SUMMARY OF PROPOSED COMMITTEE DRAFT:

RESOLUTION 25-92
APPROVING A CONCEPTUAL PLAN FOR A PLANNED DEVELOPMENT-RESORT TO ALLOW THE HILTON HAWAIIAN VILLAGE ("HHV") MASTER PLAN IMPROVEMENTS, INCLUDING THE CONSTRUCTION OF A NEW HOTEL TOWER, IN WAIKĪKĪ, O‘AHU.

The PROPOSED CD1 makes the following amendments:

A. Amends the resolution title to read as follows:

"APPROVING A CONCEPTUAL PLAN FOR A PLANNED DEVELOPMENT-RESORT PROJECT TO MODIFY THE BOUNDARIES OF THE HILTON HAWAIIAN VILLAGE MASTER PLAN AREA, AND ALLOW FOR CERTAIN IMPROVEMENTS, INCLUDING THE CONSTRUCTION OF A NEW HOTEL TOWER, IN WAIKĪKĪ, O‘AHU."

B. Amends the first WHEREAS clause to clarify the description of the Project.

C. Amends the second WHEREAS clause to delete reference to written testimony submitted for the public hearing.

D. Combines the third and fourth WHEREAS clauses to provide that on March 14, 2025, within 148 calendar days after the acceptance of the HHV's PD-R application by the DPP (the Applicant agreed to an extension of the 80-calendar-day administrative deadline to process the application), the DPP completed its report and transmitted its findings and recommendation of approval to the Council.

E. In the BE IT RESOLVED clause, lists the conditions as capital alphabetical letters (A, B, C, etc.) instead of numerically (1, 2, 3, etc.) and modifies the formatting accordingly.

F. In Condition A, clarifies that:

1. Except as modified in the resolution, Project construction must be in general conformance with the Project's PD-R conceptual plan as depicted in the attached Exhibits A through W, the HHV Master Plan on file with the DPP, and as described in the DPP Director's findings and recommendation; and

2. When processing the Project's Major Special District ("SD") Permit application, the DPP Director may approve minor or nonsubstantive deviations from the approved conceptual plan, but major modifications to the conceptual plan will require a new PD-R application and approval of a new PD-R conceptual plan.

G. In Condition B, clarifies that the maximum density for the HHV Master Plan area is a floor area ratio of 4.0 (which equals 4,430,548 square feet).

H. In Condition D, relating to additional public benefits to be provided:

1. Amends Condition D.1 to add that additional or expanded shelter for bus patrons on Kālia Road must be coordinated with the DTS.

2. Amends Condition D.2 to provide that the Applicant shall consider promoting a total of 16 public festivals each year, with at least one public festival required per month on a reoccurring day.

3. Adds a new Condition D.10 to provide the Applicant shall be responsible for removing litter, cleaning, and maintaining any existing or future bus stops (shelter, benches, floor area, etc.) fronting the Project site at no cost to the City.

4. Amends Condition D.11 to separate the condition into three paragraphs.

5. Amends Condition D.12.b to provide that a mature shade tree must be planted at or near the bus shelter at the Grand Islander, if space permits.

6. Adds a new Condition D.13 to provide that public benefits required under Condition D that are located outside of the HHV property are subject to the approval and acceptance by the respective government agencies responsible for the areas. If any approval or acceptance required in paragraph (a) is not forthcoming, in lieu of constructing the applicable improvement, the Applicant is required to make a monetary payment to the City based on the estimated value of the improvement.

I. In Condition F, relating to requirements for the Project's Major Special District Permit application:

1. Combines the first and last sentences to provide that within 10 calendar days after Council approval of the conceptual plan for this PD-R permit (or for an extended period of time as may be approved by the DPP Director), the Applicant is required to submit to the DPP for its review and approval an application for a Major SD Permit for the Project, including detailed Project plans and drawings.

2. In Condition F.1, relating the Project's updated site plans:

a. Amends Condition F.1.b to clarify that the current landscaping proposed between the sidewalk and the porte cochere must be relocated to along Ala Moana Blvd. to serve as a buffer between pedestrians and vehicles.

b. Amends Condition F.1.c to clarify that a gently meandering pedestrian pathway along Ala Moana Blvd. must be provided, similar to the pedestrian pathway fronting Fort DeRussy Park.

c. Amends Condition F.1.d to clarify that the new proposed curb cut to exit the porte cochere onto Ala Moana Boulevard must be eliminated (due to conflicts between exiting vehicles, pedestrians, and other vehicles).

d. Amends Condition F.1.e to clarify that locations for short-term and long-term bicycle parking spaces must be shown, and additional bicycle parking spaces may be required if recommended as a Traffic Demand Management ("TDM") strategy in the Project's updated Traffic Management Plan ("TMP").

e. Adds a new Condition F.1.f to require detailed calculations for the averaging of yard setbacks.

f. Adds a new Condition F.1.g to require the use of pavement textures for a consistent connection between the Project's new tower and Kalia Gardens.

g. Adds a new Condition F.1.h to require the use of building color and building materials that are consistent with the Waikiki Special District design standards and guidelines.

3. In Condition F.2, relating to the Project's updated landscape plans:

a. Amends Condition F.2.a to clarify that the relocated landscape strip is located along Ala Moana Blvd.

b. Amends Condition F.2.b to clarify that the additional shade trees throughout the sidewalk area are located along Ala Moana Blvd.

c. Amends Condition F.2.c to clarify that the additional trees, seating areas, or features are additional public benefits required under Condition D.

4. In Condition F.3, relating to the Project's updated elevation drawings:

a. Amends Condition F.3.a to clarify that the expanded application of the Ahupua'a metaphor throughout the Project site is required.

b. Amends Condition F.3.c to clarify that the expanded use of a green landscaped wall on the mauka façade to the full width of the wall is required.

c. Amends Condition F.3.d to clarify that additional articulation and architectural features across the podium blank mauka wall and the hotel tower roof is required.

5. Adds a new Condition F.4 to require an exterior lighting plan for the Project.

J. Replaces Condition 7, relating to transportation and traffic conditions that must be coordinated with the State of Hawai'i Department of Transportation ("HDOT"), with a new Condition G to provide that:

1. In Condition G.1, require an update to the Project's initial Traffic Impact Analysis Report ("TIAR") dated December 2022, to address inconsistencies relating to trip distribution assumptions, vehicles exiting the HHV property onto Ala Moana Blvd. that impact the Kalia Road intersection, and the porte cochere exit driveway.

2. In Condition G.2, requires that the updated TIAR also include revised trip generation assumptions to reflect the anticipated use of the porte cochere as the primary guest access; a description of all existing and proposed uses of the service road; a safety impact assessment; specific recommendations to address the safety of pedestrians and bicyclists; and significant potential conflict points among vehicles, pedestrians, and bicyclists.

3. In Condition G.3, provides that no additional stormwater runoff is permitted to Ala Moana Boulevard, and measures must be implemented to show compliance with this requirement.

4. In Condition G.4, requires the Applicant to verify with the HDOT's Highways Division that all Project driveways meet current standards for the type and volume of anticipated traffic.

5. In Condition G.5, requires that the TIAR study area include intersections along State highways in the vicinity of the Project site where a change in peak hour traffic volume due to development of the Project is greater than three percent.

K. Replaces Condition 8, relating to transportation and traffic conditions that must be coordinated with the DPP Traffic Review Branch, with a new Condition H to require:

1. An overall timeline or phasing plan of the anticipated dates to obtain major building permits for demolition and construction work.

2. Standard conditions relating to a Construction Management Plan ("CMP").

3. Standard conditions relating to a TMP that includes TDM strategies.

4. Updates to the Project's initial TIAR to include the HDOT requirements in Condition G, an analysis of the intersection of Rainbow Drive and Kalia Road (if there is an increase in use of Rainbow Drive), and a discussion of the proposed valet operations.

5. Plans that show the Applicant's implementation of all recommendations in the Project's initial TIAR and any additional recommendations in the Project's updated TIAR, as well as all recommendations in the Project's TMP, including all recommended TDM strategies, together with the TDM strategies required as a public benefit under Condition D.11.

L. Adds a new Condition I to provide that approximately one year after the issuance of a certificate of occupancy for the Project, the Applicant is required to submit to the DPP for review and approval a post TMP and post TIAR.

M. Moves former Condition 10, relating the deadline to obtain a building permit for the Project, to Condition J, and amends the deadline to 36 months (instead of five years) after the effective date of the resolution. Re-letters former Condition 9 as Condition K.

N. In the BE IT FURTHER RESOLVED clause, relating Council findings regarding the Project's conceptual plan:

1. Amends Finding 3 to provide that the requested design flexibility relating to density (floor area) (deletes reference to height, precinct transitional height setbacks, yards, open space, and landscaping) is commensurate with the public benefits and amenities proposed, and the additional public benefits and amenities required as conditions of approval.

2. Adds a new Finding 4 to provide that the public benefits and amenities proposed and as required under this resolution will produce timely, demonstrable benefits to the community, and the stability, function, and overall ambiance and appearance of Waikīkī. Renumbers the subsequent finding.

3. Amends Finding 5 to provide that the Primary Urban Center Development Plan established by ROH Chapter 24, Article 2, does not establish visitor unit limits for Waikīkī.

O. Makes miscellaneous technical and nonsubstantive amendments.

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No. **25-92, CD1**

PROPOSED

RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR A PLANNED DEVELOPMENT-RESORT PROJECT TO MODIFY THE BOUNDARIES OF THE HILTON HAWAIIAN VILLAGE MASTER PLAN AREA, AND ALLOW FOR CERTAIN IMPROVEMENTS, INCLUDING THE CONSTRUCTION OF A NEW HOTEL TOWER, IN WAIKĪKĪ, O‘AHU.

