

# **REPORT OF THE COMMITTEE ON ZONING, PLANNING AND HOUSING**

## **Voting Members:**

Ron Menor, Chair; Tommy Waters, Vice-Chair;  
Brandon J.C. Elefante, Joey Manahan, Alan Kekoa Texeira

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Committee Meeting Held  
December 2, 2020

Honorable Ann H. Kobayashi  
Chair, City Council  
City and County of Honolulu

Madam Chair:

Your Committee on Zoning, Planning and Housing, to which was referred Resolution 20-315 entitled:

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

as transmitted by Departmental Communication 752 (2020) from the Department of Planning and Permitting ("DPP"), dated November 13, 2020, reports as follows:

The purpose of Resolution 20-315 is to approve the conceptual plan relating to an application for an interim planned development-transit ("IPD-T") permit to allow the development of the Ala Moana Plaza, a mixed-use development proposed by Brookfield Properties (the "Applicant") at 415 Piikoi Street (the "Project"). The Project is approximately 180 feet from the planned Ala Moana rail transit station, and will be adjacent to the elevated rail guideway.

The Project site is a part of the joint development of 11 parcels totaling approximately 2,713,029 square feet (2,457,007 square feet excluding right-of-ways and access easements) that encompasses the Ala Moana Center ("AMC"), an office building, multifamily dwellings, and associated private roadways. The 11 joint development parcels are considered one zoning lot for purposes of the Land Use Ordinance ("LUO").

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## **CITY COUNCIL**

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ADOPTED ON **DEC 09 2020**

COMMITTEE REPORT NO. **332**

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As proposed by the Applicant, the Project will include the demolition of the existing commercial structures and the development of a 40-story, 400-foot high residential tower with 583 rental units (459 market-rate units and 124 affordable units) on a five-story parking podium with 220 vehicle parking spaces and 20 motorcycle parking spaces; private residential amenity areas, approximately 1,570-square feet of commercial space, short- and long-term bicycle parking, and other ground floor pedestrian improvements.

Your Committee finds that the purpose of the IPD-T (ROH Section 21-9.100.5) is to "provide opportunities for creative, catalytic redevelopment projects within the rail corridor that would not be possible under a strict adherence to the development standards of [the LUO] prior to the adoption of the TOD neighborhood plans or amendments to [the LUO] relating to the future TOD zones (special districts), or both. Qualifying projects must demonstrably exhibit those kinds of attributes that are capable of promoting highly effective transit-enhanced neighborhoods, including diverse employment opportunities, an appropriate mix of housing types, support for multi-modal circulation, and well-designed publicly accessible and useable spaces. Flexibility may be provided for project uses, density, height and height setbacks, yards, open space, landscaping, streetscape improvements, parking and loading, and signage when timely, demonstrable contributions are incorporated into the project benefiting the community, supporting transit ridership, and implementing the vision established in Section 21-9.100-4." The Council reviews and approves a conceptual plan for an IPD-T project before that project receives a more detailed review and approval from the DPP Director (see also ROH Section 21- 2.110-2).

The Applicant is requesting flexibility for the Project with respect to building height limits, height setbacks, and off-street parking requirements.

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In Departmental Communication 752 (2020), the DPP reports that the following public benefits proposed by the Applicant may be considered benefits in the general interest of the public: affordable rental housing, car-sharing parking spaces, a bicycle sharing station, and a cash contribution to be used toward bicycle infrastructure improvements.

The DPP reports that the proposed public benefit value is not commensurate with the increased development value that will be achieved with the requested development standard flexibility relating to maximum building height, height setbacks, off-street parking requirements. The DPP therefore recommends that the Applicant provide additional public benefits, including but not limited to: multimodal infrastructure safety improvements; easements in favor of the City on, over, and across Applicant-owned roadways; and improved multimodal transportation connectivity.

Your Committee notes that the DPP, after a public hearing held on June 23, 2020, recommends approval of the conceptual plan for the IPD-T subject to conditions set forth in the attachment to Departmental Communication 752 (2020) and the Resolution.

At your Committee's meeting on December 2, 2020, the Acting DPP Director testified in support of the Project subject to conditions, noted that the Project is consistent with applicable plans (the General Plan, Primary Urban Center Development Plan, and draft Ala Moana Neighborhood TOD Plan), but commented that the Applicant must earn the requested bonus development rights by providing commensurate community benefits. The Director of Transportation Services provided further information on the easements proposed to be included as a part of the Project's community benefits package. The Applicant provided a brief presentation of the proposed Project and answered questions posed by Councilmembers.

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Hawaii Operating Engineers Industry Stabilization Fund; Pacific Resource Partnership; Hawaii Construction Trades Council; Hawaii Construction Alliance; Hawaii Laborers Union Local 368; International Brotherhood of Electrical Workers (IBEW) 1186; Hawaii Teamsters Local 996; Hawaii Laborers & Employers Cooperation and Education Trust Fund (LECET); and three individuals testified in support of the Resolution. Three individuals testified in opposition to the Resolution. The Ala Moana/Kakaako Neighborhood Board and four individuals offered comments on the Resolution.

Your Committee received written testimony in support of the Resolution from Samkoo Hawaii, LLC; Roberts Hawaii; Brightworks Sustainability; Heyer & Associates, LLC; Island Pacific Distributors, Inc.; YogurStory Restaurant; First Hawaiian Bank; Bank of Hawaii; American Savings Bank; Hawaii Wall & Ceiling Industry Association; Cultural Surveys Hawaii; Painting and Decorating Contractors Association of Hawaii; Benjamin Woo Architects; Plumbing & Mechanical Contractors Association of Hawaii; KJL Associates; Plumbers and Fitters Local 675; International Union of Bricklayers and Allied Craftworkers Local #1 of Hawaii; Sullivan Family of Companies; Painting Industry of Hawaii Labor Management Cooperation Trust Fund; Hawaii Tapers Market Recovery Trust Fund; Hawaii Glaziers, Architectural Metal Glassworkers Local Union 1889 AFL-CIO Stabilization Trust Fund; Carpet Linoleum and Soft Tile Local Union 1926 Market Recovery Trust Fund; Hawaii Regional Council of Carpenters, Watumull Properties Corp.; Hawaii Building & Construction Trades Council; and 140 individuals. Your Committee received written testimony in opposition to the Resolution from the Ala Moana/Kakaako Neighborhood Board No. 11; Free Access Coalition; Moana Pacific AOA Petition (with 244 signatures); and 22 individuals. Your Committee received written testimony requesting deferral of the Resolution from Kakaako United, State Senator Sharon Y. Moriwaki, State House Representative Scott K. Saiki; and State House Representative Adrian Tam. Four individuals submitted Comments on the Resolution.

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Your Committee carefully reviewed the conditions recommended by the DPP for inclusion in the Resolution, as well as the additional changes requested by the Applicant, and prepared a CD1 version of the Resolution that makes the following amendments:

- A. Revises the Resolution title to read as follows:

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

- B. Adds a second WHEREAS clause to provide that the Project site is a part of the joint development of 11 parcels that encompass the Ala Moana Center ("AMC"), an office building, multifamily dwellings, and associated private roadways.
- C. In the third WHEREAS clause, clarifies the description of the Project.
- D. In the fifth and seventh WHEREAS clauses, provides that the DPP's findings and recommendations on the Project, dated November 13, 2020, were received by the Council as Departmental Communication 752 (2020) on November 13, 2020.
- E. In Condition B (relating to maximum density), clarifies that the maximum floor area ratio ("FAR") for the two zoning lots that comprise the Project site (TMKs 2-3-038:003 and 2-3-038:014) is 7.0 (552,832 square feet). Also clarifies that the FAR of 7.0 does NOT apply to the 11-parcel joint development zoning lot that the Project site is a part of. When computed based on the 11-parcel joint development lot, the maximum FAR is 1.8.

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- F. In Condition E, provides that the minimum number of off-street vehicle parking spaces for the Project is 619 (rather than the 843 parking spaces required under the LUO), and clarifies that 220 new spaces will be located in the Project's parking podium, and 399 spaces will be located elsewhere on the AMC joint development lot, or leased offsite.
- G. In Condition F.1, clarifies the Project's affordable housing requirements, and requires the Applicant to execute and record an affordable housing agreement with the State Bureau of Conveyances or the State Land Court, or both as appropriate.
- H. In Condition F.3, separates the bicycle sharing station requirements into separate paragraphs, and adds paragraph F.3.b to require the Applicant to provide a flat surface (approximately 550 square feet) in an area that receives sunlight.
- I. Revises Condition F.5 to require the Applicant to grant easements on, over, and across the following streets in favor of the City for public right-of-way ("ROW") access:
  - 1. Kona Street between Piikoi Street and Atkinson Drive;
  - 2. Kona Iki Street between Kapiolani Boulevard and Kona Street;
  - 3. Keeaumoku Street between Kapiolani Boulevard and Kona Street; and
  - 4. Mahukona Street between Kapiolani Boulevard and Atkinson Drive.

Requires the Applicant to execute and record with the State Bureau of Conveyances, or the State Land Court, or both as appropriate, easements, restrictive covenants, or similar instruments, in favor of the City, to require the

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specified streets to remain accessible to the public on an ongoing and uninterrupted basis in perpetuity, and require the owner of those streets to maintain the streets on an ongoing basis.

- J. In Condition F.6, separates the intersection and ROW improvements into separate paragraphs, and:
1. References the transportation impact assessment ("TIA") required under Condition K.2;
  2. Requires an implementation schedule; and
  3. Provides that the Applicant is required to coordinate demolition and construction work on the Project's ROW improvements with HART to reduce the period of time the ROW is under construction, and ensure that new ROW infrastructure improvements do not create obstructions or conflicts with rail transit construction (instead of referencing a deferred agreement between the Applicant and HART to coordinate Project and rail transit construction).
- K. In Condition F.7, relating to improved connectivity for pedestrian and bicycle paths, references the improved connectivity plan required under Condition G.10.
- L. In Condition G.8, relating to updated Project floor plans, references the affordable housing requirements in Condition F.1.
- M. In Condition J, clarifies that prior to the issuance of any building permits for the Project, the Applicant is required to make a cash contribution to the City in an amount to be confirmed by the Honolulu Fire Department, and not to exceed \$1,500 per residential unit and \$5 per square foot of commercial development in
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the Project, to be used toward HFD facilities in the area, such as land acquisition and construction of a new fire station in the vicinity of the Ala Moana and Kakaako neighborhoods.

- N. Merges Condition L (and all subdivisions thereunder) and Condition N into Condition K, relating to transportation and traffic considerations, and clarifies the conditions. Realphabetizes subsequent conditions.
- O. In Condition K.2.b, relating to multimodal intersection improvements, references the easement requirements in Condition F.5.
- P. Conforms realphabetized Condition Q to the standard condition used in IPD-T resolutions relating to conformity with the conceptual plan approved in the resolution.
- Q. Adds a BE IT FURTHER RESOLVED clause to include standard Council findings for IPD-T projects.
- R. Makes miscellaneous technical and nonsubstantive amendments.

Your Committee, pursuant to ROH section 21-9.100-5, and in agreement with the conclusion of the DPP in Departmental Communication 752 (2020) 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, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public;

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2. The requested flexibility regarding development standards and use regulations is consistent with the objectives of TOD and the provisions enumerated in ROH Section 21-9.100-4; and
3. The requested flexibility with respect to development standards will be commensurate with the public amenities and community benefits proposed.

Your Committee finds that the time needed for further consideration of the Resolution could exceed the time limit provided for that consideration. It, therefore, recommends that Resolution 20-315 be granted a 120-day extension of time, pursuant to the written request from the Applicant, as detailed in Miscellaneous Communication 895 (2020). (Ayes: Elefante, Menor, Texeira, Waters – 4; Ayes with reservations: None; Noes: None; Excused: Manahan – 1.)

Your Committee on Zoning, Planning and Housing recommends that Resolution 20-315 and the proposed Resolution 20-315, CD1, attached hereto, be scheduled for public hearing and be referred back to Committee. (Ayes: Elefante, Menor, Texeira, Waters – 4; Ayes with Reservations: None; Noes: None; Excused: Manahan – 1.)

