



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

No. 24-227

FILED

SEP 12 2025

PURSUANT TO ROH Sec. 1-2.5

RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE 1667 KAPI'OLANI DEVELOPMENT.

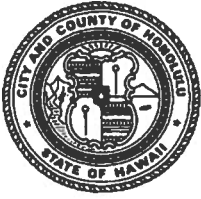
WHEREAS, on June 13, 2024, the Department of Planning and Permitting ("DPP") accepted the application (DPP Reference Number 2024/PDP-1) of KCR Development (the "Applicant") for Interim Planned Development-Transit ("IPD-T") approvals to redevelop 56,250 square feet of land zoned BMX-3 Community Business 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 651 (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 651 (2024), all of which are incorporated herein by this reference; and



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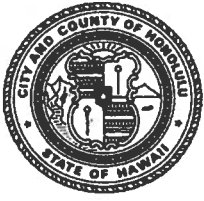
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WHEREAS, the Council, having received the Report and Recommendations of the DPP on September 3, 2024, and having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,

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.



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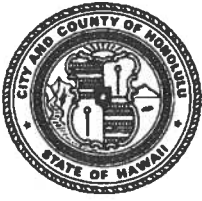
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4. Pedestrian-oriented improvements (benches, sitting walls, public clocks, and outdoor dining areas with adequate outdoor lighting) up to the build-to lines for 70 percent of the linear frontage along Kapi'olani Boulevard.
5. The type and location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



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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;



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- 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.

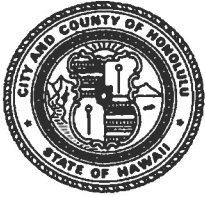


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- O. The Applicant is responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
 - P. Approval of this IPD-T Permit does not constitute compliance with 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.



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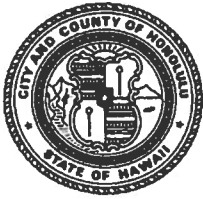
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- R. Any request to extend the deadline of an approved building permit for the Project, must be transmitted to the DPP, Land Use Permits Division for review and approval. This is to ensure that the proposed development is still a catalytic Project 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



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§§ 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:

Tony Wata (br)

DATE OF INTRODUCTION:

SEP 12 2024

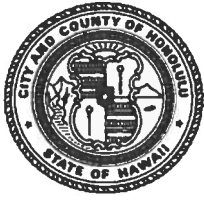
Honolulu, Hawai'i

Councilmembers

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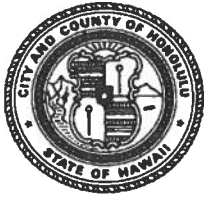


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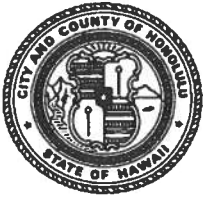
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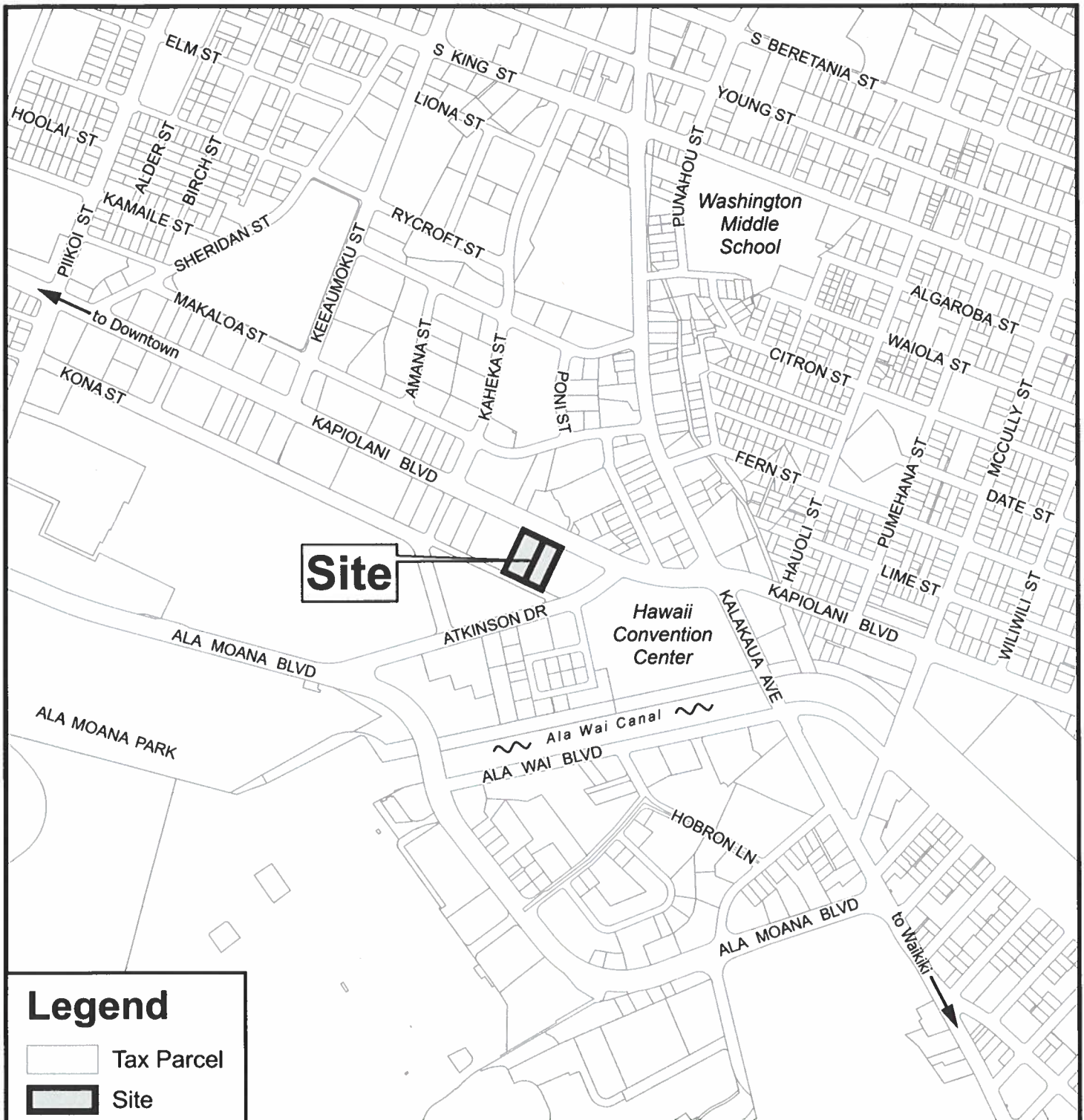
Isaiah Sato (br)

DATE OF INTRODUCTION:

SEP 12 2024

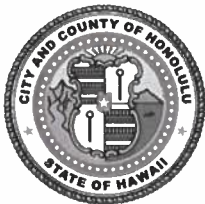
Honolulu, Hawai'i

Councilmembers

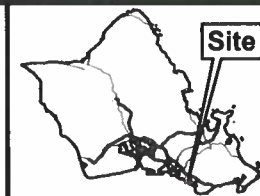


Legend

-  Tax Parcel
-  Site



0 500 1,000
Distance in Feet



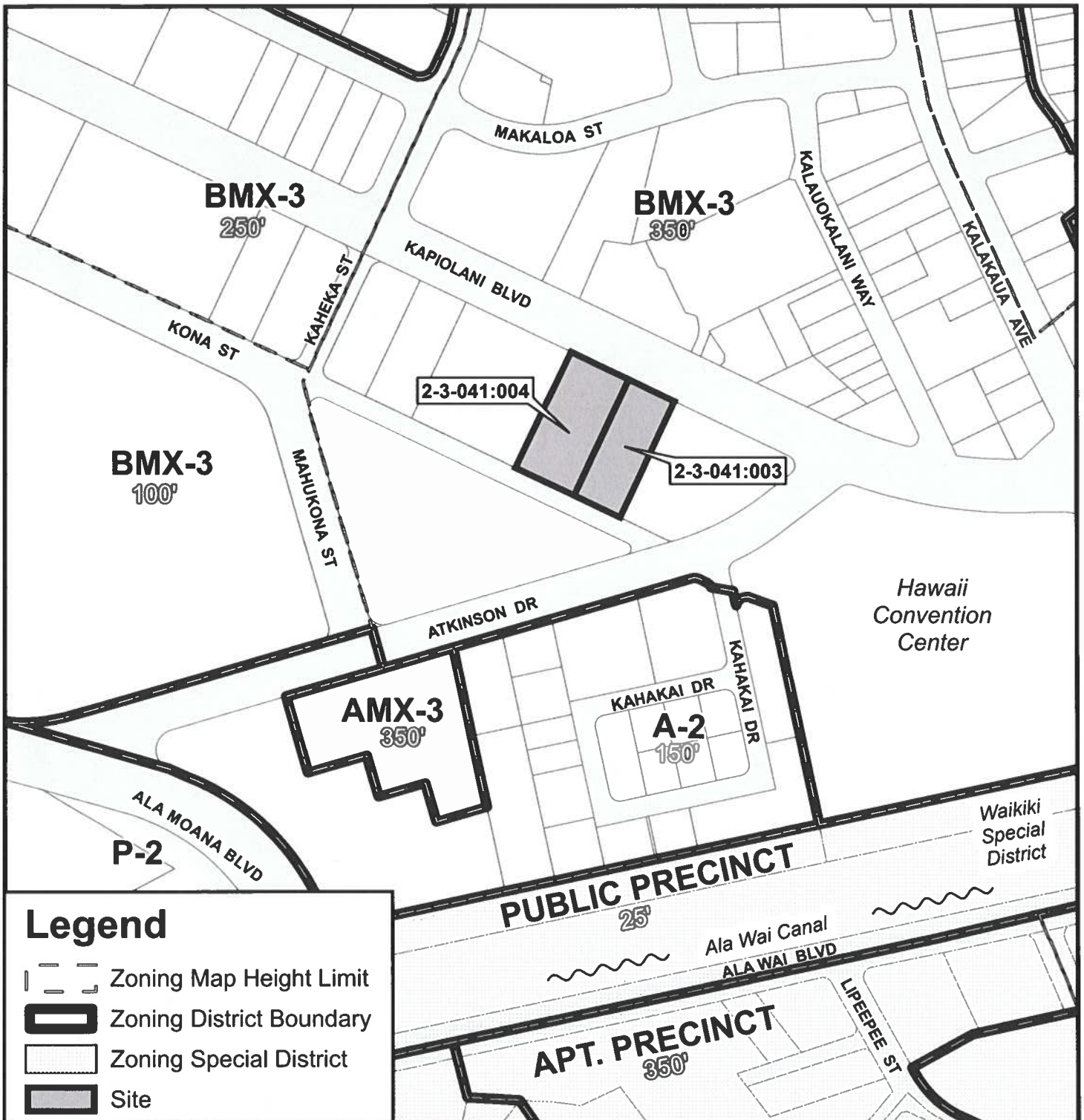
VICINITY MAP



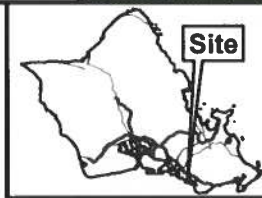
LOCATION MAP ALA MOANA

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

FOLDER NO.: 2024/PDP-1



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



EXHIBIT C-1



EXHIBIT C-2

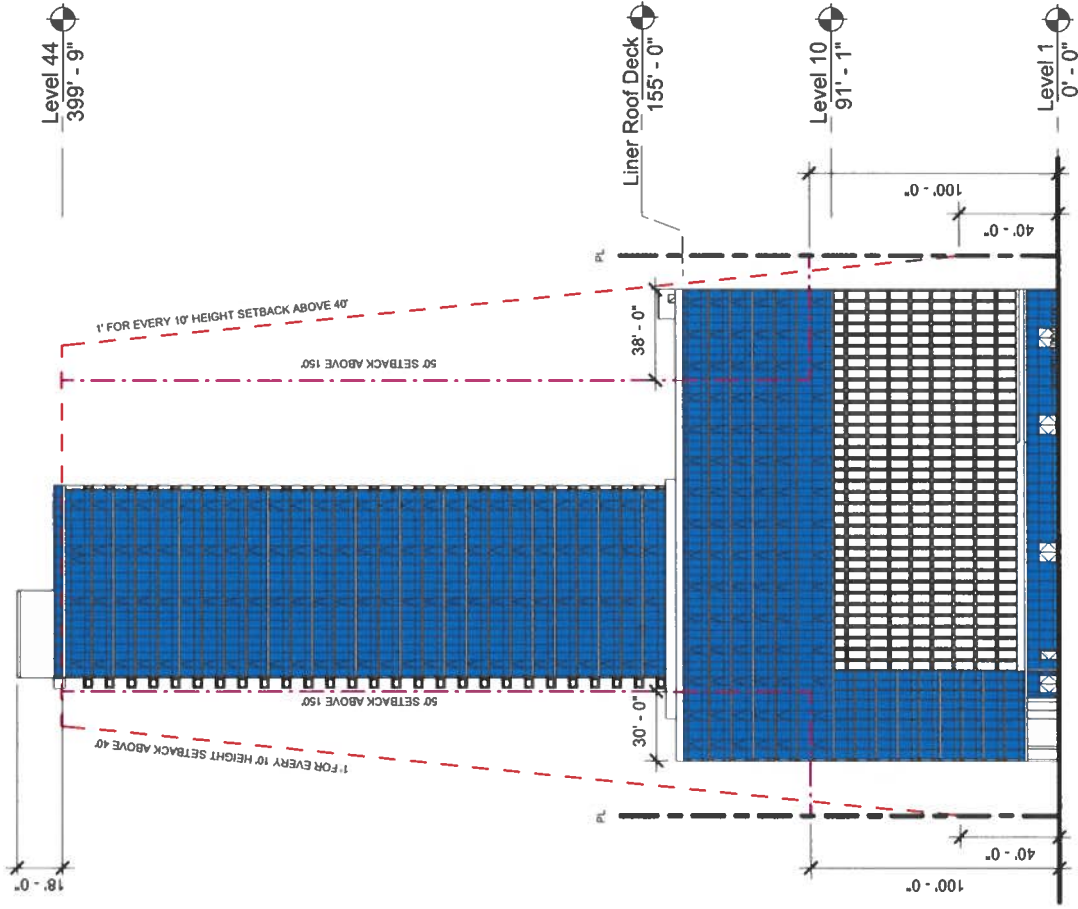
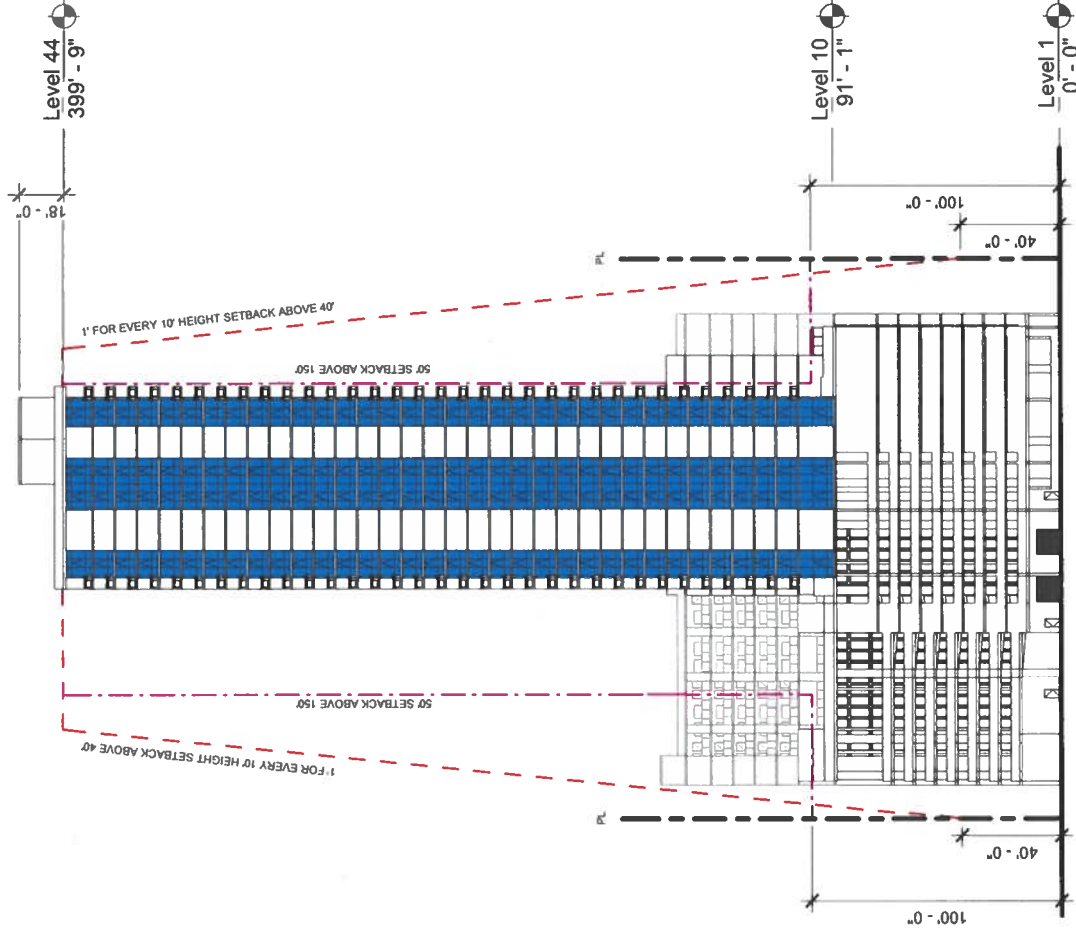