WHEREAS, on October 2, 2024, the Department of Planning and Permitting ("DPP") accepted the application (DPP File No. 2024/PDP-2) from Group 70 ("Agent") on behalf of Park Hotels & Resorts, Inc. ("Applicant") for a Planned Development-Resort ("PD-R") project to modify the boundaries of the Hilton Hawaiian Village Waikiki Beach Resort ("HHV") Master Plan area to include three newly acquired parcels, and allow for improvements to the HHV Master Plan area, including the construction of a new 36-story tower (eight-story parking podium and 28-story hotel tower) with 515 hotel units, 6,051 square feet of retail space, fitness center, and recreation deck; off-street loading and parking spaces; landscaped open space, pedestrian connections, water features, and sculpture garden; back of house facilities; and appurtenant site improvements on an approximately 0.64-acre portion of 30 zoning lots that comprise the HHV property, zoned Resort Mixed-Use Precinct, located at 1831, 1835, and 1841 Ala Moana Boulevard, and identified as Tax Map Keys 2-6-005: 001 (portion); 2-6-008: 001, 002, 003, 005, 007, 012, 019, 020, 021, 023, 024, 027, 031, 034, 037, 038, 039; 2-6-009: 001, 002, 003, 004, 005, 006, 007, 009, 010, 011, 012, and 013 (the "Project"); and

WHEREAS, on October 14, 2024, the Applicant submitted a request to waive the requirement for the DPP to hold a public hearing within 60 days of acceptance of the HHV's PD-R application, which was accepted by the DPP on October 17, 2024; on January 22, 2025, the DPP held a public hearing at the Fasi Municipal Building Sixth floor conference room, which was attended by the Applicant, the Agent, DPP staff, and approximately 40 members of the public; and

WHEREAS, the Project's PD-R conceptual plan was presented to the DPP’s Design Advisory Committee for its recommendations; and

WHEREAS, on March 14, 2025, within 148 calendar days after acceptance of the HHV's PD-R application by the DPP (the Applicant agreed to an extension of the 80-calendar-day administrative deadline to process the application), the DPP, having duly considered all evidence and the objectives, policies, and guidelines, as established in the §§ 21-2.110-2 and 21-9.80-4(d), Revised Ordinances of Honolulu 2021 ("ROH"), completed its report and transmitted its findings and recommendation of approval to the City Council ("Council"); and

RESOLUTION

WHEREAS, the Project's PD-R conceptual plan is set forth in the exhibits attached hereto as Exhibits A through W, and is further described in Departmental Communication 214 (2025), all of which are incorporated by reference herein; and

WHEREAS, the Council, having received the findings and recommendation of the DPP on March 14, 2025, by Departmental Communication 214 (2025), and having duly considered all of the findings and reports on the matter, desires to approve the Project's PD-R conceptual plan, with 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 HHV Planned Development-Resort Project is approved, subject to the following conditions:

A. Except as modified herein, Project construction must be in general conformance with the Project's PD-R conceptual plan as depicted in the attached Exhibits A through W, the HHV Master Plan on file with the DPP, and as described in the DPP Director's findings and recommendation referenced above, all of which are incorporated by reference herein. When processing the Project's Major Special District ("SD") Permit application, the DPP Director may approve minor or nonsubstantive deviations from the approved conceptual plan. Major modifications to the conceptual plan, as determined by the DPP Director, will require a new PD-R application and approval of a new PD-R conceptual plan.

B. The maximum density for the HHV Master Plan area is a floor area ratio of 4.0 (which equals 4,430,548 square feet).

C. The Applicant shall continue to provide the following public benefits required under Resolution 11-278, CD1:

    1. Sponsoring the weekly Rockin' Rainbow Hawaiian Review and Fireworks Show.

    2. Maintaining the Duke Kahanamoku Lagoon, including:

        a. Upkeep of the walkway, landscaping, and lighting; and

        b. Monitoring of the Lagoon water quality and flushing of the seawater in the Lagoon (approximately five times daily).

3. Cleaning the Duke Kahanamoku Beach, and daily cleaning and maintaining of the restrooms at the Duke Kahanamoku Beach Park.

4. Maintaining Kahanamoku Street, including the sidewalks.

D. The Applicant shall provide the following additional benefits:

1. Sculpture Garden. The Applicant shall post signs near the Sculpture Garden informing passerby of the art pieces, and descriptive signage must be provided for each art piece. The Applicant shall give particular focus to artists from Hawai'i promoting a Hawaiian sense of place, and all art visible from a public street must be previewed and approved by the DPP to determine consistency with the Waikīkī Special District ("WSD") design policies and guidelines.

2. Public Festivals. The Applicant shall consider promoting a total of 16 public festivals each year, with at least one public festival required per month on a reoccurring day. In addition to free registration for the 18 to 20 vendors at each event, the Applicant shall provide free parking to the vendors on the day of the event. The Applicant shall prepare a promotional package to advertise the public festivals, which must at a minimum include the date and time of the event, vendor list, vendor websites, and multi-modal options for getting to the public festival site. The promotional package must be made available to the vendors a minimum of one week prior to the event.

3. Space, funding, and installation of an appropriately sized bikeshare station at an appropriate location on the HHV property, as approved by Department of Transportation Services ("DTS").

4. Installation and maintenance of a bicycle repair station.

5. A minimum of two publicly accessible and securable surfboard and bicycle storage racks, with minimum space to store a total of eight bicycles and surf boards each, near different points of beach access.

6. Pedestrian improvements to allow additional continuous pedestrian access between the Duke Kahanamoku Lagoon and the Ala Wai Boat Harbor parking lot.

7. A minimum of 12 native or Polynesian-introduced shade trees along the Ala Wai Boat Harbor pedestrian pathway at the Duke Kahanamoku Lagoon.

8. Additional seating under shaded areas, or new shaded areas with seating along the Duke Kahanamoku Lagoon or the Ala Wai Boat Harbor.

9. If space permits, an additional or expanded shelter for bus patrons on Kālia Road, in coordination with the DTS.

10. Responsibility for removing litter, cleaning, and maintaining any existing or future bus stops (shelter, benches, floor area, etc.) fronting the Project site at no cost to the City.

11. Offering the following enhanced Traffic Demand Management ("TDM") strategies to HHV employees or guests:

    a. At least double the current number of bus passes;

    b. Biki bicycle passes equal to the number of bikeshare spaces on the HHV property (as determined by the DTS); and

    c. A parking cash out program for employees who walk, ride their own bicycle, or otherwise do not use parking at the HHV or elsewhere in the WSD.

12. Planting of a mature (field stock) shade tree to provide a respite for pedestrians, bus patrons, and the public at or near the following locations:

    a. Ala Moana Boulevard at Kālia Road, between the pond and sidewalk, as near to the intersections as is determined to be safe;

    b. The bus shelter at the Grand Islander, if space permits; and

    c. Along the Fort DeRussy Boardwalk.

13. Public benefits required under Conditions D.1 through D.12 that are located outside of the HHV property are further subject to the following:

    a. The approval and acceptance by the respective governmental agencies that are responsible for the areas; and

    b. In the event that any approval or acceptance required in paragraph (a) is not forthcoming, in lieu of constructing the applicable improvement, the Applicant shall make a monetary payment to the City based on the estimated value of the improvement.

E. The Applicant is responsible for the maintenance of all constructed improvements not otherwise accepted by the City or State of Hawai‘i for maintenance purposes.

F. Within 10 calendar days after Council approval of the Project's PD-R conceptual plan (or for an extended period of time as may be approved by the DPP Director), the Applicant shall submit to the DPP for its review and approval an application for a Major SD Permit for the Project, including detailed Project plans and drawings. The Major SD Permit application must include the following:

    1. Updated site plans showing:

        a. Improved pedestrian access at the ground level through the Project site to provide direct access to the interior of the HHV property, and additional pedestrian oriented ground-level features to create visual and physical connections across the HHV property;

        b. Relocation of the landscaping (currently proposed between the sidewalk and the porte cochere) to along Ala Moana Boulevard to serve as a buffer between pedestrians and vehicles;

        c. A gently meandering pedestrian pathway along Ala Moana Boulevard, similar to the pedestrian pathway fronting Fort DeRussy Park;

d. Elimination of the new proposed curb cut to exit the porte cochere onto Ala Moana Boulevard (due to conflicts between exiting vehicles, pedestrians, and other vehicles);

e. Locations for short-term and long-term bicycle parking spaces that satisfy the requirements of the Land Use Ordinance ("LUO"); additional bicycle parking spaces may be required if recommended as a Traffic Demand Management ("TDM") strategy in the Project's updated Traffic Management Plan ("TMP");

f. Detailed calculations for the averaging of yard setbacks;

g. Use of pavement textures for a consistent connection between the Project's new tower and Kālia Gardens; and

h. Proposed building color and building materials that are consistent with the WSD design standards and guidelines.

2. Updated landscape plans showing:

a. The relocated landscape strip along Ala Moana Boulevard;

b. Additional shade trees throughout the sidewalk area along Ala Moana Boulevard; and

c. Additional trees, seating areas, or features relating to the provision of additional public benefits, as required under Condition D.

3. Updated elevation drawings showing:

a. Expanded application of the Ahupua’a metaphor throughout the Project site;

b. More water-expressive features at the plaza and retail façade;

c. Expanded use of a green landscaped wall on the mauka façade to the full width of the wall;

d. Additional articulation and architectural features across the podium blank mauka wall and the hotel tower roof; and

e. A reduction in the number of new parking spaces so that inactive ground-floor uses can be relocated to these areas and replaced with active ground-floor uses.

4. An exterior lighting plan.

G. Prior to the issuance of any construction permit or building permit for the Project, the Applicant shall coordinate with the State of Hawai‘i Department of Transportation ("HDOT") to address the following:

1. In an update to the Project's initial Traffic Impact Analysis Report ("TIAR") dated December 2022, address the following inconsistencies, which are not reflected in the initial TIAR:

a. The trip distribution assumptions described in TIAR Table 2 and Figure 5 suggest that all projected peak traffic hour trips approach the Project site from the west and most exit Ala Moana Boulevard at Kahanamoku Street. The remaining 34/38 (A.M./P.M. peak traffic hour) vehicles would proceed toward the porte cochere, but none would exit the porte cochere to Ala Moana Boulevard.

b. The 47/73 (A.M./P.M. peak traffic hour) Project-related vehicles that leave the HHV via Kahanamoku Street and turn east onto Ala Moana Boulevard are the only trips generated by the Project that impact the Kālia Road intersection; and

c. The porte cochere exit driveway is at the edge of one of the two Kālia Road right-turn only traffic lanes on Ala Moana Boulevard, so vehicles leaving the Project site, especially during peak traffic hours, would have to turn right onto Kālia Road.

2. The updated TIAR must also include the following:

a. Revise the trip generation assumptions to reflect the anticipated use of the porte cochere as the primary guest access;

b. A description of all existing and proposed uses (for example, loading areas, parking, etc.) of the service road and the direction (enter only) of traffic on the Ala Moana Boulevard driveway;

c. A safety impact assessment, with queuing and storage depth analysis that considers the combined use of the service driveway and porte cochere driveways;

d. Specific recommendations to address potential impacts to the safety of pedestrians and bicyclists; and

e. Proximity of the three driveways (porte cochere entrance and exit, existing service road) to each other and the Kālia Road intersection introduces multiple significant potential conflict points among vehicles, pedestrians, and bicyclists, which must be more adequately addressed.

