



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

**20-315**

No. \_\_\_\_\_

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**RESOLUTION**

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APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED  
DEVELOPMENT-TRANSIT (IPD-T) PROJECT FOR THE ALA MOANA PLAZA  
DEVELOPMENT PROJECT.

WHEREAS, on August 14, 2020, the Department of Planning and Permitting ("DPP") accepted the application (DPP Reference Number 2020/SDD-45) of Brookfield Properties (herein referred to as the "Applicant") for an IPD-T Permit to redevelop 78,976 square feet of land with a mixed-use development project in the Ala Moana neighborhood on land zoned BMX-3 Community Business Mixed-Use District, located at 451 Piikoi Street, and identified as Tax Map Key(s) 2-3-038: 003 and portion of 014 (herein referred to as the "Project"); and

WHEREAS, the Project will include the demolition of the existing commercial structures and the development of a new tower, with a maximum height of 400 feet, which includes 583 rental housing units, 20 percent of which will be designated as affordable rental housing units, a 1,570-square-foot commercial space, and other ground floor pedestrian improvements; and

WHEREAS, on September 30, 2020, the DPP held a Public Hearing which was attended by the Agent, Applicant and its representatives, City staff, and approximately 72 members of the public; with ten of them providing testimony; and

WHEREAS, on \_\_\_\_\_, the DPP, having duly considered all evidence and reports of said public hearing and the review guidelines established in Sections 21-2.110-2 and 21-9.100-5 of the Land Use Ordinance (LUO), completed its report and transmitted its findings and recommendation of approval to the Council by Departmental Communication \_\_\_\_\_ (2020); and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits A through X, and is further described in Departmental Communication \_\_\_\_\_ (2020), all of which are incorporated herein by this reference; and

WHEREAS, the City Council, having received the findings and recommendation of the DPP on \_\_\_\_\_, 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 IPD-T Project is partially approved under the following conditions, subject to the following conditions:



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- A. After City Council approval of the IPD-T Permit for the Project, the Applicant shall submit to the DPP for review and approval, an application for a Major Special District (SD) Permit, including detailed plans and drawings of the Project.
- B. The maximum floor area ratio for the Project is 7.0 (552,832 square feet).
- C. The maximum height of the Project is 400 feet. Rooftop structures must conform to Land Use Ordinance (LUO) Section 21-4.60(c).
- D. The encroachment into the Kona Street height setback is permitted to a maximum depth of 21 feet.
- E. The required number of vehicle parking spaces for the Project is 220 spaces.
- F. The following community benefits must be provided:
  - 1. At least 20 percent of the residential units when taking into account the "Rules to Implement the City's Affordable Housing Requirements" (AH Rules), must be dedicated as affordable housing to families earning no more than 80 percent area median income for Honolulu, for a period of no less than 45 years. Application of the AH Rules, including the room factor and a unit mix congruent to the market-rate component, is required. Compliance with this condition will be confirmed prior to the issuance of any certificate of occupancy (CO) with the approval of an Affordable Housing Agreement which shall be recorded with the Bureau of Conveyances.
  - 2. A minimum of 10 car-share spaces and vehicles. The car-share spaces must be publicly accessible at all times and not limited to use by residents of the Project. Car-share spaces may also count as parking spaces. Evidence of an agreement with a car-share organization for the use of the Project premises shall be submitted to the DPP prior to CO issuance.
  - 3. A bike share station. The bike share station must be conveniently located and publicly accessible. Compliance will be confirmed upon completion of an agreement with Bikeshare Hawaii, or a current City bike share partner, to fund, construct, and provide space for an on-site bike share station with a minimum of 20 total spaces, or as deemed appropriate by Bikeshare Hawaii or a current City bike share partner.



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Evidence of an agreement with a City-approved bike share program on the Project site shall be submitted to the DPP prior to CO issuance.

4. A monetary contribution of \$140,000 to the City and County of Honolulu to facilitate coordinated Complete Streets improvements in the Ala Moana Transit Oriented Development (TOD) Plan Area, such as a protected bike lane on Piikoi Street and connection to the Pensacola protected bike lane through Waimanu Road or similar route, and/or other improvements intended to improve the Complete Streets network. Confirmed receipt of such contribution should be obtained prior to any issuance of any foundation permit.
  5. An easement on Kona and Kona Iki Streets in favor of the City for public right-of-way (ROW) access. Prior to issuance of any building permit, the Applicant shall submit an executed restrictive covenant, easement, or similar mechanism to the DPP ensuring the City will have continued use of Kona and Kona Iki Streets.
  6. Intersection and ROW improvements to address safety on Piikoi Street and Kona Street from the recommendations of the required transportation impact assessment (TIA). These multi-modal infrastructure improvements must be submitted to the DPP and the Department of Transportation (DTS) for review and approval prior to issuance of any building permits (including demolition permits). A deferred agreement may be entered into between the Applicant and the City in order to schedule the improvements in coordination with Honolulu Authority for Rapid Transportation (HART) demolition and construction work.
  7. Improved connectivity for pedestrians and bicyclist which shall be shown through revised plans in the SD Permit application, delineated below.
- G. The application for the Major SD Permit must include updated plans showing the following:
1. A revised ground-floor plan which shows the distance from the property line/street frontage to the ground floor structures, the width of the sidewalk, outdoor dining and/or open areas, the screening and façade improvements, ground floor street frontage transparency percentages (not including the mauka garage, "parklet", or other blank walls in the base calculation), landscaping, pedestrian amenities, and other improvements



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that create a robust pedestrian environment. Justification should be provided if flexibility is being requested from the LUO standards;

2. Detailed landscaping plans and revised streetscape sections in accordance with TOD recommendations for tree types and orientation of plantings on the outer edge (street-side) of the sidewalk;
3. Any outdoor dining features and street furniture (as applicable);
4. Landscaping and screening, consisting of a green wall, hanging plants, or an architecturally integrated false façade to screen any existing or proposed parking structures on the ground floor and concourse level;
5. Detailed specifications and a narrative description ensuring that the building materials, finishes, and colors are nonreflective, subdued in nature, and compatible with nearby structures and will meet the restrictions for sunlight reflection and glare prevention, as appropriate;
6. Enhanced activation and details of programming for the ground floor of parking structures, including, but not limited to, a schedule of six planned public events annually. This condition may be terminated in the case an agreement is reached between the City and the developer regarding the bus transit station off of Kona Street;
7. Bike parking and bike share station details, including location of all spaces, number of spaces, and rack types;
8. Updated floor plans and unit mix schedule with preliminary affordable housing unit calculations showing compliance with the above conditions related to AH Rules;
9. Details of ROW improvements, including details of the materials, finish, and color of the sidewalk areas;
10. Improved connectivity plan showing clearly marked pedestrian and bicycle paths from the mauka garage site to the street and to adjacent parcels, the planned HART station and other amenities; and
11. Proposed wayfinding signs and their locations.



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- H. Prior to applying for a grading permit or building permit, whichever comes first, the Applicant shall submit an Archaeological Inventory Survey report that has been approved by the State Historic Preservation Division (SHPD), and commit to the approved mitigation and protocols of all archaeological historic properties and cultural resources, including iwi, identified on site; or otherwise, provide a letter from SHPD confirming one is not necessary.
- I. Prior to applying for a foundation permit, the Applicant shall implement the recommendations of the wind study and wind tunnel test, if the affected Level 6 outdoor amenity deck is being counted toward Park Dedication.
- J. Prior to the issuance of any building permits, the Applicant shall be assessed for the impact of the Project on Honolulu Fire Department services and make a contribution toward neighborhood facilities, such as the acquisition and construction of a new fire station in the Ala Moana/Kakaako vicinity.
- K. Prior to approval of any building permits (including demolition permits), the Applicant shall submit for review and approval by the DTS and the DPP:
  - 1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, including the date of occupancy. This will also identify when a Construction Management Plan (CMP), TIA, Traffic Management Plan (TMP), and updates to or validation of the findings of the Traffic Impact Analysis Report (TIAR) should be submitted for review and approval.
  - 2. The final TMP, including the CMP and a TIA performed by the Applicant in coordination with the DTS Regional Planning Branch and the DPP to examine the vehicle, pedestrian, bicycle, and public transit stress and comfort levels at the nearby intersections and Project access driveways with corresponding improvements to mitigate these impacts, including:
    - a. An optimization study of the Piikoi Street and Kona Street traffic signal for multi-modal operations. Specifically, the study should consider the impact of signal timing and intersection geometry/design on the most vulnerable users, and should incorporate the planned protected bike lane on Piikoi Street;



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- b. Proposed improvements in the Project description should include multi-modal intersection improvements, transit easements along Kona and Kona Iki Streets, and bike share facilities; and
  - c. A parking study consisting of an analysis of parking utilization, turnover throughout the day, justification for the proposed parking spaces, and consideration of other alternatives for parking management such as shared-parking agreements or a park-and-ride facility.
- L. Prior to the approval of any building permit, the Applicant shall provide:
  - 1. To the DPP and the DTS, the TMP including transportation mode share performance targets and a schedule for achieving such targets as related to:
    - a. Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by residents and employees that can contain carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar measures;
    - b. Bicycle Plan, identifying the location, number of spaces, and signage for bicycle racks and circulation pattern for bikes;
    - c. Pedestrian Circulation Plan to provide accessibility and connectivity to the surrounding public sidewalks and street intersections, showing safe routes to the planned transit station and surrounding activities. A determination of the effective sidewalk widths taking into account Complete Streets initiatives; and
    - d. Parking Management Plan (PMP) including an analysis of the parking/loading/valet operations. Due to the proposed physical separation between the two-lanes within the porte-cochere, the PMP should identify which lane is the bypass lane and how traffic control will be managed. It should be clearly stated that the porte-cochere shall not operate as two separate drop-off/pick-up areas in the two lanes.



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2. The updated TIAR updates to the DPP and the DTS, including supplemental studies or subsequent updates should:
  - a. Reflect any changes in driveway operations should they occur; and
  - b. Indicate when the Keeaumoku Street /Kona Street intersection traffic signal, assumed in the July 2020 TIAR, will be installed and by whom.

A new TIAR may be required if there is a significant change to the scope or timing of the major work items contained in the initial report.

- M. Prior to issuance of the CO, the following should be submitted for review and approval:
  1. An updated Street Tree Plan.
  2. An annual schedule of six planned public events per year that will utilize the mauka garage for transit- and pedestrian-oriented patrons.
- N. Approximately one year after the issuance of the CO, a post TMP including post TIAR will be required to validate the relative effectiveness of the various TDM strategies identified in the initial report to the DPP Traffic Review Branch for review and approval.
- O. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.
- P. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City/State for maintenance.
- Q. Approval of this IPD-T Permit does not constitute compliance with other LUO or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant should be responsible for ensuring that the final plans for the Project approved under this permit comply with all applicable LUO and other governmental provisions and requirements.





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- R. The Applicant must obtain a building permit for the Project within five years of the date of the SD Permit. Failure to obtain a building permit within this period should render this approval null and void, provided that this period may be extended as follows:
1. The Director of the DPP may extend this period if the Applicant demonstrates good cause, but the period should not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion.
  2. If the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which should include the Director's findings and recommendations thereon.  
  