Respectfully submitted,

  
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Committee Chair

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**CITY COUNCIL**  
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COMMITTEE REPORT NO. **332**



## **RESOLUTION**

**APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED  
DEVELOPMENT-TRANSIT PROJECT FOR THE ALA MOANA PLAZA  
DEVELOPMENT.**

WHEREAS, on August 14, 2020, the Department of Planning and Permitting ("DPP") accepted the application (File No. 2020/SDD-45) of Brookfield Properties (the "Applicant") for an interim planned development-transit ("IPD-T") permit to redevelop 78,976 square feet of land zoned BMX-3 Community Business Mixed-Use District, with a mixed-use development in the Ala Moana neighborhood, located at 451 Piikoi Street, and identified as Tax Map Keys 2-3-038:003 and a portion of 2-3-038:014 (the "Project"); and

WHEREAS, the Project site is a part of the joint development of 11 parcels totaling approximately 2,713,029 square feet (2,457,007 square feet excluding right-of-ways and access easements) that encompasses the Ala Moana Center ("AMC"), an office building, multifamily dwellings, and associated private roadways; the 11 joint development parcels are considered one zoning lot for purposes of the Land Use Ordinance ("LUO"); and

WHEREAS, as proposed, the Project will include the demolition of the existing commercial structures and the development of a 40-story, 400-foot high residential tower with 583 rental units (459 market-rate units and 124 affordable units) on a five-story parking podium with 220 vehicle parking spaces and 20 motorcycle parking spaces; private residential amenity areas, approximately 1,570-square feet of commercial space, short- and long-term bicycle parking, and other ground floor pedestrian improvements; and

WHEREAS, on September 30, 2020, the DPP held a public hearing, which was attended by the Applicant, the Applicant's agent, DPP staff members, Department of Information Technology staff members, and approximately 72 members of the public (in-person and remotely via video conference or telephone); testimony was received from ten members of the public at the hearing; and

WHEREAS, on November 13, 2020, the DPP, having duly considered all evidence and reports of said public hearing and the review of guidelines established in LUO Sections 21-2.110-2 and 21-9.100-5, completed its report and transmitted its findings and recommendation of approval to the Council by Departmental Communication 752 (2020); and



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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 752 (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 November 13, 2020, 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 approved, subject to the following conditions:

- A. After adoption of this resolution by the City Council, the Applicant shall submit to the DPP for review and approval, an application for a major special district permit ("Major SD Permit"), including detailed Project plans and drawings.
- B. The maximum floor area ratio ("FAR") for the two zoning lots that comprise the Project site (TMKs 2-3-038:003 and 2-3-038:014) is 7.0 (552,832 square feet). This FAR of 7.0 does not apply to the 11-parcel joint development zoning lot that the Project site is a part of. When computed based on the 11-parcel joint development lot, the maximum FAR is 1.8.
- C. The maximum height of the Project is 400 feet. Rooftop structures must conform to LUO Section 21-4.60(c).
- D. Project encroachment into the Kona Street height setback is permitted to a maximum depth of 21 feet.
- E. The minimum number of off-street vehicle parking spaces for the Project is 619 (rather than the 843 parking spaces required under the LUO). 220 new spaces will be located in the Project's parking podium, and 399 spaces will be located elsewhere on the AMC joint development lot, or leased offsite.
- F. The Applicant shall provide the following community benefits:
  - 1. A minimum of 20 percent of the total Project residential dwelling units must be affordable units rented to households earning 80 percent and below of the area median income ("AMI") for Honolulu, and must remain affordable for a period of at least 45 years. The affordable units must comply with the City's affordable housing rules ("AH Rules"), including requiring an affordable unit mix that is consistent with the market-rate unit





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mix, and application of the room factor. Prior to the issuance of a certificate of occupancy for the Project, the Applicant shall execute an affordable housing agreement with the City, and record the agreement with the State Bureau of Conveyances or the Office of the Assistant Registrar of the State Land Court, or both as appropriate.

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 Project tenants. Car-share spaces may count toward the Project's minimum number of parking spaces. Prior to the issuance of a certificate of occupancy for the Project, the Applicant shall provide to the DPP a copy of an agreement with a car-share organization for use of the Project premises.
3. A bicycle sharing station that is conveniently located on the Project site and publicly accessible as follows:
  - a. The Applicant shall execute an agreement with Bikeshare Hawaii, or a current City bicycle sharing partner, to fund, construct, and provide space for an onsite bicycle sharing station with a minimum of 20 total docking stalls and bicycles, or as deemed appropriate by Bikeshare Hawaii or a current bicycle sharing partner;
  - b. The Applicant shall provide a flat surface, approximately 550 square feet in area (50 feet by 11 feet), in an area that receives at least four hours of sunlight per day; and
  - c. Prior to the issuance of a certificate of occupancy for the Project, the Applicant shall provide to the DPP a copy of the agreement with Bikeshare Hawaii or a current bicycle sharing partner.
4. Prior to the issuance of any foundation permit for the Project, the Applicant shall make a monetary contribution in the amount of \$140,000 to the City, to be used toward coordinated complete streets improvements in the Ala Moana Neighborhood Transit-Oriented Development ("TOD") Plan area, such as a protected bicycle lane on Piikoi Street and connection to the Pensacola protected bicycle lane through Waimanu Street (or similar route), or other improvements intended to improve the complete streets network.



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5. Easements on, over, and across the following streets in favor of the City for public right-of-way ("ROW") access:
  - a. Kona Street between Piikoi Street and Atkinson Drive;
  - b. Kona Iki Street between Kapiolani Boulevard and Kona Street;
  - c. Keeaumoku Street between Kapiolani Boulevard and Kona Street;  
and
  - d. Mahukona Street between Kapiolani Boulevard and Atkinson Drive.

Prior to issuance of any building permit for the Project, the Applicant shall execute and record with the State Bureau of Conveyances, or the Office of the Assistant Registrar of the State Land Court, or both as appropriate, easements, restrictive covenants, or similar instruments, in favor of the City, to require the specified streets to remain accessible to the public on an ongoing and uninterrupted basis in perpetuity, and require the owner of those streets to maintain the streets on an ongoing basis. The Applicant shall submit a copy of the recorded easements, restrictive covenants, or similar instruments to the DPP.

6. Implementation of intersection and ROW improvements to address safety on Piikoi Street and Kona Street, as recommended in the transportation impact assessment ("TIA") required under Condition K.2 as follows:
  - a. Prior to the issuance of any building permit (including demolition permit) for the Project, the Applicant shall submit to the DPP and the Department of Transportation Services ("DTS") for review and approval plans and an implementation schedule for the multi-modal infrastructure improvements; and
  - b. The Applicant shall coordinate demolition and construction work on the Project's ROW improvements with the Honolulu Authority for Rapid Transportation ("HART") to reduce the period of time the ROW is under construction, and ensure that new ROW infrastructure improvements do not create obstructions or conflicts with rail transit construction.



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7. Improved connectivity for the pedestrian and bicycle paths on and around the Project site that connect to the ROWs, planned rail transit station, adjacent parcels, and surrounding amenities, as detailed in Condition G.10.
- G. The Project's application for the Major SD Permit must include updated plans showing the following.
1. A revised ground-floor plan that shows the distance from the property lines and street frontage to the ground floor structures; sidewalk widths; location of outdoor dining and open space areas; screening and facade improvements; ground floor street frontage transparency percentages (not including the AMC mauka parking structure, parklet, or other blank walls in the base calculation); landscaping; pedestrian amenities; and other improvements that create a robust pedestrian environment. Justification must be provided if flexibility is being requested with respect to build-to lines.
  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 Project building materials, finishes, and colors are nonreflective, subdued in nature, compatible with nearby structures, and meet LUO restrictions for sunlight reflection and glare prevention, as appropriate.
  6. Enhanced activation and details of programming for the ground floor of existing or proposed parking structures, including but not limited to scheduling of at least six planned public events annually. Active programming must continue until the Applicant and the City execute an agreement for the conversion of a portion of the AMC mauka parking structure along Kona Street into a bus transit center.





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7. Bicycle parking and bicycle sharing station details, including the 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 Condition F.1, including the AH Rules.
  9. Details of ROW improvements, including details of the materials, finish, and color of the sidewalk areas.
  10. An improved connectivity plan showing clearly marked pedestrian and bicycle paths from the AMC mauka parking structure to the ROWs, planned rail transit station, adjacent parcels, and other surrounding amenities.
  11. Proposed wayfinding signs and their locations.
- H. Prior to submitting an application for any grading permit or building permit for the Project, whichever occurs first, the Applicant shall submit to the DPP a copy of an Archaeological Inventory Survey ("AIS") report that has been approved by the Department of Land and Natural Resources, State Historic Preservation Division ("SHPD"), and commit in writing to implement all mitigation measures and protocols for archaeological historic properties and cultural resources recommended in the AIS, including but not limited to discovery of iwi on the Project site. Alternatively, the Applicant may submit to the DPP a copy of a letter from SHPD indicating that an AIS is not required.
- I. Prior to submitting an application for any foundation permit for the Project, the Applicant shall implement the recommendations of the wind study and wind tunnel test if the affected Level 6 outdoor amenity deck will be used to satisfy park dedication requirements.
- J. Prior to the issuance of any building permits for the Project, the Applicant shall make a cash contribution to the City in an amount to be confirmed by the Honolulu Fire Department ("HFD"), and not to exceed \$1,500 per residential unit and \$5 per square foot of commercial development in the Project, to be used toward HFD facilities in the area, such as land acquisition and construction of a new fire station in the vicinity of the Ala Moana and Kakaako neighborhoods.



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- K. Prior to the issuance of any building permit (including demolition permit) for the Project, the Applicant shall submit the following to the DPP Traffic Review Branch and the DTS Regional Planning Branch for review and approval.
1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, and the expected date of occupancy. The timeline must identify submission dates for 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") dated July 7, 2020.
  2. A TIA that examines the vehicle, pedestrian, bicycle, and public transit stress and comfort levels at nearby intersections and Project access driveways, and recommends measures to mitigate these impacts, including:
    - a. An optimization study of the traffic signal at the intersection of Piikoi Street and Kona Street, including the effect of timing on vulnerable users; intersection design improvements (such as lane reductions and curb extensions) to shorten pedestrian crossing distances, improve line of sight, and increase sidewalk capacity; and leading bicycle intervals or other signal changes to facilitate bicycle movement on the planned Piikoi St. protected bicycle lane;
    - b. A detailed description of the Project's proposed multimodal intersection improvements, including changes to medians, easements required under Condition F.5, and bicycle sharing facilities; and
    - c. A parking study that evaluates parking use, parking turnover throughout the day, justification for proposed parking spaces, and consideration of parking management alternatives, such as shared-parking agreements or a park-and-ride facility.
  3. A TMP based on the TIA, which must include transportation mode share performance targets and a schedule for achieving such targets relating to:
    - a. Traffic demand management ("TDM") strategies to minimize the amount of vehicular trips for daily activities by tenants and



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employees, which may include carpooling and ride-sharing programs; transit, bicycle and pedestrian incentives; and other similar measures;

- b. A bicycle plan that identifies the location, number of spaces, and signage for bicycle racks; and bicycle circulation patterns;
- c. A pedestrian circulation plan that provides accessibility and connectivity to the surrounding public sidewalks and street intersections, showing safe routes to the planned rail transit station and surrounding activities, and a determination of effective sidewalk widths based on complete streets principles; and
- d. A parking management plan ("PMP") that includes an analysis of Project parking, loading, and valet operations. Due to the proposed physical separation between the two-lanes within the porte-cochere, the PMP must identify which lane is the bypass lane, indicate how traffic control will be managed, and clearly show that the two porte-cochere lanes will not operate as two separate drop-off and pickup areas.

A post TMP will be required approximately one year after a certificate of occupancy is issued for the Project, to validate the effectiveness of the TDM strategies identified in the initial TMP.

- 4. An updated TIAR that includes supplemental studies and additional TIA data and analyses to:
  - a. Reflect any changes in driveway operations; and
  - b. Indicate what entity is responsible for installing the traffic signal at the intersection of Keeaumoku Street and Kona Street (identified in the initial July 2020 TIAR), and provide a traffic signal installation schedule.