3. No additional stormwater runoff is permitted to Ala Moana Boulevard, and measures must be implemented to show compliance with this requirement.

4. The Applicant shall verify with the HDOT's Highways Division that all Project driveways meet current standards for the type and volume of anticipated traffic.

5. The TIAR study area must include intersections along State highways in the vicinity of the Project site where a change in peak hour traffic volume due to development of the Project is greater than three percent.

H. Prior to the issuance of any building permit for the Project, the Applicant shall coordinate with and submit to the Department of Planning and Permitting's ("DPP") Traffic Review Branch for its review and approval:

1. An overall timeline or phasing plan of the anticipated dates to obtain major building permits for demolition and construction work, including the projected date of occupancy and proposed roadway improvements, in a format acceptable to the DPP. The timeline must identify when a construction management plan ("CMP"), TMP, and updates to the initial

TIAR dated December 2022, will be submitted to the DPP for its review and approval.

2. A CMP that:

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

   b. Identifies and limits construction-related vehicular activity to periods outside of the peak traffic hours using alternative routes for heavy trucks, provides for onsite or offsite staging areas for construction workers and vehicles to limit the use of on-street parking around the Project site, and includes other traffic mitigation measures to address potential impacts on the surrounding neighborhood during Project construction;

   c. Includes plans for all work within or affecting public streets, and preliminary or conceptual traffic control plans to be implemented during construction; and

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

3. A TMP that:

   a. Includes TDM strategies to minimize the number of vehicular trips for daily activities of Project residents; TDM strategies must include the strategies required as a public benefit under Condition D.11; and may also include carpooling, ride hailing, car sharing, and ride sharing programs; transit, bicycle, and pedestrian incentives; and other similar TDM strategies;

b. Includes a pedestrian circulation plan that provides continuous accessibility and connectivity to and along the surrounding public sidewalks, street intersections, nearby transit stops, and adjacent properties; contains a determination of effective sidewalk widths, taking into account the City's Complete Streets initiatives; and shows all internal walkways directing pedestrians to the corner of street intersections to minimize the potential for unintended midblock crossings;

c. Includes a parking management plan that demonstrates how onsite high-use parking and loading areas will be managed, and shows turning templates that demonstrate the maneuvering of parking and loading vehicles and any possible impacts to driveway operations; all loading and trash pickup areas must be designed so that vehicles enter and exit front first, and adequate turn-around areas for large vehicles must be provided on the Project site;

d. Includes a shared parking analysis based on the Urban Land Institute Shared Parking model, and a shared parking strategy that includes a qualitative description of how the Applicant will monitor and manage opportunities for shared parking among guests, visitors, and employees of the Project and the existing parking structure;

e. Includes a bicycle plan that identifies the location and number of short-term and long-term bicycle racks being provided, which must be situated in safe and convenient locations;

f. Includes a vehicular circulation plan for all Project areas, including valet parking patterns, self-parking, the porte cochere, and loading areas; and

g. The Applicant shall submit an annual TDM compliance report for the first five years following Project completion, which must document the status and effectiveness of the transportation improvements, including actual vehicle trip reductions.

4. Updates to the initial TIAR, to:

   a. Include the requirements of HDOT in Condition G;

   b. Include an analysis of the intersection of Rainbow Drive and Kālia Road if there is an increase in the use of Rainbow Drive;

   c. Include a discussion of the proposed valet operations, including the location of the valet service (pickup and drop-off areas), and how the valet service will operate.

5. Plans that show the Applicant's implementation of all recommendations in the Project's initial TIAR and any additional recommendations in the Project's updated TIAR, as well as all recommendations in the Project's TMP, including all recommended TDM strategies, together with the TDM strategies required as a public benefit under Condition D.11.

I. Approximately one year after the issuance of a certificate of occupancy for the Project, the Applicant shall submit to the DPP for its review and approval:

   1. A post TMP to validate the relative effectiveness of the various TDM strategies identified in the initial TMP; and

   2. A post TIAR that updates and validates the Project's updated TIAR, to validate traffic projections, distribution, and assignment of vehicles, bicycles, and pedestrians contained the updated TIAR. If the post TIAR recommends additional traffic mitigation measures or modifications to address traffic impacts directly attributed to the Project, the Applicant shall implement the post TIAR recommendations. If the post TIAR is inconclusive, a second post TIAR may be required one year after the date of the initial post TIAR, as the DPP Director determines is necessary.

J. The Applicant shall obtain a building permit for the Project within 36 months after the effective date of this resolution. Failure to obtain a building permit within this period will render the approval of the Project's PD-R conceptual plan null and void; provided that this period may be extended as follows:

1. The DPP Director may extend this period if the Applicant demonstrates good cause; provided that the DPP Director may not extend the period beyond one year from the initial deadline set by the Council.

2. If the Applicant demonstrates good cause for an extension exceeding one year, the DPP Director shall prepare and submit to the Council a report on the proposed extension that includes the DPP Director's findings and recommendations thereon. The Council may approve the proposed extension, approve an extension for a shorter or longer period, or deny the proposed extension, by the adoption of a 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 DPP Director's report; or

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

    the extension will be deemed to be denied.

K. Approval of the Project's PD-R conceptual plan does not constitute compliance with other City ordinances, including but not limited to the LUO and building and construction codes, or other governmental requirements, including, but not limited to LUO-related approvals, landscaping requirements, off-street loading requirements, and building, grading, and grubbing permit approvals, which are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project approved under this PD-R conceptual plan approval comply with all applicable City ordinances and other governmental provisions and requirements; and

BE IT FURTHER RESOLVED that the Council finds as follows with respect to the Project's PD-R conceptual plan, as conditioned herein:

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

2. Requested Project boundaries and design flexibility relating to density (floor area) are consistent with the Waikiki Special District objectives set forth in ROH § 21-9.80-1 and the provisions of ROH § 21-9.80-4(d);

3. The requested design flexibility relating to density (floor area), is commensurate with the public benefits and amenities proposed, and the additional public benefits and amenities required as conditions of approval under this resolution;

4. The public benefits and amenities proposed and as required under this resolution will produce timely, demonstrable benefits to the community, and the stability, function, and overall ambiance and appearance of Waikīkī; and

5. The Primary Urban Center Development Plan established by ROH Chapter 24, Article 2, does not establish visitor unit limits for Waikīkī; and

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No. **25-92, CD1**

RESOLUTION

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to Thomas J. Baltimore, Jr., President, Park Hotels & Resorts, Inc., 1775 Tysons Boulevard, 7th Floor, Tysons, VA 22102; Jeffrey Overton of Group 70, 111 South King Street, Suite 170, Honolulu, Hawai‘i 96813; Dawn Takeuchi Apuna, Director of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawai‘i 96813; J. Roger Morton, Director of Transportation Services, 711 Kapi‘olani Boulevard, Suite 1600, Honolulu, Hawai‘i 96813; and Edwin Sniffen, Director, State of Hawai‘i Department of Transportation, 869 Punchbowl Street, Honolulu, Hawai‘i 96813.

INTRODUCED BY:

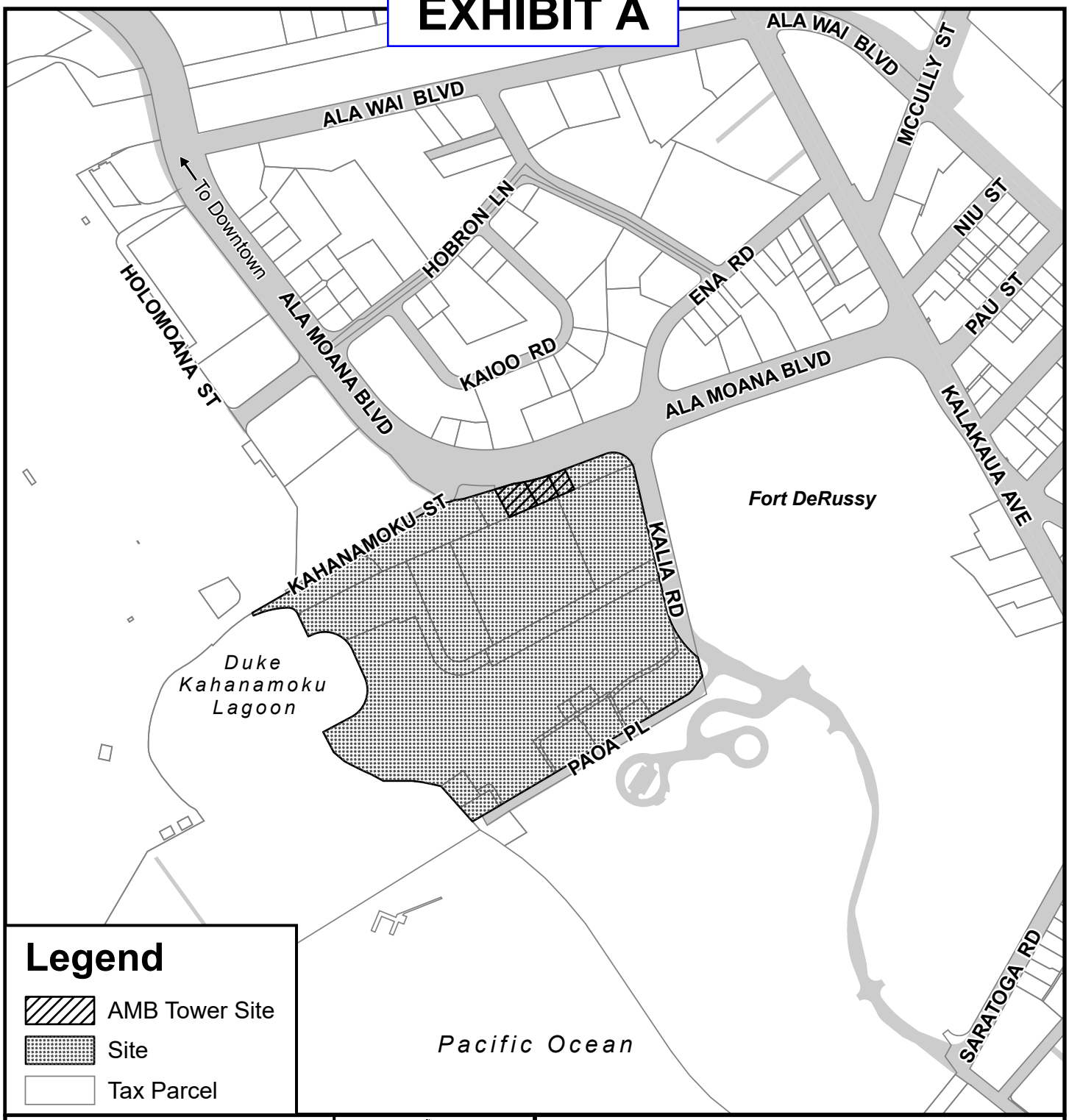
Tommy Waters (br)

