# REPORT OF THE COMMITTEE ON ZONING & PLANNING

**Voting Members:**
Esther Kia'āina, Chair; Tommy Waters, Vice-Chair;
Radiant Cordero, Val A. Okimoto, Andria Tupola

Committee Meeting Held
September 24, 2026

Honorable Tommy Waters
Chair, City Council
City and County of Honolulu

Mr. Chair:

Your Committee on Zoning & Planning, which considered Resolution 26-171 entitled:

"RESOLUTION APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE 1588 ALA MOANA DEVELOPMENT PROJECT,"

transmitted by Departmental Communication 504 (2026) from the Department of Planning and Permitting ("DPP"), dated July 24, 2026, reports as follows:

The purpose of Resolution 26-171 is to approve a conceptual plan for the 1588 Ala Moana Interim-Planned Development-Transit ("IPD-T") project proposed by BSC Acquisitions II, LLC, to redevelop a 187,174-square-foot portion of 2,713,046 square feet of land consisting of 11 jointly developed zoning lots that comprise Ala Moana Center and its associated private roads, zoned BMX-3 Community Business Mixed Use District, within the Ala Moana Neighborhood Transit-Oriented Development Plan ("Ala Moana TOD Plan") area, with a mixed-use development, located at 1450 Ala Moana Boulevard, and identified as Tax Map Keys 2-3-038:041 (the "Project").

As proposed, the Project involves the demolition of the existing Ala Moana Center parking structure, and the development of a 38-story, 400-foot tall hotel tower with 294 hotel units; 17-story, 200-foot tall residential tower with 136 market-rate for-sale units; and five-story podium that includes 69 affordable rental dwelling units built as liner units around the podium structure, ground floor commercial uses, residential and hotel lobbies, porte-cochère, and 1,229 parking spaces for use by residents, hotel guests, and Ala Moana Center patrons. The Project also includes two



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amenity decks with pools and outdoor recreational areas (one deck for Project residents on the rooftop of the residential tower and one deck for hotel guests above the parking podium).

As proposed, the Project involves a total of 205 dwelling units, 69 of which are affordable rental units, which results in 34 percent of the total dwelling units being affordable. Of the 69 affordable rental units, 31 affordable rental units are provided pursuant to the affordable rental housing requirements of Chapter 29, Revised Ordinances of Honolulu 2021 ("ROH") and 38 affordable rental units are provided as a community benefit to justify the Project's height and density bonuses, and certain development standard flexibility. The 69 affordable units are proposed to be rented to households earning 80 percent or below of the area median income ("AMI") for Honolulu, for a minimum period of 30 years.

The Applicant is seeking flexibility with development standards relating to maximum building height, maximum density, height setbacks, front yards, mauka-makai building orientation, tower separation, maximum tower width, and active ground floor uses.

The maximum height for the underlying BMX-3 District is 100 feet. The Ala Moana TOD Plan allows for a maximum height of 400 feet for the hotel tower on the Diamond Head side of the Project site, and 200 feet for the residential tower on the 'Ewa side of the Project site. This equates to an additional 27 floors for the hotel tower, and an additional seven floors for the residential tower, resulting in approximately 655,460 square feet of floor area above the base height limit.

The maximum density for the BMX-3 District is a floor area ratio ("FAR") of 2.5. The Ala Moana TOD Plan allows for a maximum FAR of 7.0. The Project has an FAR of 6.17, which equates to a bonus of 687,911 square feet of floor area. Also, the maximum density for hotels in the BMX-3 District is an FAR of 2.0, but the Project's hotel tower has an FAR of 2.2.

Flexibility with the Project's building orientation, tower separation, and maximum tower width requirements impact panoramic views from Ala Moana Regional Park toward the Ko'olau mountain range, which are identified as important viewsheds in the Primary Urban Center Development Plan and the Ala Moana TOD Plan. The proposed CD1 version of the Resolution includes community benefit requirements to mitigate this impact.

According to the Department of Planning and Permitting ("DPP"), the significant height and density bonuses, together with the impacts to the public viewsheds resulting from the Project's tower design, justify substantial commensurate community benefits.

The Applicant offered the following community benefits:

1. 38 affordable rental units, which is approximately 18 percent of the Project's 205 total dwelling units. Together with the 31 affordable rental units required under ROH Chapter 29, 34 percent of the Project's 205 dwelling units are affordable.

2. A cash contribution of $50,000 for street tree improvements.

The DPP recommended the following additional community benefits, so the requested development standard flexibility is commensurate with the community benefits provided:

1. A cash contribution of $1.5 million (instead of the $50,000 proposed by the Applicant) for street trees and urban forestry in the Ala Moana TOD Plan area. This would support the City's goal to increase the tree canopy to 35 percent by the year 2035, and help replace the scenic viewshed currently enjoyed by approximately four million people annually.

2. A new bus stop to be established and maintained by the Applicant along the Project's street frontage, either along Ala Moana Boulevard or Atkinson Drive, at no cost to the City. If a location for a bus stop is not identified, the Applicant is required to adopt a City bus stop near the Project site, implement improvements (including seating, shelters, and lighting), and maintain the bus stop, at no cost to the City. This would support multimodal transportation infrastructure beyond what is generally required for developments.

3. A Biki bikeshare station near the Project site, or if no location is identified, on the Project site. This would address the lack of a bicycle network and Biki facilities in the area.

4. A cash contribution of $5 million for Complete Streets improvements in the Ala Moana TOD Plan area. The $5 million figure is based on a similar $25 million pedestrian improvement project in Kakaʻako between Kamakeʻe Street and Ward Avenue. The Department of Transportation Services or the Hawaiʻi Department of Transportation ("HDOT") could apply for federal funding to pay for 80 percent of the Project, and the remaining 20 percent, or $5 million, would by paid by the City or the State.

The total amount of the Project's cash contribution for community benefits is $6.5 million.

The Applicant offered to provide as a community benefit a recycled gray water system for the Project's cooling tower to reduce potable water demand, but expressed concern that implementation requires extensive agency review and approval, and based on the Applicant's experience with similar systems on other projects, obtaining the necessary approvals can be a lengthy and uncertain process that may affect Project implementation schedules. The Applicant still plans to provide a recycled gray water system for the Project, but to avoid delays in Project construction, the proposed CD1 deletes the recycled gray water system as a community benefit requirement.

Your Committee notes that the DPP, after a public hearing held on May 8, 2026, recommends approval of the IPD-T conceptual plan for the Project, subject to conditions set forth in the attachment to Departmental Communication 504 (2026) and the Resolution.

At your Committee's meeting on September 24, 2026, the Applicant and the Applicant's agent provided a presentation of the Project, and responded to questions from the Councilmembers.

The Project's traffic engineer from Wilson Okamoto Corporation testified that a traffic impact analysis report ("TIAR") was prepared for the Project, which found that if the TIAR recommendations were implemented, the Project would not significantly impact traffic in the vicinity of the Project site. A construction management plan ("CMP") and transportation management plan ("TMP") will also be prepared. A post TIAR and post TMP will be prepared approximately one year after the Project is completed.

The Applicant's agent indicated that 1,150 parking spaces will be removed due to the demolition of the Ala Moana Center parking structure. The Project will include approximately 1,200 parking spaces – approximately half of those new parking spaces will be used by Ala Moana Center.

The Applicant's agent clarified that the 31 affordable rental units provided pursuant to ROH Chapter 29 will be rented to households earning up to 80 percent of the AMI for a minimum period of 30 years, as required under ROH Chapter 29. The 38 affordable rental units provided as a community benefit will also be rented to households earning up to 80 percent of the AMI, but alternatively, the Resolution allows these 38 affordable rental units to be rented to households earning up to 120 percent of the AMI for a minimum period of 60 years.

The Applicant stated that all Project construction involves local union labor, and regarding long term labor, all jobs are anticipated to be in the Ala Moana area so they would be local.

The Committee Vice Chair indicated that the construction jobs created by the Project is a win, the significant revenue to the City that will be generated by the Project is a second win, the Project's affordable rental units (which will have a view of the ocean) is a third win, and a fourth win would be using a skilled hotel workforce like UNITE HERE Local 5. In response to the Committee Vice Chair's question of whether the Applicant is open to using organized labor when the time comes to make decisions about staffing and operations for the proposed hotel, the Applicant responded yes, they are open to considering organized labor along with other staffing options when that time comes.

The DPP Land Use Permitting Division Chief testified in support of the CD1 version of the Resolution. Various DPP staff members responded to questions from Councilmembers.

A DPP Staff Planner indicated that the Project's community benefits package includes $5 million for Complete Streets improvements in the Ala Moana Neighborhood TOD Plan area; $1.5 million for street tree improvements in the Ala Moana TOD Plan area; the a new City bus stop or adoption of an existing bus stop in the vicinity of the Project site (which must be maintained at no cost to the City); a new Biki bikestation near to or on the Project site; and 38 affordable rental units (provided as a community benefit).

The DPP Land Use Permitting Division Chief stated that the Honolulu Authority for Rapid Transportation ("HART") would plan for the Waikīkī spur of the Skyline extension beyond the Ala Moana Center rail station, and any planning for improvements to the intersection of Atkinson Drive and Ala Moana Boulevard is under the jurisdiction of HDOT.

The DPP Land Use Permitting Division Chief confirmed that the Ala Moana TOD Plan allows for hotels in the Convention Center subdistrict, which is primarily along Atkinson Drive. Since the Project's hotel component is located within the Convention Center subdistrict, it is consistent with the Ala Moana TOD Plan.

A DPP Staff Planner indicated that the increase from $50,000 to $1.5 million for street tree improvements in the Ala Moana TOD Plan area was based on a scope study by the Department of Parks and Recreation Division of Urban Forestry of areas within the Ala Moana TOD Plan area that could accommodate trees. The $1.5 million would be used toward the planting and maintenance of these trees.

The DPP Urban Design Branch Chief stated that the $1.5 million for street tree improvements focused on mitigating the view impacts of the Project. Flexibility with respect to the Project's building orientation, tower separation, and maximum tower width requirements are very difficult to monetize. The DPP's valuation of the Project's community benefits are set forth in the DPP's report and the Resolution.

The Committee Chair discussed that the condition requiring the Applicant to contribute $5 million for Complete Streets improvements in the Ala Moana TOD Plan area originally included that requirement as an alternative to the Applicant providing improvements to the intersection of Ala Moana Boulevard and Atkinson Drive, as envisioned by the Ala Moana TOD Plan. The Applicant opted to contribute $5 million for Complete Streets improvements; however, the DPP prefers intersection improvements because that intersection is under the jurisdiction of HDOT. The Committee Chair explained that when there is a complicated development like the Project, it is not fair for the Council to put the burden on a developer regarding the complexity of jurisdiction and funding streams for an important intersection like this. The Council will work in tandem with HDOT, and the Committee Chair contacted the HDOT Director, who committed to working with the City to make the necessary improvements to this intersection.

Hawai'i Lecet; four individuals from Albert C. Kobayashi Inc.; two individuals from A-1 A-lectrician; Philpotts Interiors; Notkin Hawai'i Inc.; Form Partners LLC; Hawai'i Management Company Ltd; Benjamin Woo Architects; Island Flooring; American Custom Flooring; Local 745 Carpenters Union, nine individuals from Hawai'i Regional Council of Carpenters; two individuals from Ferguson Enterprises; BASE; Group Builders; Hawai'i Operating Engineers Stabilization Fund; Operating Engineers Local 3; Title Guaranty of Hawai'i; Park Lane Ala Moana; and 12 individuals testified in support of the Resolution.

Two individuals from UNITE HERE Local 5 and two individuals testified in opposition to the Resolution. Three individuals from UNITE HERE Local 5; Hawai'i Appleseed Center for Law and Economic Justice; and one individual offered comments on the Resolution.