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. A post TIAR will be required approximately one year after a certificate of occupancy is issued for the Project, to validate traffic projections, distribution, and assignment identified in the updated or new TIAR.





## RESOLUTION

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- L. Prior to the issuance of a certificate of occupancy for the Project, the Applicant shall submit to the DPP for review and approval:
  - 1. An updated street tree plan; and
  - 2. An annual schedule of at least six planned public events per year that will use the AMC mauka parking structure for transit- and pedestrian-oriented patrons.
- M. The Applicant shall be responsible for coordinating construction of the Project with applicable governmental agencies, and ensuring that the Project complies with all applicable laws and regulations.
- N. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City or State for maintenance.
- O. Approval of the Project's conceptual plan does not constitute compliance with LUO or other governmental agency requirements, including building permit approvals. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project comply with all applicable LUO and other governmental provisions and requirements.
- P. The Applicant shall obtain a building permit for the Project within five years 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 must 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 should include the Director's findings and recommendations thereon, and a proposed resolution approving the extension. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by resolution.



## RESOLUTION

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3. If the Council fails to take final action on the proposed extension within the first to occur of: (1) 60 days after receipt of the DPP Director's report, or (2) the Applicant's then-existing deadline for obtaining a building permit; the extension is deemed denied.
- Q. The Project must conform to the conceptual plan approved hereby and all conditions established herein. Any changes to the conceptual plan 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 the conditions herein. Any increase in height or density of the Project will be considered a significant alteration and a change to the conceptual plan; and

BE IT FURTHER RESOLVED that the Council finds as follows with respect to the 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 building height limits, height setbacks, and off-street parking requirements are generally consistent with the objectives of the transit-oriented development and the provisions enumerated in ROH Section 21-9.100-4;
3. The requested flexibility with respect to the development standards relating to building height limits, height setbacks, and off-street parking requirements are commensurate with the public amenities and community benefits proposed; and
4. The public amenities proposed will produce timely, demonstrable benefits to the community, support transit ridership, and implement the vision established in ROH Section 21-9.100-4; and



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

No. 20-315, CD1

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**RESOLUTION**

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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, 98619.

INTRODUCED BY:

Ann Kobayashi (br)

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DATE OF INTRODUCTION:

November 16, 2020  
Honolulu, Hawaii

\_\_\_\_\_  
Councilmembers

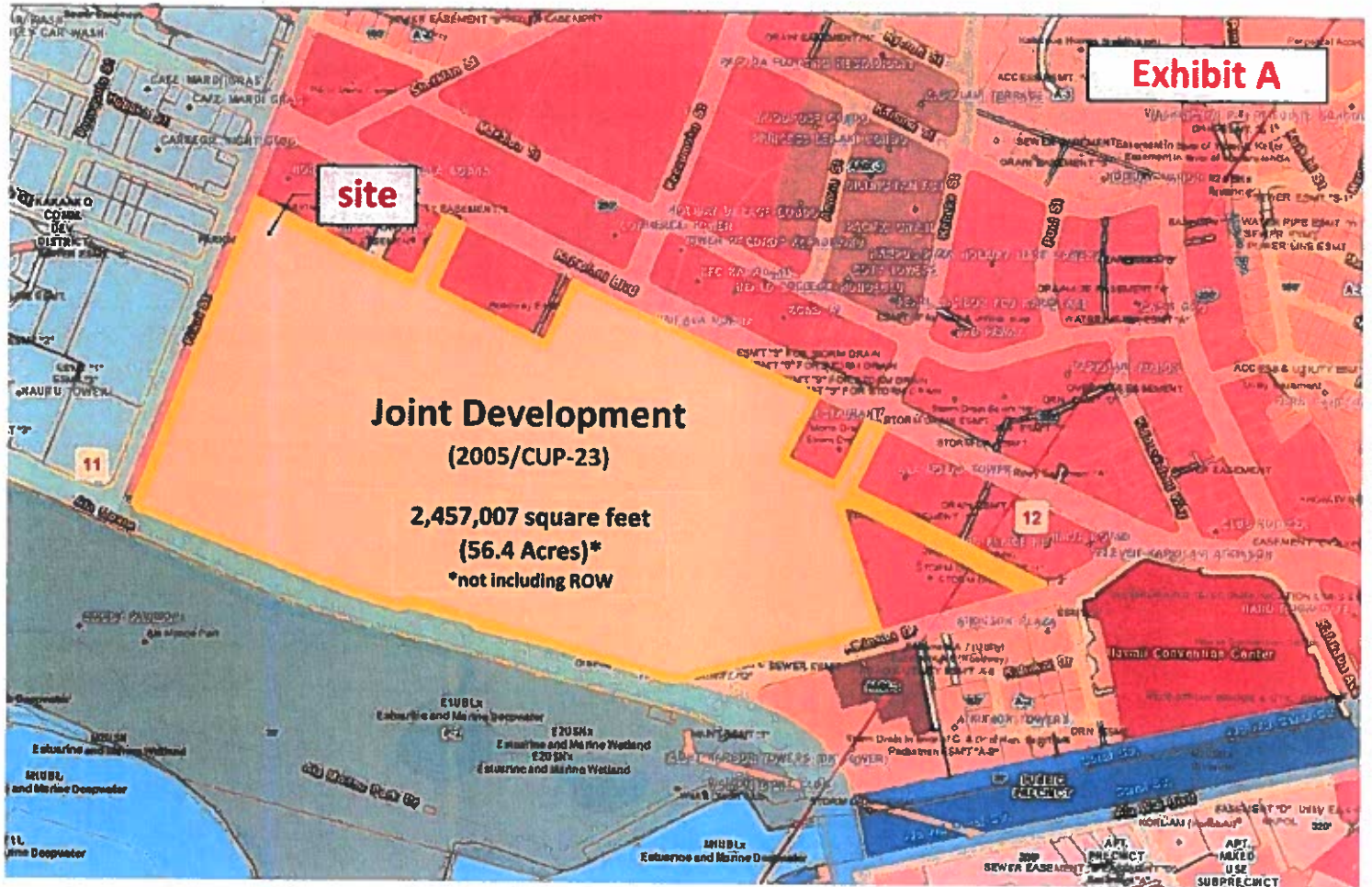


## Exhibit A

site

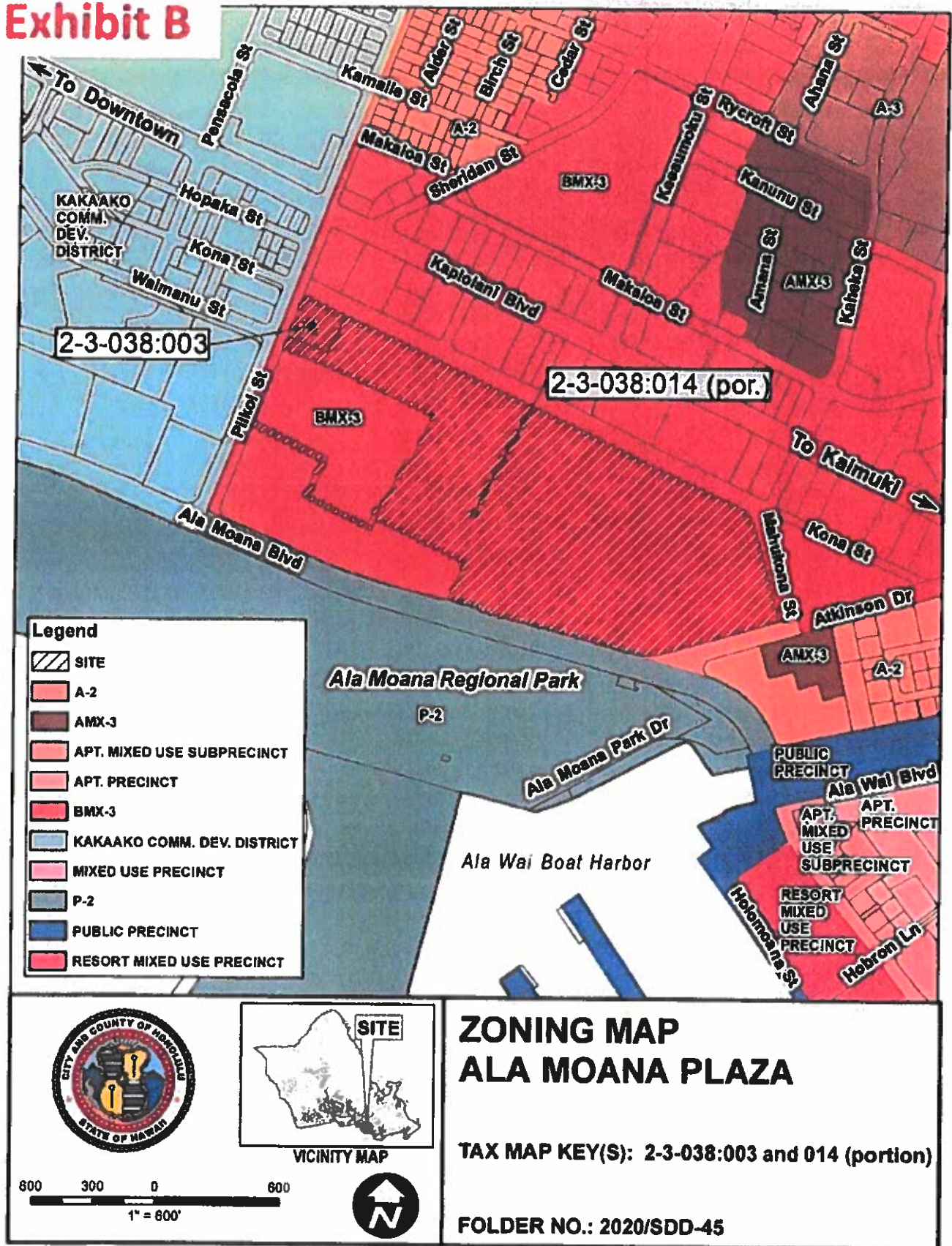
**Joint Development**  
(2005/CUP-23)

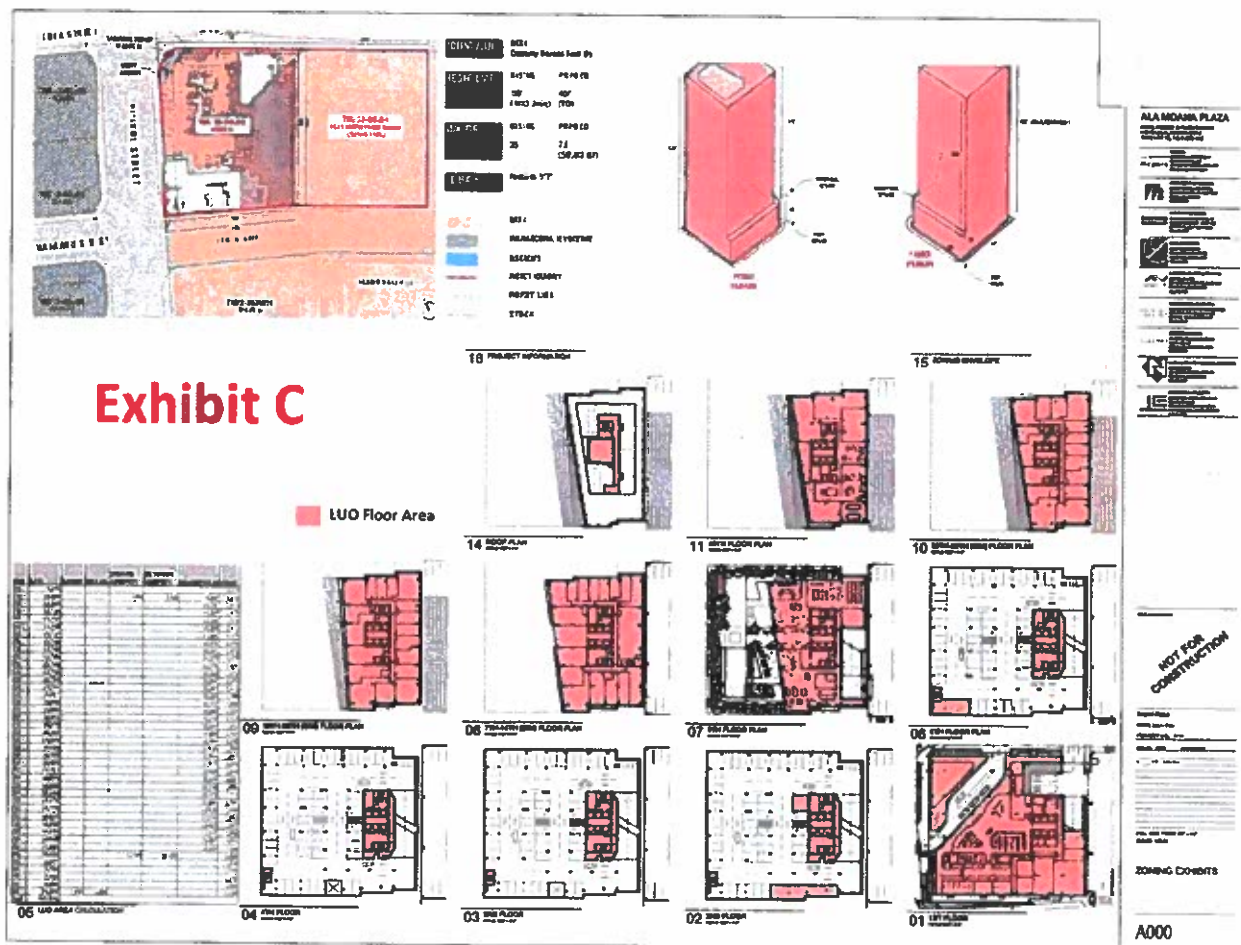
**2,457,007 square feet**  
**(56.4 Acres)\***  
\*not including ROW