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: (1) Sixty days after receipt of the Director's report, or (2) The Applicant's then-existing deadline for obtaining a building permit; the extension should be deemed denied.
- S. Construction should be in general conformity with the approved plans on file with the DPP. Any change in the size or nature of the Project which significantly alters the proposed development should require a new application. Any change which does not significantly alter the proposed Project should be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of the DPP.





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BE IT FINALLY RESOLVED that copies of this resolution be transmitted to Kathy K. Sokugawa, Acting Director, Department of Planning and Permitting, 650 South King Street, 7<sup>th</sup> Floor, Honolulu, Hawaii, 96813; GGP Ala Moana, LLC, 1003 Bishop Street, Suite 2288, Honolulu, Hawaii, 96813; and Keith Kurahashi, R. M. Towill Corporation, 2024 North King Street, Suite 200, Honolulu, Hawaii, 96819.

INTRODUCED BY:

*Carol N. Kobayashi* (br)

DATE OF INTRODUCTION:

**NOV 16 2020**

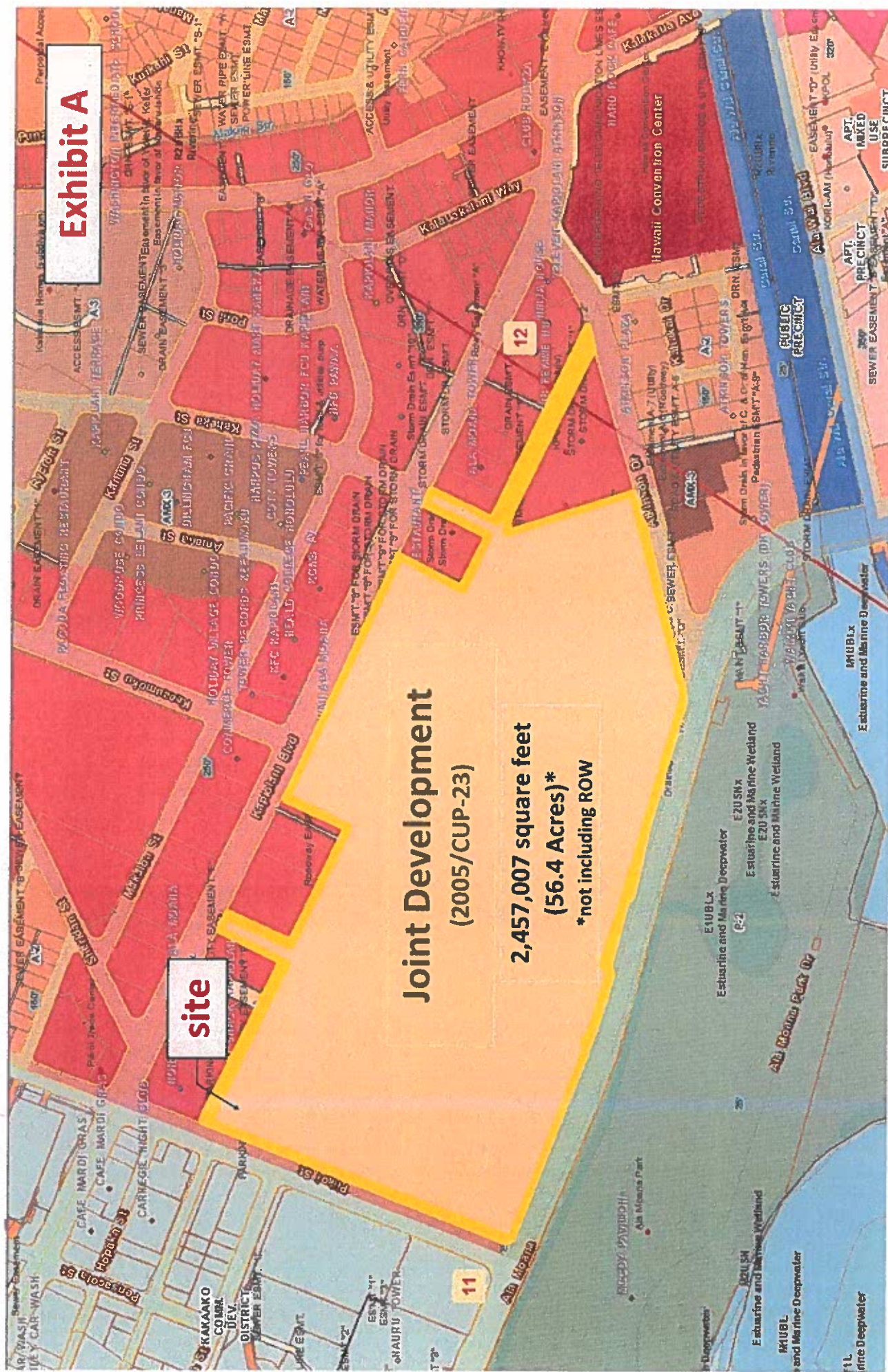
Honolulu, Hawaii

Councilmembers

**site**

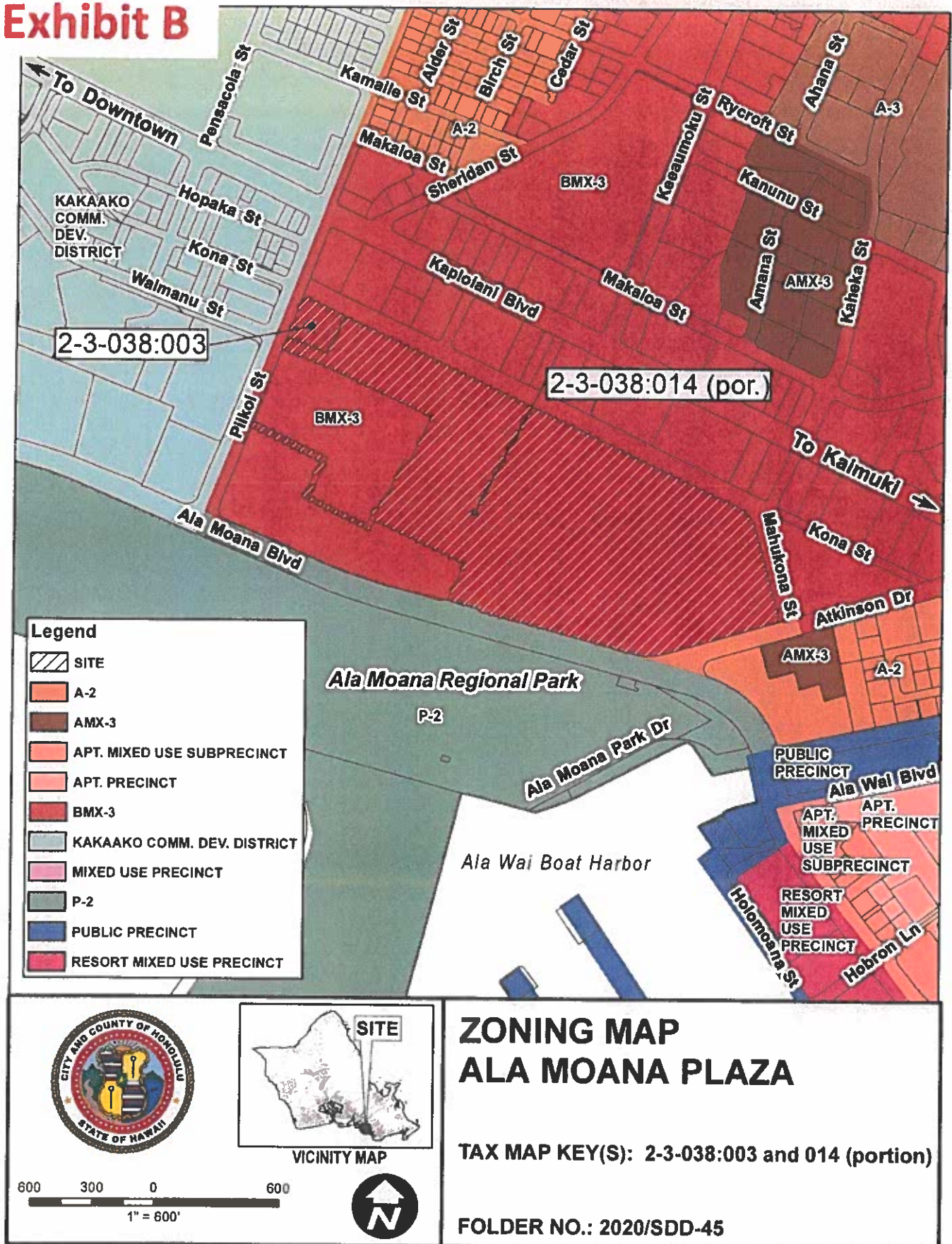
# Joint Development (2005/CUP-23)

**2,457,007 square feet  
(56.4 Acres)\*  
\*not including ROW**



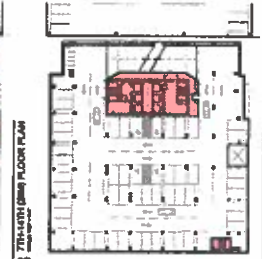
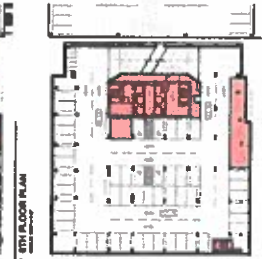
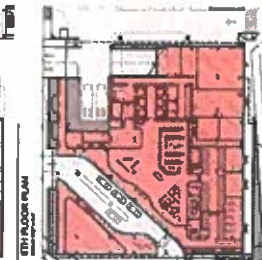
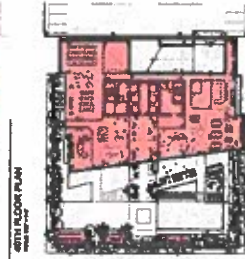
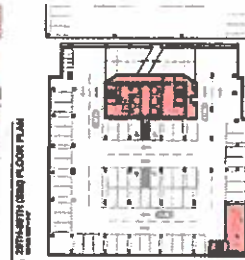
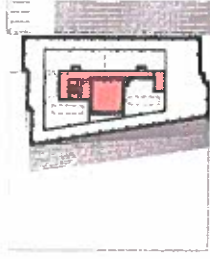
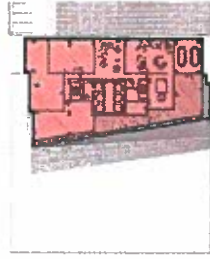
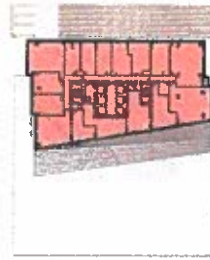
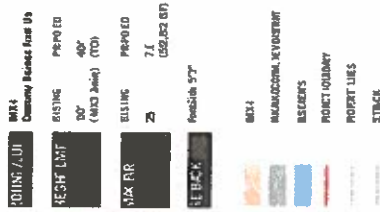


# Exhibit B





**LUO Floor Area**

[illegible]

50 TWO AREA CALCULATION

NOT FOR  
CONSTRUCTION

[illegible]

## ZONING EXHIBITS

A000

ALA MOANA PLAZA

**THE UNIVERSITY OF TEXAS AT AUSTIN**  
**INSTITUTE FOR ENERGY STUDIES**  
**ENERGY POLICY & ADMINISTRATION**

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**Author's Note:** I thank the following people for their comments on earlier drafts of this article: David G. Thelen, David A. Reardon, and the anonymous reviewers for *Journal of Management Inquiry*.