Your Committee received written testimony in support of the Resolution from WE Painting, Inc.; Seal Masters of Hawai'i, Island Pacific Medical Center, Kobayashi Group, I-On Group; Operating Engineers Local 3; Benjamin Woo Architects; Air Central LLC; Alaka'i Mechanical; Koga Engineering & Construction Inc.; Otis Elevator Company; Island Made/Harders Hawai'i; Ferguson Enterprises; HC&D, LLC; Eleven 17; Island Flooring; A-1 A-lectrician, Inc.; Closet Systems Supply LLC, Title Guaranty of Hawai'i; Coastal Construction Company, LLC; Hawai'i LECET; A-American Custom Flooring, Inc.; Albert C. Kobayashi; PowerII & Aucello LLC; Group Builders, Inc.; Hawaii Coastal Property Management; GLI Advisors/JS Held; Commercial Plumbing Inc.; Philpotts Interiors; Ronald N.S. Ho & Associates, Inc.; HH Electric, Inc.; La Gelateria; Walters, Kimura, Motoda, Inc.; Tihati Productions, Ltd.; McClone Construction; Better Homes and Gardens Real Estate Refined; RWDI USA LLC; Highgate Hotels Hawai'i; Ben Woo Architects; Hawaii Regional Council of Carpenters; Brain Health Hawai'i; Hawai'i Hotel Alliance; Hawaii Operating Engineers Industry Stabilization Fund; Ferguson Hawai'i; Bruce Matson Company, Inc.; AHT Global Hawai'i; The Vanguard Theory; Pacific Resource Partnership; Beachside Roofing, LLC; Henderson Design Group; Hawaiiana Management Company, Ltd.; Coldwell Banker Realty; Kaimana Beach Hotel; HomeAid Hawai'i; and 395 individuals.

Your Committee received written testimony in opposition to the Resolution from UNITE HERE Local 5; the Offices of State Senator Moriwaki and State Representative Tam; and four individuals. Hawai'i Appleseed Center for Law and Economic Justice and five individuals submitted comments on the Resolution.

Your Committee has carefully reviewed the conditions recommended by the DPP for inclusion in this IPD-T conceptual plan approval. Although your Committee generally finds the DPP's proposed conditions to be appropriate, your Committee recommends that certain conditions be amended or added as discussed below.

Your Committee has prepared a CD1 version of the Resolution that makes the following amendments:

A. Amends the resolution title to read as follows:

"APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE 1588 ALA MOANA MIXED-USE DEVELOPMENT."

B. Amends the first and second WHEREAS clauses to clarify the description of the Project.

C. Adds a new third WHEREAS clause to describe the Project's affordable rental units, provided pursuant to the affordable housing requirements of ROH Chapter 29, and as a community benefit to justify the Project's height and density bonuses and development standard flexibility.

D. Amends Condition A to clarify that the Council is approving the Project's conceptual plan (instead of the Project's IPD-T permit).

E. In Condition B, relating to height and density bonuses and flexibility from development standards and requirements:

1. Amends Condition B.1 to provide that the maximum floor area ratio ("FAR") for the Project is 6.2 for the 187,174-square-foot Project site, and additional floor area, up to a maximum FAR of 7.0 for the project site is allowed, but only to accommodate additional or larger affordable rental units.

2. Amends Condition B.8 to provide that appropriate and enhanced landscape screening and pedestrian-oriented design and improvements are required to address the Project hotel's back-of-house activities and equipment rooms that will be located along Atkinson Drive.

3. Amends Condition B.9 to provide that the Project's loading space requirements may be reduced to 10 shared loading spaces (instead of the required seven hotel loading spaces, three commercial loading spaces, and two residential loading spaces).

F. In Condition C, relating to the Project's community benefits:

1. Amends Condition C.1 to delete the provision requiring the Applicant to implement improvements to the Ala Moana Boulevard and Atkinson Drive intersection if the Hawai'i Department of Transportation ("HDOT") supports the improvements. Retains the alternative option that the Applicant provide a monetary contribution to the City of $5 million to be used for Complete Streets improvements within the Ala Moana Neighborhood TOD Plan area.

2. Amends Condition C.3 to clarify that in addition to the affordable dwelling units required under ROH Chapter 29, the Applicant is required to provide a minimum of 38 affordable rental dwelling units provided as a community benefit, and rented to households earning up to 80 percent or below of the AMI for a minimum period of 30 years, or alternatively, the Applicant may provide a minimum of 38 affordable rental units rented to households earning 120 percent or below of the AMI for a minimum period of 60 years.

3. Deletes Condition C.4, which would have required incorporation of a recycled gray water reuse system. Renumbers subsequent conditions in Condition C.

4. Amends renumbered Condition C.4, which requires the Applicant to provide a new City bus stop located along the Project's street frontage, to provide that if the Department of Transportation Services ("DTS") does not identify a location for a new City bus stop, the Applicant is required to adopt an existing City bus stop in the vicinity of the Project site, and be responsible for implementing bus stop improvements, such as seating, shelters, and lighting, and maintaining the bus stop, at no cost to the City.

5. Amends renumbered Condition C.5, which requires the Applicant to establish a bikeshare station near the Project site or near a City bus stop, to provide that if a location is not identified by DTS, the Applicant is required to provide a bikeshare station on the Project site.

G. In Condition D, relating to Project plans that must be submitted to the DPP prior to the issuance of the Project's Major Special District Permit:

1. Adds a new Condition D.2 to require plans showing vehicular access on Atkinson Drive limited to right-in and right-out only, and vehicular access on Ala Moana Boulevard limited to right-in only driveways. Renumbers subsequent conditions in Condition D.

2. Amends renumbered Condition D.5 to require design details for the internal pedestrian corridor connecting Ala Moana Shopping Center to the Ala Moana Boulevard and Atkinson Drive intersection, including pedestrian safety measures, and showing consistency in design language and safety with City Complete Streets concepts and the existing or proposed pedestrian design scheme across Ala Moana Shopping Center.

3. Adds a new Condition D.8 to require updated floor plans with preliminary dwelling unit calculations pursuant to the DPP's Affordable Housing Rules, indicating how the number and type of affordable rental units provided pursuant to ROH Chapter 29 and as a community benefit pursuant to Condition C.3 were calculated to comply with room factor and unit mix requirements.

H. In Condition G, relating to traffic and transportation requirements:

1. Amends G.1, relating to a timeline for submitting major building permits, to provide that the construction management plan ("CMP") and updated traffic impact report ("TIR") must be submitted to the DPP for review and approval prior to the issuance of any major building permits.

2. Amends Condition G.2 to conform with the standard CMP requirements for interim planned development-transit ("IPD-T") projects.

3. Amends Condition G.3 to conform with the standard traffic management plan ("TMP") requirements for IPD-T projects.

4. Amends Condition G.4 to move the post TMP requirement to new Condition H, and require the Applicant to implement the recommendations in the Projects initial TIR, update the initial TIR prior to the issuance of any major building permits, and implement the recommendations in the updated TIR.

I. Adds a new Condition H to require the Applicant to submit a post TMP and post TIR approximately one year after the issuance of the Project's certificate of occupancy, and implement the recommendations in the post TIR. Re-letters subsequent conditions.

J. Moves former Condition I, relating to vehicular access on Atkinson Drive, to Condition D.2.

K. Moves former Condition J, relating to loading and trash pickup operations, to Condition D.3.b.

L. Moves former Condition K, relating to adequate onsite turnaround areas, to Condition D.3.b.

M. Adds a new Condition J to require the Applicant to coordinate Project construction with applicable governmental agencies, and ensure that Project development complies with all applicable laws and regulations. Re-letters subsequent conditions.

N. Amends re-lettered Condition K to clarify that approval of the Project's conceptual plan (instead of the Project's IPD-T permit) does not constitute compliance with other City ordinances, including but not limited to the Land Use Ordinance ("LUO") and building and construction codes, or other governmental requirements, including but not limited to LUO-related approvals and building, grading, and grubbing permit approvals, which are subject to separate review and approval.

O. Amends re-lettered Condition N, relating to conformance with the Project's conceptual plan and conditions approved by the Council, to clarify that any increase in the height or density of the Project will be considered a significant alternation and change to the conceptual plan.

P. In the BE IT FURTHER RESOLVED clause, relating to Council findings, amends findings 2 and 3 to provide that the Project's development standard flexibility relates to maximum building height, maximum density, height setbacks, front yards, mauka-makai building orientation, tower separation, maximum tower width, and active ground floor uses.

Q. Makes miscellaneous technical and nonsubstantive amendments.

Your Committee, pursuant to ROH § 21-9.100-5, and in agreement with the conclusion of the DPP in Departmental Communication 504 (2026) and with the additional amendments made by the Committee, finds as follows with respect to the conceptual plan for the proposed IPD-T project, as conditioned herein:

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

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

3. The requested flexibility with respect to development standards relating to maximum building height, maximum density, height setbacks, front yards, mauka-makai building orientation, tower separation, maximum tower width, and active ground floor uses are commensurate with the public amenities and community benefits proposed;

4. Based on the conditions imposed, the Project's additional density and height will not be detrimental to the quality of the neighborhood character or urban design, and will not considerably 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 §§ 21-9.100-4 and 21-9.100-6; and

# REPORT OF THE COMMITTEE ON ZONING & PLANNING

**Voting Members:**
Esther Kia'āina, Chair; Tommy Waters, Vice-Chair;
Radiant Cordero, Val A. Okimoto, Andria Tupola



Your Committee on Zoning & Planning is in accord with the intent and purpose of Resolution 26-171, as amended herein, and recommends its adoption in the form attached hereto as Resolution 26-171, CD1. (Ayes: Cordero, Kia'āina, Tupola, Waters – 4; Noes: None; Absent: Okimoto – 1.)

Respectfully submitted,

Committee Chair

**HONOLULU CITY COUNCIL**
***Ke Kanihela o ke Kalana o Honolulu***
CITY AND COUNTY OF HONOLULU

ADOPTED ON OCT 7 2026

COMMITTEE REPORT NO. 267(26)

# HONOLULU CITY COUNCIL

*KE KANIHELA O KE KALANA O HONOLULU*

CITY AND COUNTY OF HONOLULU

No. **26-171, CD1**

## RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE 1588 ALA MOANA MIXED-USE DEVELOPMENT.

WHEREAS, on April 8, 2026, the Department of Planning and Permitting ("DPP") accepted the application (DPP Reference Number 2026-PDP-1) of BSC Acquisitions II, LLC (the "Applicant"), for Interim Planned Development-Transit ("IPD-T") approvals to redevelop a 187,174 square-foot portion of 2,713,046 square feet of land consisting of 11 jointly developed zoning lots that comprise Ala Moana Center and its associated private roads, zoned BMX-3 Community Business Mixed Use District, within the Ala Moana Neighborhood Transit-Oriented Development ("TOD") Plan area, with a mixed-use development, located at 1450 Ala Moana Boulevard, and identified as a portion of Tax Map Key 2-3-038:014 (the "Project"); and

WHEREAS, as proposed, the Project involves the demolition of the existing Ala Moana Center parking structure, and the development of a 38-story (400 feet in height) hotel tower with 294 hotel units, 17 story (200 feet in height) residential tower with 136 market-rate for-sale dwelling units, and a five-story podium that includes 69 affordable rental units built as liner units around the podium structure, ground floor commercial uses, porte-cochère, residential and hotel lobbies, and 1,229 parking spaces (439 residential spaces, 192 hotel parking spaces, and 598 parking spaces for Ala Moana Center); the Project also includes two amenity decks with pools and outdoor recreational areas (one deck for Project residents on the rooftop of the residential tower and one deck for hotel guests above the parking podium); and

WHEREAS, as proposed, the Project will provide 69 affordable rental units, with 31 affordable rental units provided pursuant to the affordable housing requirements of Chapter 29, Revised Ordinances of Honolulu 2021 ("ROH"), and 38 affordable rental units provided as a community benefit to justify the Project's height and density bonuses and other development standard flexibility; the 69 affordable rental units are proposed to be rented to households earning 80 percent or below of the area median income ("AMI") based on the U.S. Department of Housing and Urban Development ("HUD") annual income limits for the Honolulu metropolitan statistical area as adjusted for household size, for a minimum period of 30 years; and

WHEREAS, on May 8, 2026, the Department of Planning and Permitting ("DPP") held a public hearing, which was attended by the Applicant's agent, DPP staff members, Department of Information Technology staff members, and approximately 82 members of the public; 29 members of the public testified at the public hearing; and

# RESOLUTION

WHEREAS, on July 24, 2026, the DPP, having duly considered all evidence and reports of the public hearing, and the review guidelines established in §§ 21-2.110-2 and 21-9.100-5, Revised Ordinances of Honolulu 2021 ("ROH"), completed its report and transmitted its report and recommendation of approval to the City Council ("Council") by Departmental Communication 504 (2026); and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits A, B, C-1 through C-12, and D, and is further described in Departmental Communication 504 (2026), all of which are incorporated by reference herein; and

WHEREAS, the Council, having received the report and recommendation of the DPP on July 27, 2026, and having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,

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

A. After City Council approval of the Project's conceptual plan, the Applicant shall submit to the DPP for review and approval an application for a Major Special District ("SD") Permit, including detailed Project plans and drawings.