DATE OF INTRODUCTION:

March 19, 2025
Honolulu, Hawai‘i

Councilmembers

EXHIBIT A



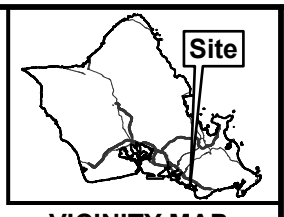
Legend

- AMB Tower Site
- Site
- Tax Parcel

CITY AND COUNTY OF HONOLULU · STATE OF HAWAII

0 500 1,000

Distance in Feet



VICINITY MAP

LOCATION MAP HONOLULU

TAX MAP KEY(S):2-6-008:002,003,005,
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2-6-009:001,002,003,004,005,
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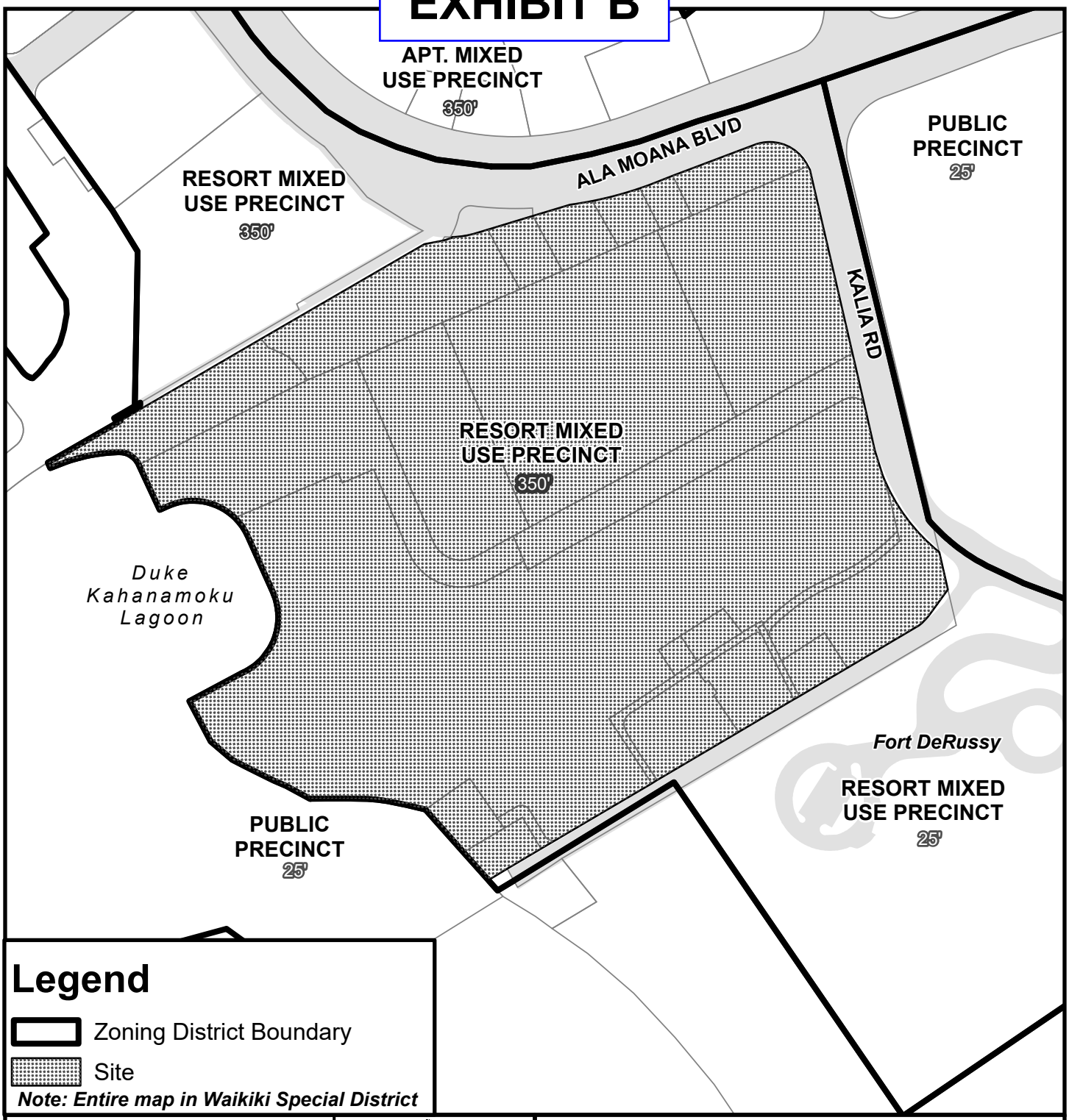
FOLDER NO.: 2024/PDP-2

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

Date Prepared: 10/2024

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EXHIBIT B



Legend

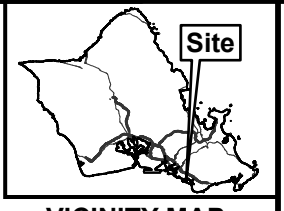
Zoning District Boundary

Site

Note: Entire map in Waikiki Special District

0 250 500

Distance in Feet



VICINITY MAP

PORTION OF

ZONING MAP
MOILIILI - KAIMUKI

TAX MAP KEY(S):2-6-008:002,003,005,
020,021,023,024,027,031,034,037,038,039
2-6-009:001,002,003,004,005,
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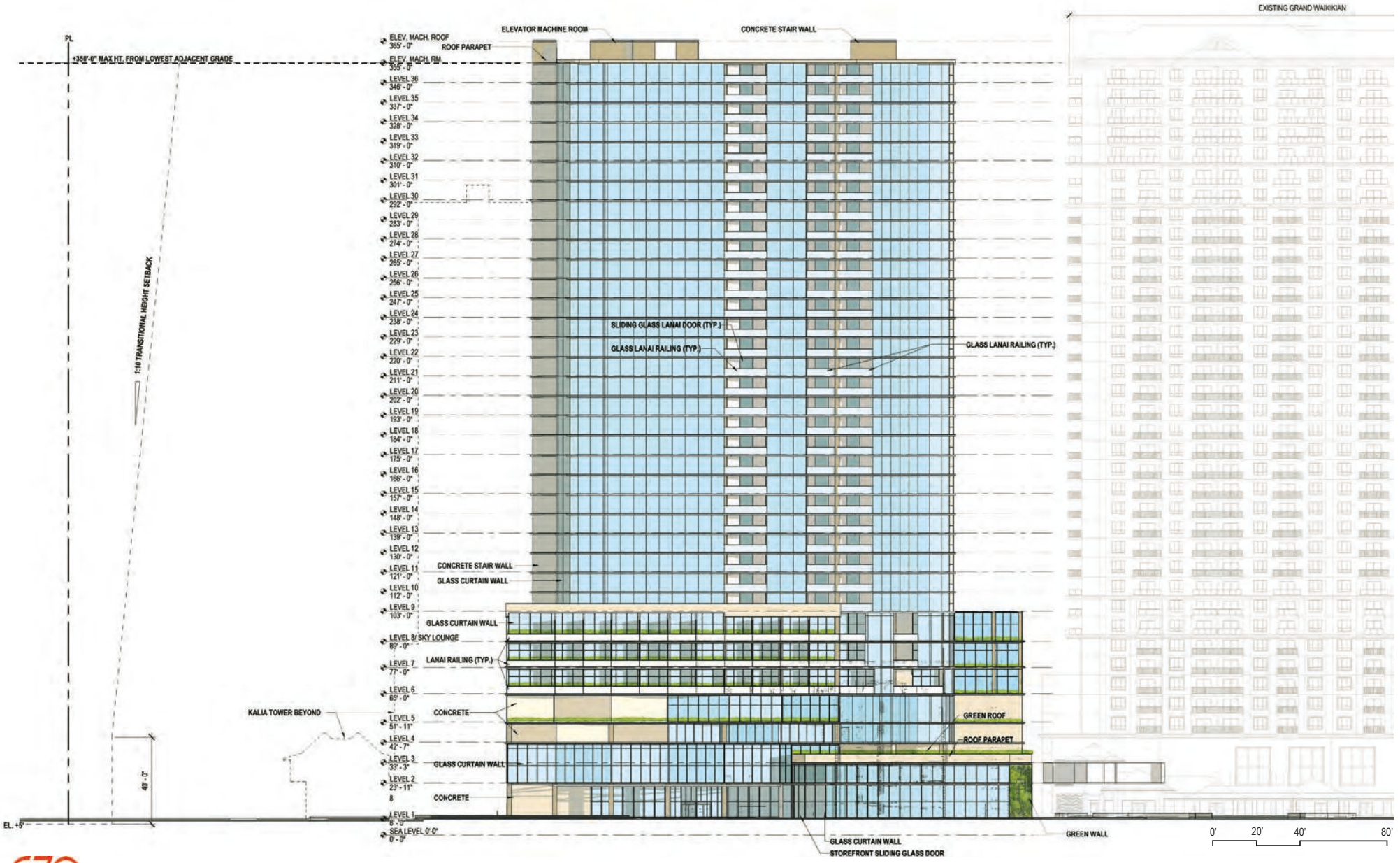
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EXHIBIT C