[illegible]

**Table 1**

**Demographic characteristics of study population**

**N = 60**

**Age (years)**

Mean ± SD

58.7 ± 9.5

**Gender**

Male

Female

30

30

**Ethnicity**

Caucasian

African American

Hispanic

Asian

Other

45

10

3

1

1

**Education level**

High school or less

Bachelor's degree

Master's degree

PhD

15

25

15

5

**Marital status**

Married

Divorced

Widowed

Single

15

15

15

15

**Employment status**

Employed

Unemployed

Retired

15

15

30

**Income (USD/year)**

< \$10,000

\$10,000–\$19,999

\$20,000–\$29,999

\$30,000–\$39,999

\$40,000–\$49,999

\$50,000–\$59,999

\$60,000–\$69,999

\$70,000–\$79,999

\$80,000–\$89,999

\$90,000–\$99,999

\$100,000+

5

10

10

10

10

10

10

10

10

10

10

**Health insurance**

Medicare

Medicaid

Private

None

15

15

15

15

**Comorbidities**

Hypertension

Diabetes

Cholesterol

Heart disease

Stroke

Arthritis

Depression

Anxiety

15

10

10

10

10

10

10

10

**Medications**

Antihypertensives

Antidiabetics

Lipid-lowering agents

Cardiovascular drugs

Psychiatric medications

Painkillers

15

10

10

10

10

10

100



**NAME**

三

VEHICLE PARKING IN PROPOSED TOWER

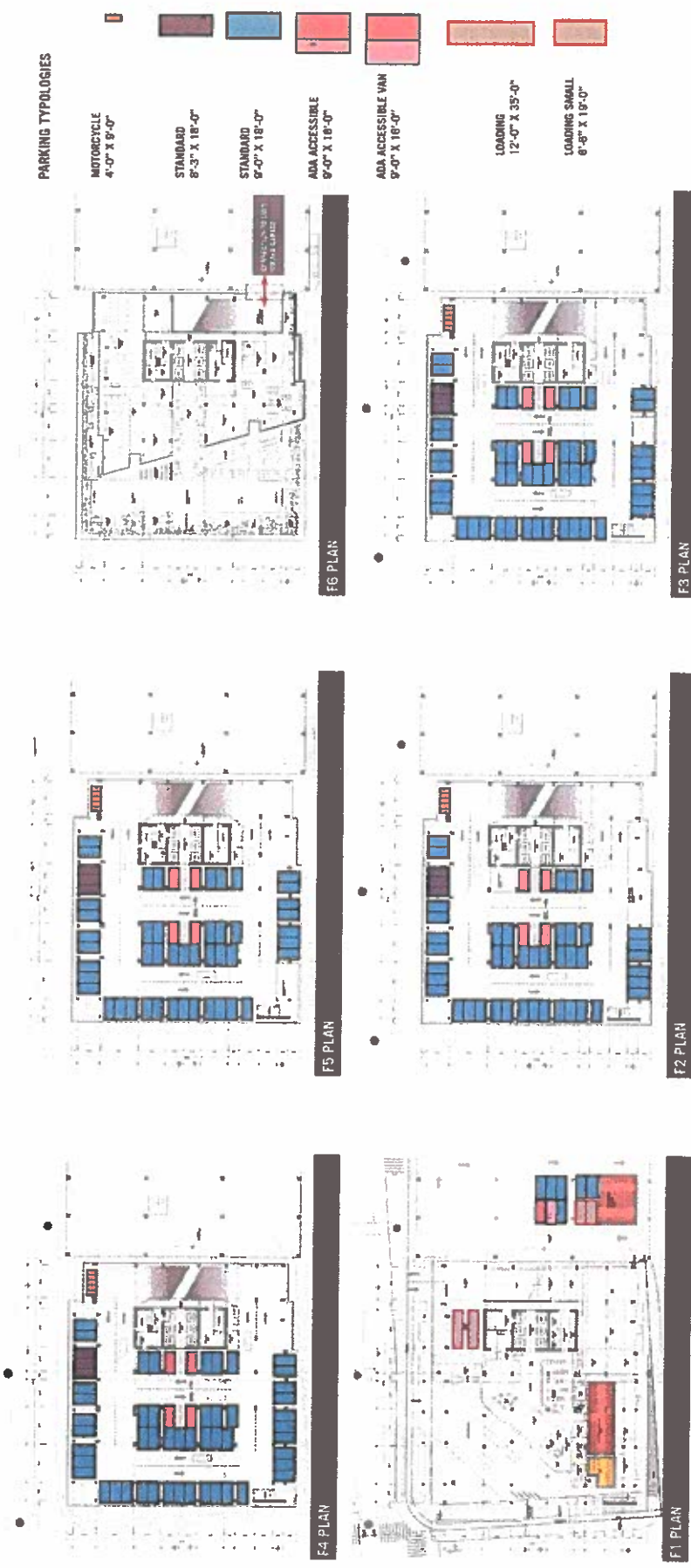
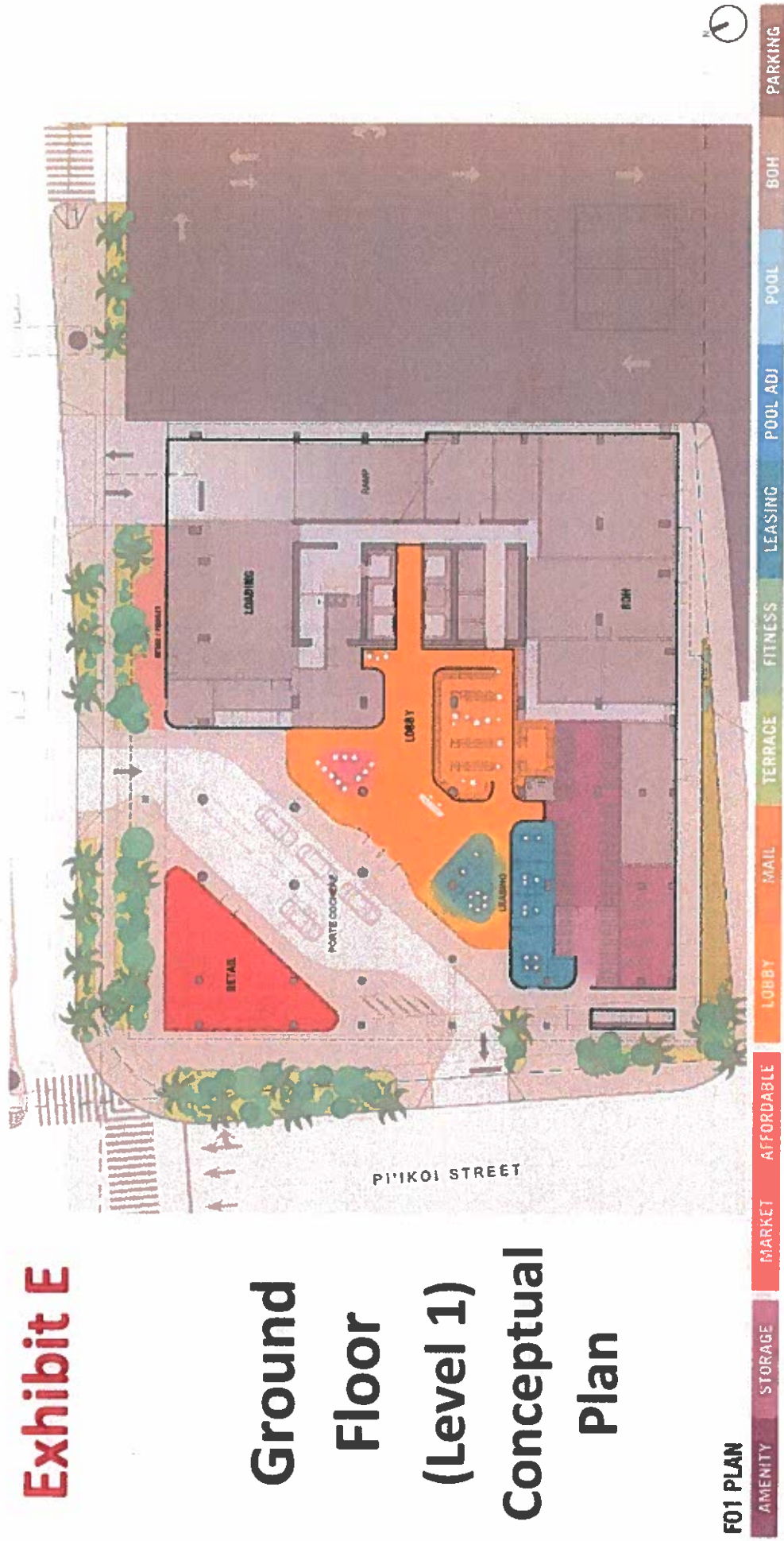


Exhibit D



# Exhibit E

## Ground Floor (Level 1) Conceptual Plan



# Garage: Parking Spaces (Levels 4-5)

The figure consists of two architectural drawings of parking levels. The top drawing is the 'FIFTH LEVEL PARKING PLAN' with a scale of 1" = 40' (1:160). It shows a long rectangular layout with multiple rows of parking stalls. A central ramp area is highlighted in yellow and labeled 'RAMP'. A box on the right indicates 'TOTAL STALL COUNT PLAZA + 18 STALLS MAUKA = 306 STALLS'. The bottom drawing is the 'FOURTH LEVEL PARKING PLAN - EWA' with a scale of 1" = 40' (1:160). It shows a similar layout with parking stalls and a central ramp area. A box on the right indicates 'TOTAL STALL COUNT PLAZA + 18 STALLS MAUKA = 306 STALLS'. A north arrow is located in the upper right corner of the figure.