B. The following height and density bonuses, and flexibility from development standards and requirements, are allowed for the Project.

   1. The maximum floor area ratio ("FAR") for the Project is 6.2 for the 187,174-square-foot Project site ("Project site"). Additional floor area, up to a maximum FAR of 7.0 for the Project site is allowed, but only to accommodate additional affordable rental units (i.e., in addition to the affordable rental units required under ROH Chapter 29 and Condition C.3), or larger affordable rental units.

   2. The maximum FAR dedicated to Project hotel uses is an FAR of 2.2 for the Project site.

3. The maximum height of the Project is 400 feet for the hotel tower on the eastern portion of the Project site, and 200 feet for the residential tower on the western portion of the Project site. Rooftop structures must conform to ROH § 21-4.60(c).

4. The hotel tower may encroach up to 33 feet into the Atkinson Drive height setback, as shown in the attached Exhibits.

5. Project buildings are not required to be placed in a mauka-makai orientation.

6. The maximum Project tower width is 955.5 feet (instead of the required 100-foot maximum tower width);

7. No tower separation is required (instead of the required 100-foot minimum tower separation).

8. Active ground floor uses are not required along Atkinson Drive, but appropriate and enhanced landscape screening and pedestrian-oriented design and improvements are required to address the Project hotel's back-of-house activities and equipment rooms that will be located along Atkinson Drive.

9. The Project's loading space requirements may be reduced to 10 shared loading spaces (instead of the required seven hotel loading spaces, three commercial loading spaces, and two residential loading spaces).

C. Prior to the issuance of any certificate of occupancy for the Project, or otherwise as specified below, the Applicant shall provide the following community benefits:

1. A monetary contribution to the City of $5 million to be used for Complete Streets improvements within the Ala Moana Neighborhood TOD Plan area. The timing may be phased into approximately equal annual contributions beginning with the first payment being made concurrently with the issuance of the Project's first certificate of occupancy, and over a five year period thereafter (i.e., $1 million annually).

2. A monetary contribution to the City of $1.5 million to be used for additional street tree implementation and urban forestry within the Ala Moana Neighborhood TOD Plan area. The timing of the monetary contribution may be phased to approximately equal annual contributions commencing with the first payment being made concurrently with the issuance of the Project's first certificate of occupancy, and over a five-year period thereafter (i.e., $300,000 annually).

3. In addition to the affordable rental units required under ROH Chapter 29, a minimum of 38 affordable rental units provided as a community benefit, and rented to households earning 80 percent or below of the AMI for a minimum period of 30 years. Alternatively, the Applicant may provide a minimum of 38 affordable rental units rented to households earning 120 percent or below of the AMI for a minimum period of 60 years. All affordable rental units must comply with the DPP's Affordable Housing Rules.

4. A new City bus stop located along the Project's street frontage (either along Ala Moana Boulevard or along Atkinson Drive). If a location is identified by the Department of Transportation Services ("DTS"), the Applicant shall be responsible for establishing, and maintaining the bus stop at no cost to the City, including any future bus stop improvements. Maintenance responsibilities include continuing litter removal, and cleaning and maintenance of the bus shelter, benches, and floor area. If a location is not identified by the DTS, the Applicant shall adopt an existing City bus stop in the vicinity of the Project site, and shall be responsible for implementing bus stop improvements, such as seating, shelters, and lighting, and maintaining the bus stop (as previously described), all at no cost to the City.

5. A Biki bikeshare station (or similar City-approved bikeshare station) located near the Project site or near a City bus stop in the vicinity of the Project site. If a location is identified by the DTS, the Applicant shall be responsible for establishing the bikeshare station at the identified location. If a location is not identified by the DTS, the Applicant shall provide a Biki bikeshare station (or similar City-approved bikeshare station) that is publicly accessible and conveniently located on the Project site. The Applicant shall submit to the DPP evidence of the execution of a bikeshare agreement with a City-approved bikeshare program.

D. Prior to the issuance of a Major SD Permit for the Project, the Applicant shall submit to the DPP for review and approval the following updated Project plans and documents.

1. Details showing 10-foot wide sidewalks along Ala Moana Boulevard and Atkinson Drive.

2. Details showing vehicular access on Atkinson Drive limited to right-in and right-out only, and vehicular access on Ala Moana Boulevard limited to right-in only driveways.

3. A zoning data table indicating compliance with development standards and requirements (incorporating the flexibility allowed under this resolution) for the Project site and for the 2,713,046-square-foot joint development area.

4. Details of pedestrian-oriented improvements and street trees within the setback area between Project buildings and the build-to line along Ala Moana Boulevard and Atkinson Drive.

5. Design details for the internal pedestrian corridor connecting Ala Moana Shopping Center to the Ala Moana Boulevard and Atkinson Drive intersection, including pedestrian safety measures, and showing consistency in design language and safety with City Complete Streets concepts and the existing or proposed pedestrian design scheme across Ala Moana Shopping Center.

6. Plans showing building heights measured from existing grade or finished grade, whichever is lower.

7. Details of right-of-way improvements, and details of the materials, finish, and color of the sidewalk areas.

8. Updated floor plans with preliminary dwelling unit calculations pursuant to the DPP's Affordable Housing Rules, indicating how the number and type of affordable rental units provided pursuant to ROH Chapter 29 and as a community benefit pursuant to Condition C.3 were calculated to comply with the room factor and unit mix requirements.

E. Prior to the issuance of a certificate of occupancy, the Applicant shall coordinate with the DPP, Hawai'i Department of Transportation ("HDOT"), DTS, and Department of Parks and Recreation to:

1. Provide all required community benefits;

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

3. Confirm with the DTS regarding compliance with Complete Streets policies, including review of Project access driveways, sidewalks, crossings, and internal pedestrian paths;

4. Confirm approval of Project plans by HDOT; and

5. Obtain approval of street tree plans incorporating suspended paver system or other advanced planting systems that provide sufficient un-compacted soil volumes for root growth to support street trees.

F. Prior to submitting an application for a foundation permit, the Applicant shall submit to the DPP an updated wind study and wind tunnel test to quantify the wind conditions and evaluate the effectiveness of any wind mitigation strategies for public areas.

G. Prior to the issuance of any building permit for the Project, the Applicant shall submit to the DPP Traffic Review Branch for review and approval:

1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the anticipated date of occupancy, in a format acceptable to the DPP.

   a. The timeline must identify when a construction management plan ("CMP"), traffic management plan ("TMP"), and updates to or validation of the findings of the most recent traffic impact report ("TIR") dated October 2025, prepared by Wilson Okamoto Corporation ("TIR"), will be submitted to the DPP for review and approval; and

b. The CMP and updated TIR must be submitted for review and approval prior to the issuance of any Project construction permits or building permits for major construction work.

2. A CMP that:

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

b. Identifies and limits construction-related vehicular activity to periods outside of the peak traffic hours using alternate routes for heavy trucks, 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 Project 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 pre-existing condition if its condition deteriorates as a result of the construction-related activities.

3. A TMP that:

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

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

4. Plans that show the Applicant's implementation of recommendations and strategies included in the Project's traffic impact report ("TIR") dated October 2025. The Applicant shall update the initial TIR prior to the issuance of any Project construction permits or building permits for major construction work. Updates to the initial TIR must include a focus on multi-modal transportation. If the updated TIR recommends additional traffic mitigation measures or modifications to address traffic impacts directly attributed to the Project, the Applicant shall implement the updated TIR recommendations.

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

I. All residential and hotel parking spaces must be unbundled.

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

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

L. The Applicant shall obtain a building permit for the Project within 60 months after the date of issuance of a Major SD Permit for the Project. Failure to obtain a building permit within this period will render null and void this resolution and all approvals issued hereunder; provided that this period may be extended as follows.

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

2. If the Applicant requests an extension beyond one year from the initial deadline and the DPP Director finds that the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which must include the Director's report and recommendation 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 DPP Director's report, or

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

the extension will be deemed denied.

M. Any request to extend the deadline for 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 Project remains a catalytic project within the rail corridor; the community benefits remain commensurate with the Project's height and density bonuses and modifications to other development standards and requirements; and the Project continues to meet the standards of review pursuant to ROH § 21-9.100-5(k).

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

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

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

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

3. The requested flexibility with respect to development standards relating to maximum building height, maximum density, height setbacks, front yards, mauka-makai building orientation, tower separation, maximum tower width, and active ground floor uses are commensurate with the public amenities and community benefits proposed;

4. Based on the conditions imposed, the Project's additional density and height will not be detrimental to the quality of the neighborhood character or urban design, and will not considerably 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 §§ 21-9.100-4 and 21-9.100-6; and

# HONOLULU CITY COUNCIL

***KE KANIHELA O KE KALANA O HONOLULU***

CITY AND COUNTY OF HONOLULU

No. **26-171, CD1**

## RESOLUTION

BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that copies of this resolution be transmitted to Dawn Takeuchi Apuna, Director of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawai'i 96813; BSC Acquisitions II, LLC, 2270 Kalakua Avenue, Suite 1788, Honolulu, Hawai'i 96815; and Isaiah Sato, R.M. Towill Corporation, 2024 North King Street, Suite 200, Honolulu, Hawai'i, 96819

