSED MANDARIN ORIENTAL

KONA ST

PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- PARKING

EXHIBIT C-11

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Parking Plan (3rd-8th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

144' - 1"

45' - 3"

22' - 0"

Affordable Liner

RAMP

OPEN TO BELOW

23' - 0"

225' - 0"

PROPOSED
MANDARIN ORIENTAL

22' - 0"

25' - 9"

POOL EQUIPMENT RM

KONA ST

PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- PARKING

EXHIBIT C-12

PLAN
NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Parking Plan (9th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

41' - 4"

Affordable Liner

Children Play Room

Media

Yoga Room

Outdoor Fitness

Fitness Center

Tot Lot

STO

WC

OUTDOOR SHOWERS

UP

W

M

Hot Tub

Lounge

Dining Room

BBQ Area

Music

Study

ROOF TRELLIS

Party Room

Party Room

Pool

75' - 0"

25' - 0"

71' - 0"

KONA ST

PROPOSED MANDARIN ORIENTAL

PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- MARKET STUDIO
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B
- AMENITIES

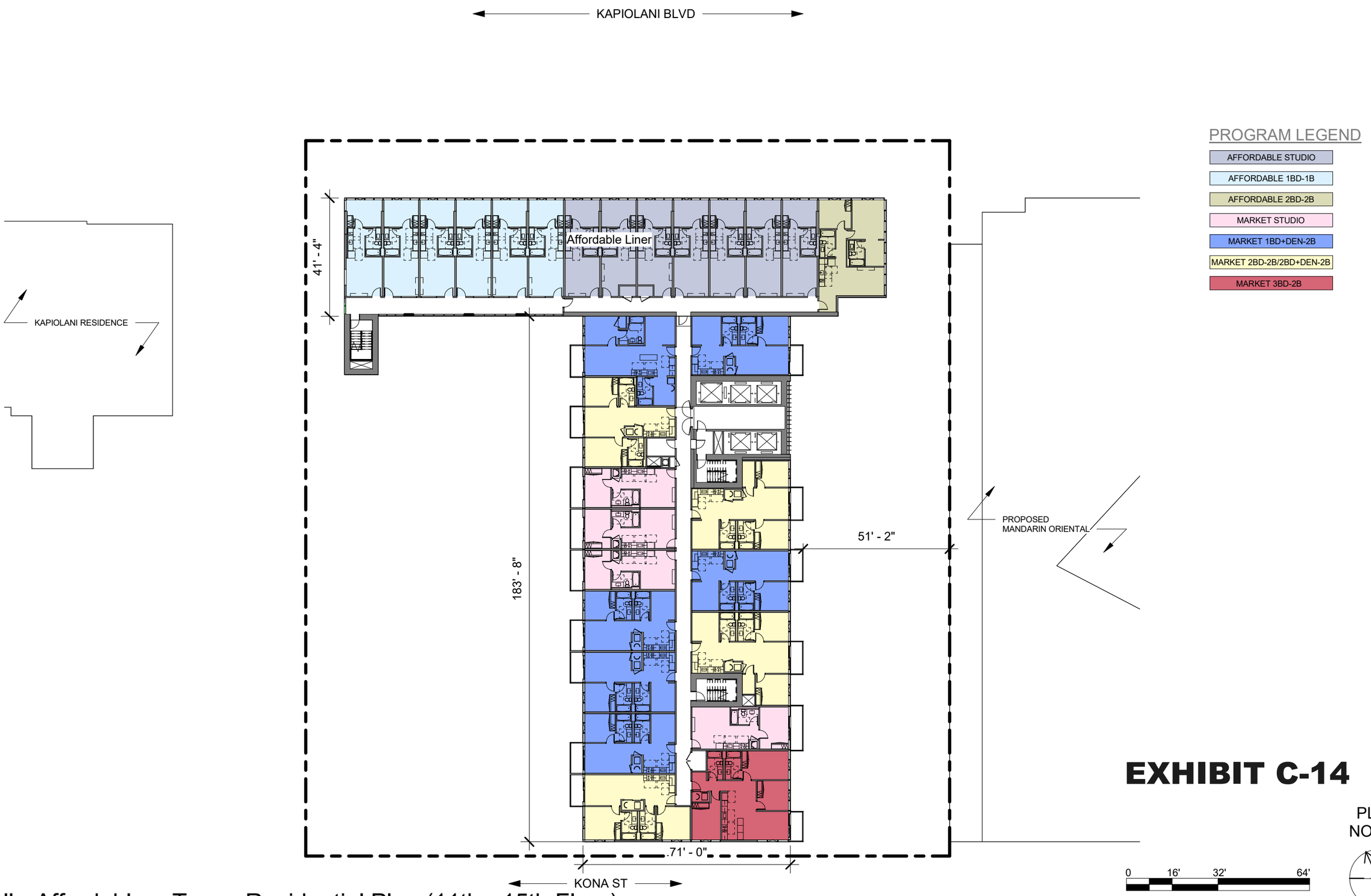
EXHIBIT C-13

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Recreation Deck (10th Floor)



PROGRAM LEGEND

- AFFORDABLE STUDIO
- AFFORDABLE 1BD-1B
- AFFORDABLE 2BD-2B
- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

EXHIBIT C-14

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Affordable + Tower Residential Plan (11th - 15th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

41' - 4"

OPEN TO BELOW

183' - 8"

51' - 2"

71' - 0"

KONA ST

PROPOSED
MANDARIN ORIENTAL

PROGRAM LEGEND

- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

EXHIBIT C-15

PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

Overall - Tower Residential Plan (16th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