**FIFTH LEVEL PARKING PLAN**  
SCALE 1" = 40' (1:160)

**FOURTH LEVEL PARKING PLAN - EWA**  
SCALE 1" = 40' (1:160)

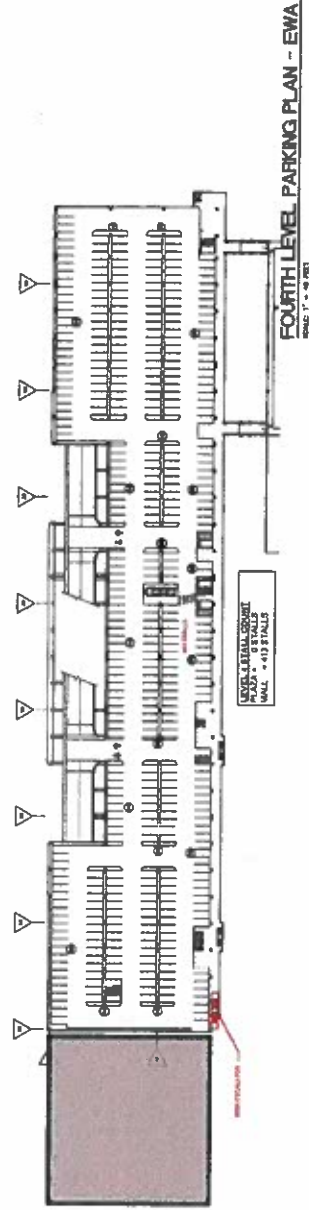
**TOTAL STALL COUNT**  
PLAZA + 18 STALLS  
MAUKA = 306 STALLS

**TOTAL STALL COUNT**  
PLAZA + 18 STALLS  
MAUKA = 306 STALLS

Exhibit F

SCHEME F

TOTAL SCHEME F STALL COUNT	
PLAZA TOWER =	220 STALLS
PLAZA EWA =	399 STALLS
MAUKA EWA =	9547 STALLS



PK-1

TOTAL SCHEME F STALL COUNT
PLAZA TOWER = 220 STALLS
PLAZA EWA = 399 STALLS
MAUKA EWA = 9547 STALLS

NOT FOR  
CONSTRUCTION

[illegible]



## Exhibit G



## SCHEME F

PK-2

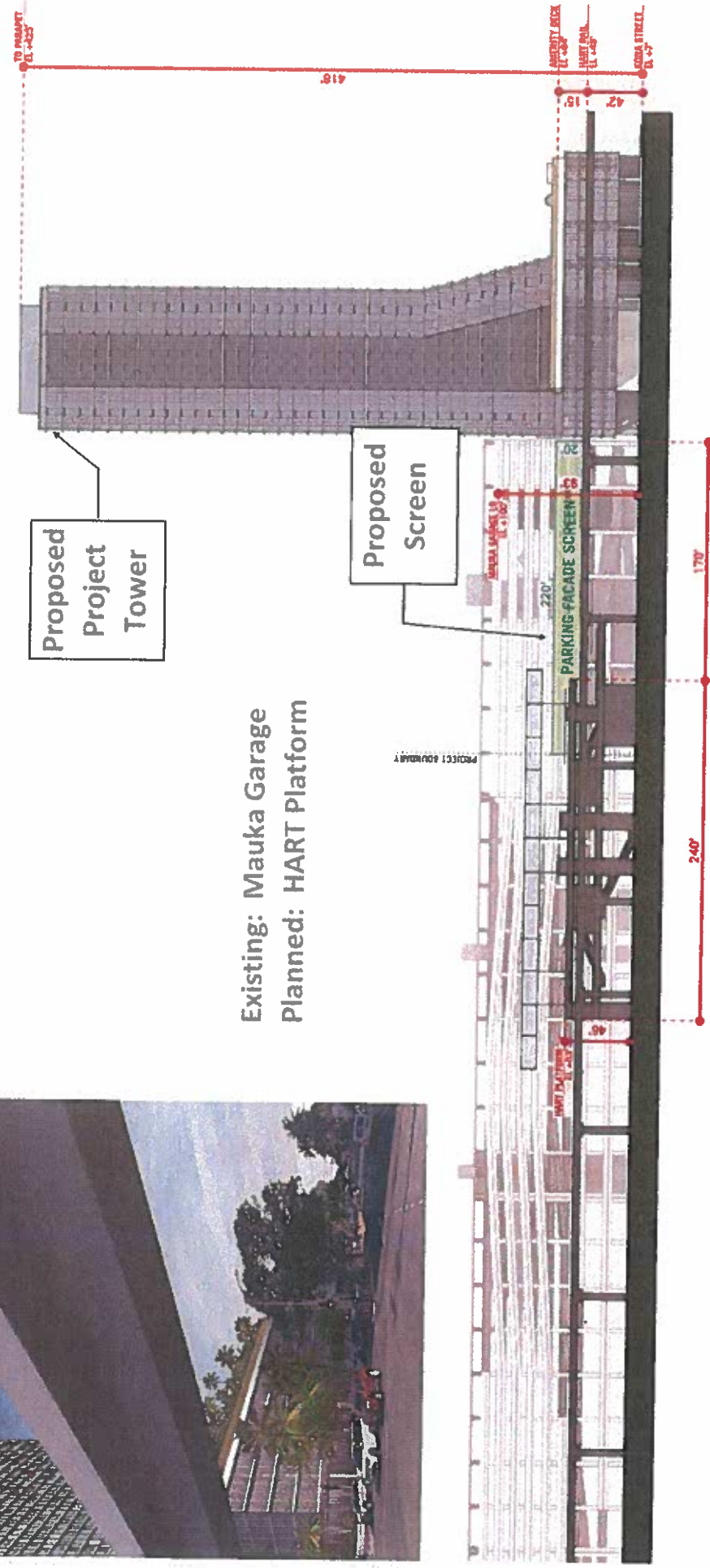
NOT FOR  
CONSTRUCTION

Project Status  
Project Name/State  
Contract # (if any)  
Estimate #  
2  
2  
Red and Purple #48