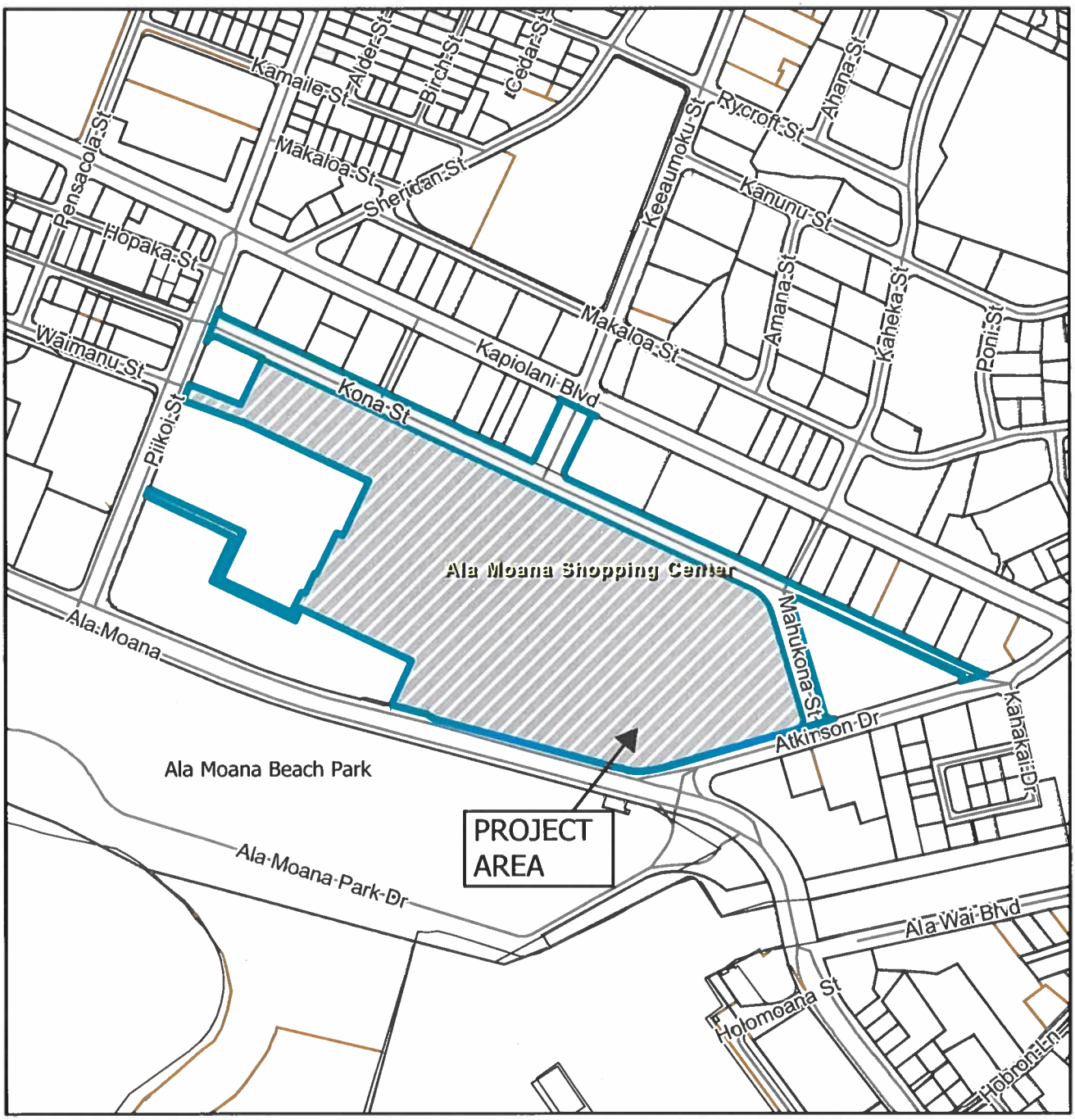
INTRODUCED BY:

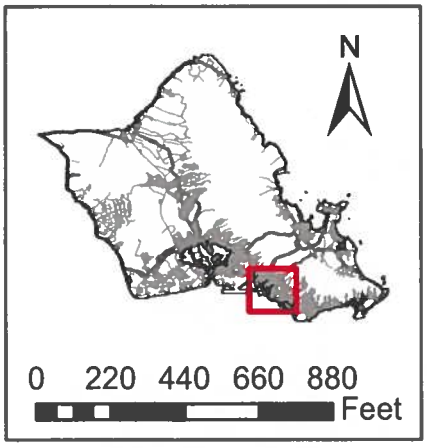
Tommy Waters (br)

DATE OF INTRODUCTION:

July 28, 2026
Honolulu, Hawai'i

Councilmembers




# EXHIBIT A
# LOCATION MAP

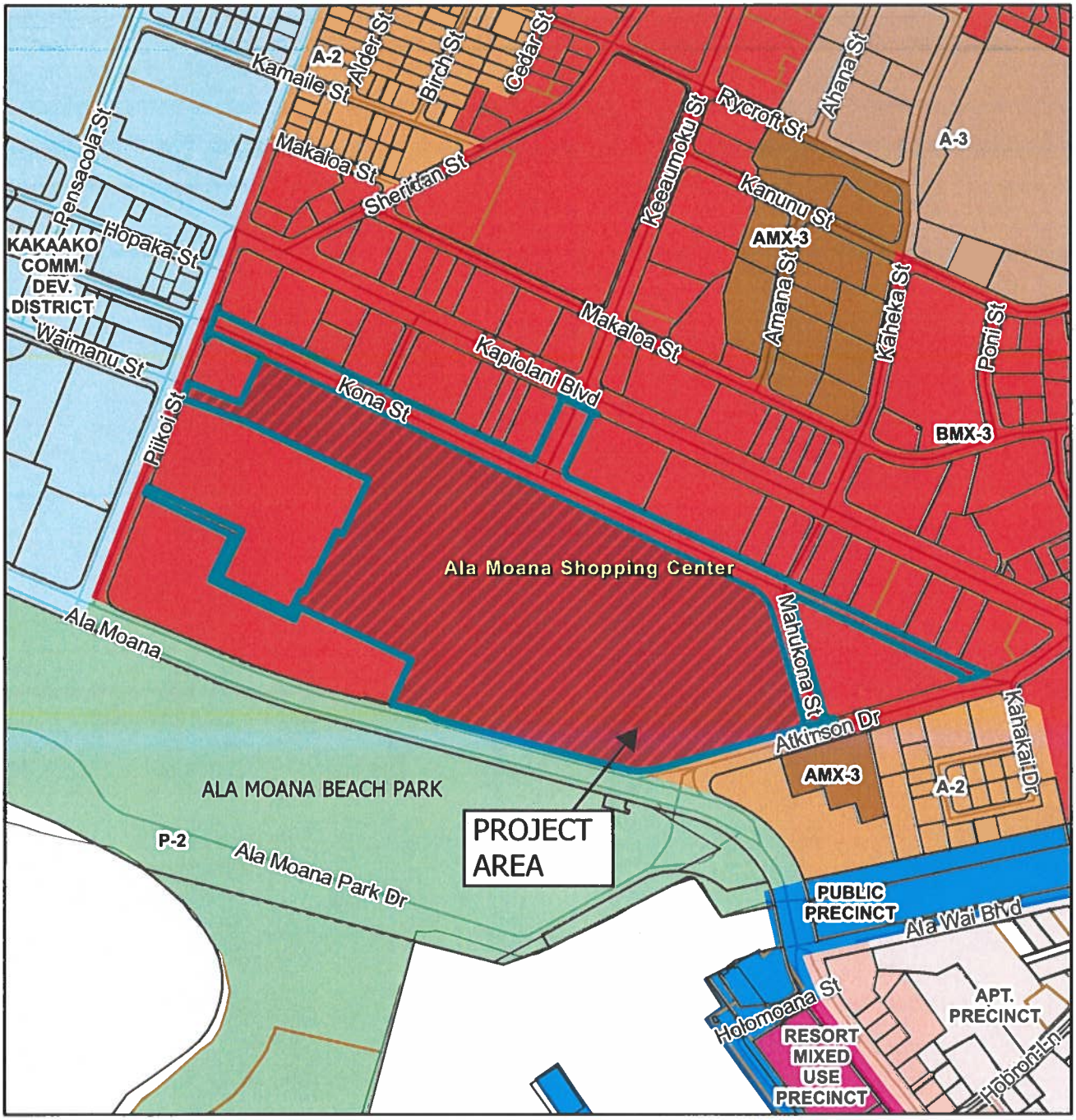
FILE NO. 2026-PDP-1

TAX MAP KEY 2-3-038: 014 (POR.)

1450 ALA MOANA BLVD - ALA MOANA

April 2026

Department of Planning and Permitting
Land Use Permits Division
City and County of Honolulu




# EXHIBIT B
# ZONING MAP

FILE NO. 2026-PDP-1

TAX MAP KEY 2-3-038: 014 (POR.)

1450 ALA MOANA BLVD - ALA MOANA

May 2026

Department of Planning and Permitting
Land Use Permits Division
City and County of Honolulu

# 1588 ALA MOANA
## PROJECT ZONING INFORMATION

| Item | Section/Source | Info/Code Requirement | Proposed |
|---|---|---|---|
| Parcel Info | Assesor's Record | 1588 Ala Moana Blvd<br><br>Lot 24 (Currently a combined lot with Ala Moana Center. Subdivision application to DPP to be submitted this year) | n/a |
| Lot Area | Proposed Lot Split | 187,174 sf | n/a |
| Zoning District / TOD Subdistrict | TOD Figure 5-2<br><br>TOD Figure 3-5 | TOD Subdistrict A & B: BMX-3 Community Business Mixed Use District<br><br>TOD Subdistrict A: Ala Moana Center<br>TOD Subdistrict B: Convention Center | n/a |
| Height Limit | TOD Figure 5-4 | TOD Subdistrict A: Base Height = 100'; Proposed with community benefits = 200'<br>TOD Subdistrict B: Base Height = 100'; Proposed with community benefits = 400' | 200' / 400' per TOD map |
| Height Setbacks | TOD Table 5-1<br><br>LUO 21-3.120-2(c) | Above 1st floor: none required<br>Above 40': 1':10' | Above 40': 1':10'<br>(Request Exception) |
| Yard Setbacks | TOD Table 5-1, Figure 5-5<br><br>LUO Table 21-3.4 | Sideyard Setback: none required<br>Rear yard setback: 10'<br>Front yard setback:<br>Ala Moana Blvd : Setback Type 2 = 10'<br>Atkinson Dr: Setback type 3A = 5' | Sideyard: n/a (per JDA w/ AMC)<br>Rear yard: n/a (per JDA w/ AMC)<br>Front yard:<br>Ala Moana Blvd: 10'<br>Atkinson Dr: 10' |
| Floor Area | TOD Figure 5-3<br><br>LUO Table 21-3.4 | 1,310,218 sf max. (187,174 x 7) | 1,155,846 sf |
| Floor Area Ratio | TOD Figure 5-3<br><br>LUO 21-9.100-5.(e)(1)(C) | 7.0 | 6.2<br>( 1,155,846 sf / 187,174 sf ) |
| Bonus Floor Area | | LUO Base Floor Area: 2.5 x 187,174 sf = 655,109 sf<br>LUO Max. Floor Area: 7 x 187,174 sf = 1,310,218 sf | 1,155,846 sf - 655,109 sf<br>= 500,737 sf |
| Street-Level Transparency | TOD Table 5-1<br><br>LUO 21-9.100-8(a)(5)(A) | TOD = 75%<br><br>LUO = 60% | Ala Moana Blvd = 75.2%<br>Atkinson Dr = 58.3%<br>Total = 66.8% (Request Exemption) |
| Street Façade & Building Placement / Building Frontage | LUO 21-9.100-8(a)(3)(D)(iii)<br><br>TOD Sec. 5.3.4 | Ground floor building façade must be placed within the maximum front setback (10'-0") for at least 65% of the linear street frontage<br><br>Frontage to meet building build-to-line<br>Ala Moana Blvd: 50% frontage at 10'-0"<br>Atkinson Dr: 70% frontage at 5'-0" | Varies from 10'-0" to 37'-0"<br>(Request Exemption) |
| Active Ground Floor Uses | LUO 21-9.100-7 | 80% | Ala Moana Blvd: 88.8%<br>Atkinson Dr: 68.2%<br>Total: 80.7% |
| Tower Width & Tower Separation | TOD 5.3.4<br><br>TOD 5.9.3 | Tower Width: 100' Mauka/Makai orientation<br><br>Tower Separation: 100' tower separation / 50' setback from common boundary | Tower Width: 574' / 240'<br>(Request Exemption)<br><br>Tower Separation: > 100' to adjacent towers |

# EXHIBIT C-1

| Unit Mix | Type | Count | Avg Size |
|---|---|---|---|
| Residential - Market | 1BR | 9 | 1,090 |
| | 2BR | 63 | 1,926 |
| | 3BR | 46 | 2,346 |
| | 4BR | 7 | 3,410 |
| | 5BR | 10 | 3,862 |
| | 6BR | 1 | 5,520 |
| Total: | | 136 | |
| Residential - Affordable | 1BR/1BA | 4 | 613 |
| | 2BR/1BA | 57 | 629 |
| | 2BR/2BA | 8 | 776 |
| Total: | | 69 | |
| Condo-Hotel | 1BR | 24 | 975 |
| | 2BR | 60 | 1,580 |
| Total: | | 84 | |
| Hotel | SUITE | 105 | 560 |
| | EXEC SUITE | 45 | 697 |
| | 1BR SUITE | 45 | 807 |
| | 2BR SUITE | 15 | 900 |
| Total: | | 210 | |