EXHIBIT C-3

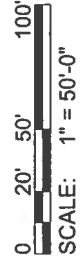


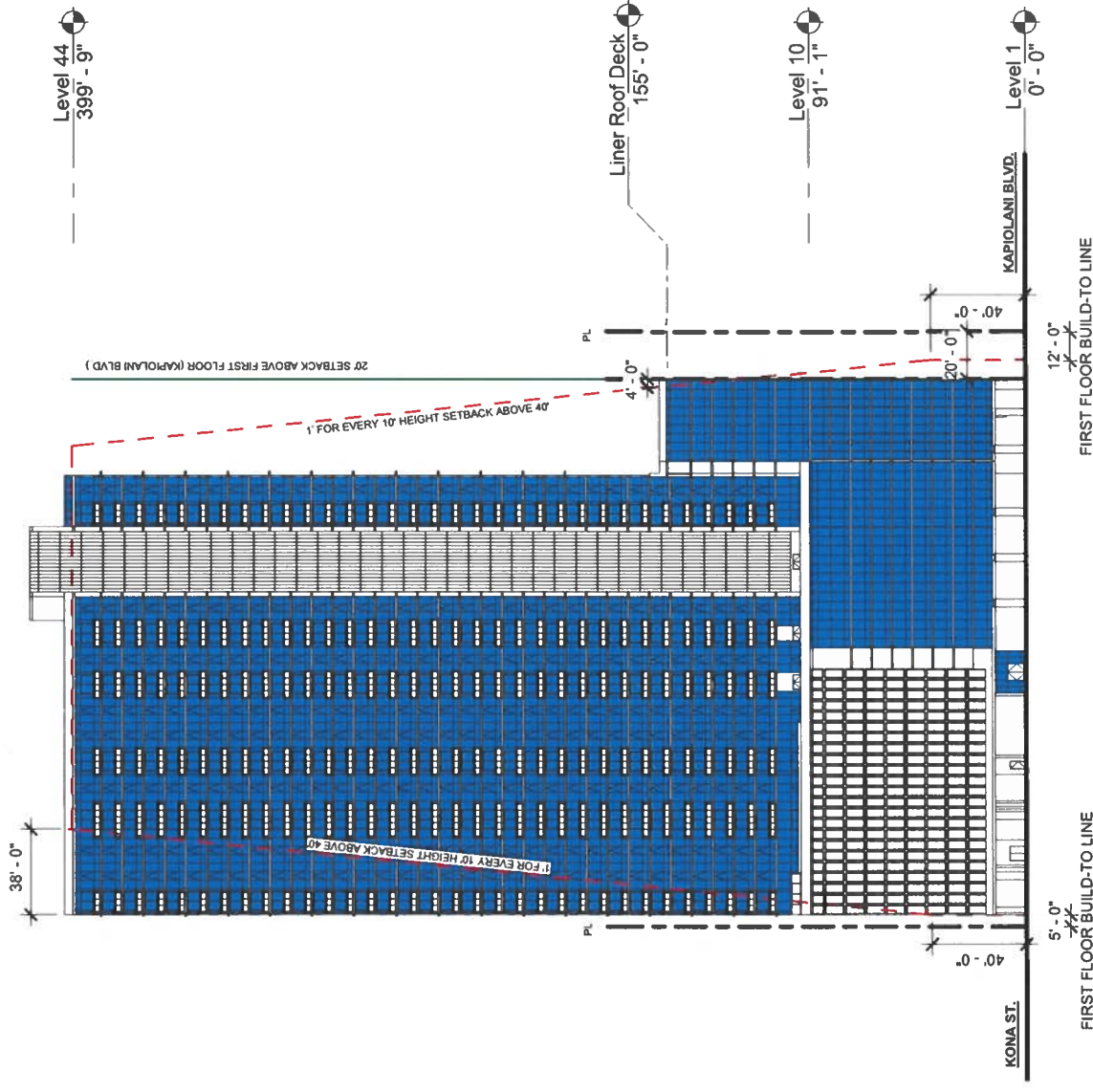
ELEVATION - KAPIOLANI BLVD



ELEVATION - KONA ST

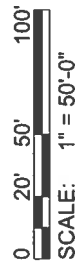
EXHIBIT C-4

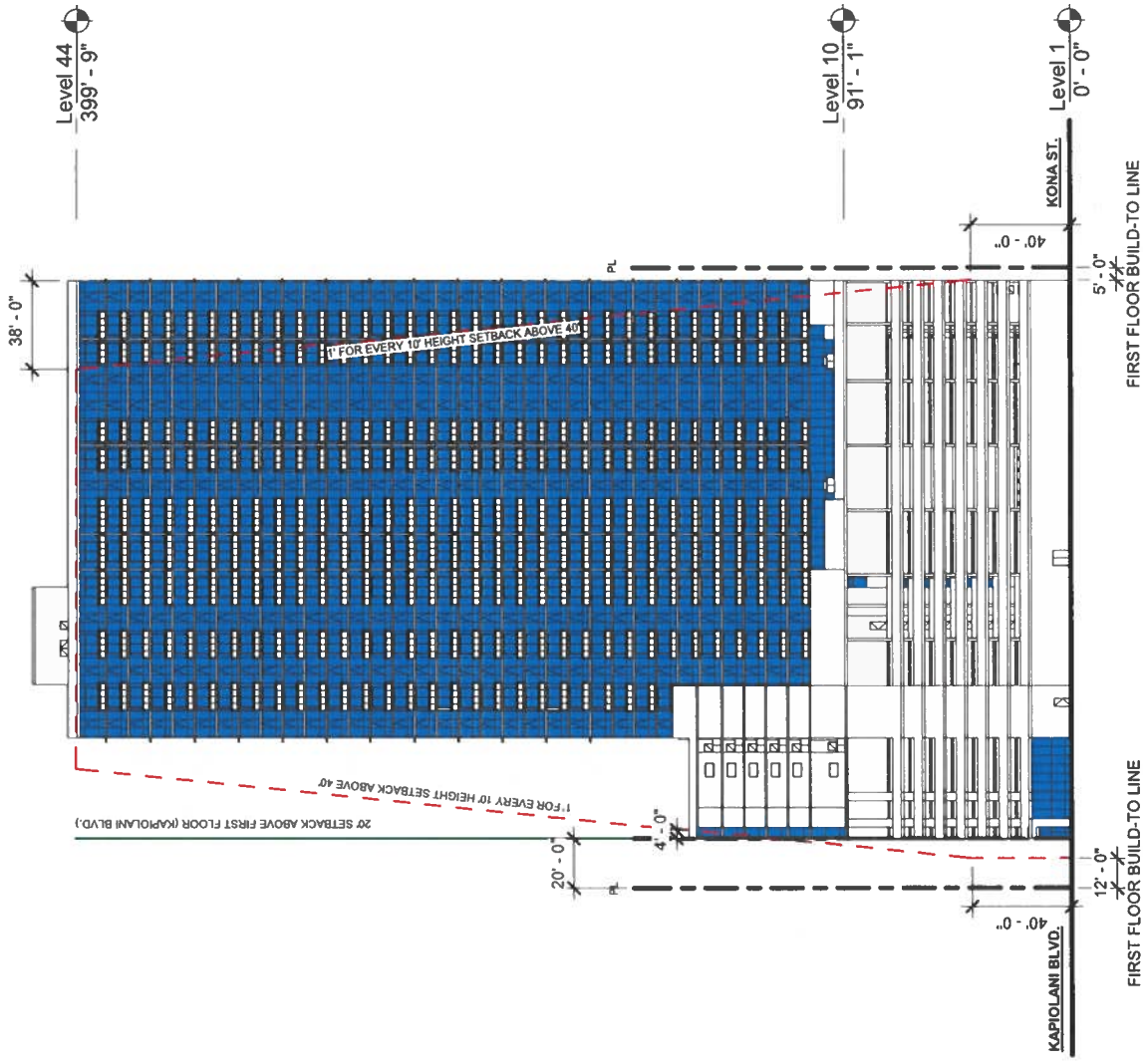




ELEVATION - EAST

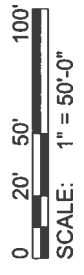
EXHIBIT C-5



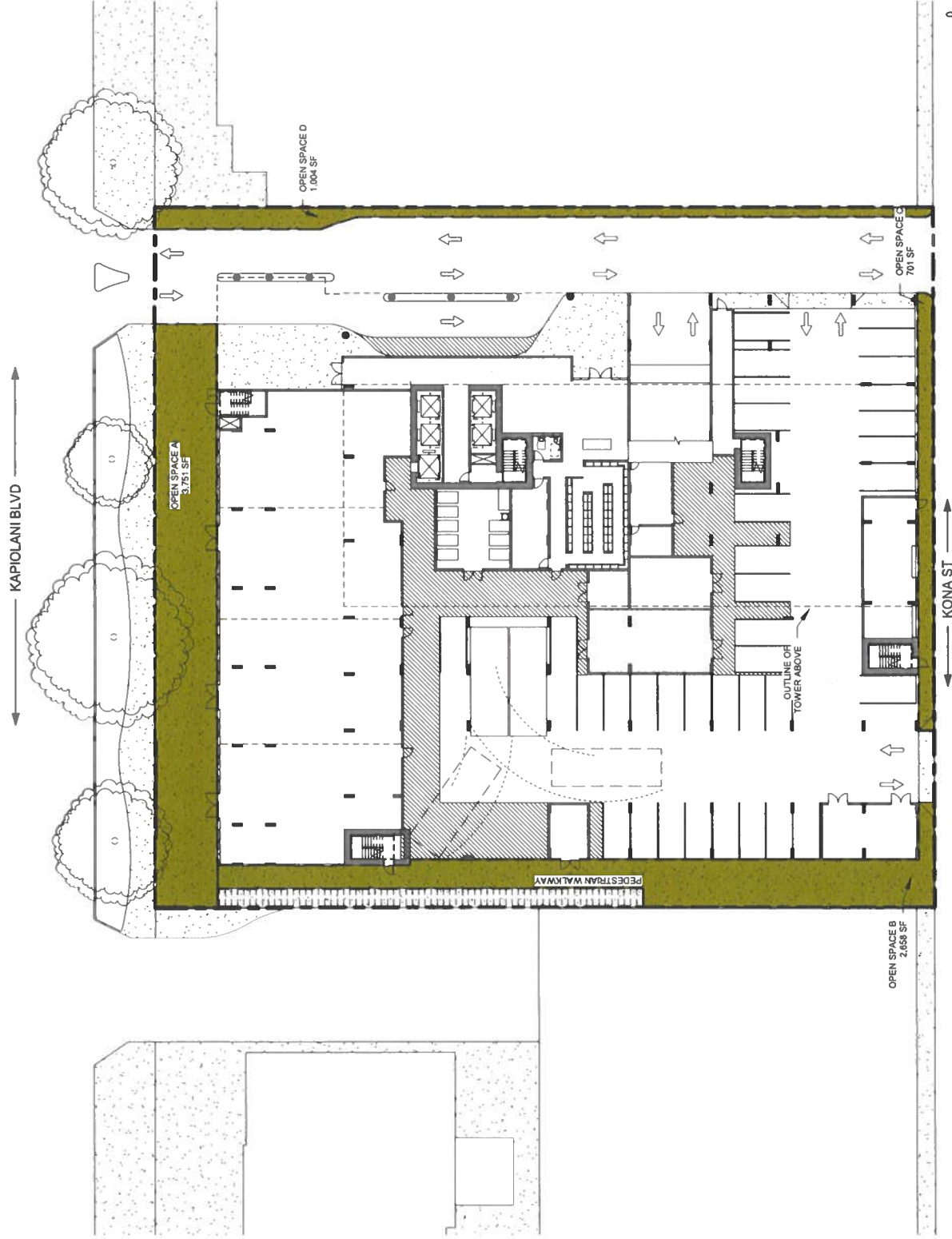


ELEVATION - WEST

EXHIBIT C-6



TOWER			PROJECT AREA		UNIT MIX											
LEVEL	FPS	LEV	GROSS (SF)	FAR AREA (SF)	PARKING COURT	COMMERCIAL (RSF)	LINE 1 AFFORDABLE		TOWER MARKET							
							LINE 1 STUDIO	LINE 1 1-1	STU (PLAN C.1)	STU (PLAN C.2)	1D-1 (PLAN B.1)	1D-2 (PLAN B.2)	1D-2 (PLAN B.3)	1D-2 (PLAN B.3)	2-2 (PLAN A)	2-2 (PLAN A)
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PROGRAM LEGEND