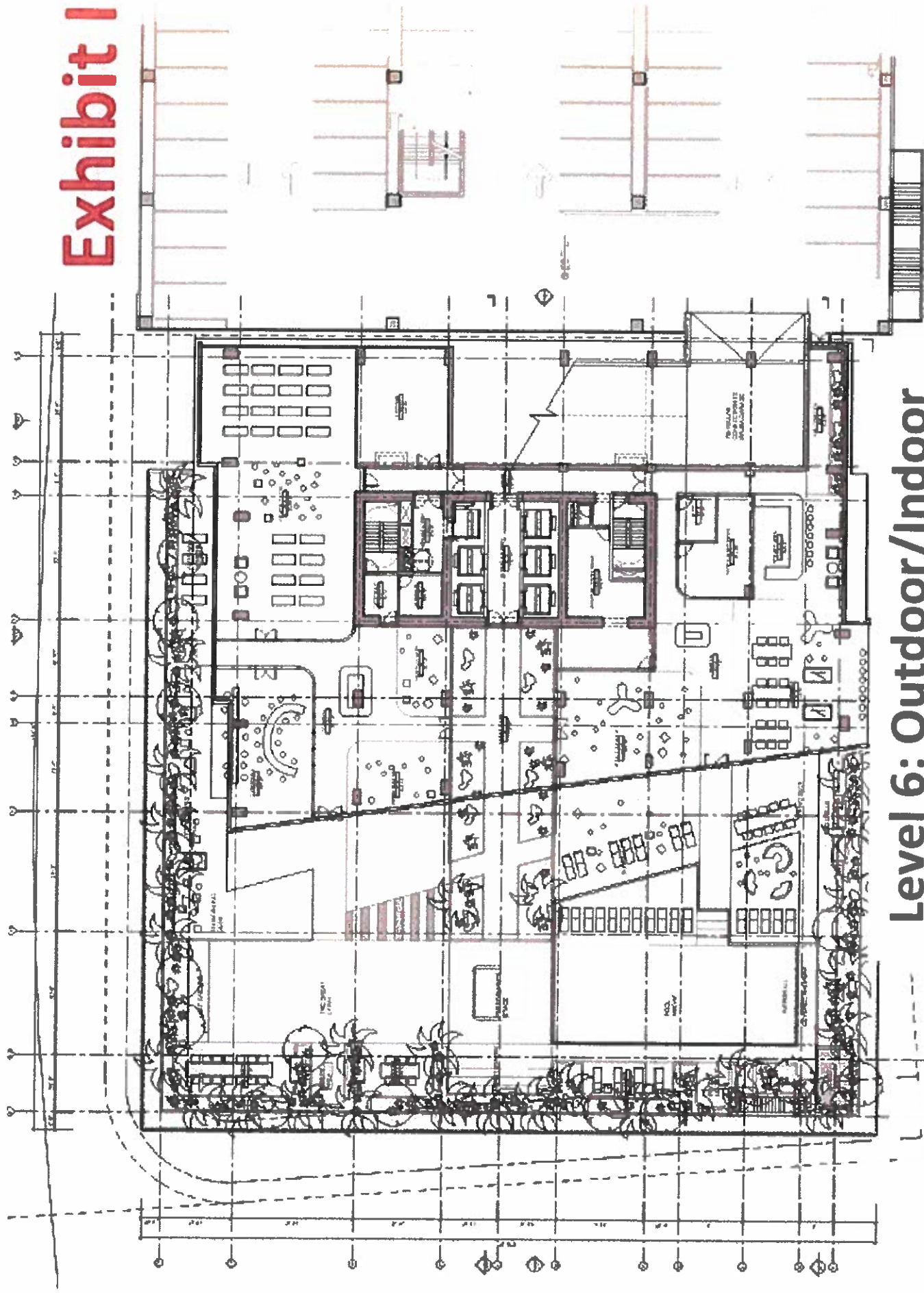


# Proposed Project Tower North Elevation

## Exhibit H



# Exhibit I



**Level 6: Outdoor/Indoor  
Amenity Area Floor Plan**





## Level 40: Penthouse, Amenity and Lanai Floor Plan

# 01 40TH FLOOR PLAN

**ALA MOANA PLAZA**  
HONOLULU STREET & MAKOA STREET  
HONOLULU, HI 96813  
TEL: 521-1234 FAX: 521-5678

**Energy**



**Black & Veatch**



**W**  
 1-800-451-7243  
 www.williams-sonnet.com  
 10000  
 10000

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1997

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70000

1000

**NOT FOR  
CONSTRUCTION**

**Product Name**

1000

A240

**Ground  
Floor  
(Level 1)  
Site Plan**

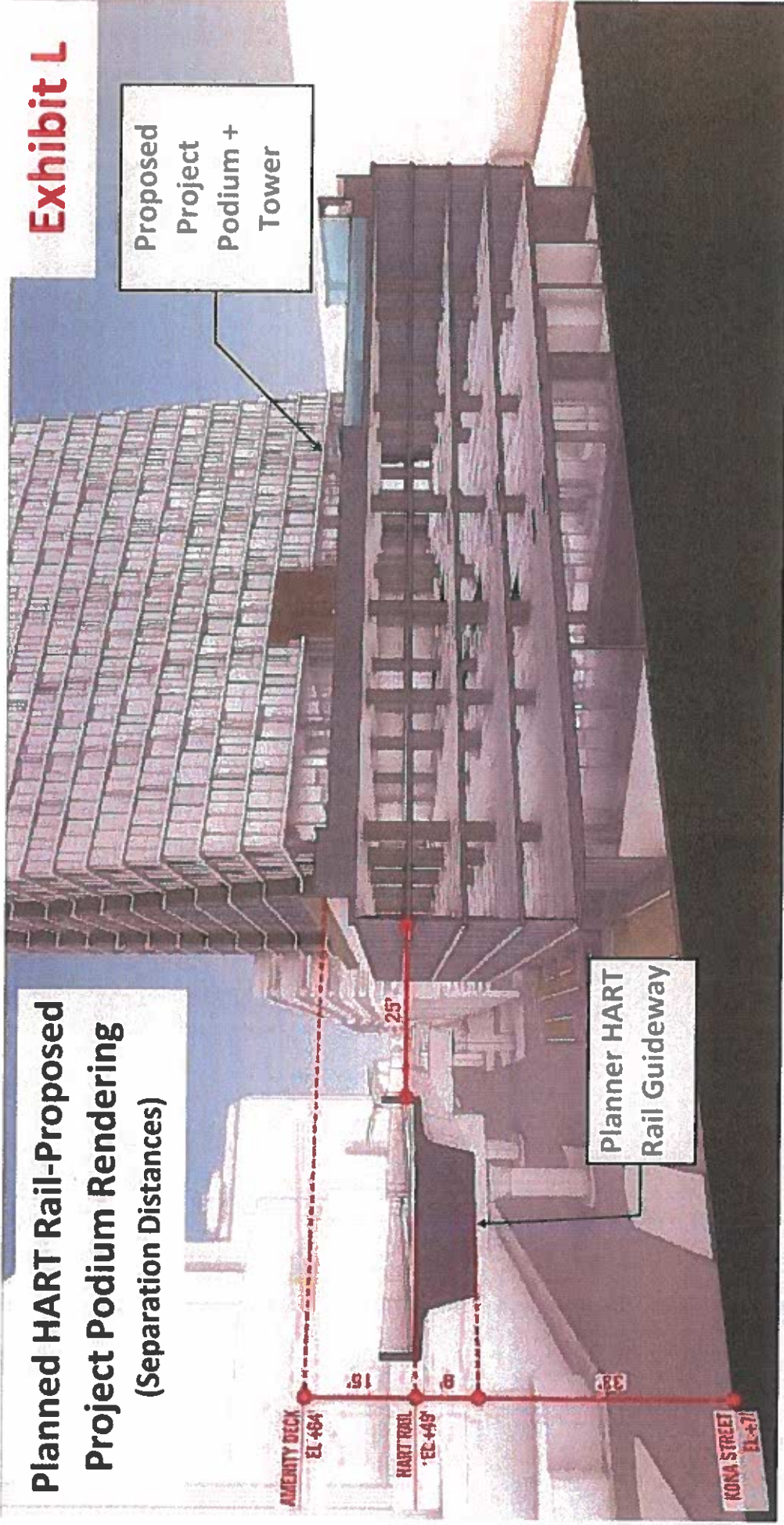


# Planned HART Rail-Proposed Project Podium Rendering (Separation Distances)

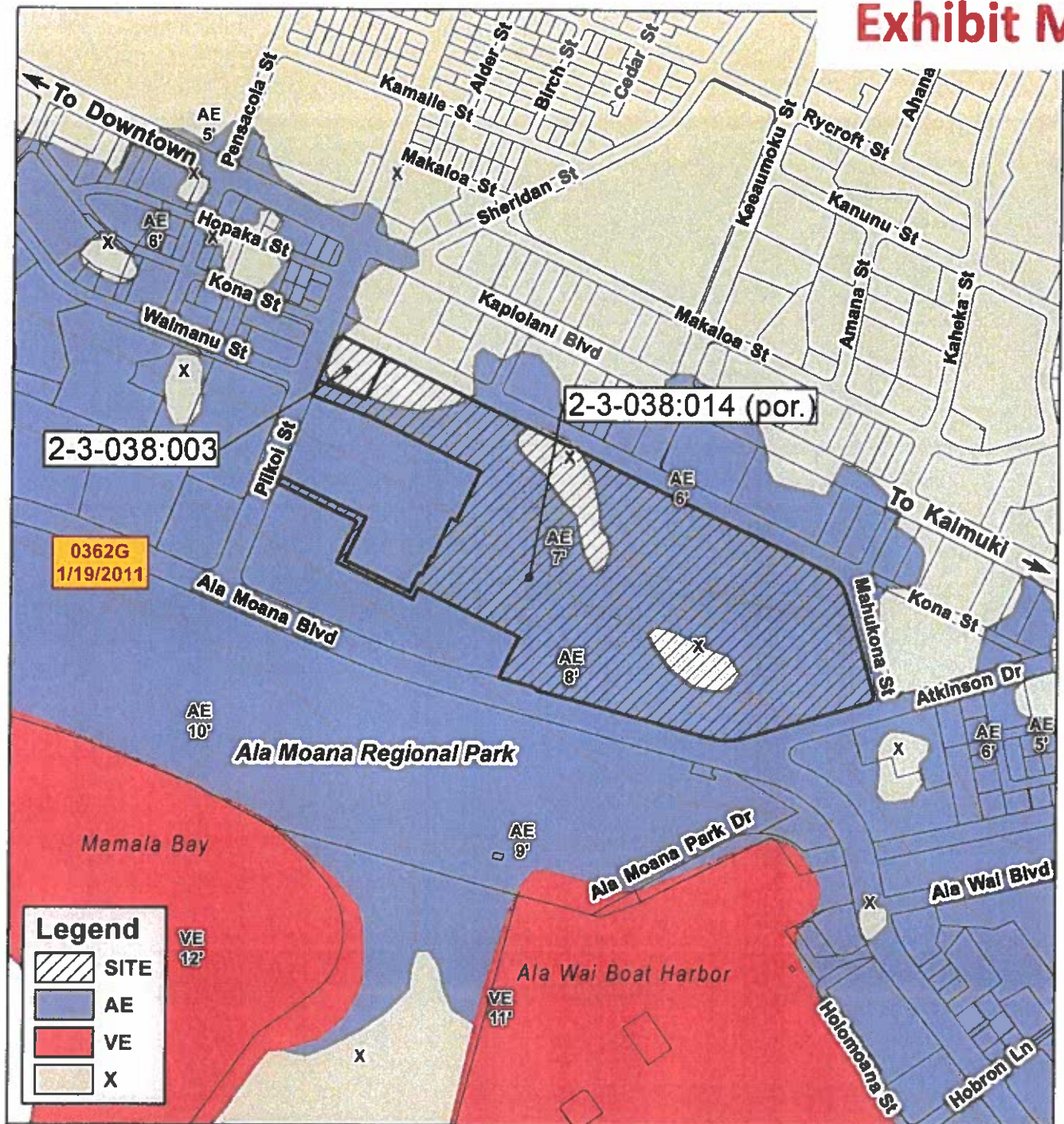
## Exhibit L

Proposed  
Project  
Podium +  
Tower

Planner HART  
Rail Guideway

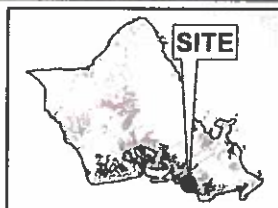
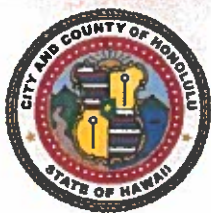




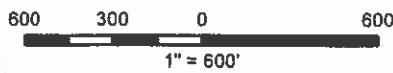


**Legend**

	SITE
	AE
	VE
	X



VICINITY MAP



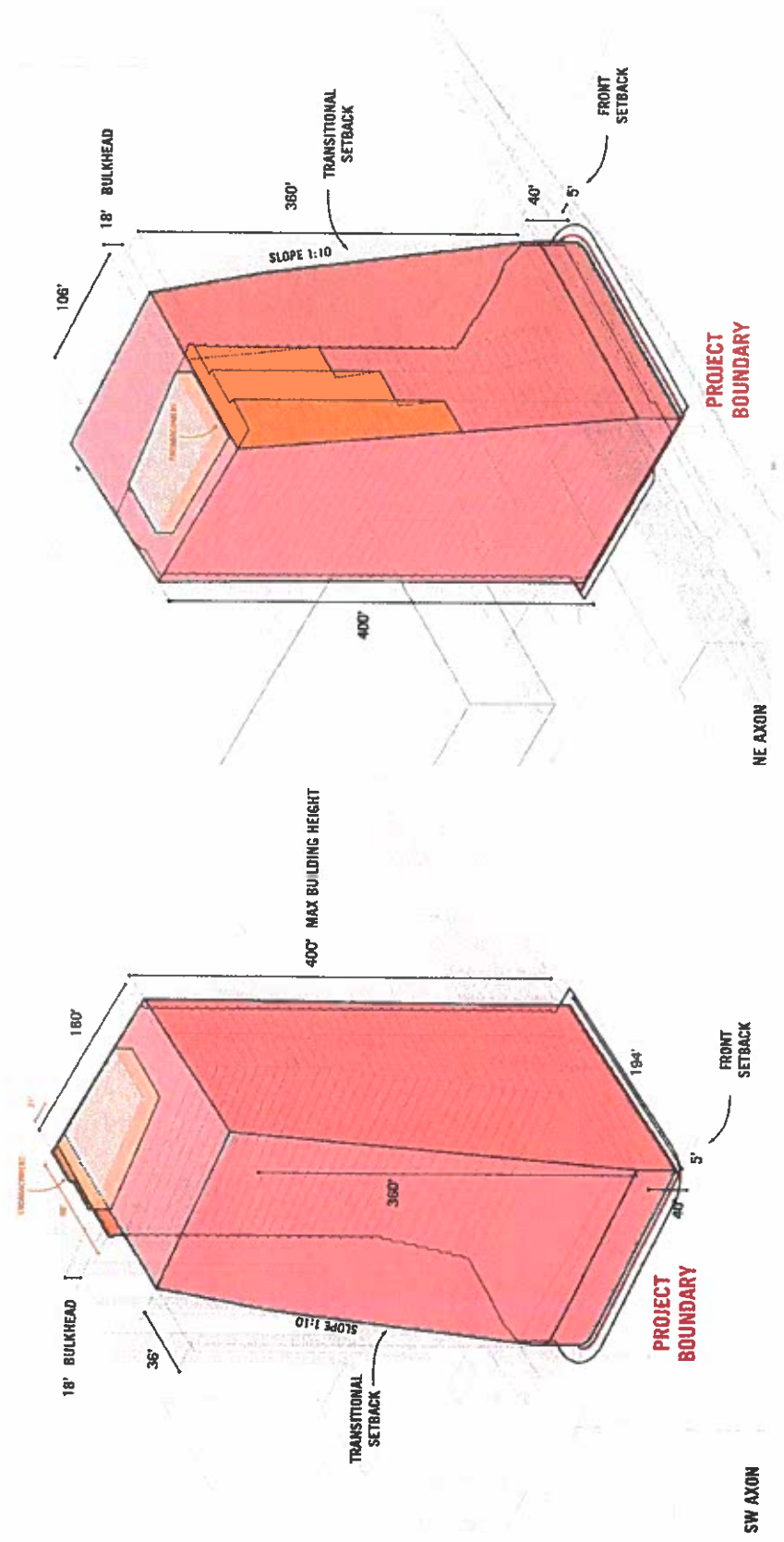
## FLOOD MAP ALA MOANA PLAZA

TAX MAP KEY(S): 2-3-038:003 and 014 (portion)