# 1588 ALA MOANA
PROPOSED ENVELOPE

**EXHIBIT C-2**

## LUO ZONING ENVELOPE

| | |
|---|---|
| 100' MAX. HEIGHT (LUO ZONING MAP HEIGHT LIMIT) | NONCOMPLIANT (request exemption) |
| 18' PROTUBERANCES (SEC. 21-4.60(c)(1)) | COMPLIANT |
| 1':10' HEIGHT SETBACK ABOVE 40' (SEC. 21-3.120-2(c)(2)) | NONCOMPLIANT (request exemption) |
| SIDEYARD SETBACK - 10' (LUO TABLE 21-3.4) | N/A |
| REAR YARD SETBACK - 10' (LUO TABLE 21-3.4) | N/A |
| FRONT YARD SETBACK - 10' (LUO TABLE 21-3.4) | COMPLIANT |

## TOD ZONING ENVELOPE

| | |
|---|---|
| 200' MAX. HEIGHT (SUBDISTRICT A) (TOD FIGURE 5-4) | COMPLIANT |
| 400' MAX. HEIGHT (SUBDISTRICT B) (TOD FIGURE 5-4) | COMPLIANT |
| 18' PROTUBERANCES (TOD 5.3.3) | COMPLIANT |
| 1':10' HEIGHT SETBACK ABOVE 40' (TOD TABLE 5-1) | NONCOMPLIANT (request exemption) |
| SIDEYARD SETBACK - NONE (TOD TABLE 5-1) | N/A |
| REAR YARD SETBACK - 10' (TOD TABLE 5-1) | N/A |
| FRONT YARD SETBACK (TOD FIGURE 5-5) | |
| - ALA MOANA BLVD.: 10' SETBACK | COMPLIANT |
| - ATKINSON DR.: 5' SETBACK | NONCOMPLIANT (request exemption) |
| PODIUM HEIGHT - 65' MAX. (TOD 5.9.2.) | COMPLIANT |
| TOWER WIDTH - 100' MAUKA/ MAKAI ORIENTATION (TOD 5.3.4) | NONCOMPLIANT (request exemption) |
| TOWER SETBACK - 50' @ COMMON BOUNDARY (TOD 5.9.3) | COMPLIANT |

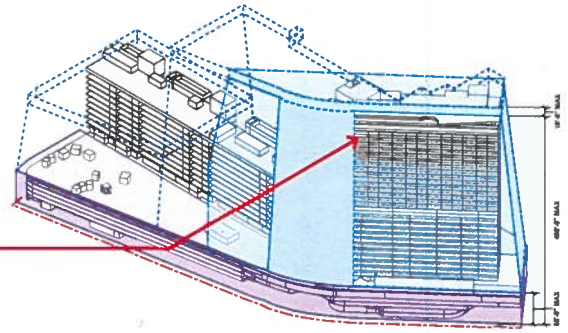
## PROPOSED ZONING ENVELOPE - TOD COMPLIANCE

200' MAX. HEIGHT (SUBDISTRICT A) (TOD FIGURE 5-4)

400' MAX. HEIGHT (SUBDISTRICT B) (TOD FIGURE 5-4)

18'-0" PROTUBERANCES (TOD 5.3.3)

1':10' HEIGHT SETBACK ABOVE 40' - VARIANCE (TOD TABLE 5-1)



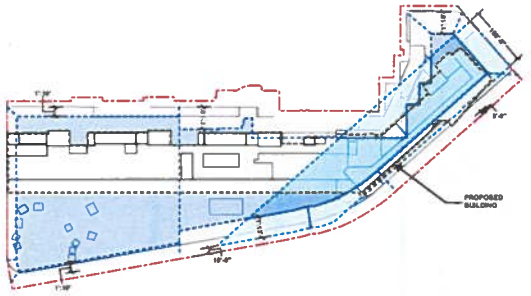
SIDE YARD SETBACK - N/A (TOD TABLE 5-1)

REAR YARD SETBACK - N/A (TOD TABLE 5-1)

FRONT YARD SETBACK (TOD FIGURE 5-5)

ALA MOANA BLVD.: 10' SETBACK

ATKINSON DR.: 10' SETBACK - VARIANCE




PODIUM HEIGHT - 65' MAX. (TOD 5.9.2)

TOWER WIDTH - 100' - VARIANCE (TOD 5.3.4)

TOWER SETBACK - 50' @ COMMON BOUNDARY (TOD 5.9.3)

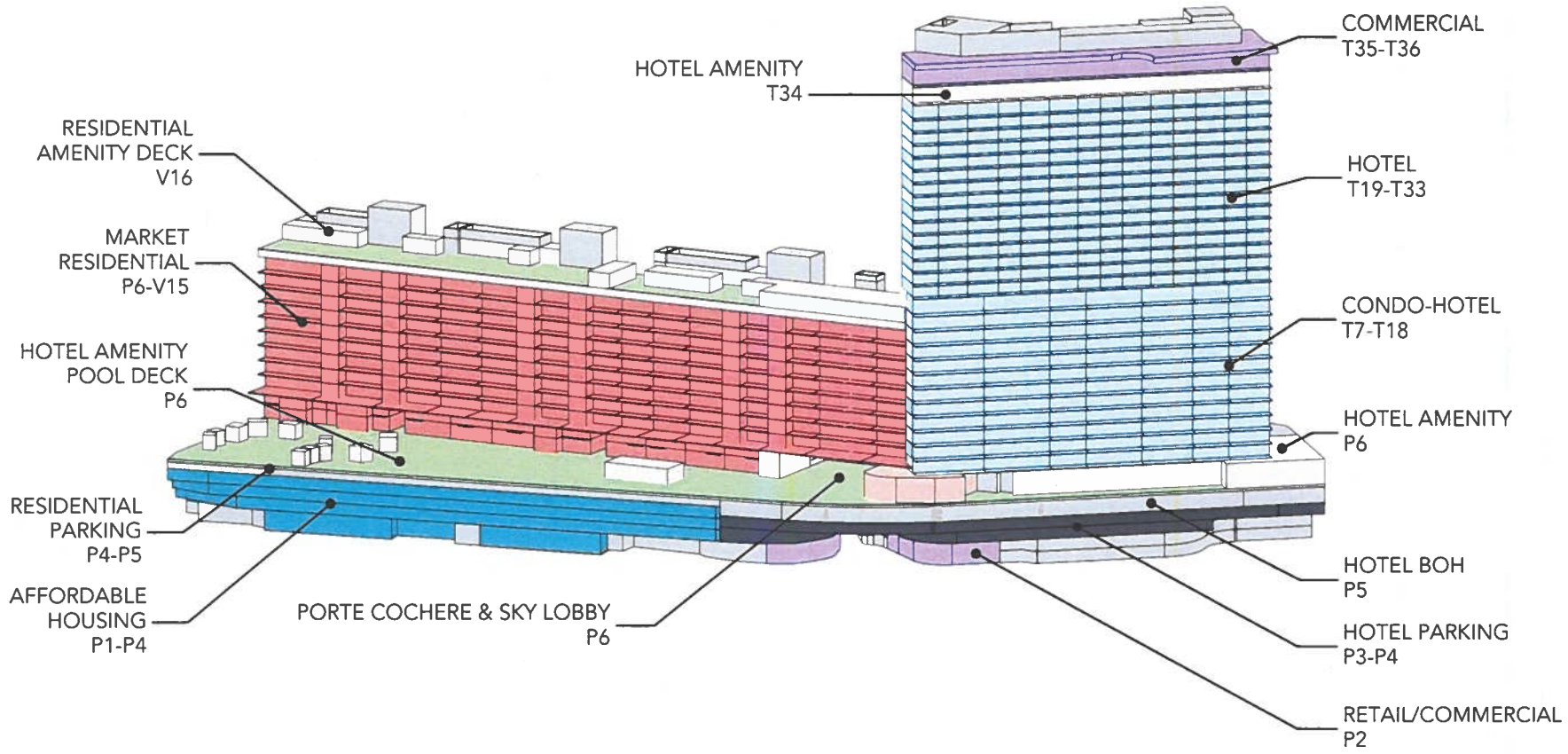
COMPLIANT TOD PODIUM ENVELOPE

COMPLIANT TOD TOWER ENVELOPE

TOD TOWER ENVELOPE (W/O 1:10 SETBACK ABOVE 40')

# 1588 ALA MOANA
PROPOSED PROGRAM

**EXHIBIT C-3**



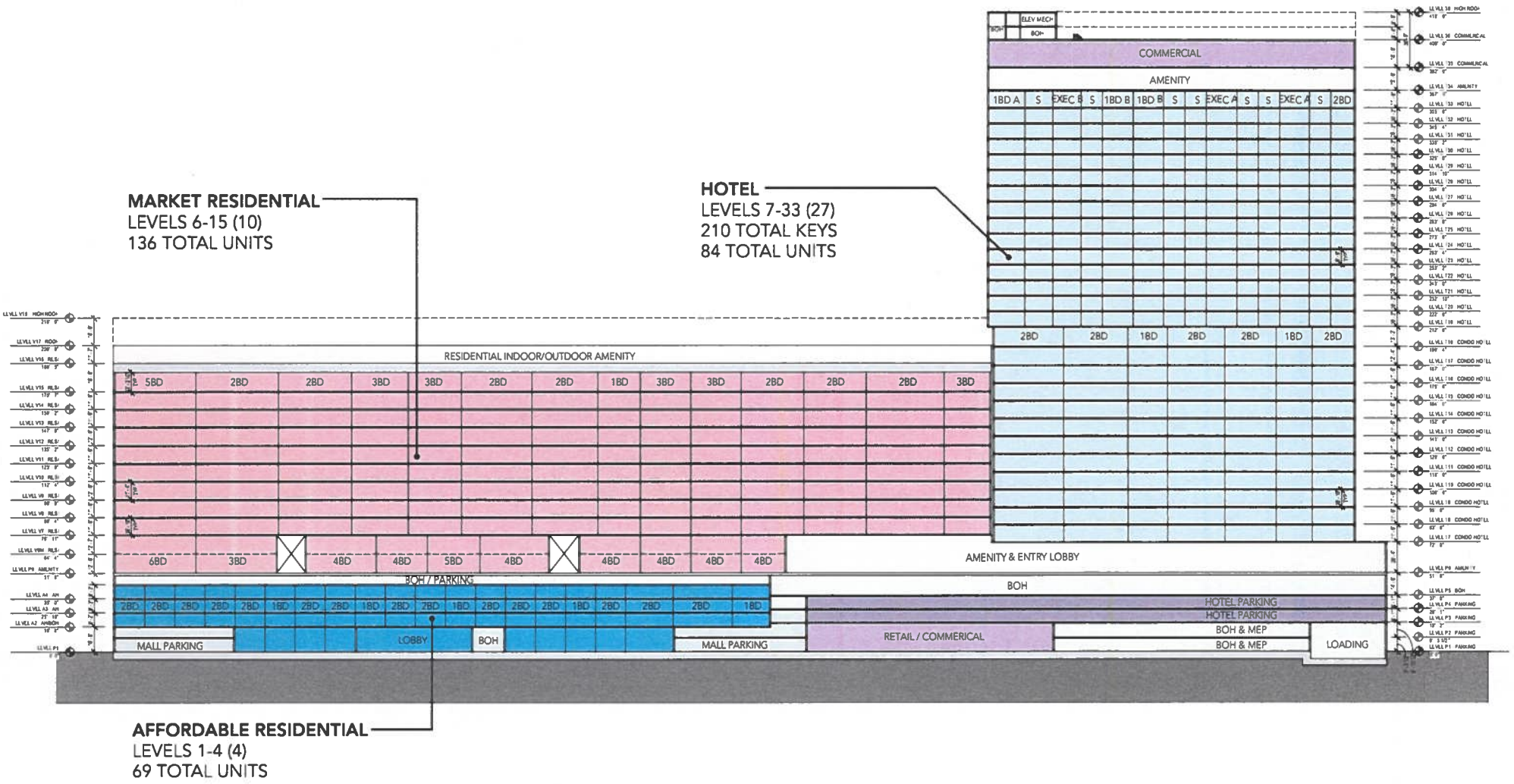
# 1588 ALA MOANA

PROPOSED PROGRAM SECTION - 400' CONDO-HOTEL/HOTEL | 200' RESIDENTIAL CONDO

**EXHIBIT C-4**

0' 60' 120'