## Exhibit B



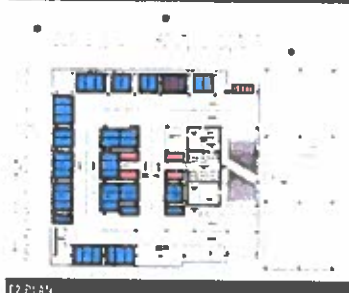
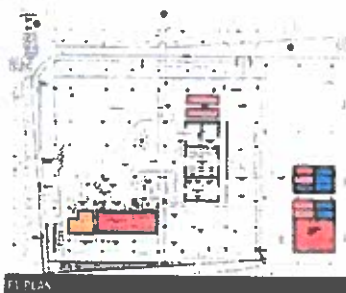
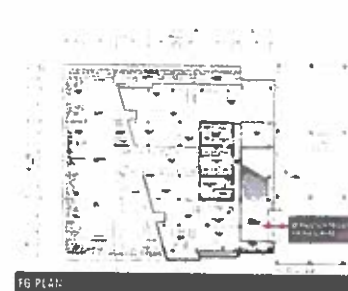
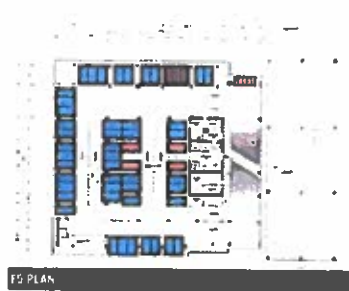
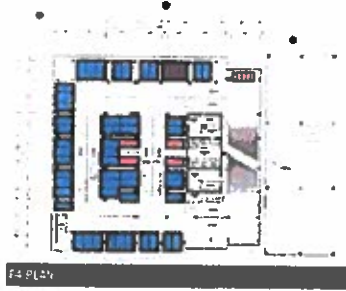




VEHICLE PARKING IN PROPOSED TOWER

PARKING TYPOLOGIES

- MOTORCYCLE  
4'-0" x 8'-0"
- STANDARD  
8'-3" x 18'-0"
- STANDARD  
8'-0" x 18'-0"
- ADA ACCESSIBLE  
8'-0" x 18'-0"
- ADA ACCESSIBLE VAN  
9'-0" x 18'-0"
- LOADING  
12'-0" x 35'-0"
- LOADING TABLE  
8'-6" x 18'-0"

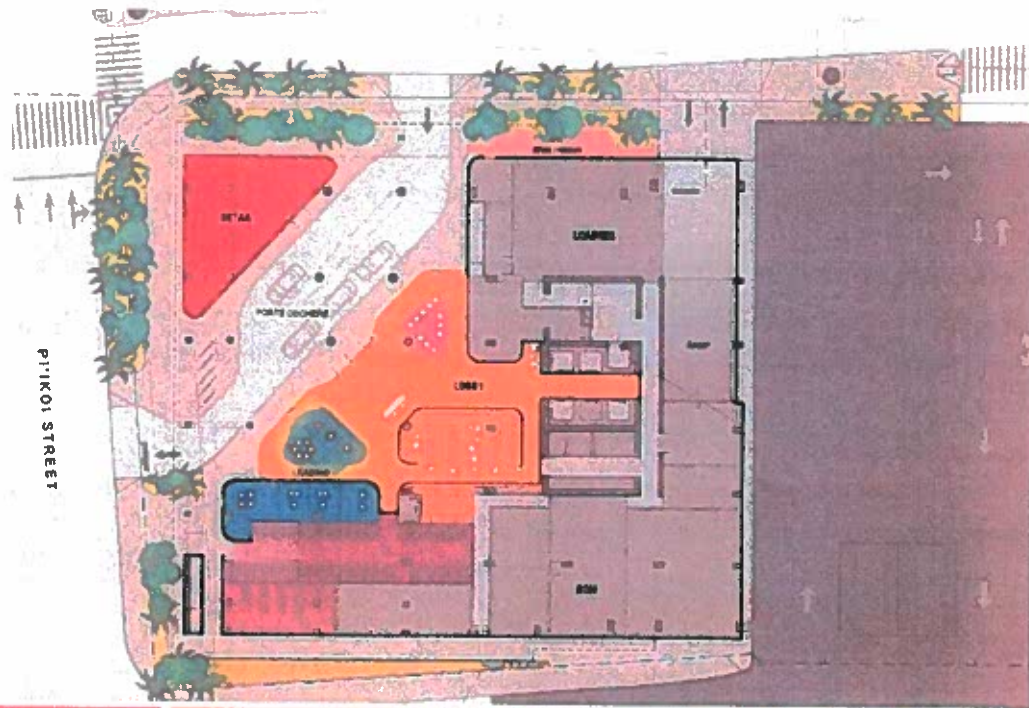


FLOOR	STANDARD 8'-0" x 18'-0"	ADA ACCESSIBLE 8'-0" x 18'-0"	ADA ACCESSIBLE VAN 9'-0" x 18'-0"	LOADING 12'-0" x 35'-0"	LOADING TABLE 8'-6" x 18'-0"	TOTAL
F4	3	1	0	0	0	4
F5	3	1	0	0	0	4
F6	3	1	0	0	0	4
F7	3	1	0	0	0	4
F8	3	1	0	0	0	4
F9	3	1	0	0	0	4
TOTAL	15	5	0	0	0	20

Exhibit D

## Exhibit E

### Ground Floor (Level 1) Conceptual Plan

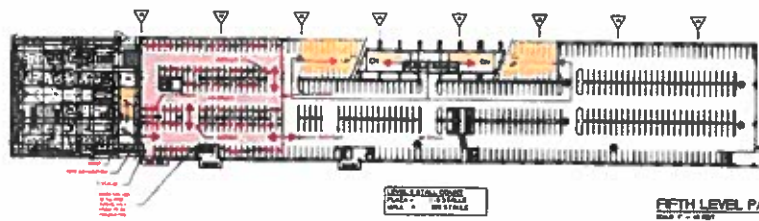


F01 PLAN

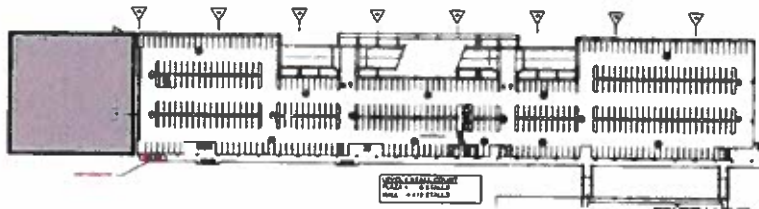
AMENITY STORAGE MARKET AFFORDABLE LOBBY STAIR TERRACE FITNESS LEASING POOL ADJ POOL BOH PARKING



**Mauka Garage:  
Existing Parking  
Spaces  
(Levels 4-5)**



**FIFTH LEVEL PARKING PLAN**  
Scale 1/4" = 10'-0"



**FOURTH LEVEL PARKING PLAN - EWA**  
Scale 1/4" = 10'-0"

**Exhibit F**

**SCHEME F**



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

ALA MOANA PLAZA

Proposed

Proposed

Proposed

Proposed

Proposed

Proposed

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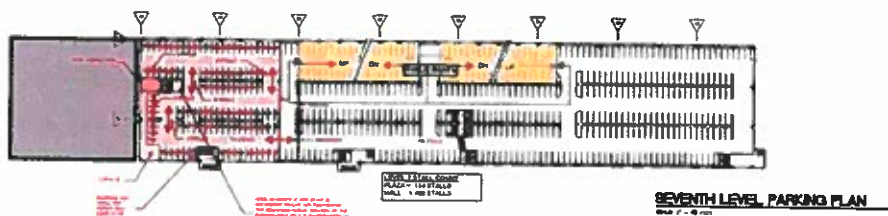
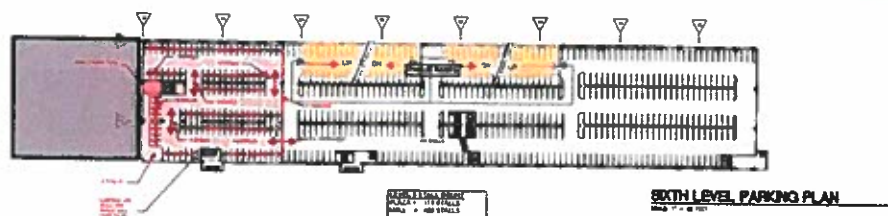
Proposed