Figure 3.1 **Existing Hilton Hawaiian Village Map**

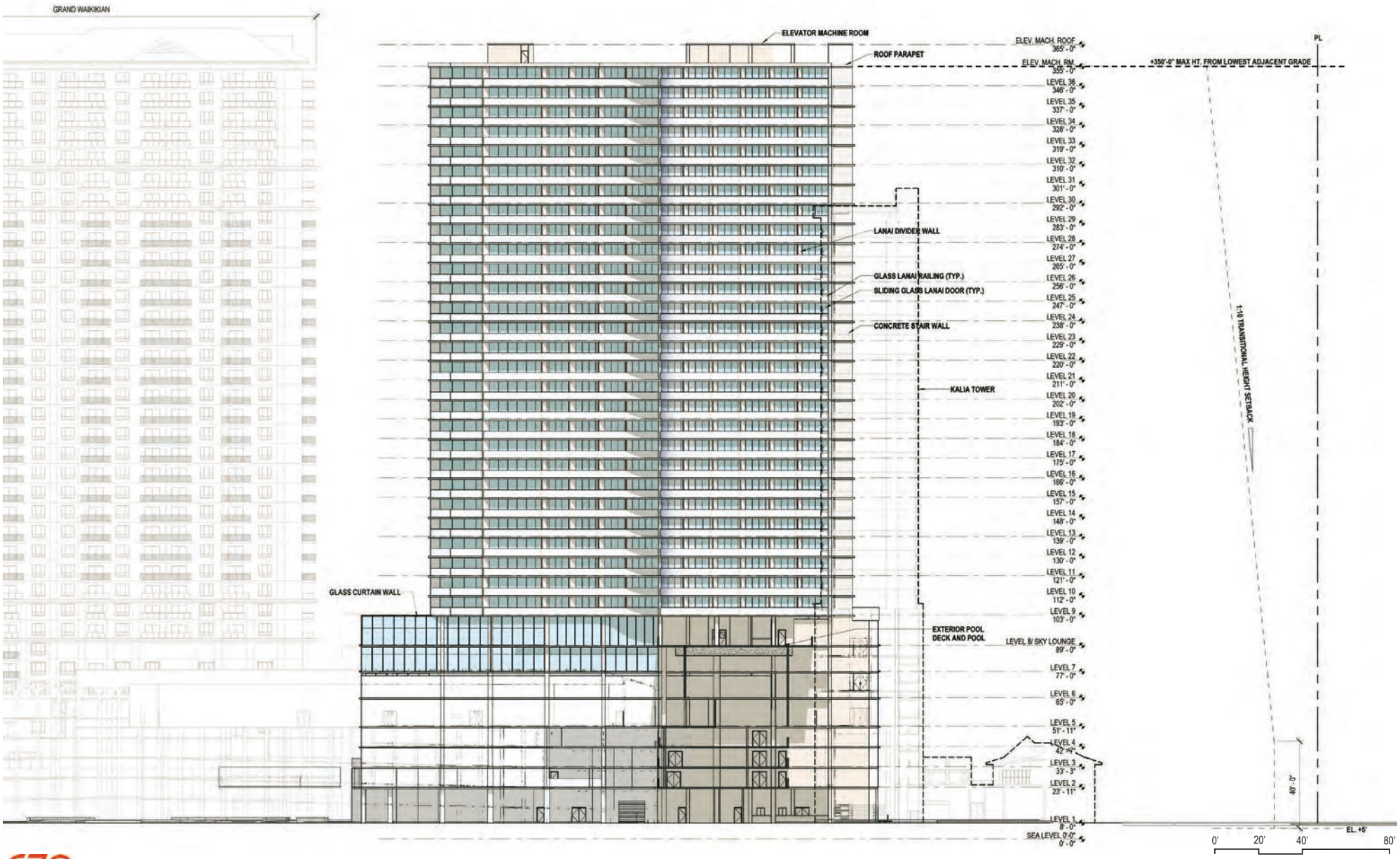
EXHIBIT D



North Elevation

FIGURE 14

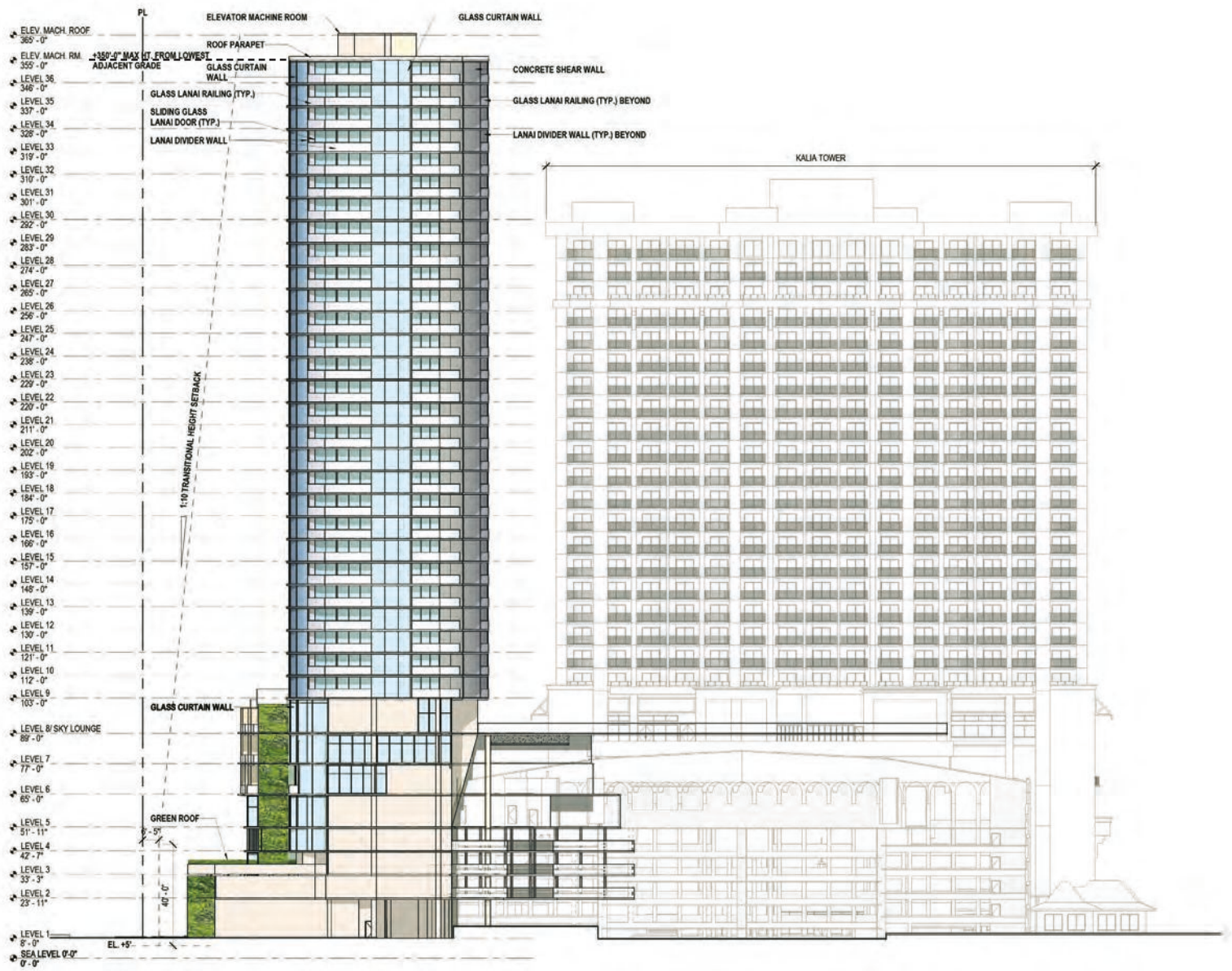
EXHIBIT E



South Elevation

FIGURE 15

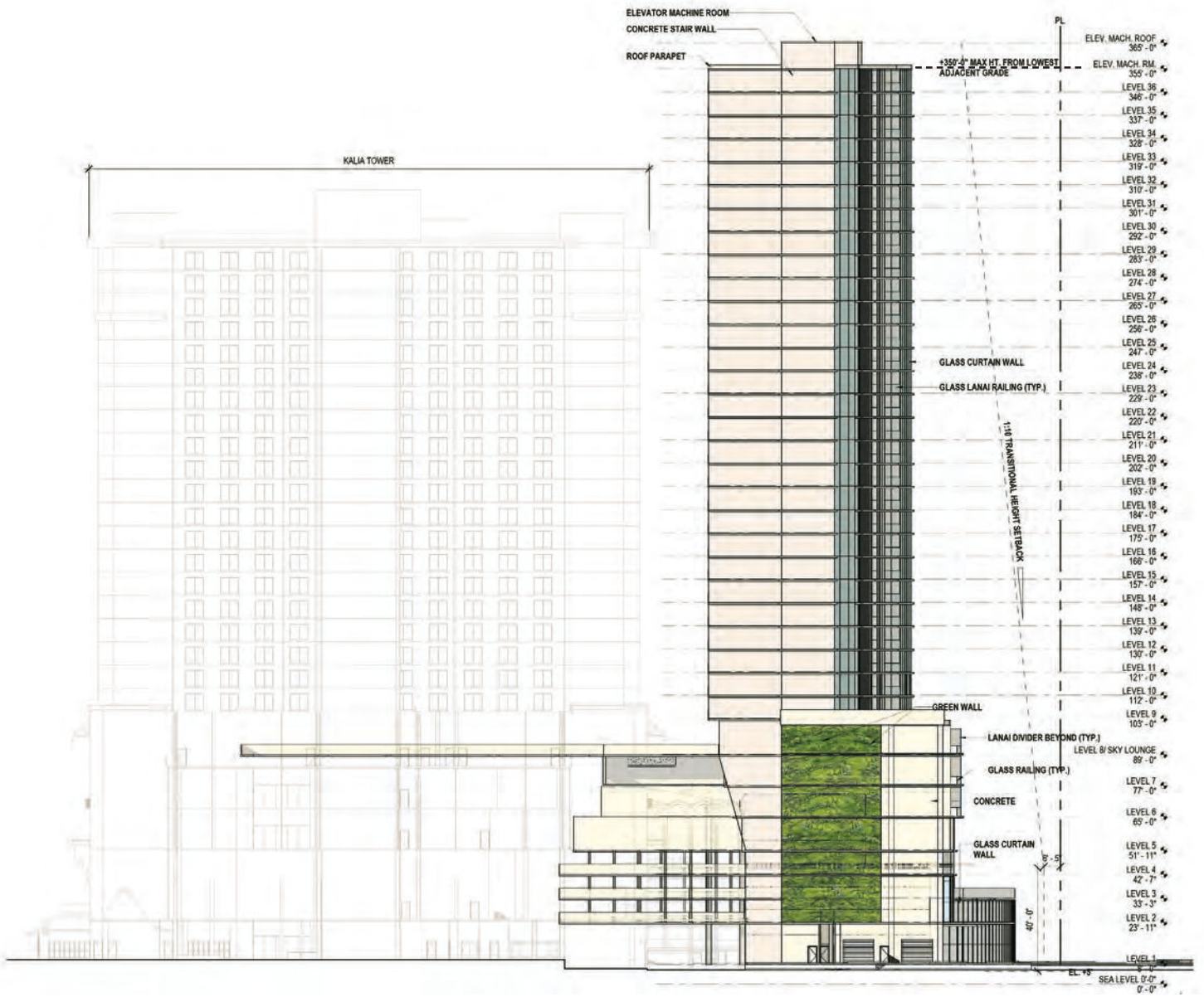
EXHIBIT F



West Elevation

FIGURE 16

EXHIBIT G



0' 20' 40' 80'