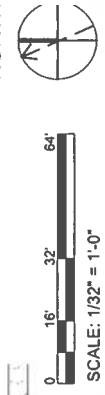
OPEN SPACE

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

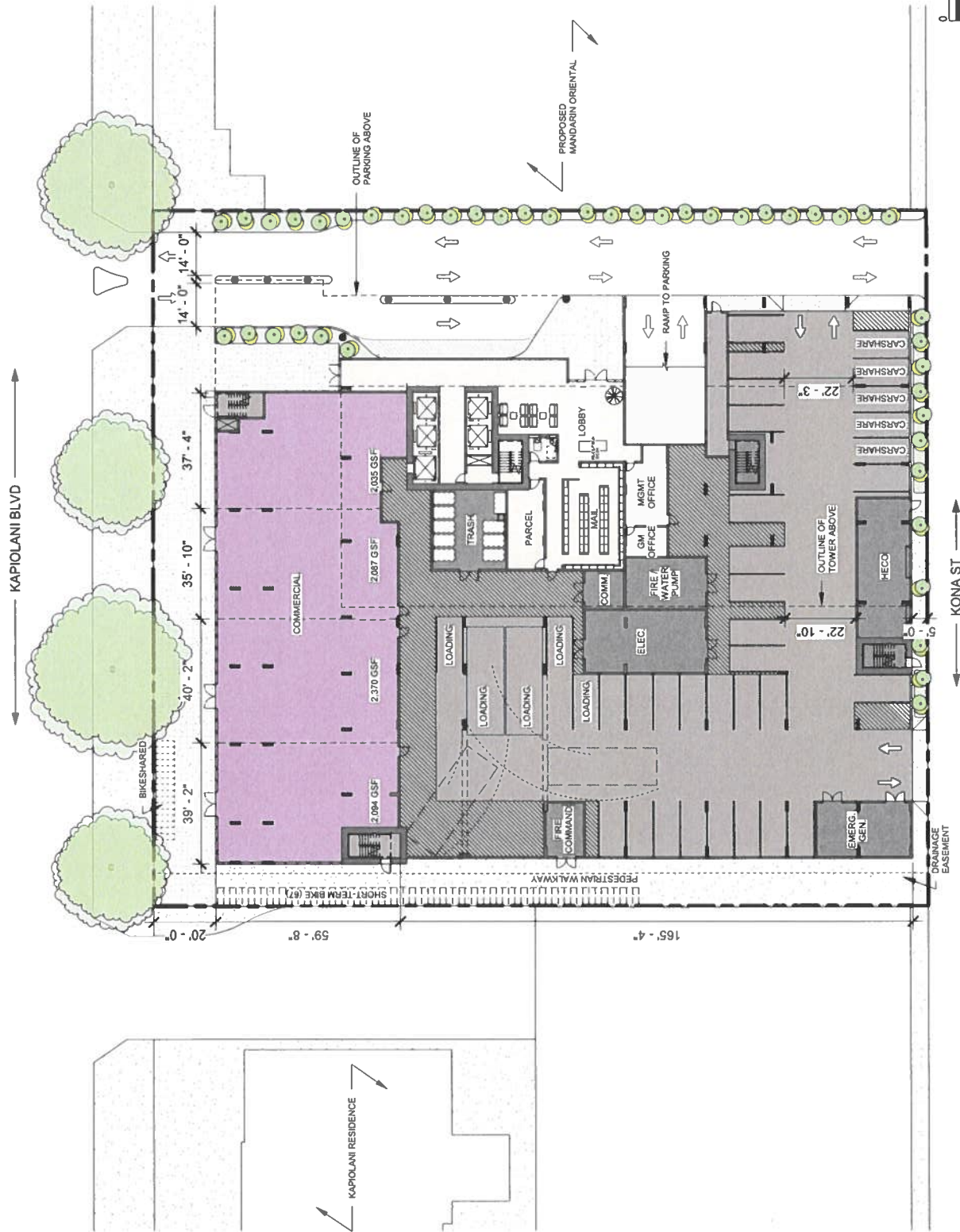
PLAN
NORTH



Open Space Diagram

KCR DEVELOPMENT | 1667 KAPIOLANI BLVD | CONCEPT PACKAGE | - May 2024 -

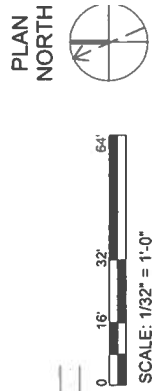
DESIGN PARTNER
INCORPORATE



PROGRAM LEGEND

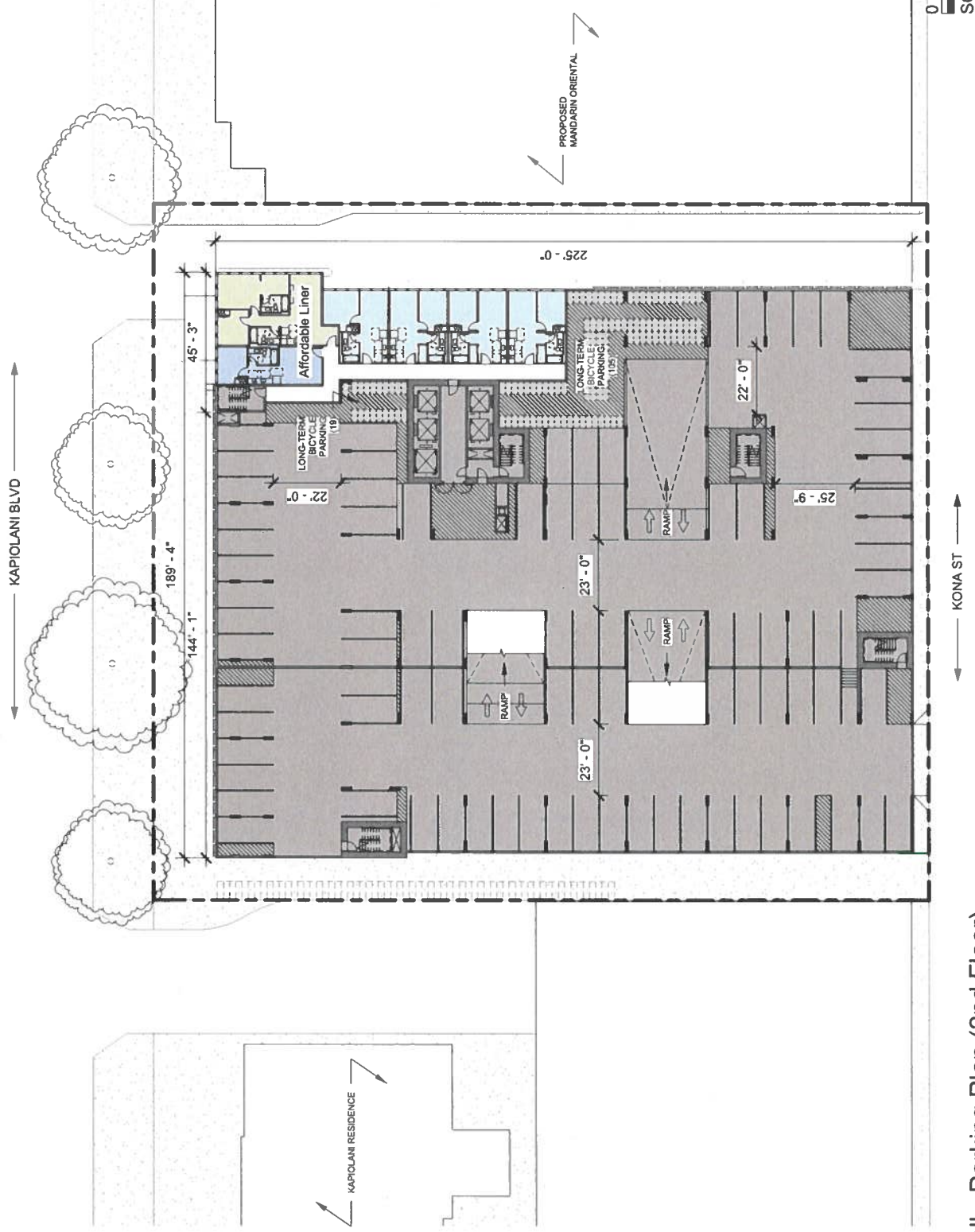
COMMERCIAL
F&B / LOBBY
B&B / UTILITY
PARKING / LOADING

EXHIBIT C-9



Overall - Ground Floor Plan

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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)