1" = 60'-0" WHEN PRINTED ON 11X17



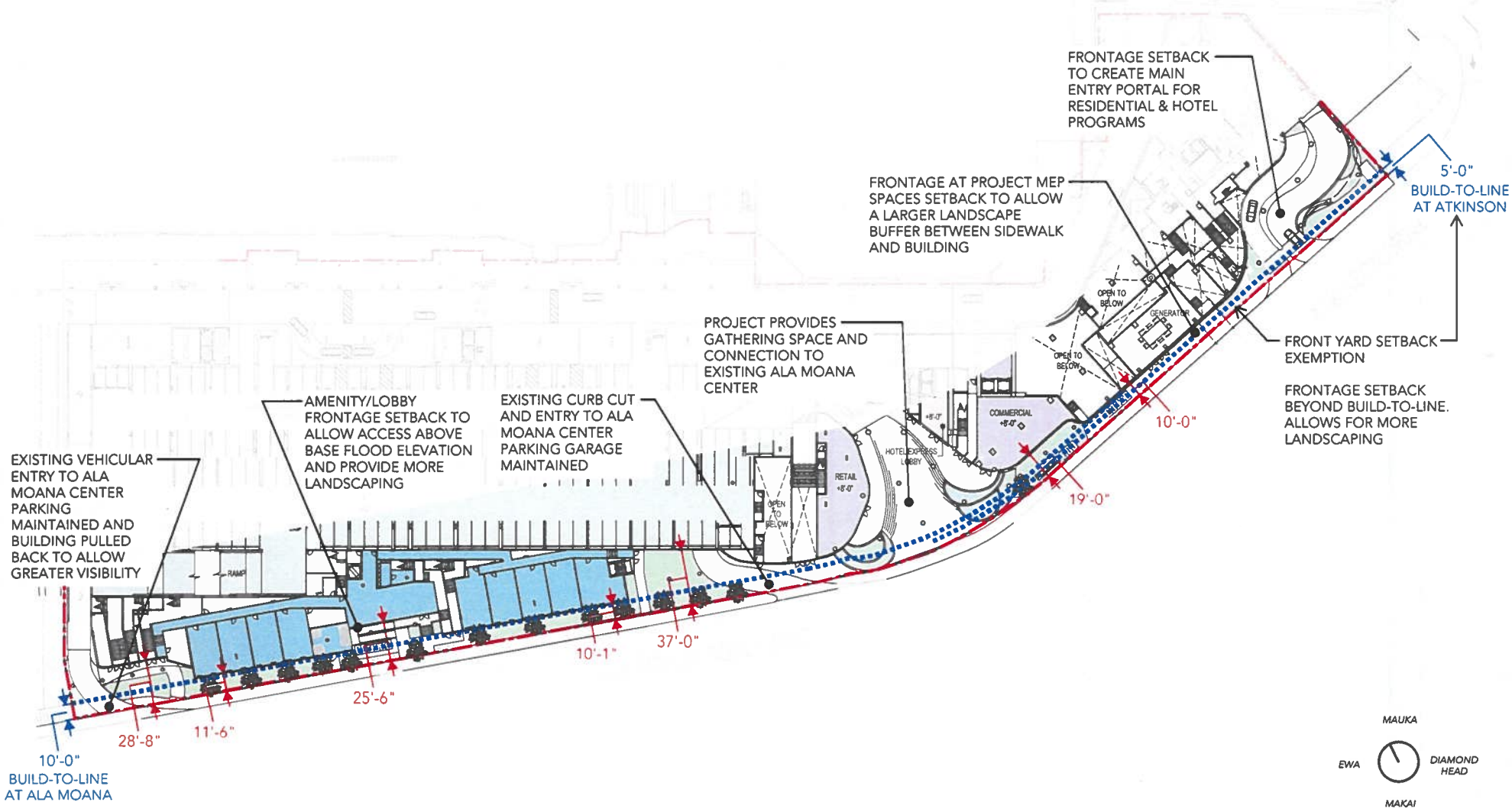
# 1588 ALA MOANA

## STREET FACADE & BUILDING PLACEMENT

**EXHIBIT C-5**

0' 60' 120'

1" = 60'-0" WHEN PRINTED ON 11X17

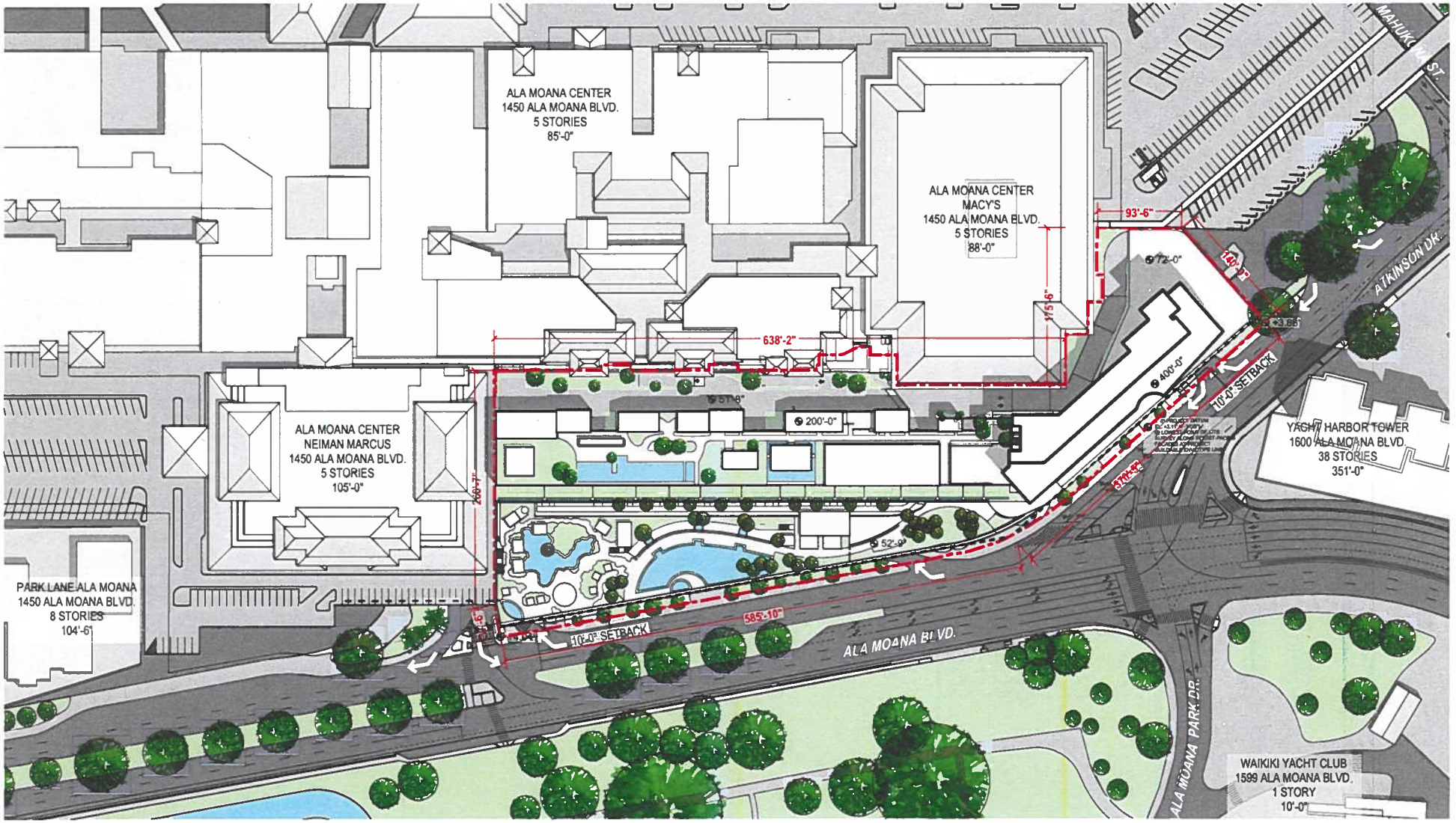


# 1588 ALA MOANA
## PROPOSED SITE PLAN

## EXHIBIT C-6

MAUKA
EWA
DIAMOND HEAD
MAKAI

TOTAL LOT AREA = 187,174 SF

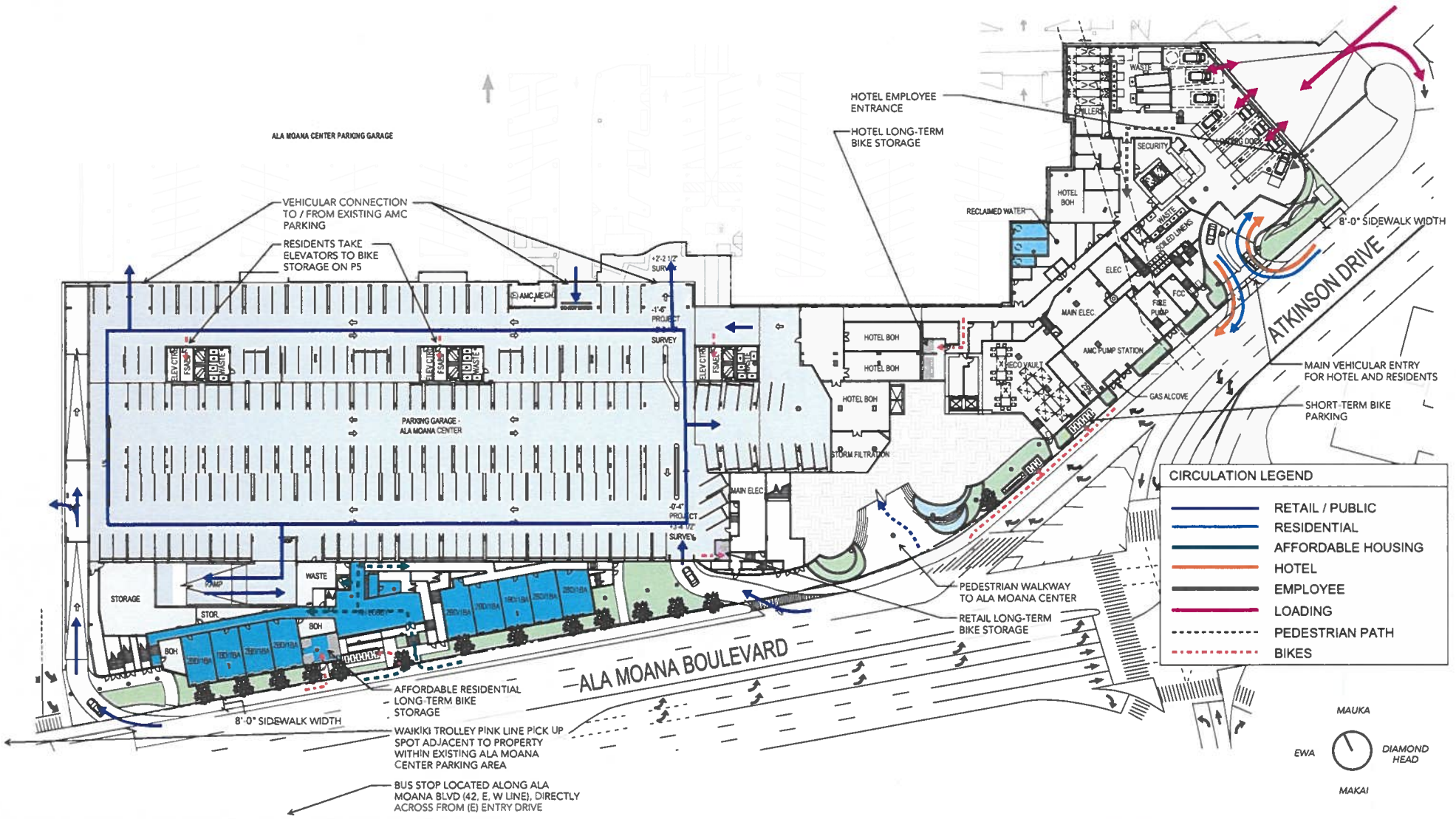


# 1588 ALA MOANA
## LEVEL 1 CIRCULATION DIAGRAM

**EXHIBIT C-7**

0' 60' 120'