Proposed

Proposed

Proposed

## Exhibit G

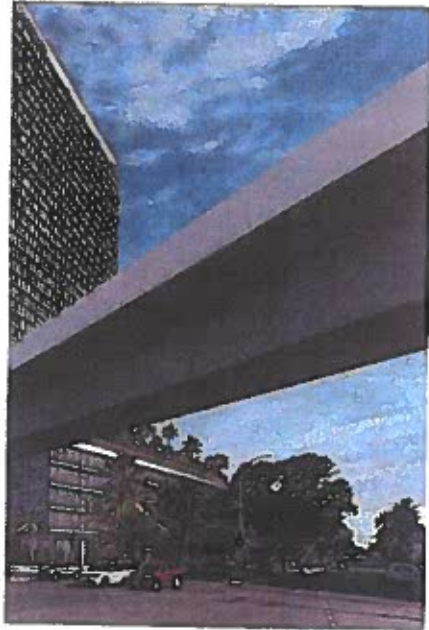


**SCHEME F**

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

**NOT FOR  
CONSTRUCTION**

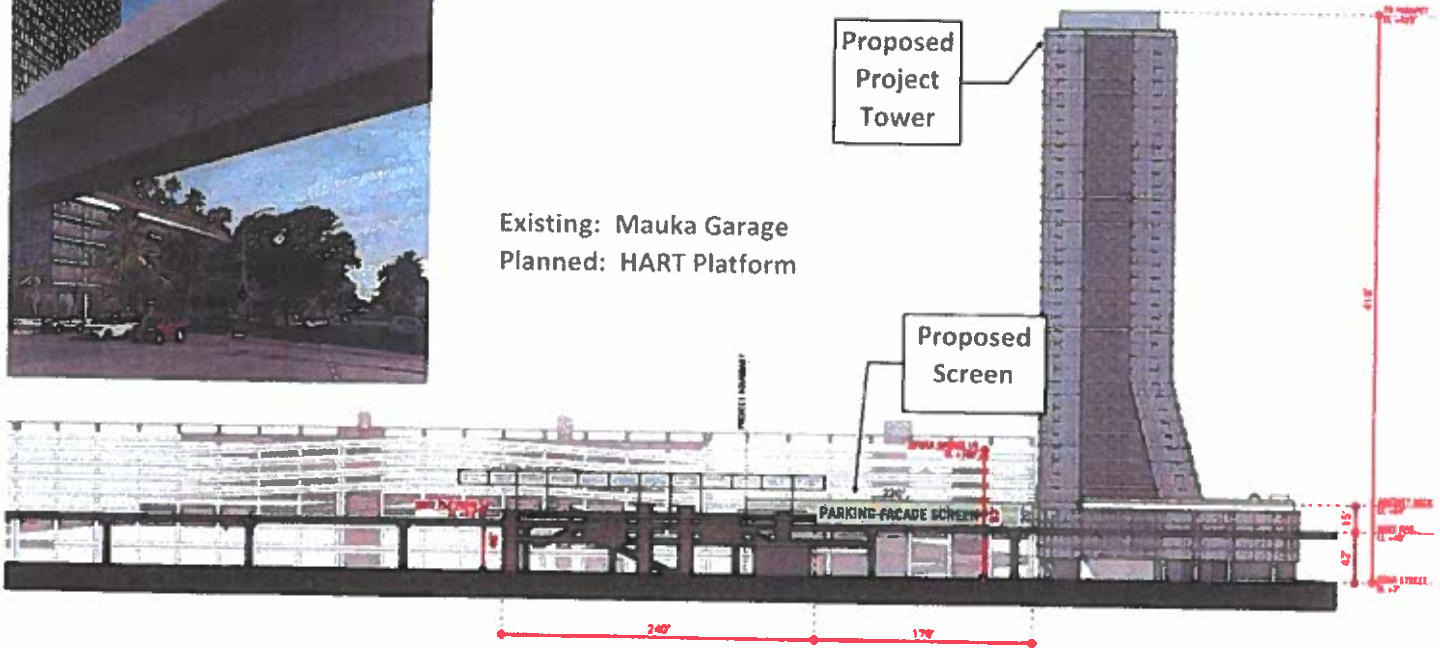
PK-2



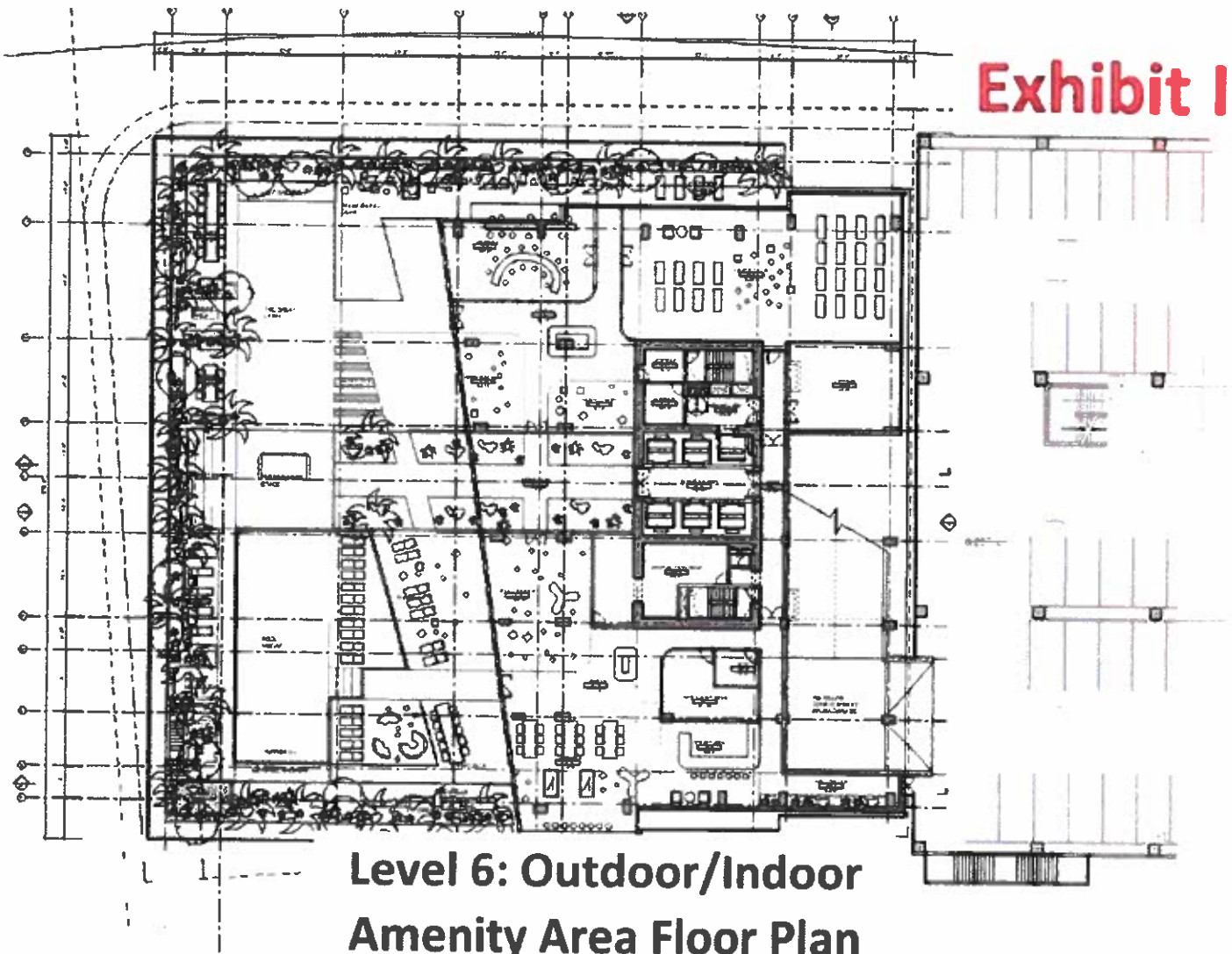
# Proposed Project Tower North Elevation