KAPIOLANI BLVD

PROGRAM LEGEND

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

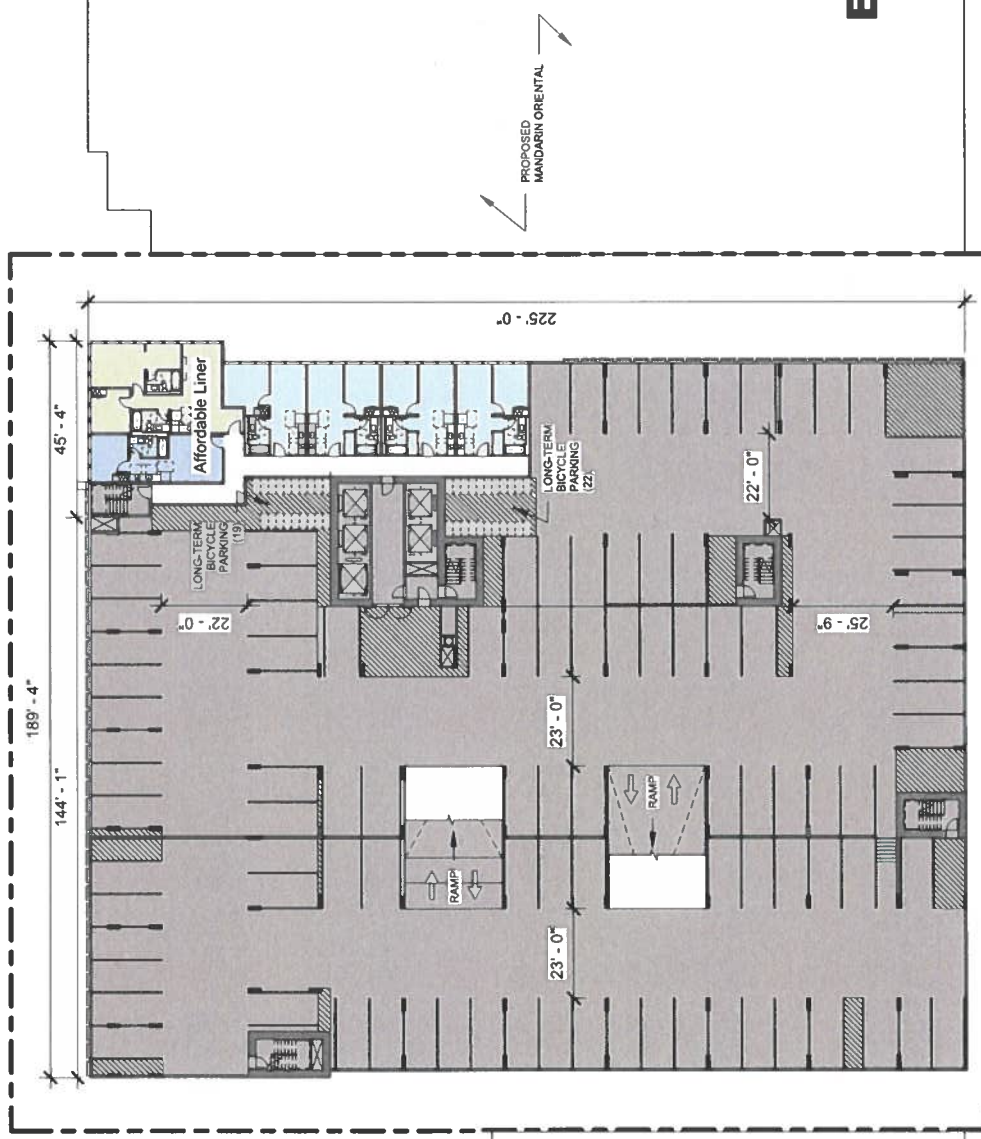


EXHIBIT C-11

PLAN
NORTH



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

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

KCR DEVELOPMENT | 1667 KAPIOLANI BLVD | CONCEPT PACKAGE | - May 2024 -

KAPIOLANI BLVD

PROGRAM LEGEND

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

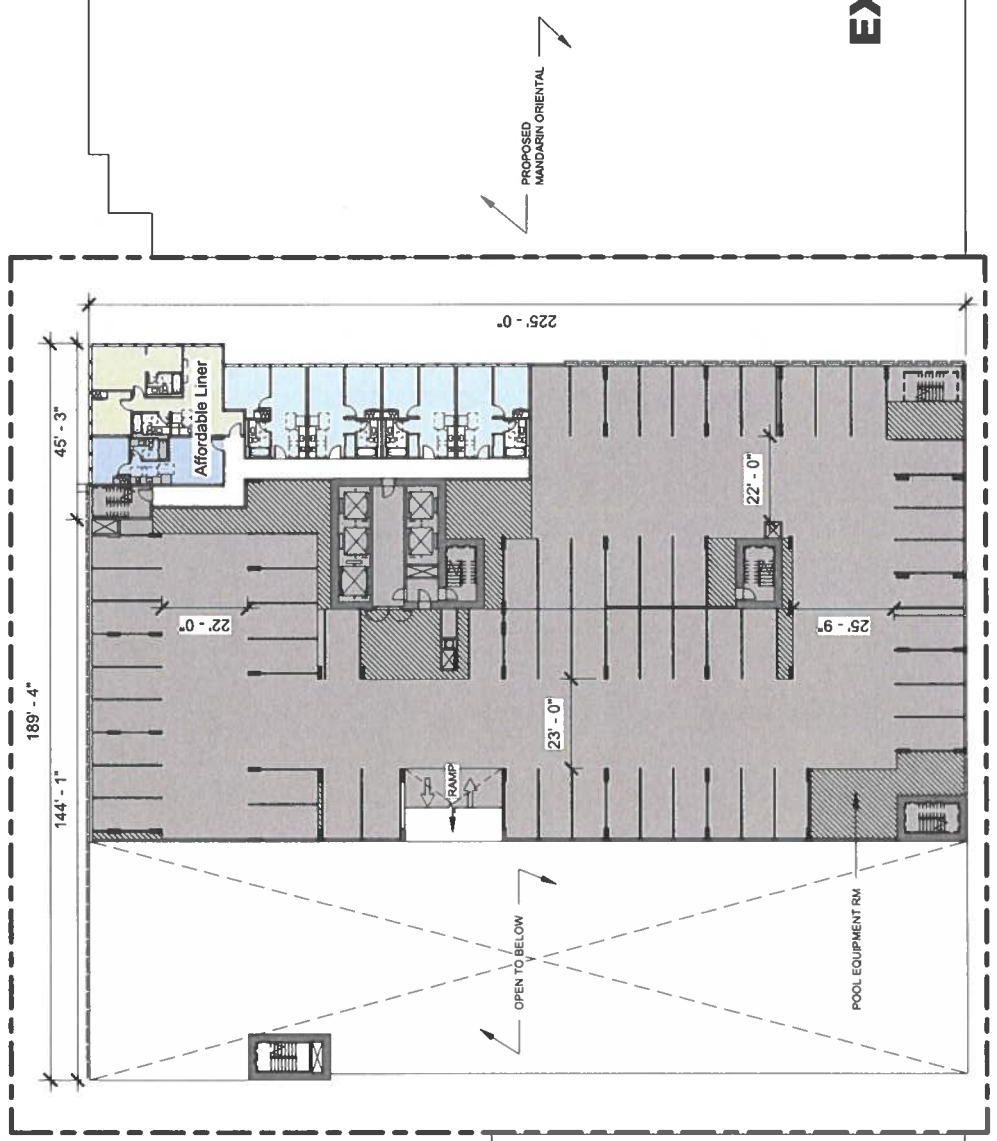


EXHIBIT C-12

PLAN NORTH

0 16' 32' 64'

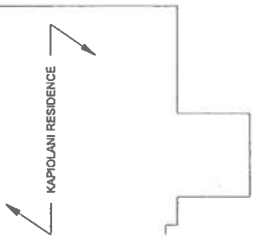
SCALE: 1/32" = 1'-0"

Overall - Parking Plan (9th Floor)

KAPIOLANI BLVD

PROGRAM LEGEND

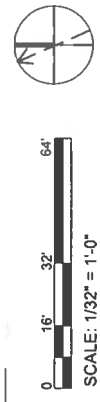
AFFORDABLE STUDIO
AFFORDABLE 1BD-1B
AFFORDABLE 2BD-2B
MARKET STUDIO
MARKET 2BD-2B/2BD-DEN-2B
MARKET 1BD-2B
AMENITIES