41' - 4"

REC DECK ABOVE LINER

RAMP

183' - 8"

51' - 2"

71' - 0"

KONA ST

PROPOSED MANDARIN ORIENTAL

PROGRAM LEGEND

- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

EXHIBIT C-16

Overall - Tower Residential Plan (17th Floor)

KAPIOLANI BLVD

KAPIOLANI RESIDENCE

189' - 4"

41' - 4"

LINER BELOW

RAMP

183' - 8"

51' - 2"

71' - 0"

KONA ST

PROPOSED
MANDARIN ORIENTAL

PROGRAM LEGEND

- MARKET STUDIO
- MARKET 1BD+DEN-2B
- MARKET 2BD-2B/2BD+DEN-2B
- MARKET 3BD-2B

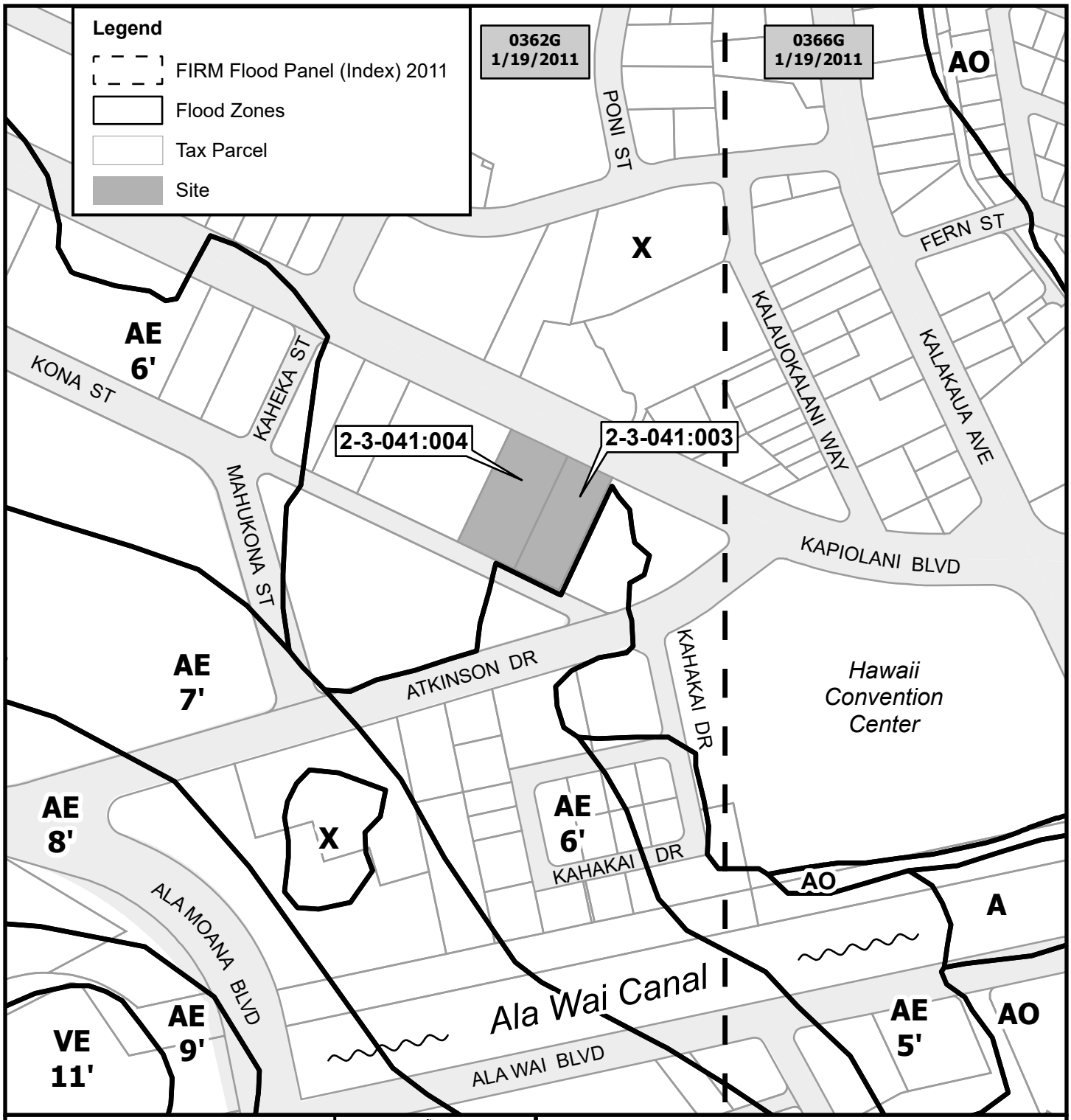
EXHIBIT C-17

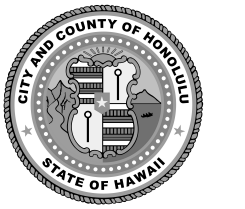
PLAN NORTH

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

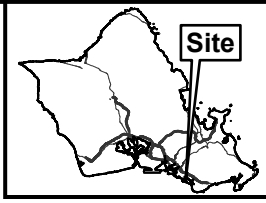
Overall - Tower Residential Plan (18th - 43rd Floor)





0 200 400

Distance in Feet



VICINITY MAP

PORTION OF

FLOOD HAZARD MAP

FIRM PANEL 15003C0362G

TAX MAP KEYS:
2-3-041:003 & 2-3-041:004
FOLDER NO.: 2024/PDP-1

Prepared by: Honolulu Land Information System (HoLIS) - NK
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 06/2024

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EXHIBIT D