1" = 60'-0" WHEN PRINTED ON 11X17



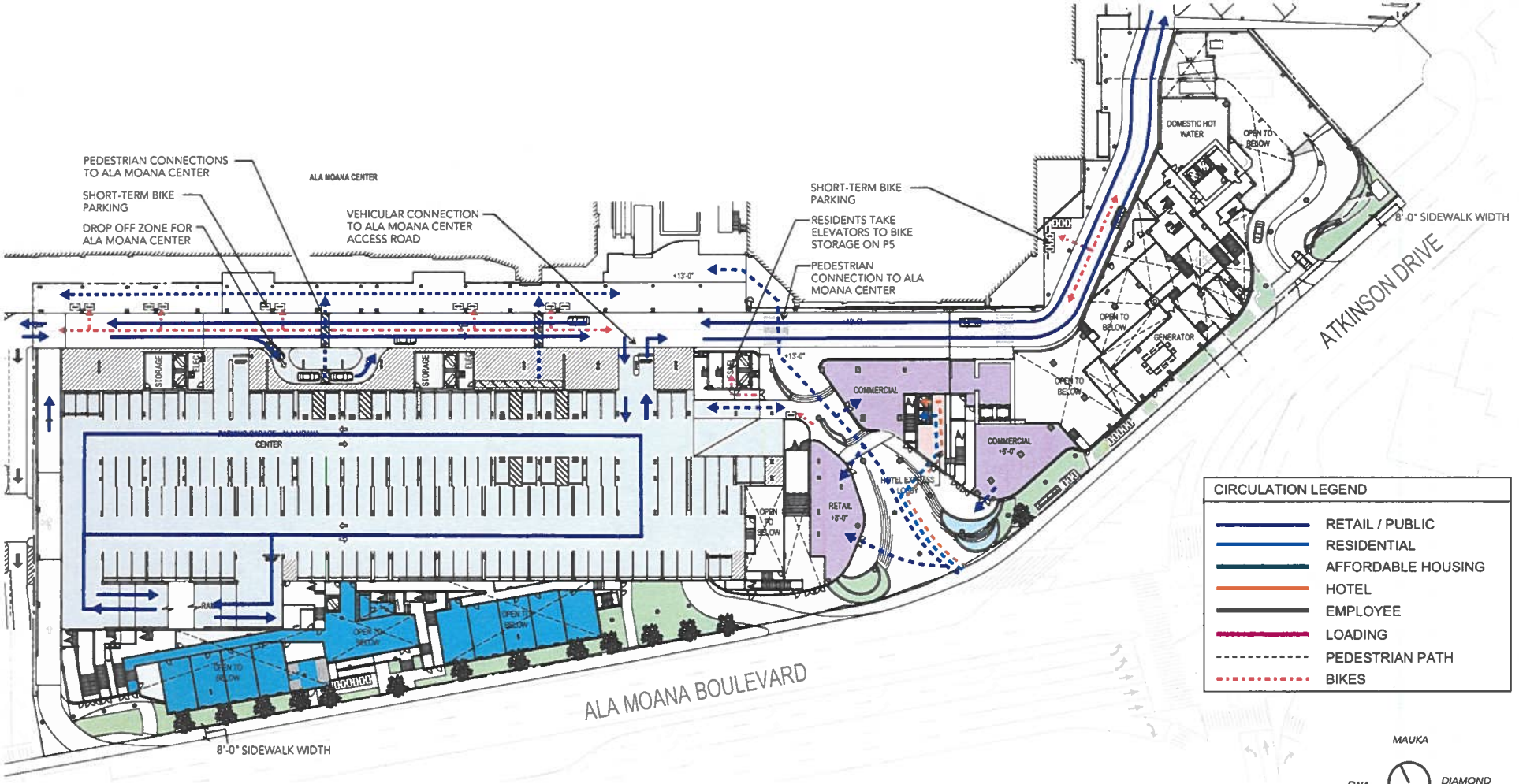
# 1588 ALA MOANA

## LEVEL 2 CIRCULATION DIAGRAM

**EXHIBIT C-8**

0' 60' 120'

1" = 60'-0" WHEN PRINTED ON 11X17



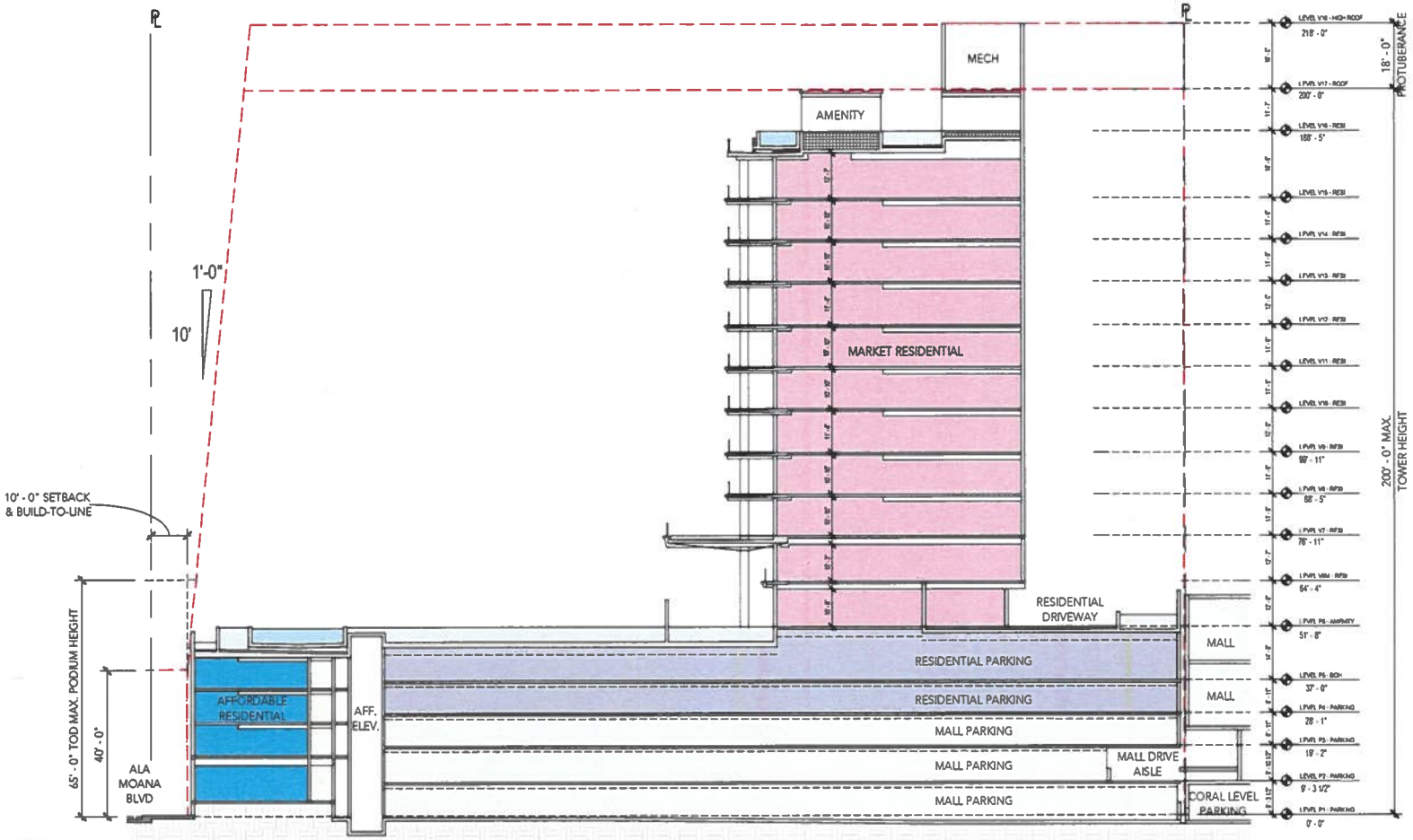
# 1588 ALA MOANA

## CONCEPTUAL SECTION - ALA MOANA SETBACK

**EXHIBIT C-9**

0' 50' 100'

1" = 30'-0" WHEN PRINTED ON 11X17



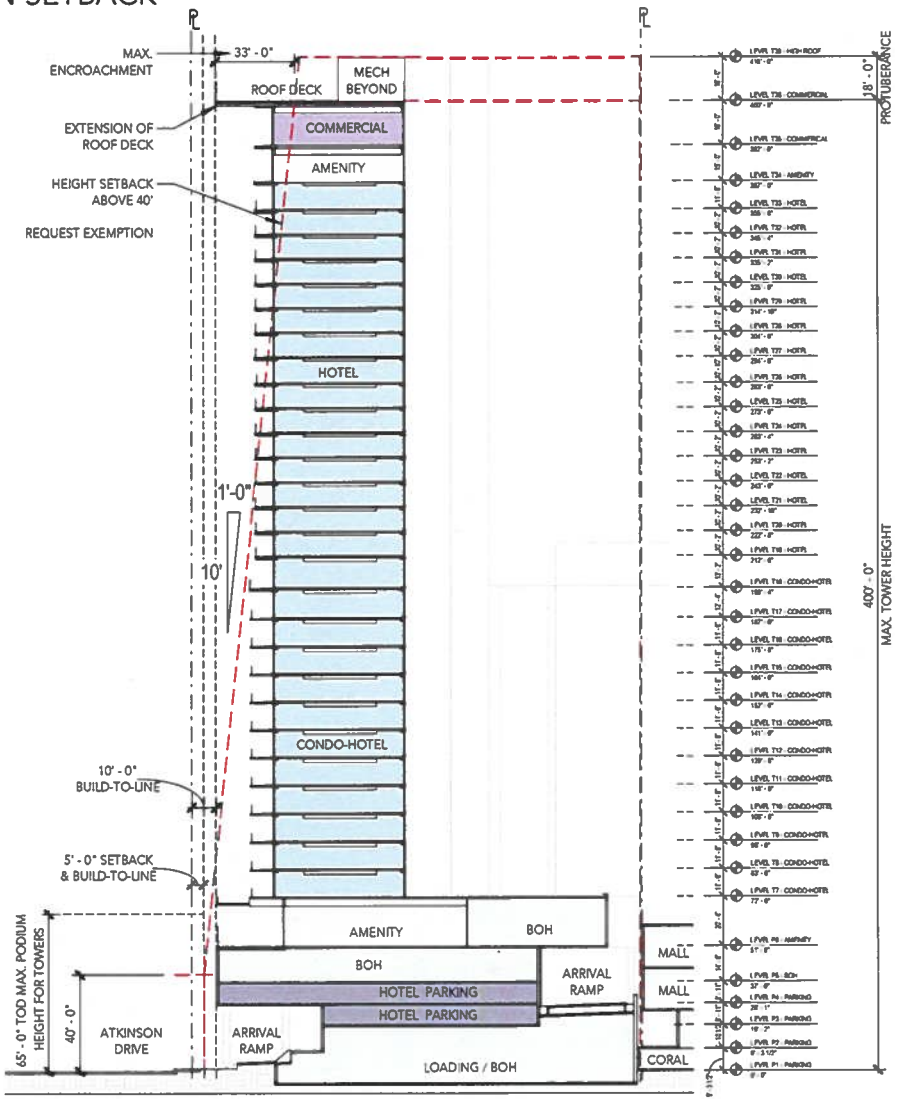
# EXHIBIT C-10

0' 50' 100'