FOLDER NO.: 2020/SDD-45



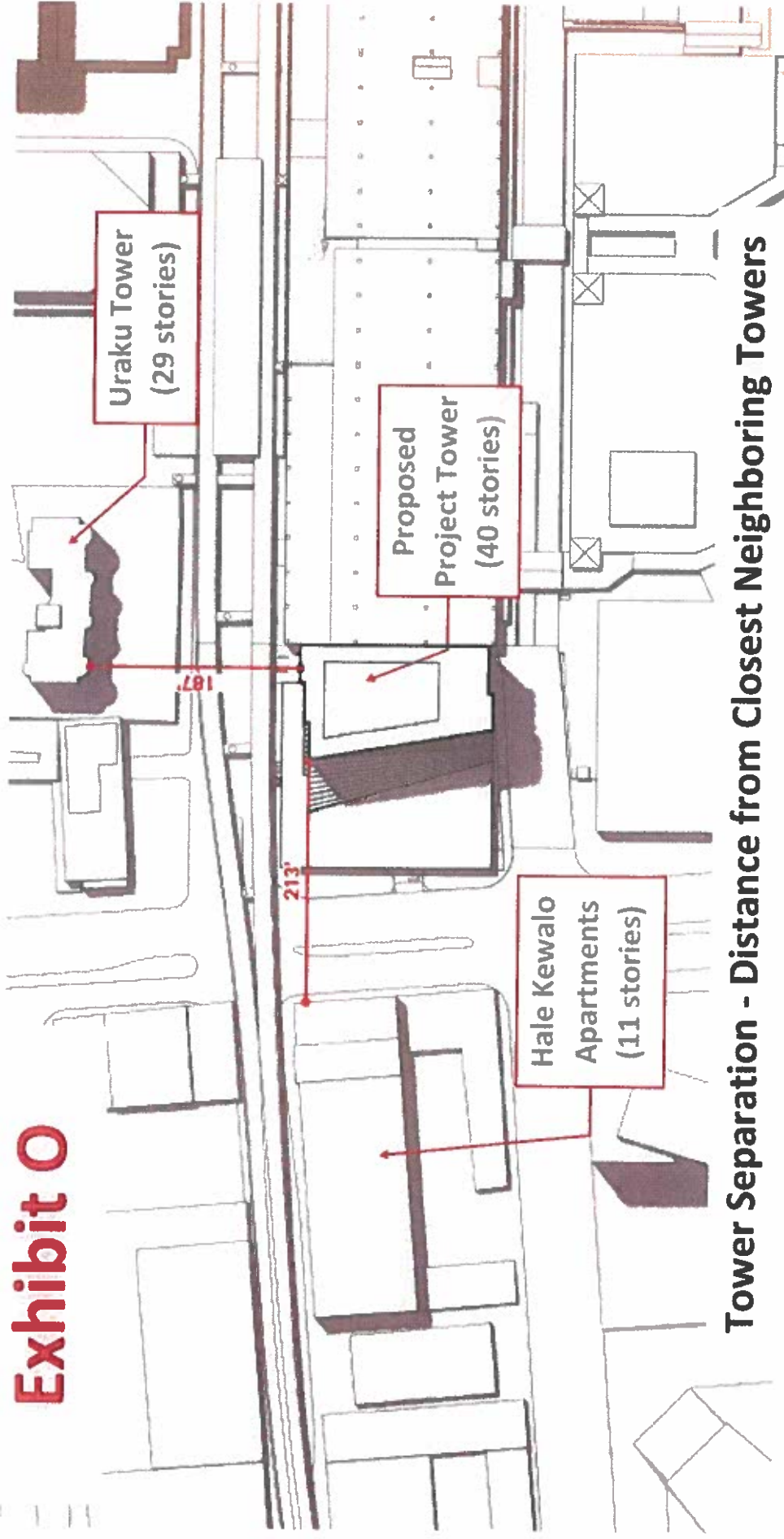
· SETBACK DIAGRAM – LUO – BMX-3 REQUIREMENT



■ Building Envelope (LUO)

■ Proposed Encroachment

# Exhibit O



**Tower Separation - Distance from Closest Neighboring Towers**

## LANDSCAPE CONCEPT

**Notes**  
All landscape areas will be supported with a fully automated irrigation system conforming to RWS standards. No exceptional items on site.



### KEY LANDSCAPE DESIGN CONCEPTS

The theme of WAI WAI imbues the landscape design, creating a sense of movement and texture through form and plant selection.

The main drive at Kona Street is greeted with a variety of varying height palms. A wide planting of trees on either side of the drive is met with native ferns and shrub palms, serving as a backdrop to the palm canopy.

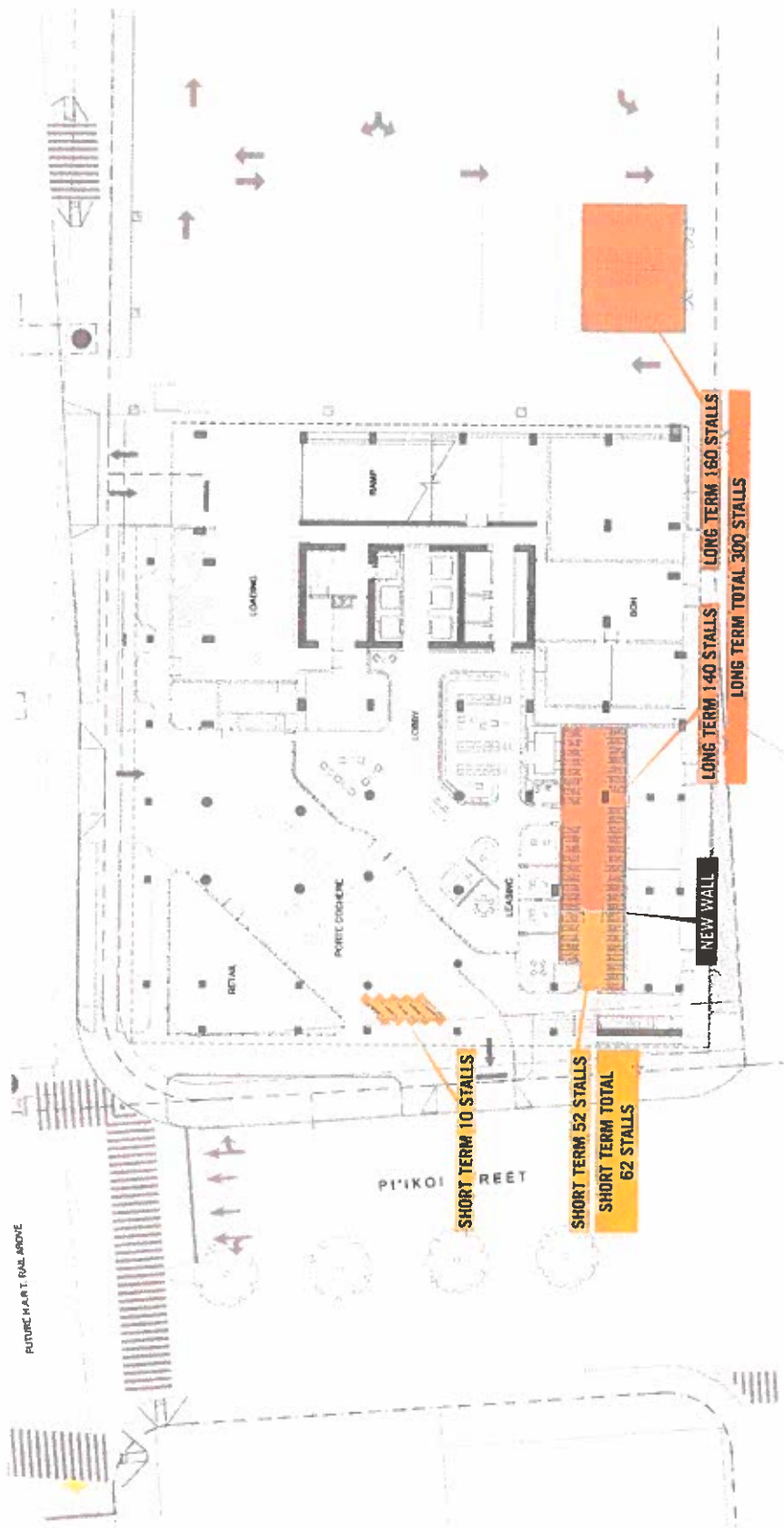
Nonlinear to Ala Moana Street the landscape begins to blend plant materials that are familiar to the Ala Moana Plaza area, coconut & banana palms, spider trees, and ginkgos strengthen the identity present along the western edge of Ala Moana Plaza. The introduction of native trees offers occasional shade further promoting walkability and connectivity throughout the Ala Moana area.