East Elevation

FIGURE 17

EXHIBIT H



Context View from Ala Moana Boulevard Looking Mauka

FIGURE 18

EXHIBIT I



Context View from Ala Moana Boulevard Looking Makai

FIGURE 19

EXHIBIT J



Ground Level View Looking Mauka

FIGURE 20

EXHIBIT K



Porte Cochere

FIGURE 21

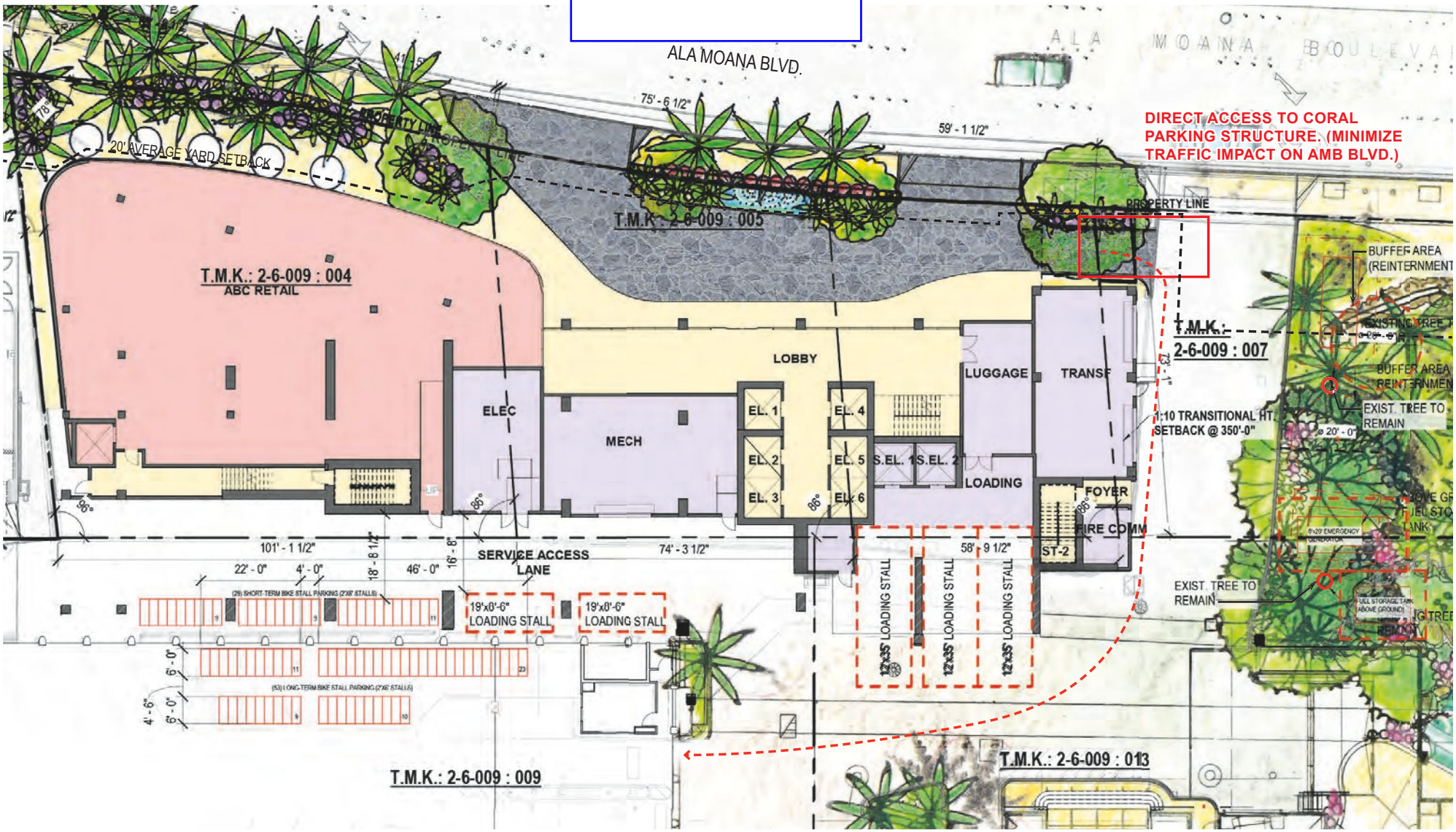
EXHIBIT L



Ground Level View Looking Makai

FIGURE 22

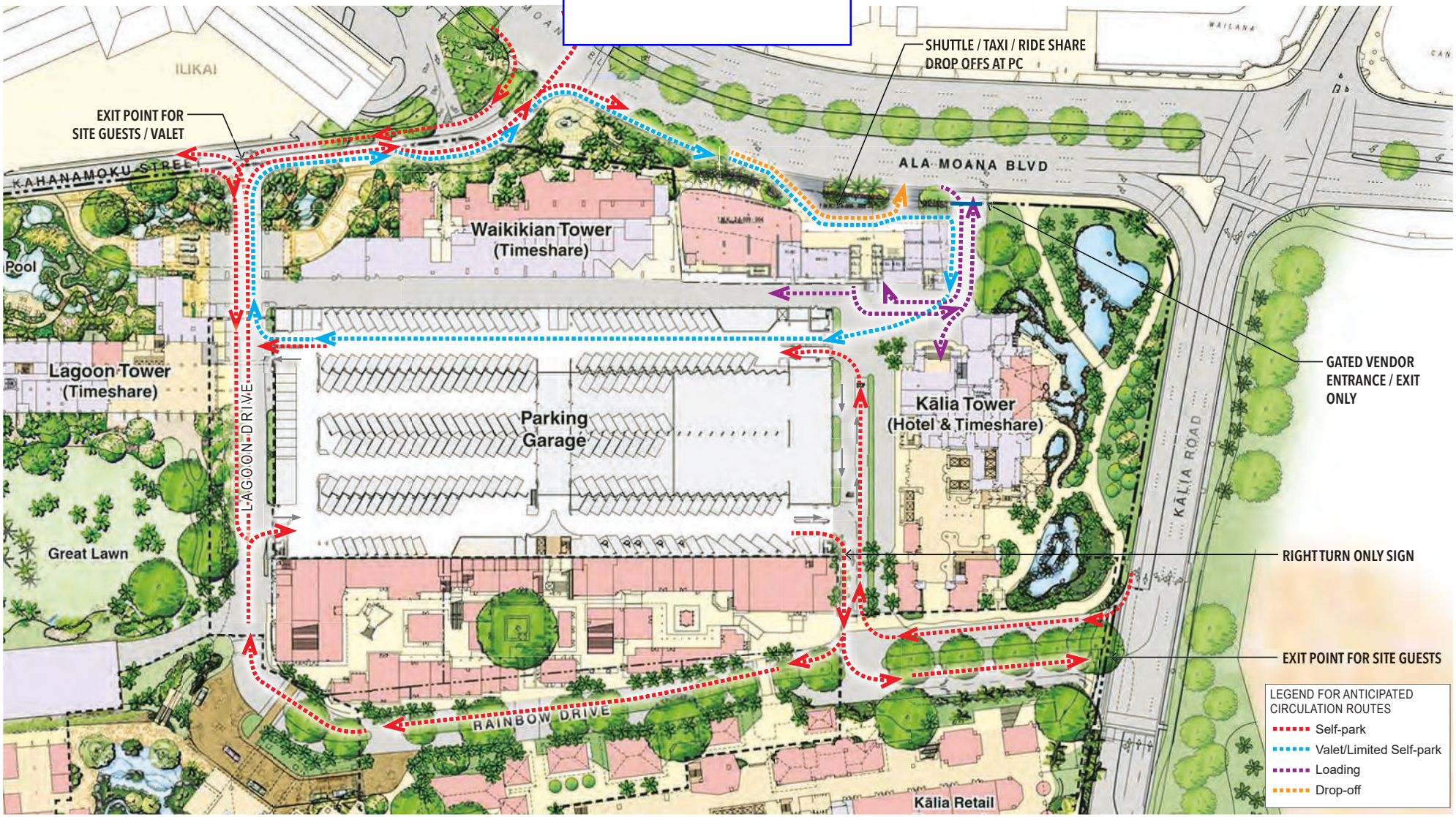
EXHIBIT M



Site Plan

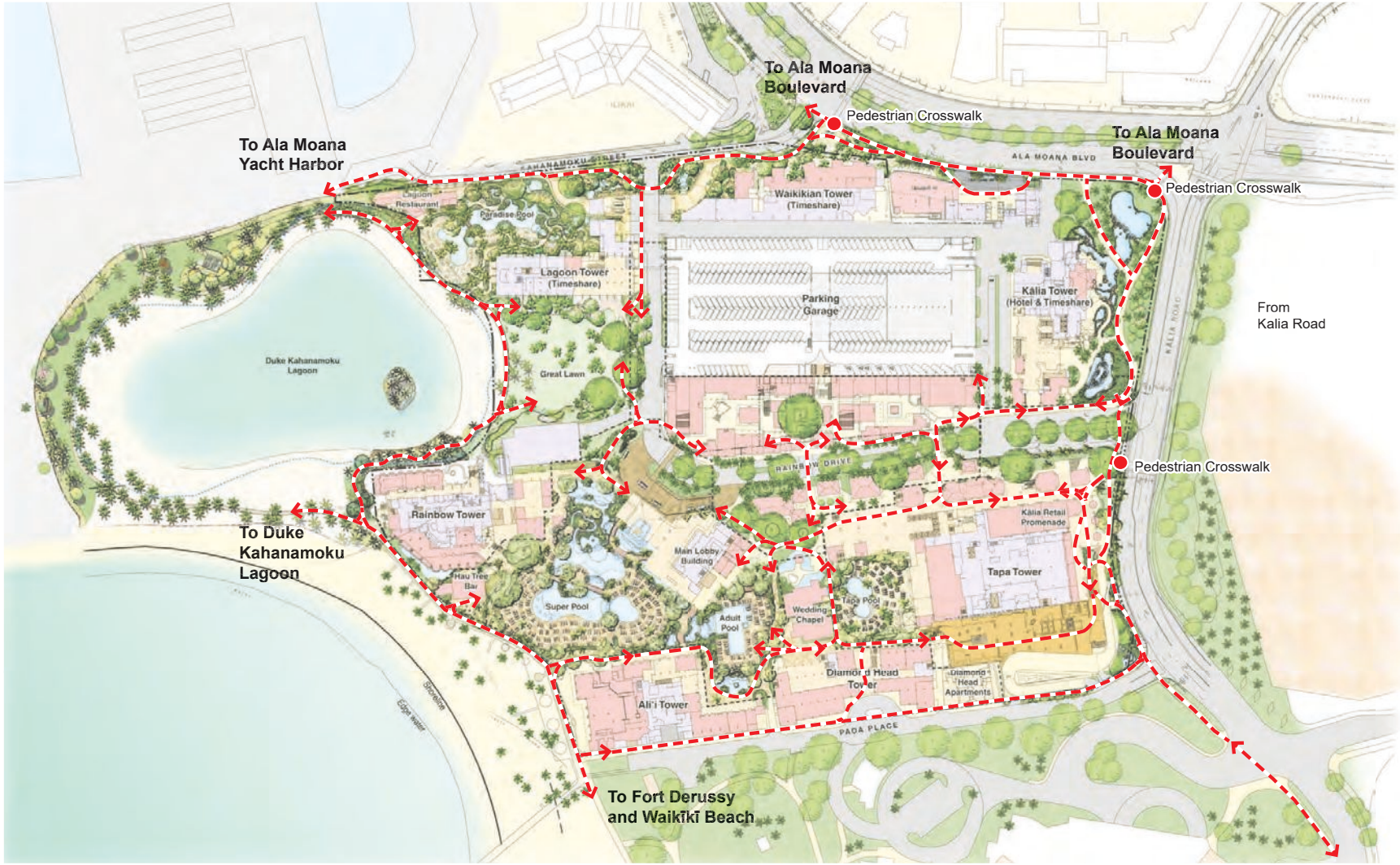
FIGURE 4

EXHIBIT N



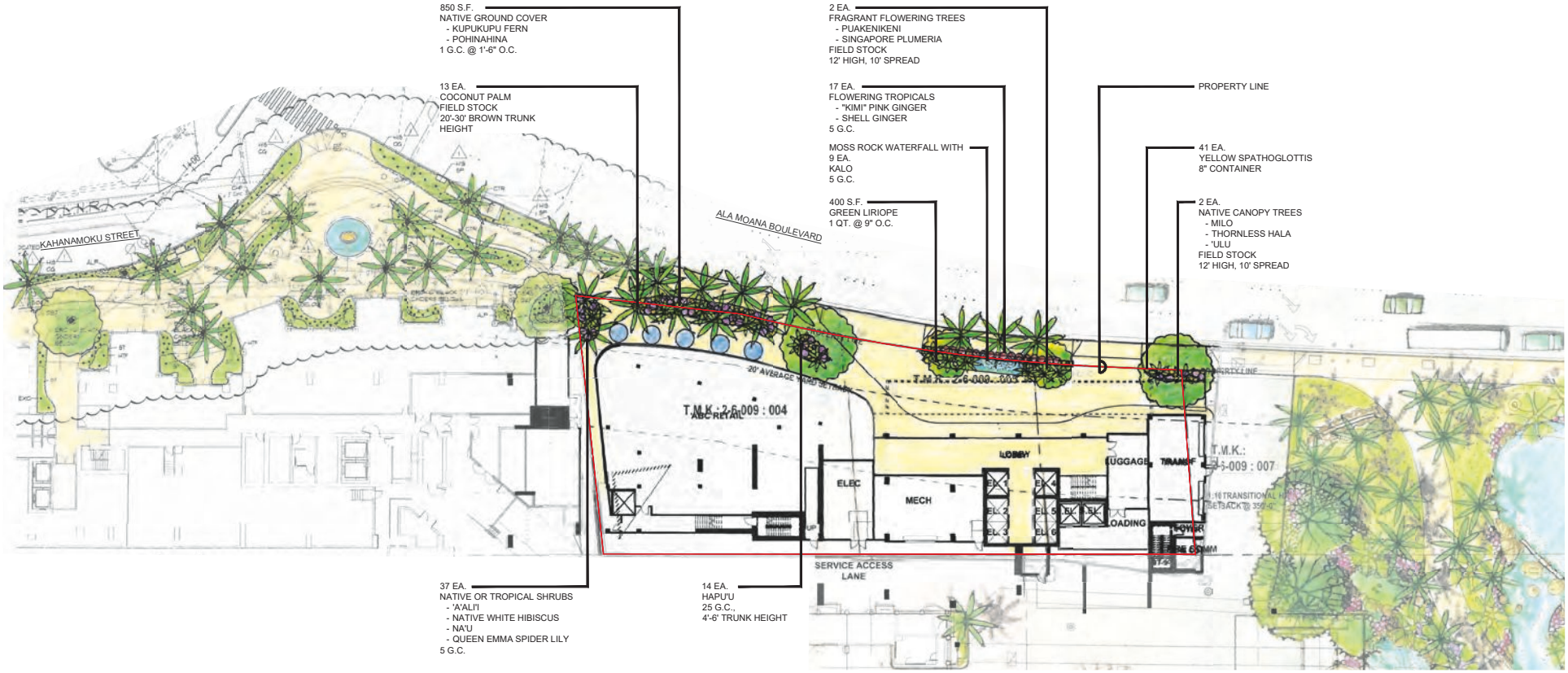
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EXHIBIT O



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EXHIBIT P



0' 20' 40' 80'

Landscape Plan - Planting

FIGURE 25

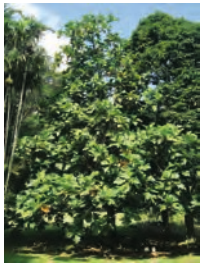
EXHIBIT Q


COCONUT GROVE


PUAKENIKENI & FLOWER DETAIL



SINGAPORE PLUMERIA & FLOWER DETAIL



BREADFRUIT ('ULU) & FRUIT DETAIL



HALA & FRUIT DETAIL



MILO & FLOWER DETAIL


HAPU'U TREE FERN


NATIVE WHITE HIBISCUS (KOKI'O)



"QUEEN EMMA" SPIDER LILY & FLOWER DETAIL



NATIVE GARDENIA (NA'U) & FLOWER DETAIL


KALO


GINGER VARIETIES


"KIMI" PINK


SHELL



'A'ALI'I & FLOWER DETAIL



POHINAHINA & FLOWER DETAIL


KUPUKUPU FERN


GREEN LIRIOPE


YELLOW SPATHOGLOTTIS

EXHIBIT R

Proposed AMB Tower Project Site Open Space Summary			