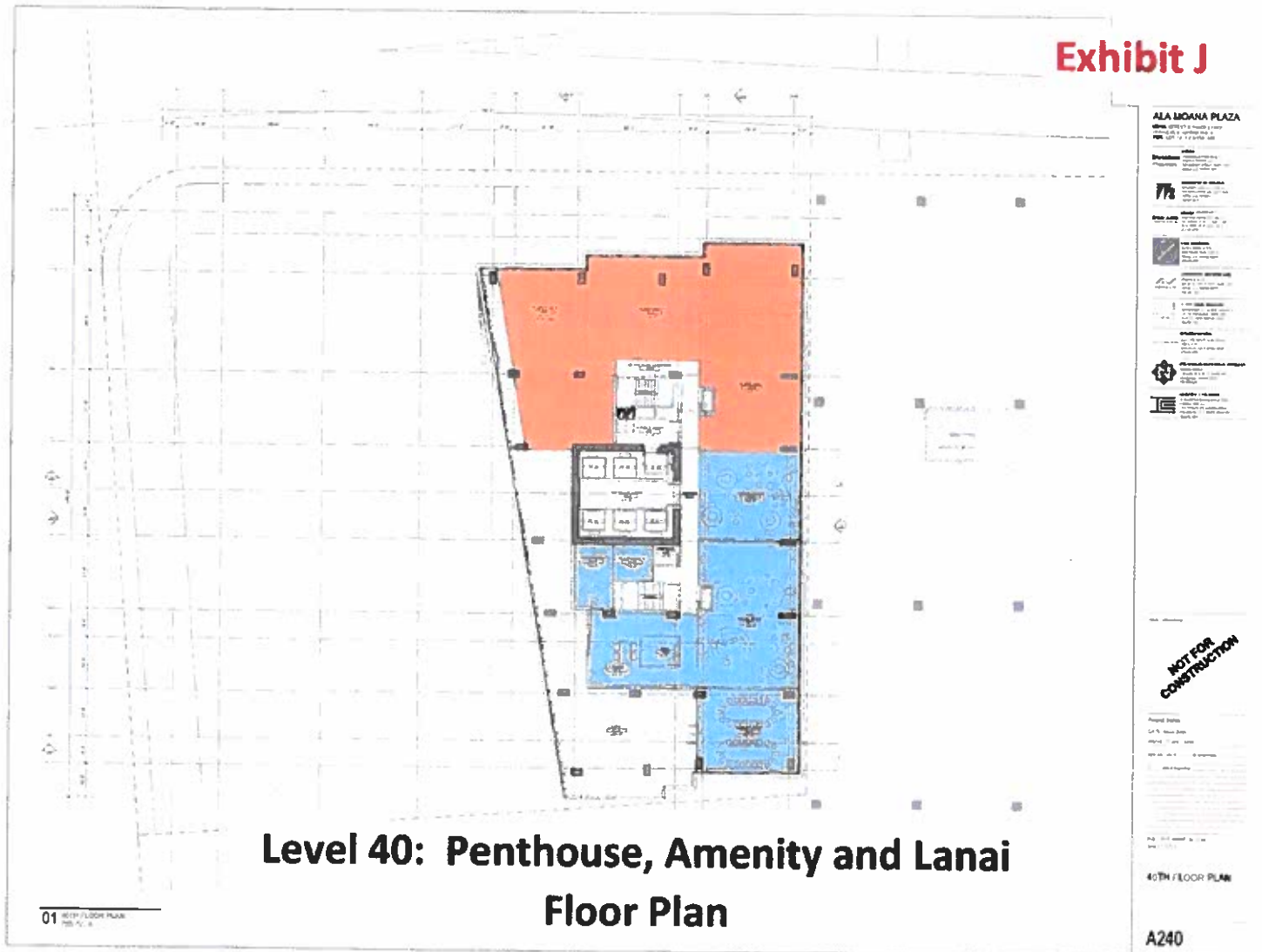
Exhibit H

Existing: Mauka Garage  
Planned: HART Platform



# Exhibit I

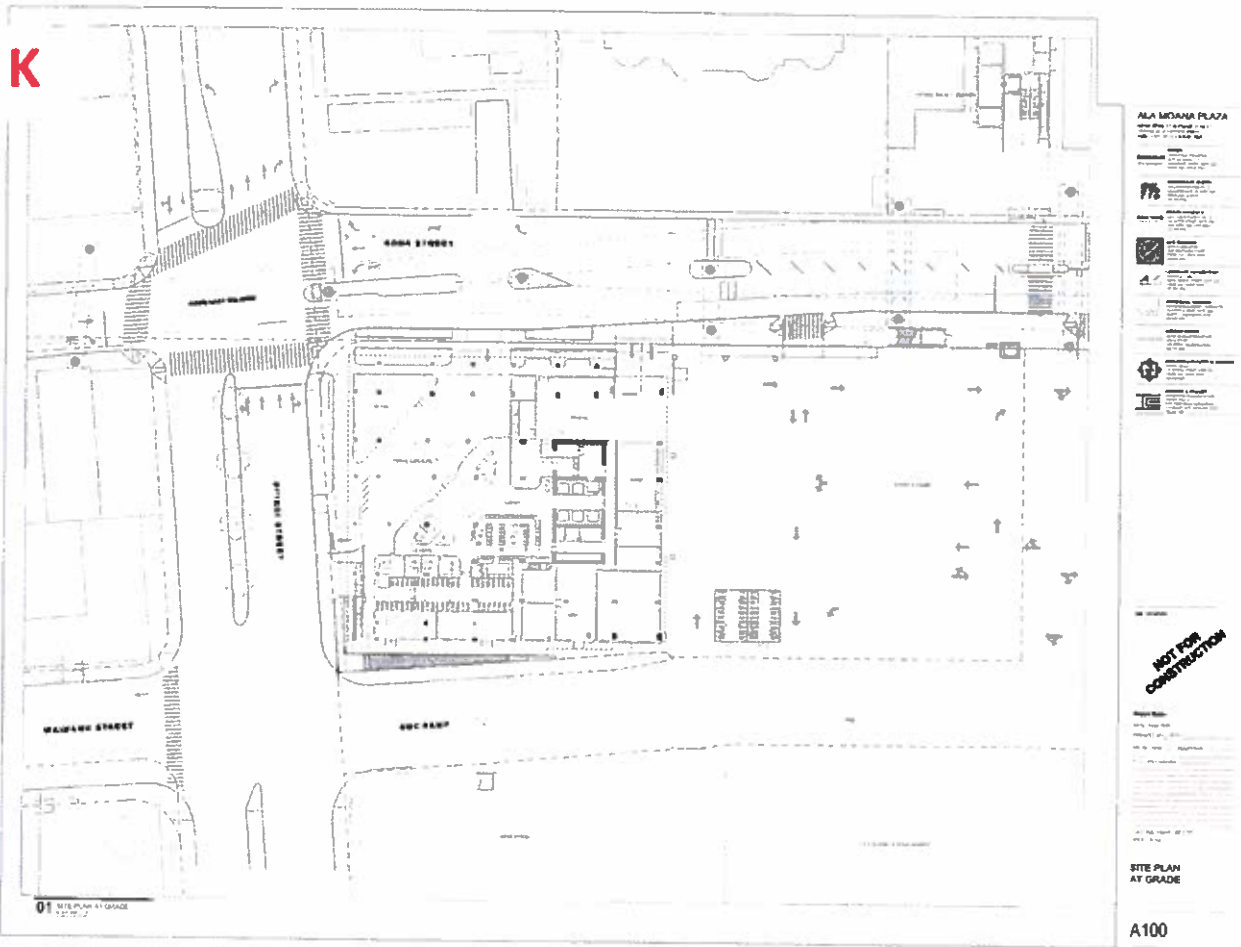






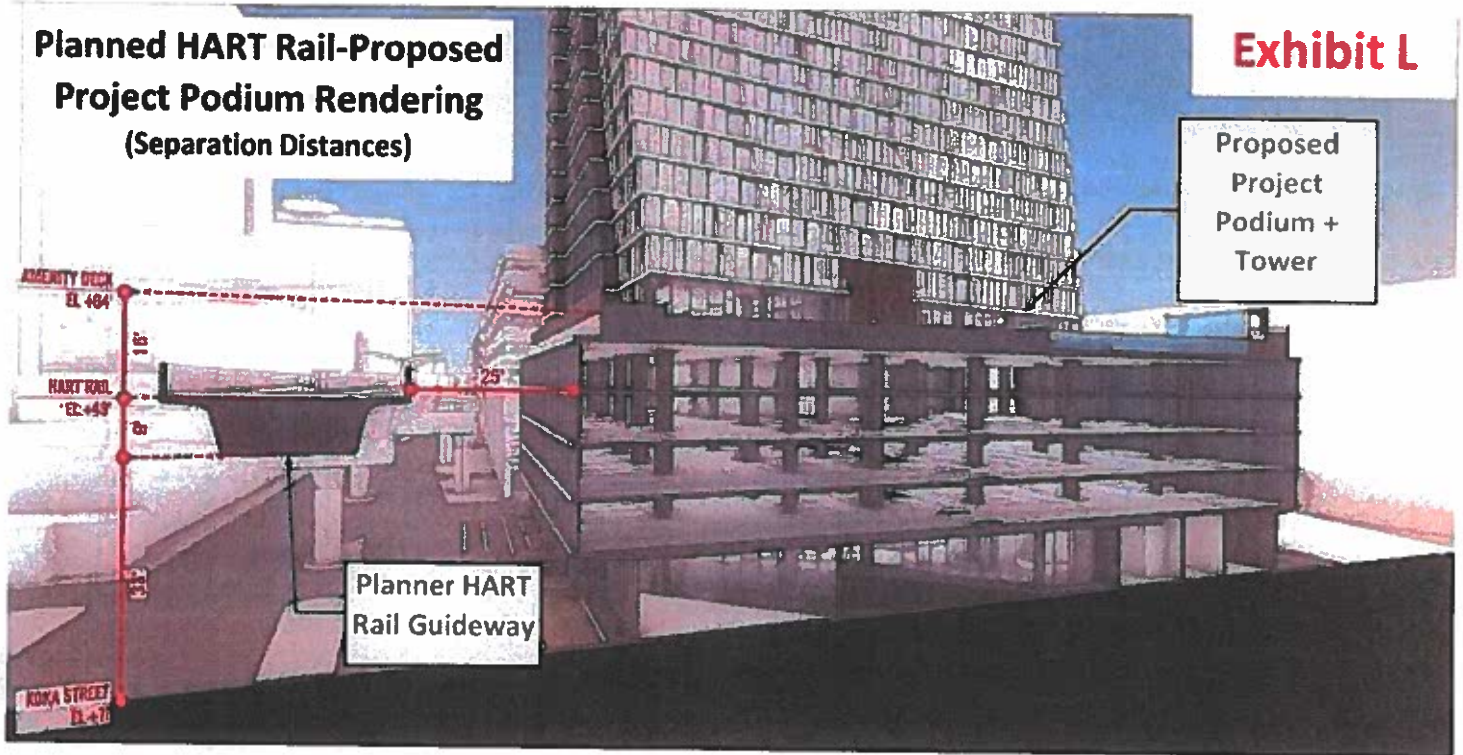
**Exhibit K**

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



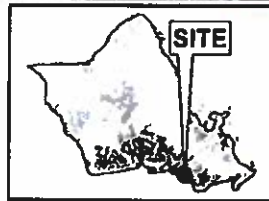
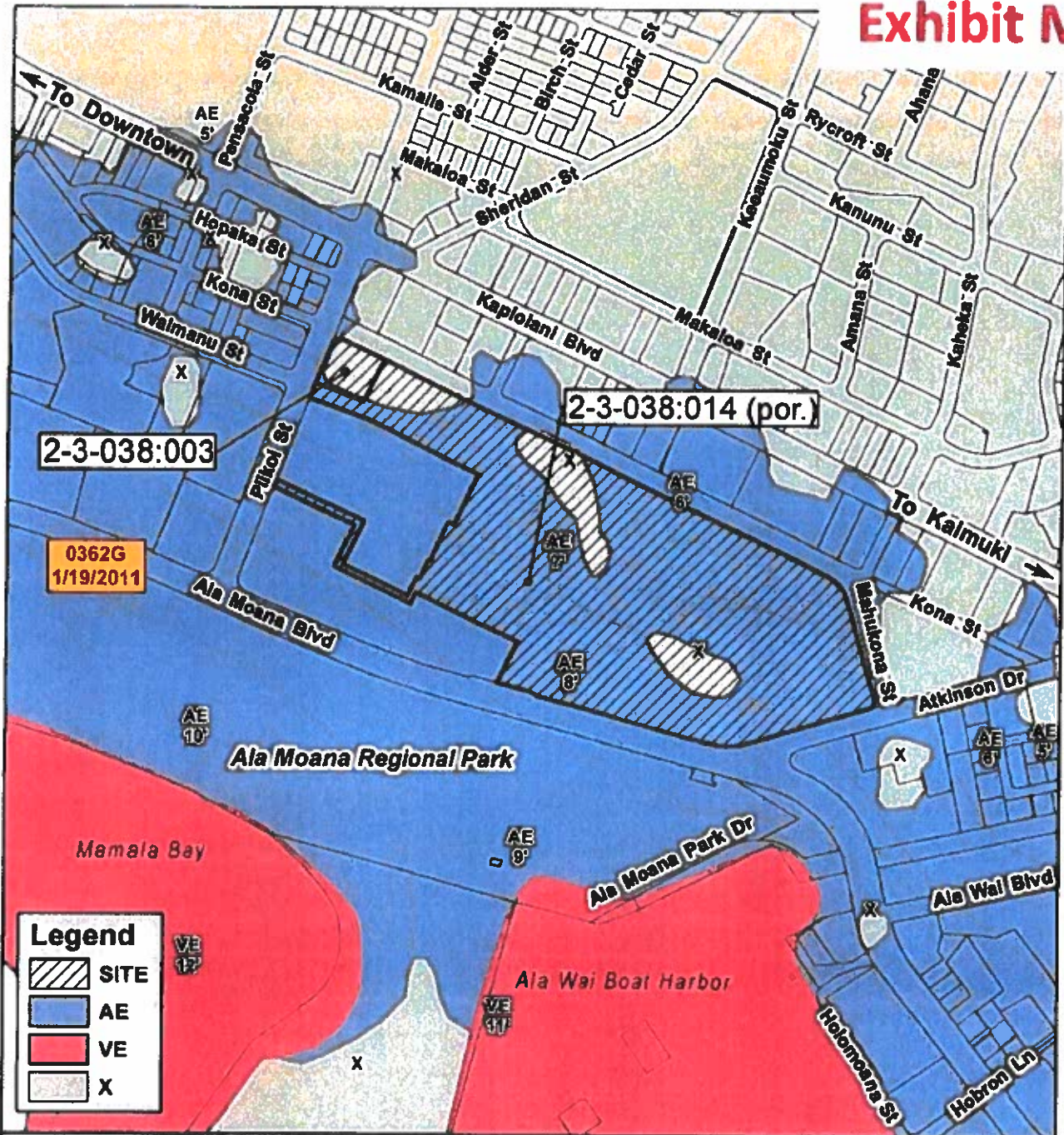
**Planned HART Rail-Proposed  
Project Podium Rendering  
(Separation Distances)**

**Exhibit L**





# Exhibit M



800 300 0 600  
1" = 600'