PROPOSED MANDARIN ORIENTAL

EXHIBIT C-13

PLAN NORTH

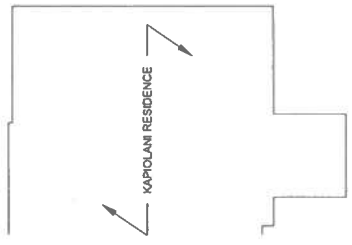
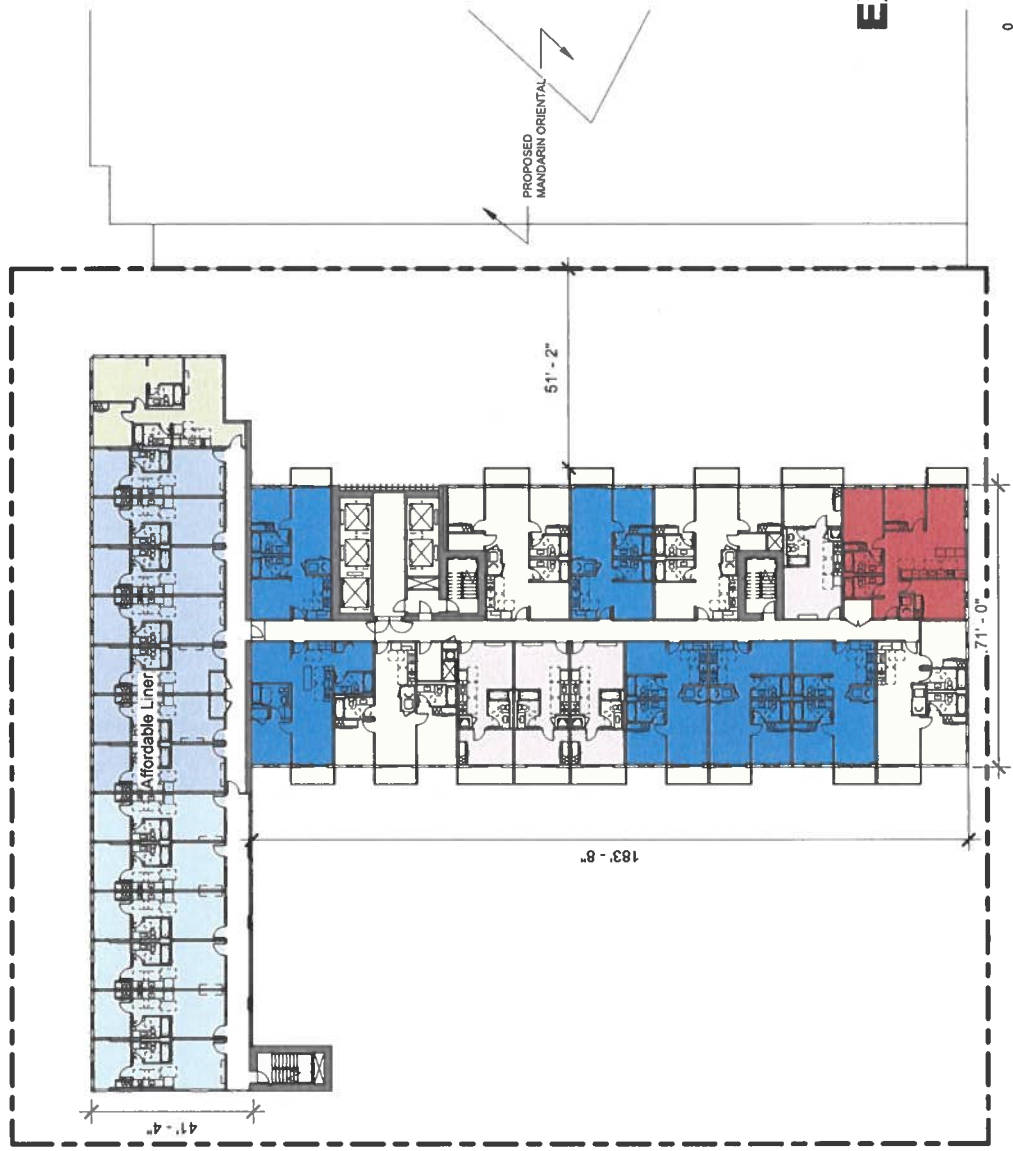


Overall - Recreation Deck (10th Floor)

KAPIOLANI BLVD

PROGRAM LEGEND

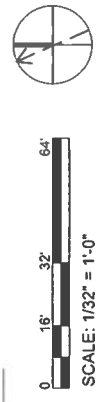
AFFORDABLE STUDIO
AFFORDABLE 1BD-1B
AFFORDABLE 2BD-2B
MARKET STUDIO
MARKET 1BD-1EN-1B
MARKET 2BD-2B2BD-DEN-2B
MARKET 3BD-3B



PROPOSED
MANDARIN ORIENTAL

EXHIBIT C-14

PLAN
NORTH



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

KCR DEVELOPMENT | 1667 KAPIOLANI BLVD | CONCEPT PACKAGE | - May 2024 -

KAPIOLANI BLVD

PROGRAM LEGEND

MARKET STUDIO
MARKET 180+DEN-2B
MARKET 280-2B/280+DEN-2B
MARKET 180+2B

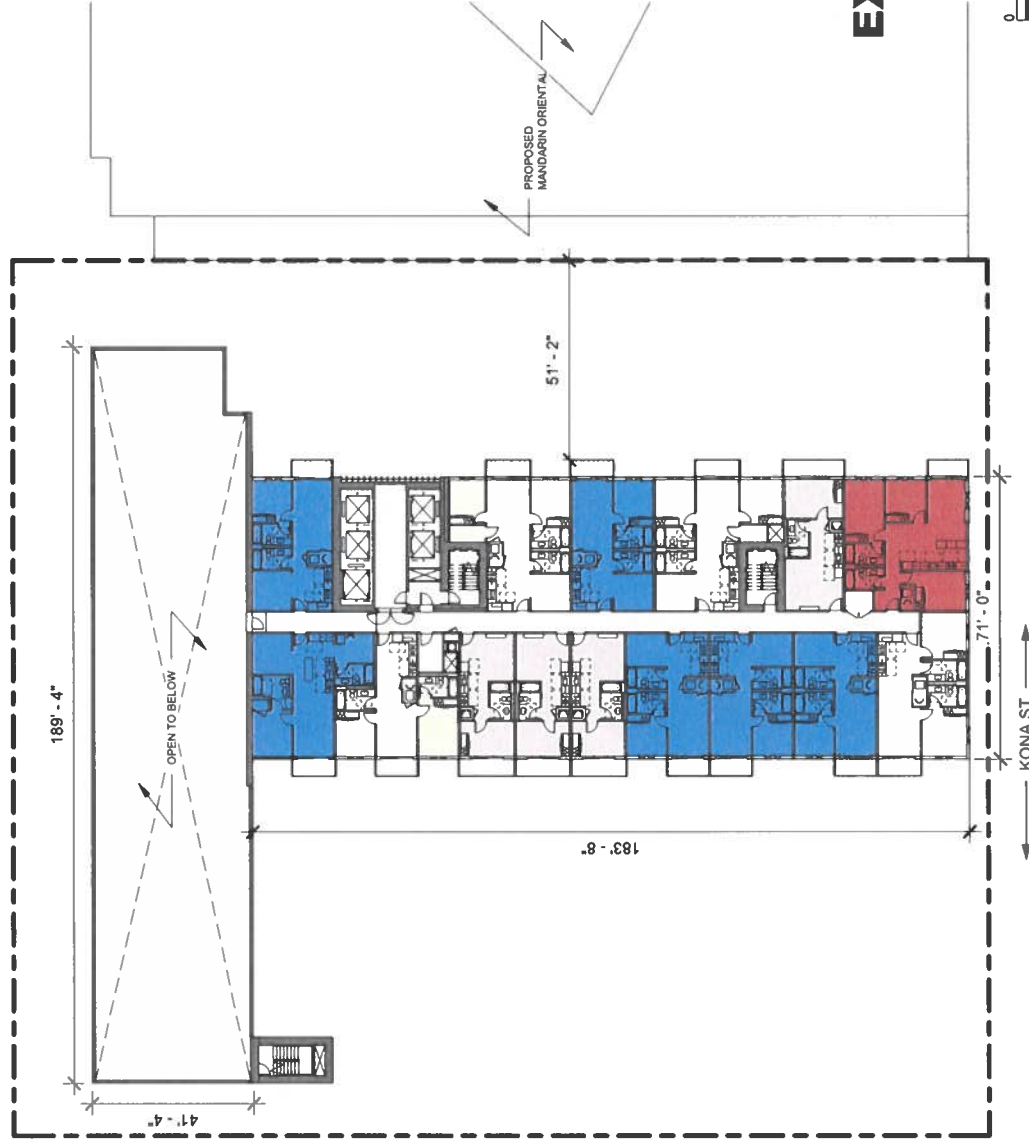


EXHIBIT C-15

PLAN NORTH



Overall - Tower Residential Plan (16th Floor)