## LANDSCAPE PLAN | CONCEPT

ALA MOANA PLAZA | HONOLULU, HAWAII

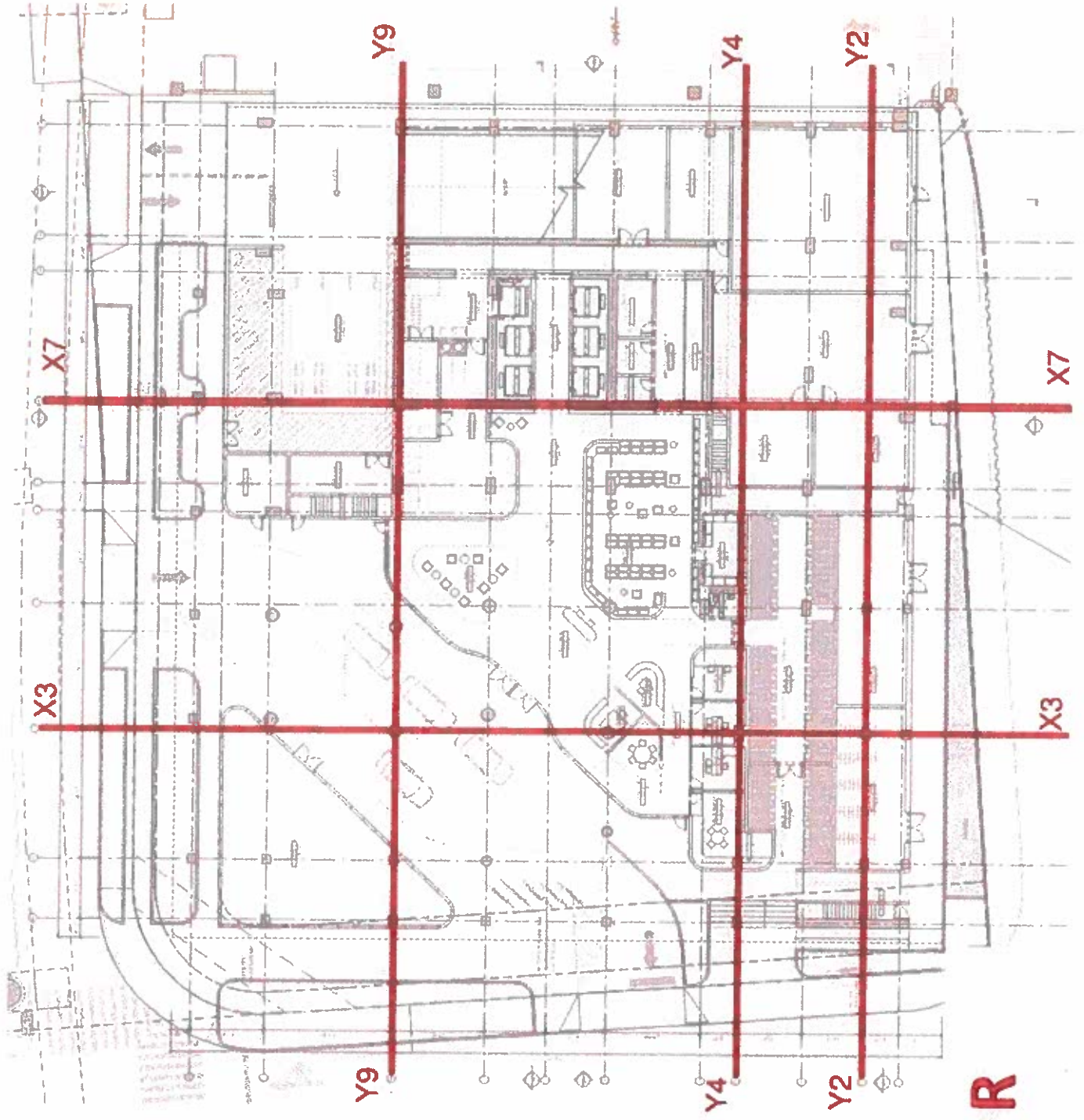
BROWNLEE & LEE | LANDSCAPE ARCHITECTURE

**BICYCLE PARKING PLAN (FLOOR 1)**



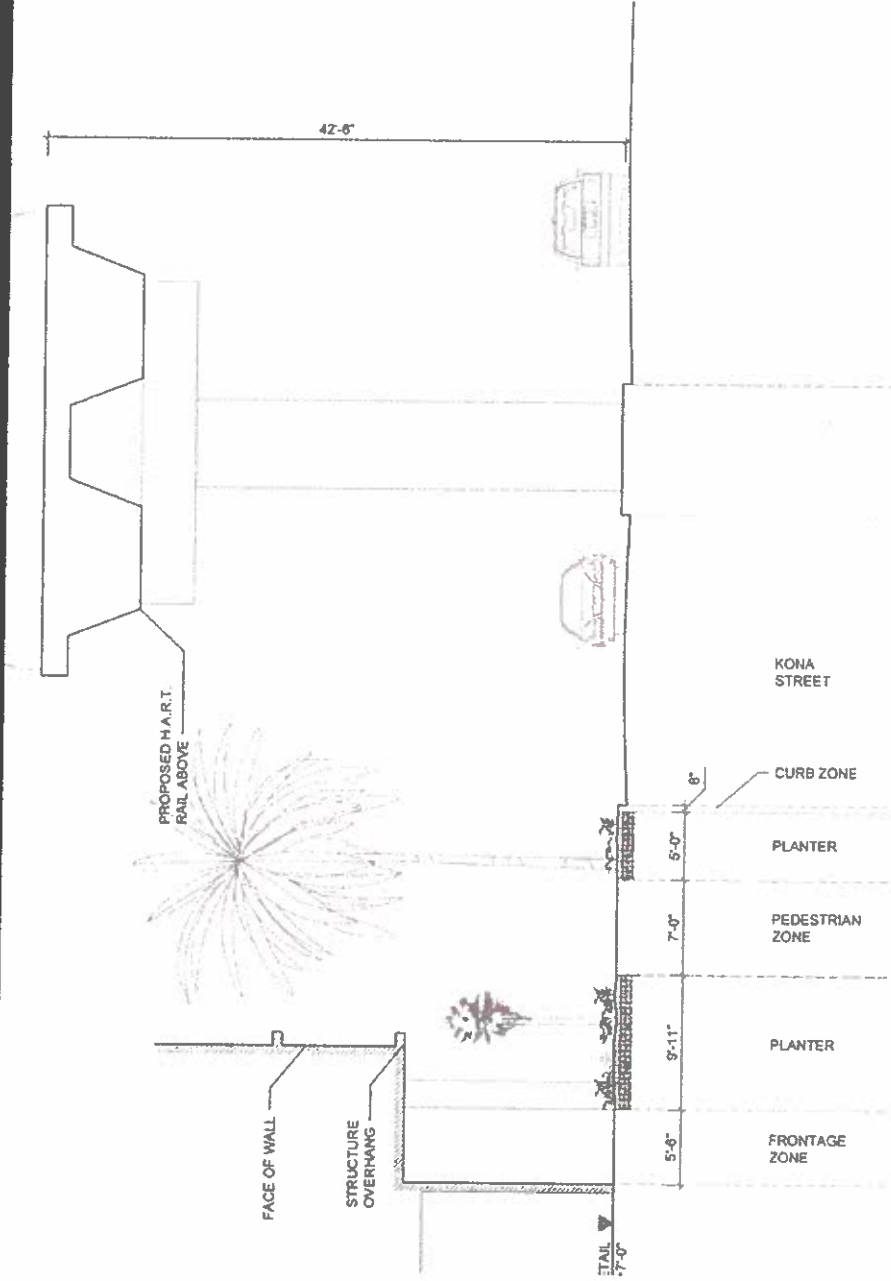


**STREETSCAPE  
SECTIONS  
KEY MAP**



**Exhibit R**

STREETSCAPE SECTIONS: KONA AT GRIDLINE X3



OMA

Exhibit S

STREETSCAPE SECTIONS: KONA AT GRIDLINE X7

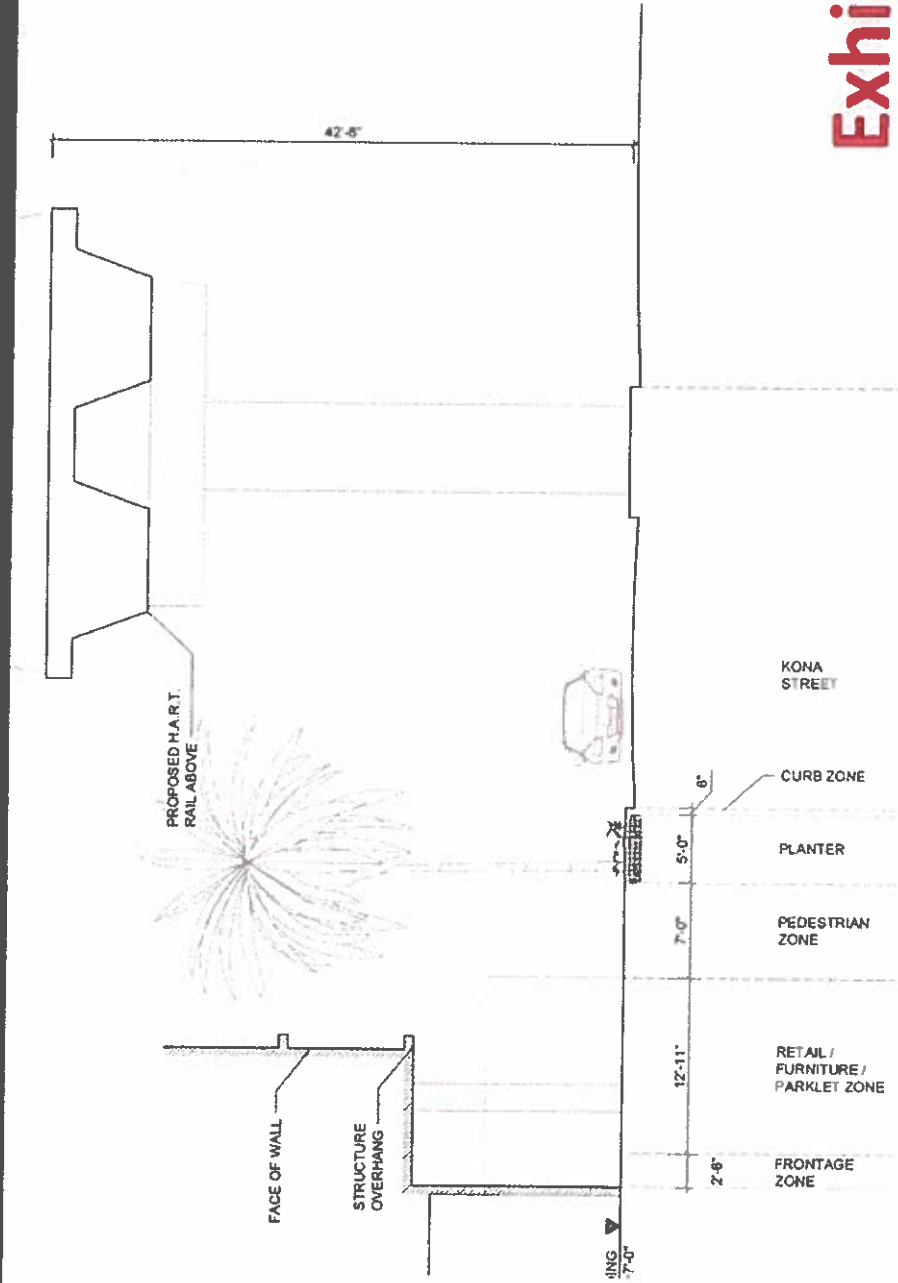
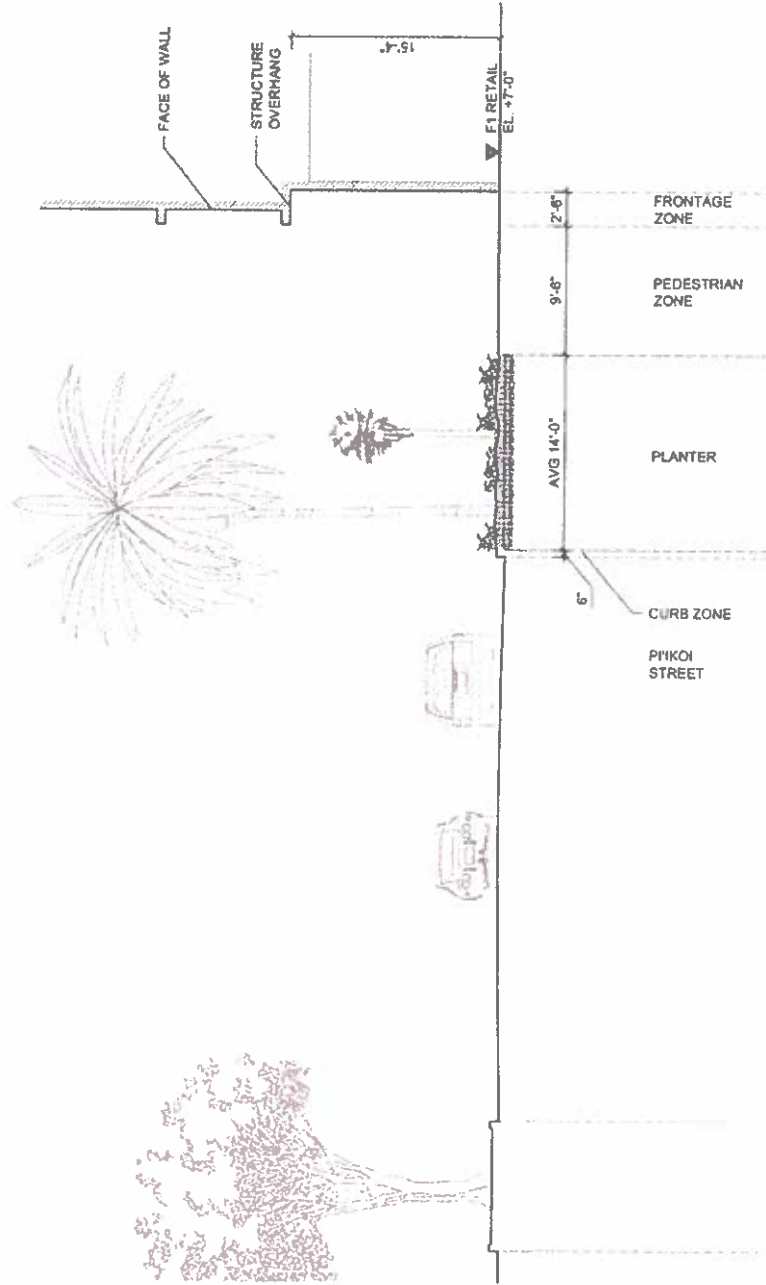