## 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

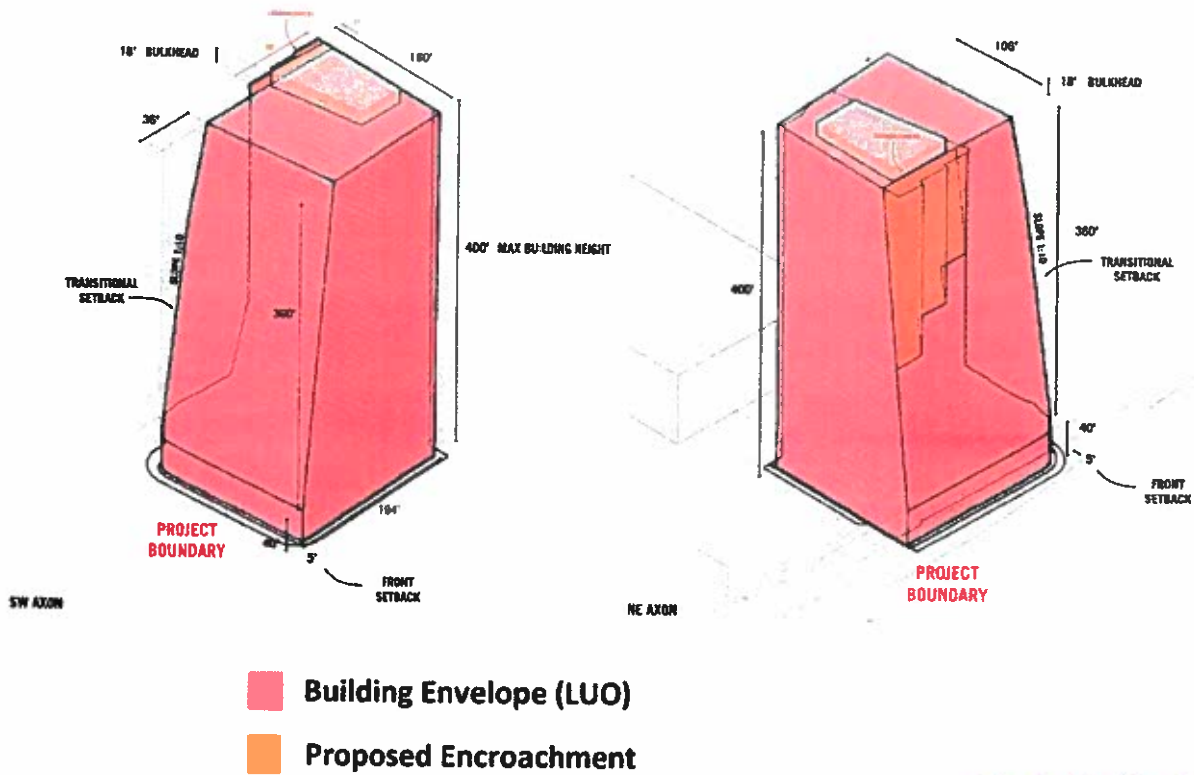
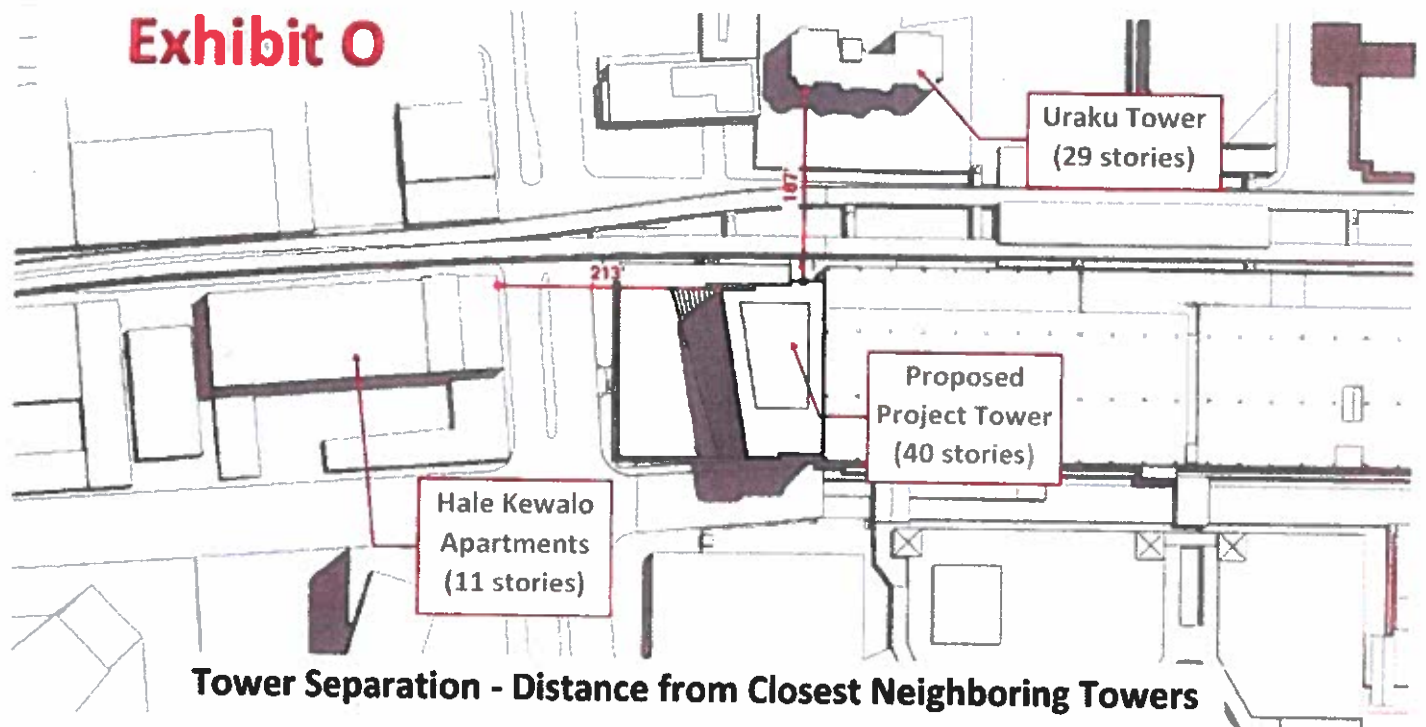


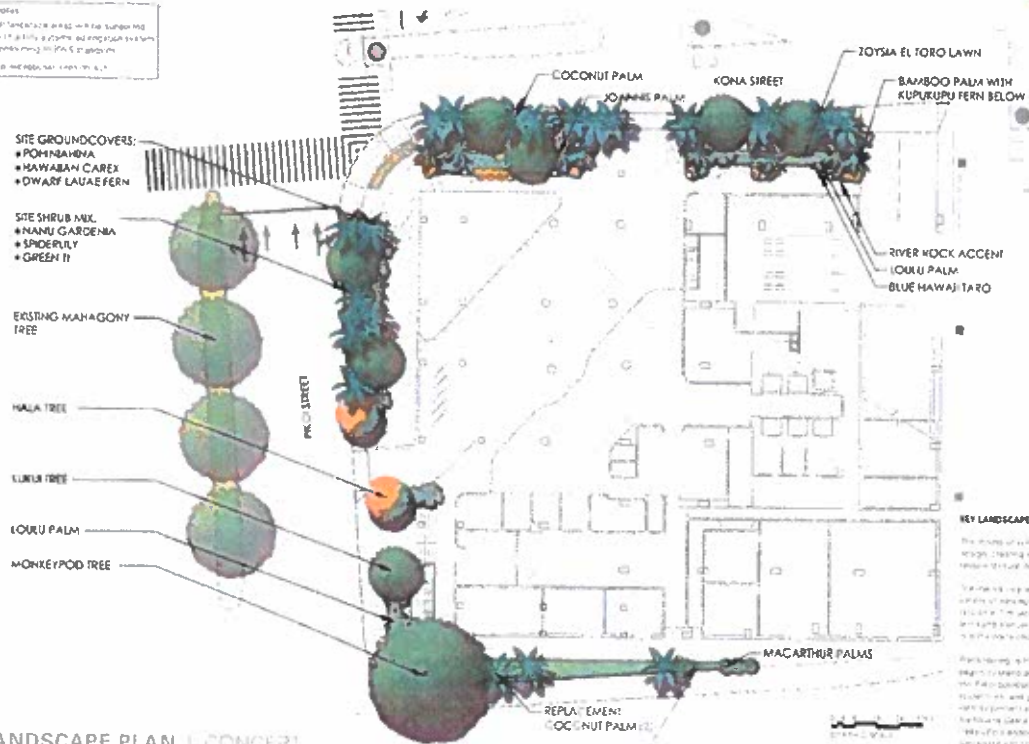
Exhibit N

## Exhibit O





1. **Introduction**  
 The purpose of this study is to investigate the effects of the proposed system on the performance of the system.  
 The study is organized as follows: Section 2 describes the system architecture. Section 3 describes the experimental setup. Section 4 describes the results of the experiments. Section 5 discusses the conclusions.



## ALBA MODENA PLAZA 00172011 0843

#### KEY LANDSCAPE DESIGN CONCEPTS

이러한 사실은, 이 시기에 대한 연구가 아직 초기 단계에 불과하다는 것을 보여준다. 그러나, 이 시기에 대한 연구가 활발히 진행되고 있으며, 앞으로는 더욱더 많은 연구가 이루어질 것으로 기대된다.

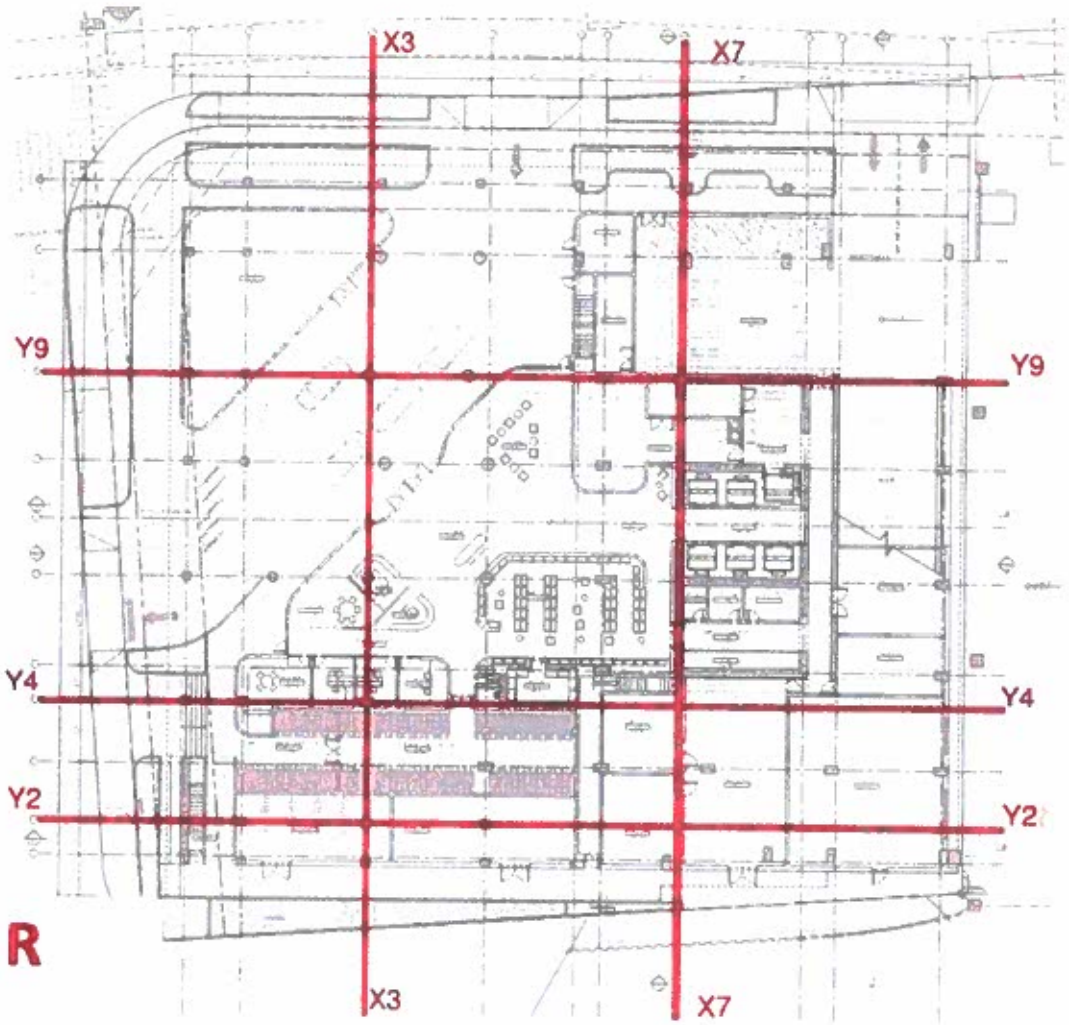
[illegible]