KAPIOLANI BLVD

PROGRAM LEGEND

MARKET STUDIO
MARKET 180+DEN+2B
MARKET 280+280+280+DEN+2B
MARKET 380+2B

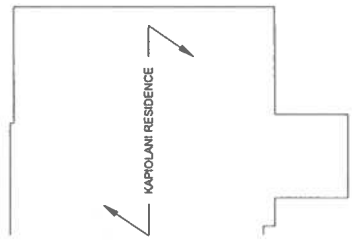
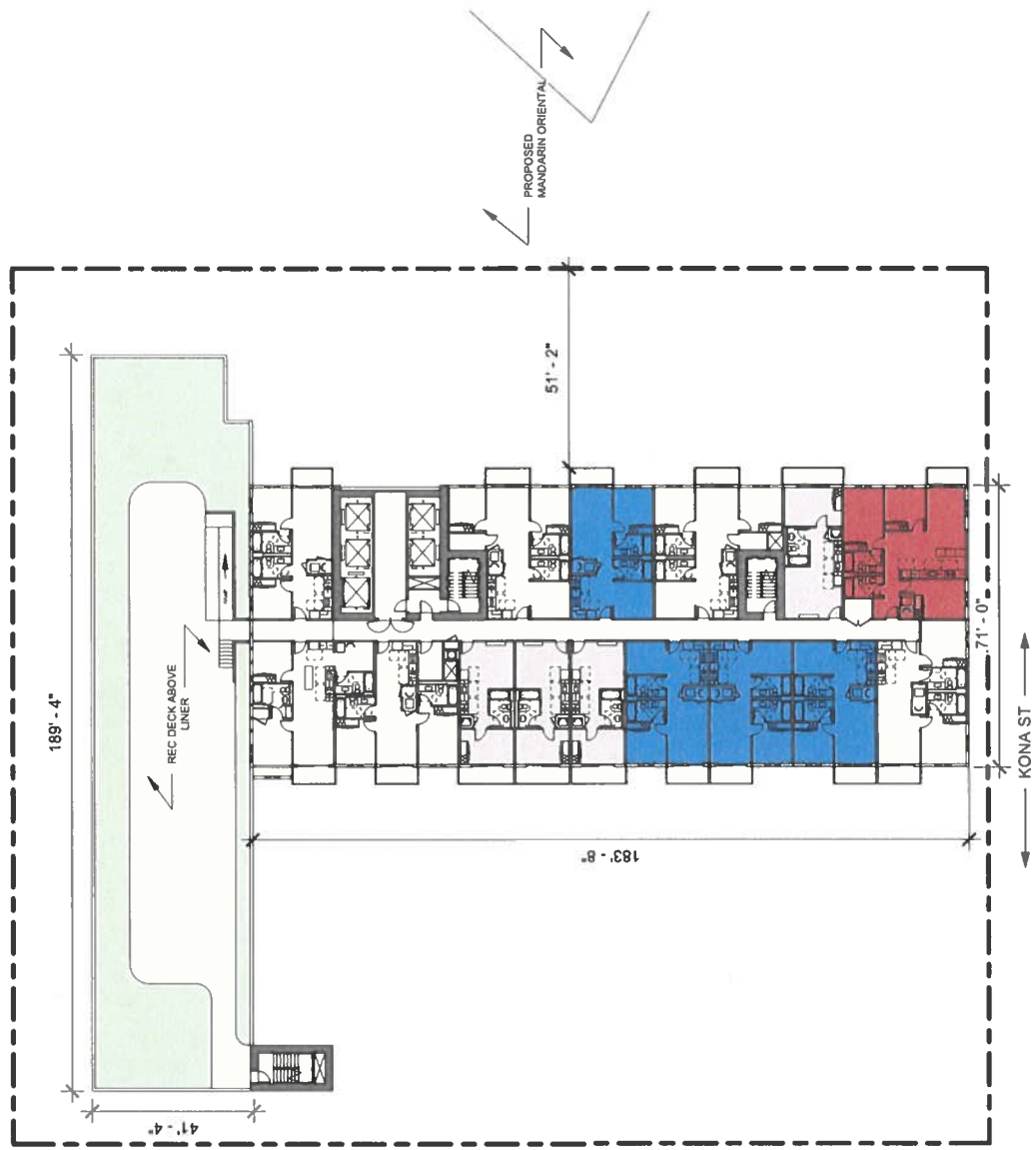


EXHIBIT C-16

Overall - Tower Residential Plan (17th Floor)

KAPIOLANI BLVD

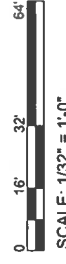
PROGRAM LEGEND

MARKET STUDIO
MARKET 180-280-28
MARKET 280-280-280-DEN-28
MARKET 380-28



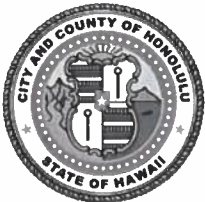
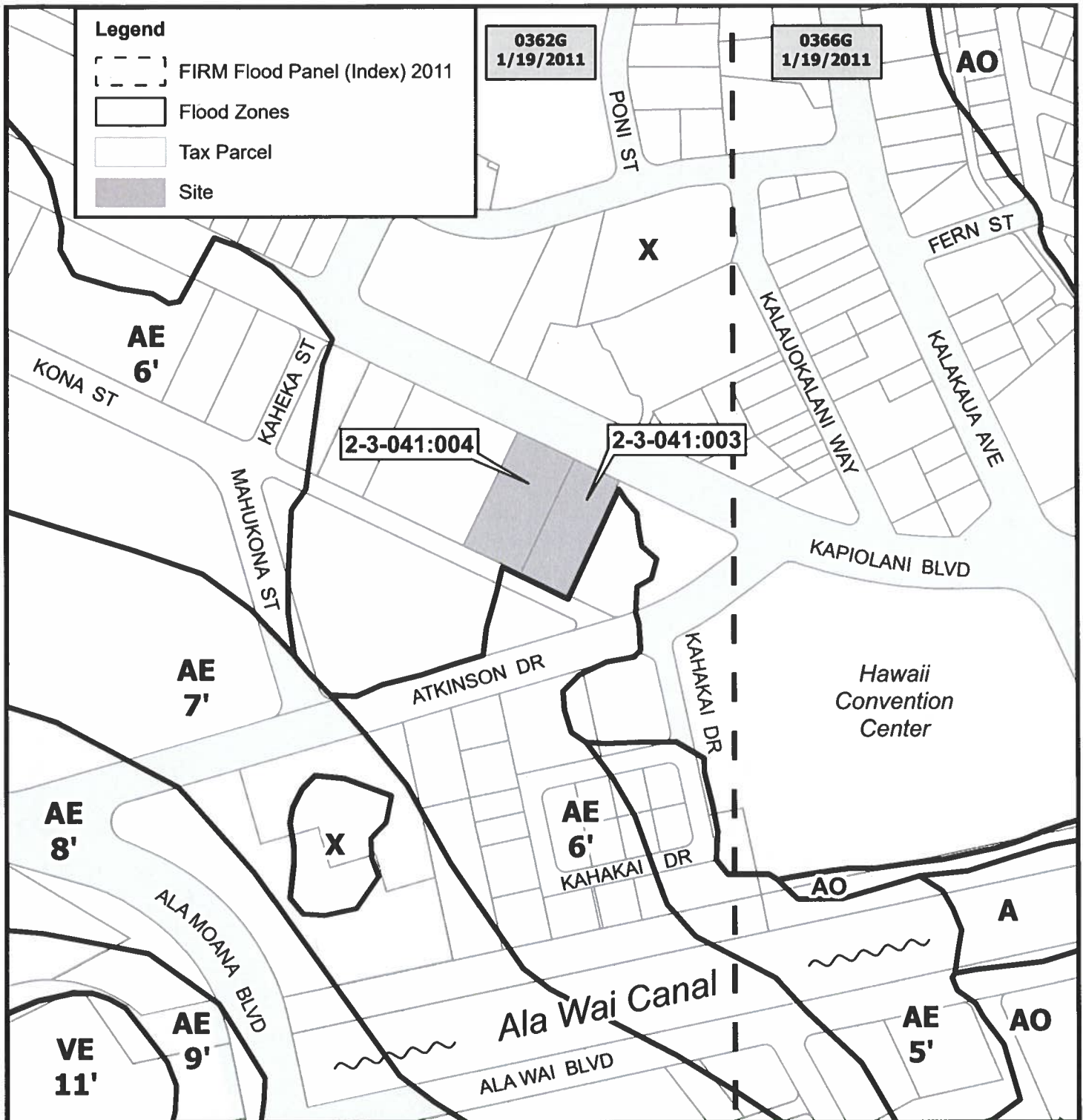
EXHIBIT C-17

PLAN
NORTH

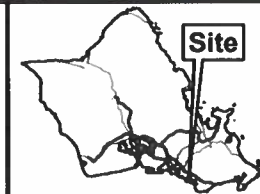


Overall - Tower Residential Plan (18th - 43rd Floor)

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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