1" = 50'-0" WHEN PRINTED ON 11X17

# 1588 ALA MOANA

## CONCEPTUAL SECTION - ATKINSON SETBACK

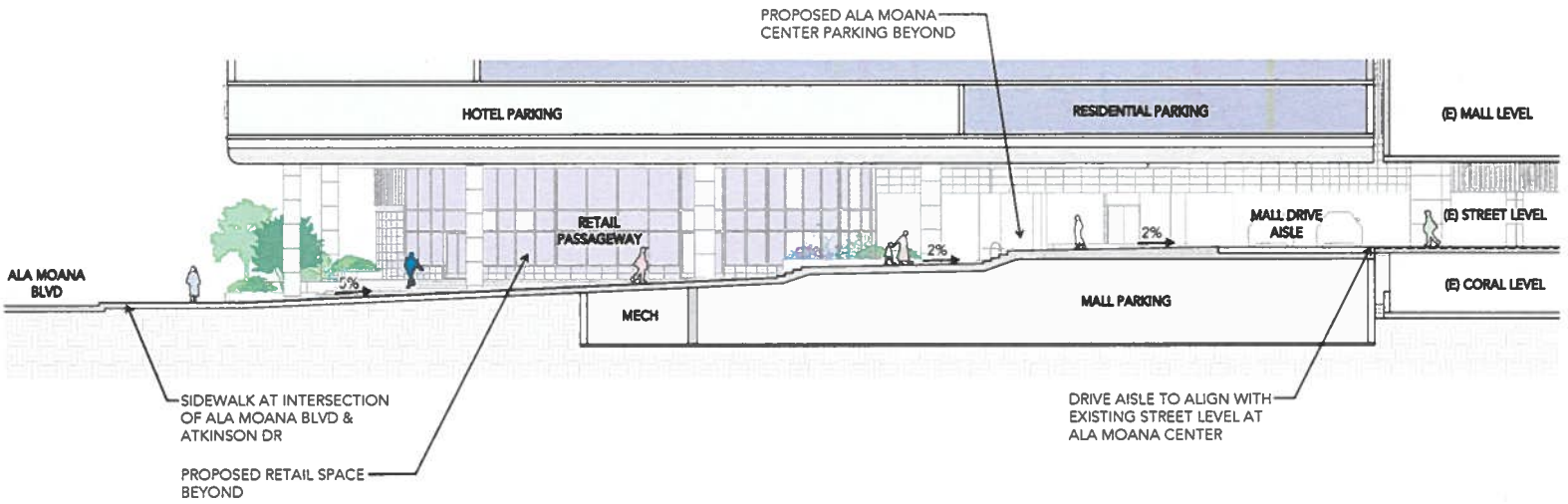





# EXHIBIT C-11

## 1588 ALA MOANA
CONCEPTUAL SECTION - RETAIL PASSAGEWAY

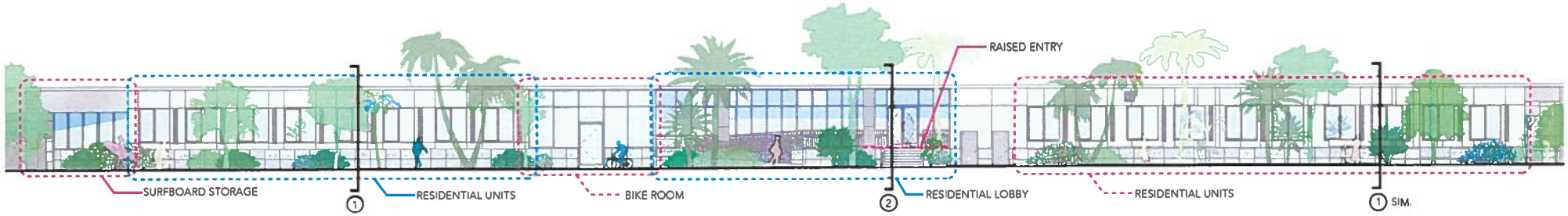
0 4' 8' 16'
1" = 20'-0" WHEN PRINTED ON 11X17

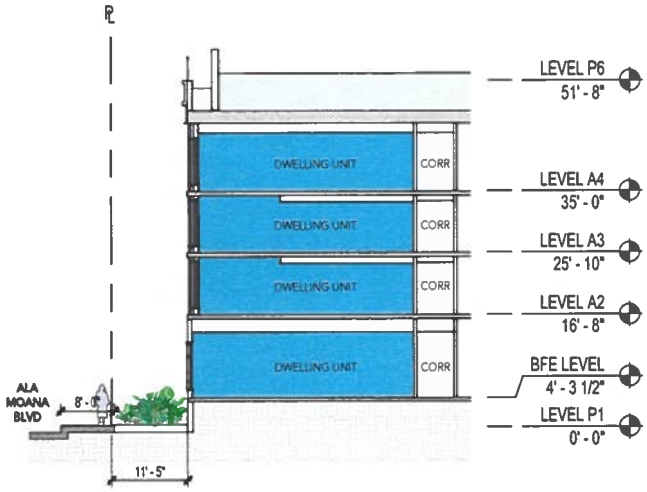




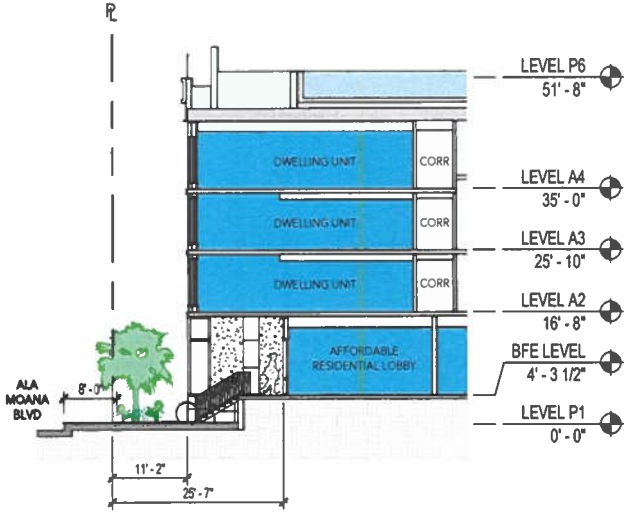

# 1588 ALA MOANA

## GROUND FLOOR RESIDENTIAL UNITS - ELEVATION & SECTIONS

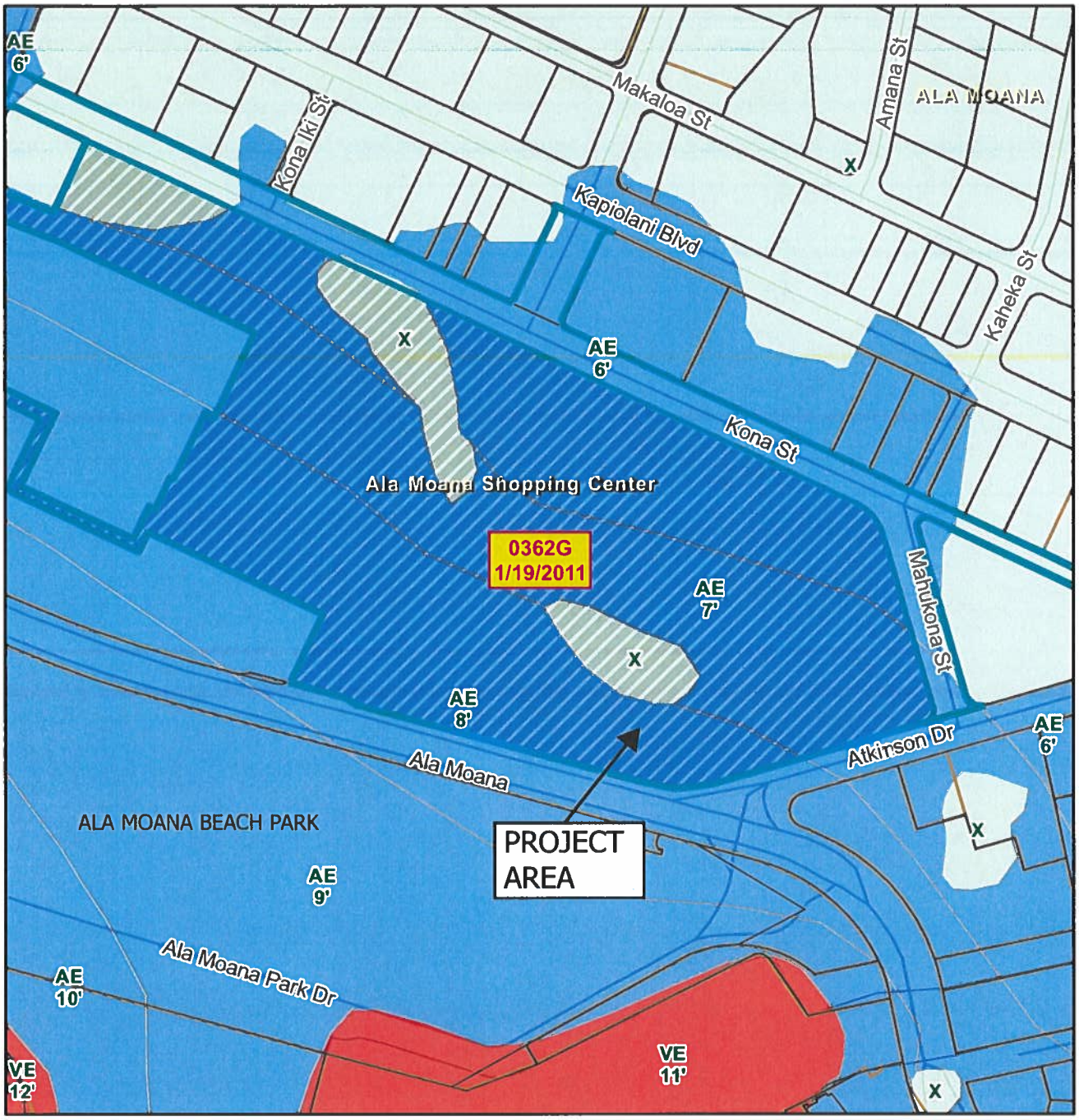


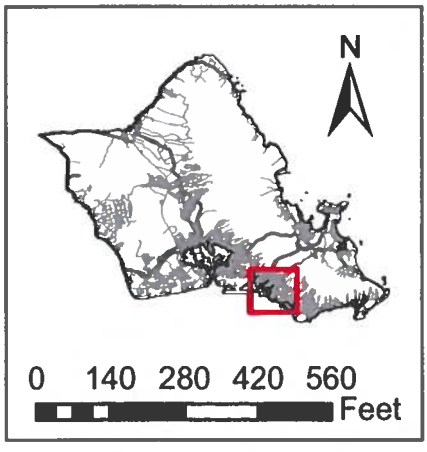




1 SECTION AT DWELLING UNITS




2 SECTION AT RESIDENTIAL LOBBY




# EXHIBIT D
# FLOOD ZONE MAP

FILE NO. 2026-PDP-1

TAX MAP KEY 2-3-038: 014 (POR.)

1450 ALA MOANA BLVD - ALA MOANA

June 2026

Department of Planning and Permitting
Land Use Permits Division
City and County of Honolulu