Summary	**Lot Area (SF)**	**Open Space (SF)**	**Percent (%) Open**
Proposed AMB Tower	20,141 (0.46 acres)	2,675.9 sf	13.2%



Proposed Open Space Plan - AMB Tower

FIGURE 30

EXHIBIT S



HHV Campus Post Project Open Space Summary (including AMB Tower)			
Summary	**Lot Area (SF)**	**Open Space (SF)**	**Percent (%) Open**
Total HHV Open Space	989,120 (22.7 acres)	498,792.9 sf	50.4%

LEGEND
Lot Area: 20,141 SF (0.46 acres)
Open Space ADDED

Proposed Open Space Plan - HHV Campus Plan

FIGURE 31

EXHIBIT T



IMPROVEMENT AREA 1 (Approved, completed)

- Refer to slide 5 (existing conditions)
- 2011 PD-R contemplated 3 improvement areas, of which only 1 has been completed

IMPROVEMENT AREA 2 (Approved, to be completed)

- Redevelop Rainbow Bazar
- Develop Ground Level Sidewalk and 2nd Level Pedestrian Connection to Tapa Tower
- Renovate and Infill of Retail Pavilion
- Construct New Timeshare Tower 2
- Develop New 2nd Level Pedestrian Connection to Lobby

IMPROVEMENT AREA 3 (Approved, to be completed)

- Construct New Super Pool and Terrace Deck
- Relocate and Construct New Hau Tree Bar
- Remove Existing Shell Bar
- Improve Landscaping and Expand Water Features
- Construct New Porte Cochere
- Renovate Lobby Arrival Building and Amenities
- Construct New Pool in Village Green

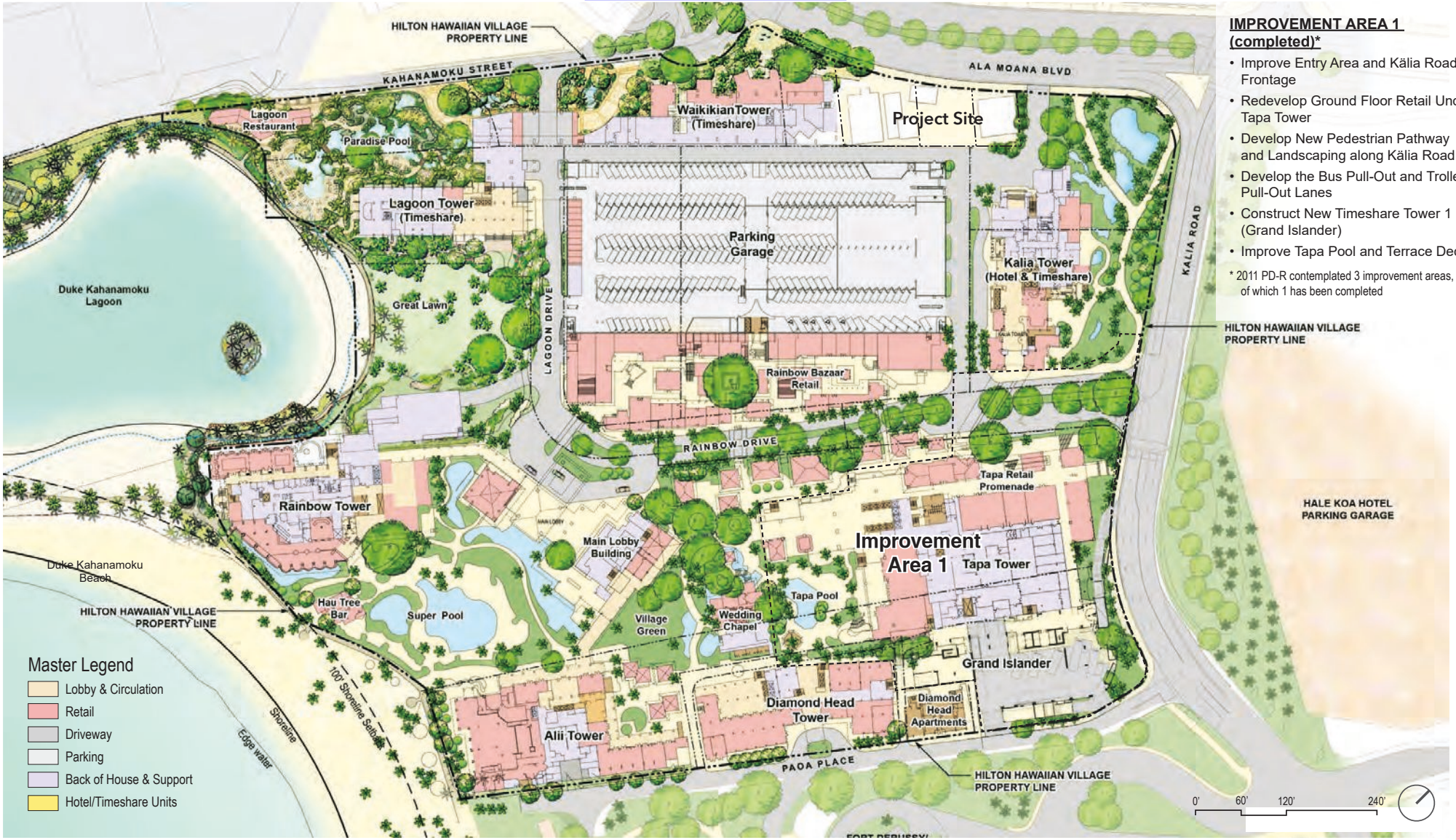
IMPROVEMENT AREA 4 (NEW PROPOSAL)