**BICYCLE PARKING PLAN (FLOOR 1)**



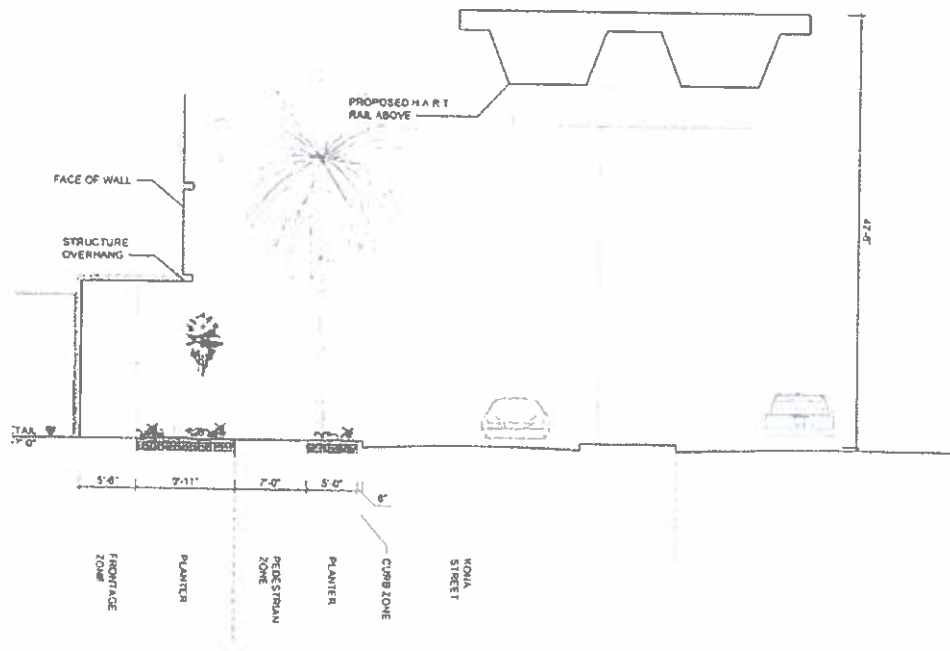
**Exhibit Q**

**STREETSCAPE  
SECTIONS  
KEY MAP**



**Exhibit R**

STREETSCAPE SECTIONS: KONA AT GRIDLINE X3



OMA

Exhibit S

STREETSCAPE SECTIONS: KONA AT GRIDLINE X7

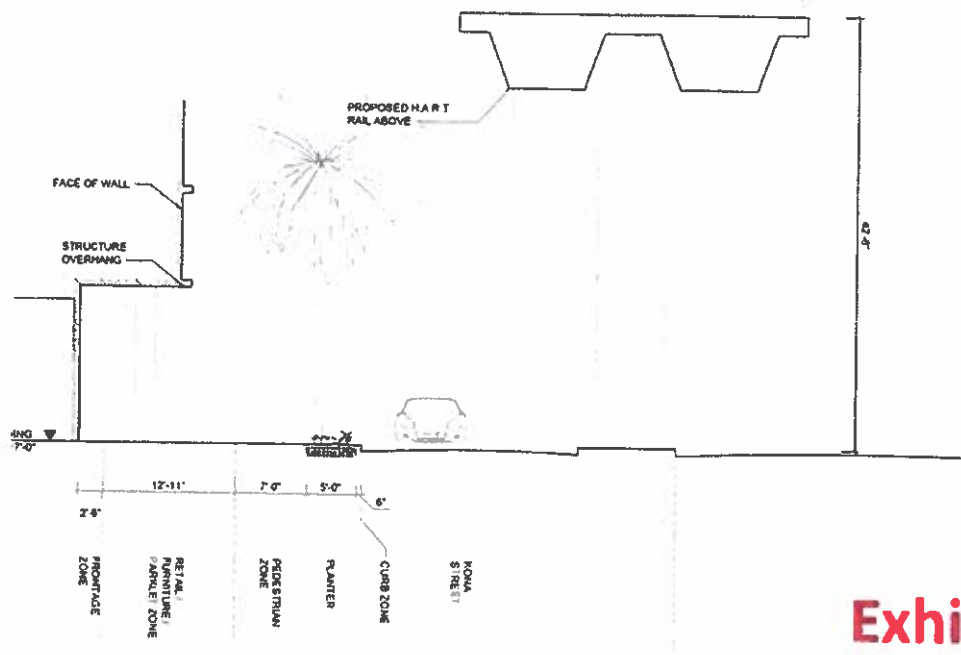
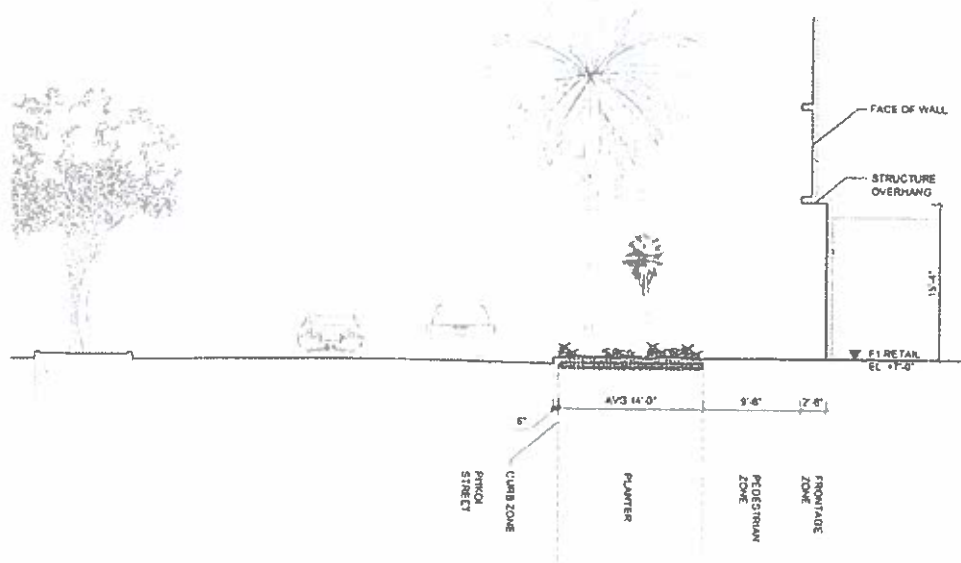


Exhibit T

STREETSCAPE SECTIONS: PI'IKOI AT GRIDLINE Y9

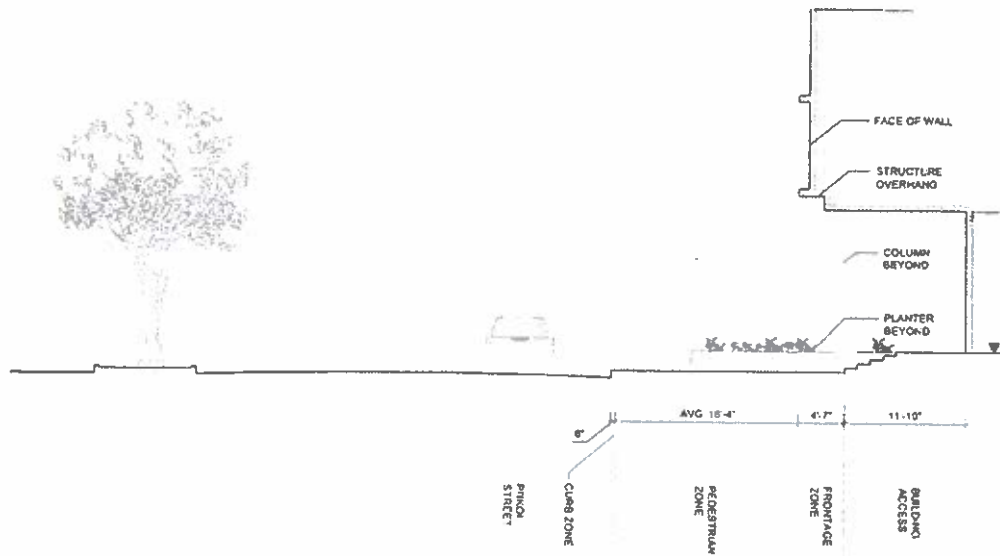


OMA

Exhibit U

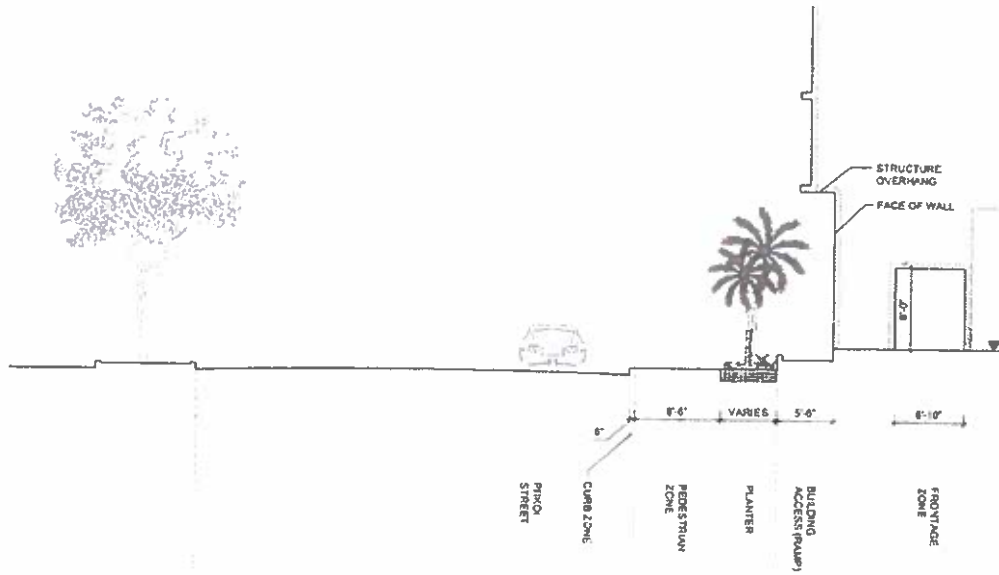


STREETSCAPE SECTIONS: PI'IKOI AT GRIDLINE Y4



OMA

Exhibit V



OMA

Exhibit W

Ala Moana Plaza Interim Planned Development-Transit – Ala Moana Neighborhood TOD

- PROPOSED TOWER SECTION

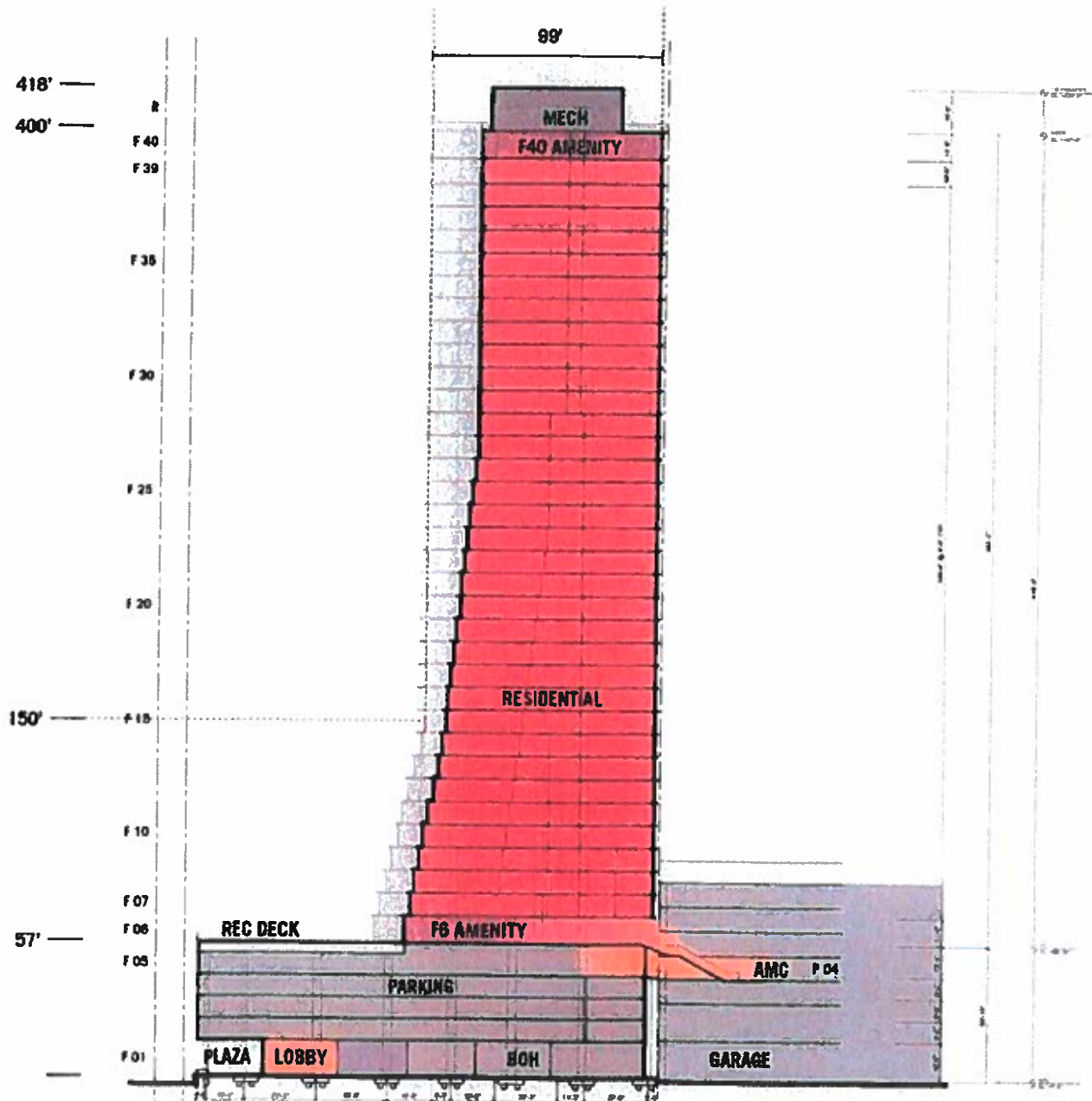


Exhibit X