Exhibit T

OMA

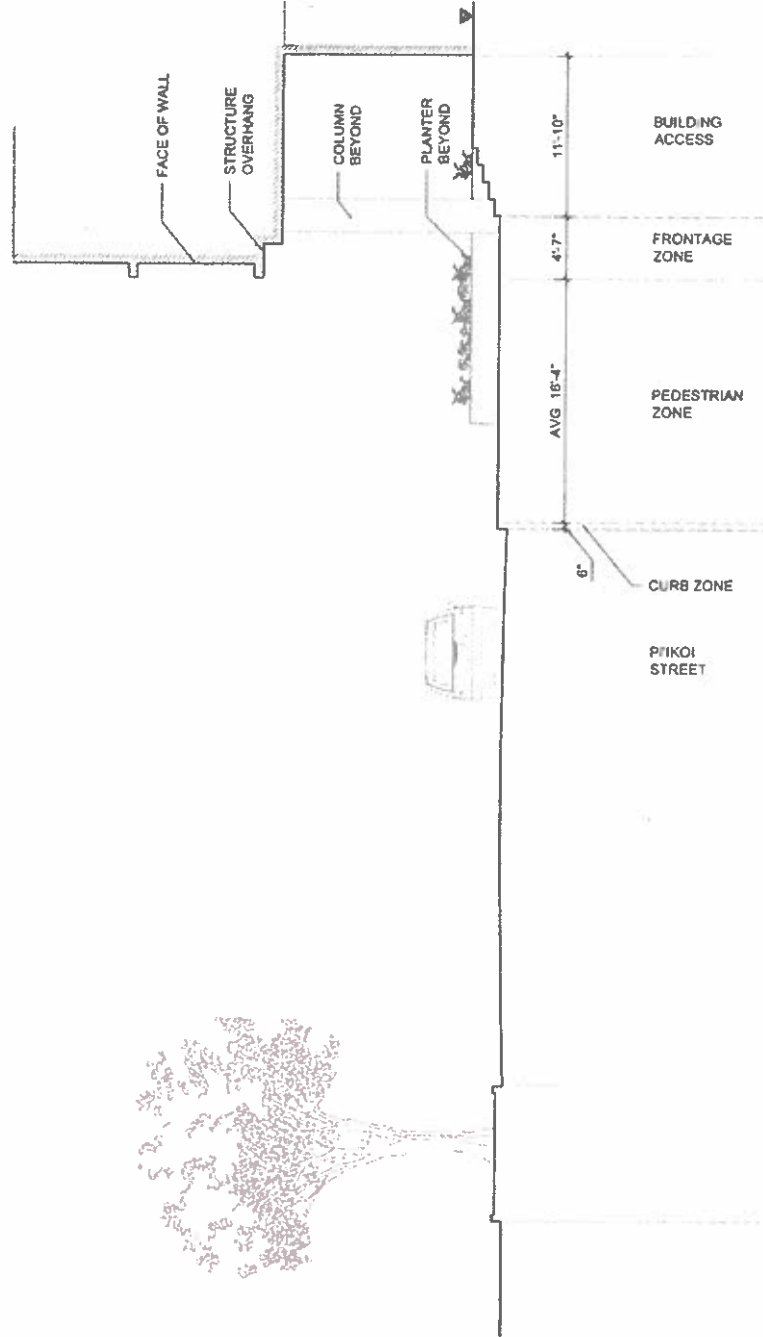


STREETSCAPE SECTIONS: PI'IKOI AT GRIDLINE Y9

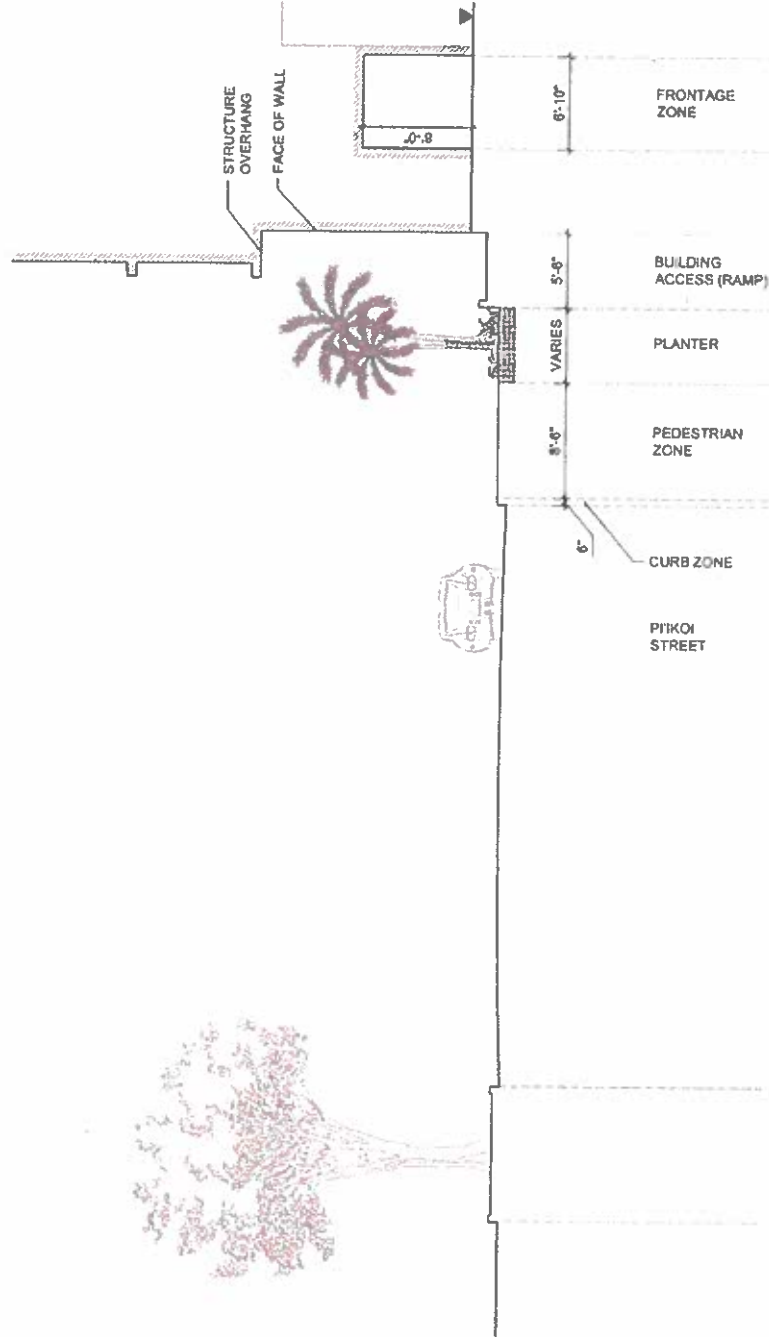


OMA

Exhibit U



STREETSCAPE SECTIONS: PI'IKOI AT GRIDLINE Y2



OMA

Exhibit W

- PROPOSED TOWER SECTION

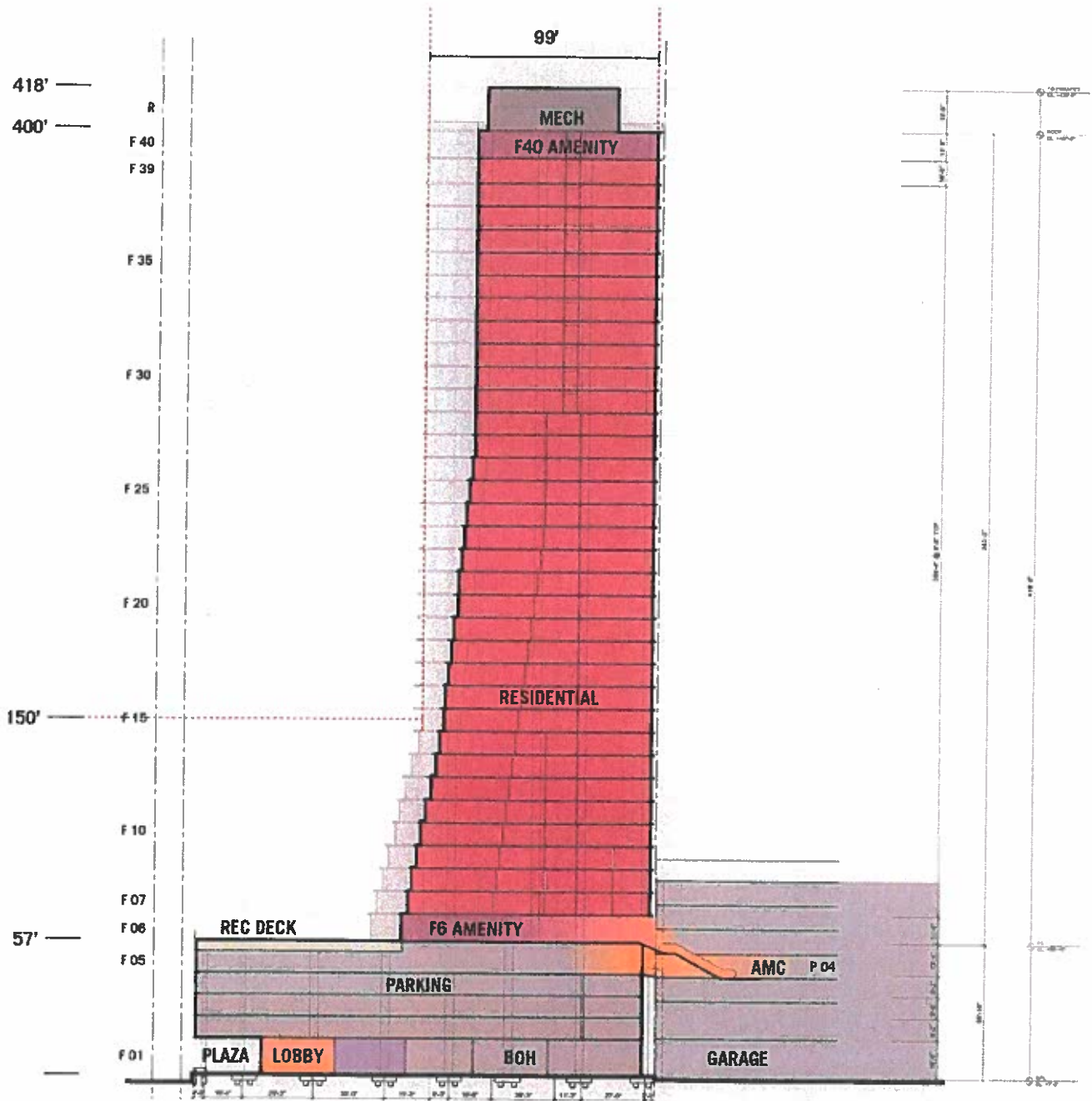


Exhibit X