- Construct New AMB Tower

0' 60' 120' 240'

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EXHIBIT U



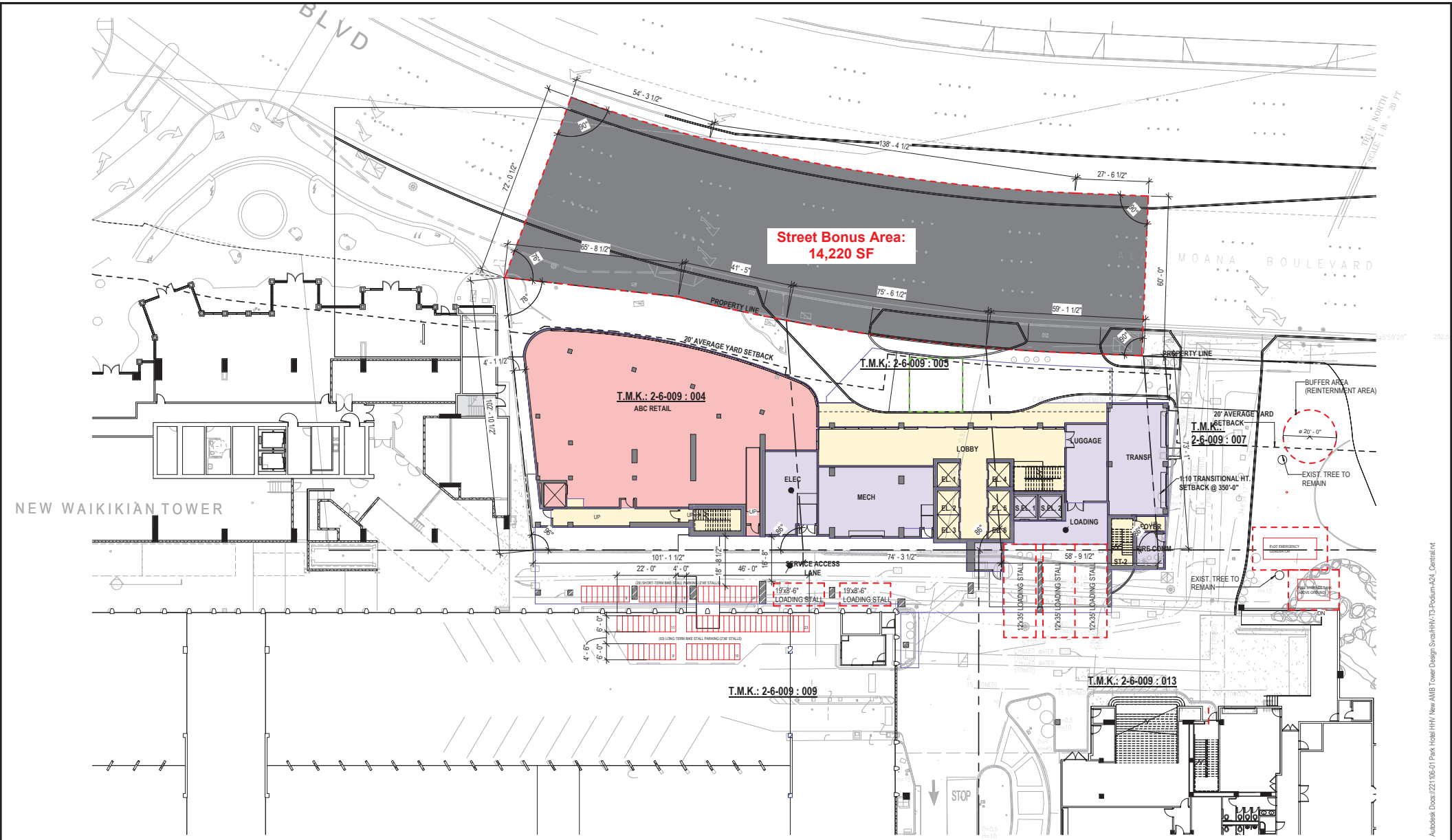
IMPROVEMENT AREA 1 (completed)*

- Improve Entry Area and Kälia Road Frontage
- Redevelop Ground Floor Retail Under Tapa Tower
- Develop New Pedestrian Pathway and Landscaping along Kälia Road
- Develop the Bus Pull-Out and Trolley Pull-Out Lanes
- Construct New Timeshare Tower 1 (Grand Islander)
- Improve Tapa Pool and Terrace Deck

* 2011 PD-R contemplated 3 improvement areas, of which 1 has been completed

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EXHIBIT V



Site Plan

SCHEMATIC DESIGN

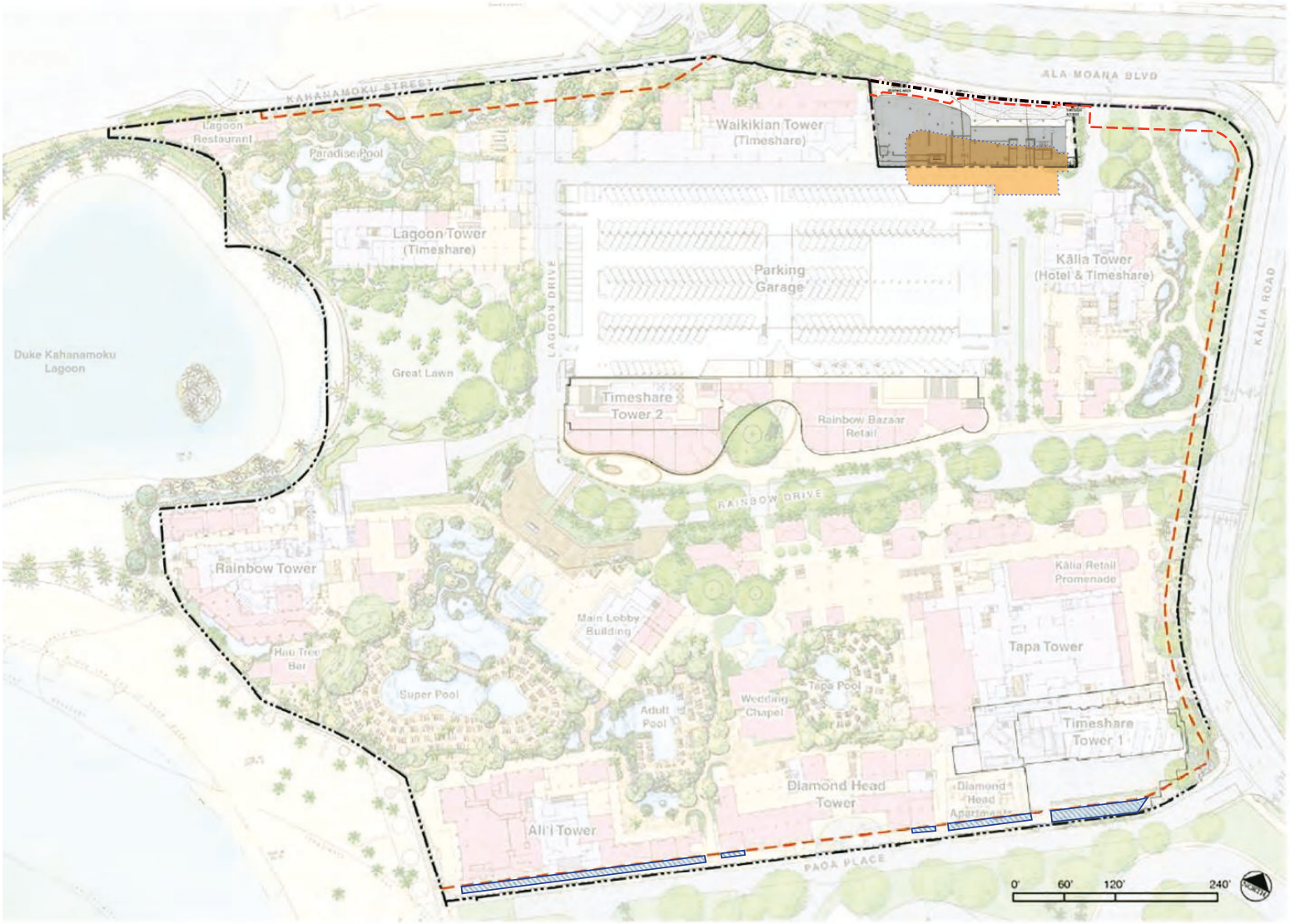
HHV-AMB TOWER

G100

12/15/2024

10/10/2024 2:57:41 PM Autodesk Docs://221106-01 Park Hotel HHV New AMB Tower Design Svcs/HHV-T3-Podium-A24_Central.rvt

EXHIBIT W



YARDS

	Required	Provided
Front Yard	20 FT	20 FT using yard averaging
Side and Rear Yards	0 FT	Not Applicable: The HHV site is to be considered one zoning lot

MAXIMUM HEIGHT

Maximum Allowable Height	Provided
350 FT*	350 FT

* Exclusive of permitted rooftop equipment and structures

TRANSITIONAL HEIGHT SETBACK

Required Transitional Height Setback	Provided
For any portion of a structure above 40 FT in height, an additional front height setback equal to one FT for every 10 FT in height, or fraction thereof, shall be provided.	The Podium roof may project within the Transitional Height Setback a maximum of 42 ft.

LEGEND

- Required Front Yard Setback
- Area of Existing Building within Required Front Yards
- AMB Podium Area
- AMB Tower Area Above

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Report Title:
Planned Development-Resort ("PD-R") Conceptual Plan; Department of Planning and Permitting ("DPP"); Hilton Hawaiian Village Waikīkī Beach Resort ("HHV"); Hilton Hawaiian Village Waikiki Beach Resort; Waikīkī, Oʻahu; Waikiki, Oahu

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