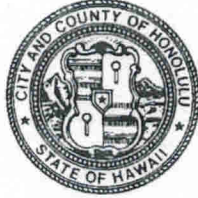


DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

2016/SDD-40(MS)

February 12, 2018

Mr. James Freeman
32 Merchant Street, Suite 208
Honolulu, Hawaii 96813

Dear Mr. Freeman:

SUBJECT: Interim Planned Development-Transit and
Special District Permit Application No. 2016/SDD-40

The Director of the Department of Planning and Permitting (DPP) has **APPROVED** the above-referenced Special District Permit, subject to certain conditions. The following documents are attached hereto:

- Director's Findings of Fact, Conclusions of Law, and Decision and Order (including the conditions of approval); and
- Exhibits A through R, S-1 through S-12, and T-1 through T-2 (submitted by the Applicant on January 9, 2018).

Any party wishing to appeal the Director's action must submit a written petition to the Zoning Board of Appeals (ZBA) within 30 calendar days from the date of mailing or personal service of the Director's written decision (ZBA Rules Relating to Procedure for Appeals, Rule 22-2, Mandatory Appeal Filing Deadline). Essentially, the ZBA Rules require that a petitioner show that the Director based his/her action on an erroneous finding of a material fact, and/or that the Director of the DPP acted in an arbitrary or capricious manner, or manifestly abused his/her discretion. Generally, the ZBA can only consider the evidence previously presented to the Director of the DPP. The filing fee for appeals to the ZBA is \$400 (payable to the City and County of Honolulu).

Mr. James Freeman
February 12, 2018
Page 2

Failure to comply with ZBA Rules Chapter 22, Procedure for Appeals, may result in the dismissal of the appeal. Copies of the ZBA Rules are available at the DPP. Appeals should be addressed to:

Zoning Board of Appeals
c/o Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Should you have any questions, please contact Malynne Simeon, of our staff, at 768-8023.

Very truly yours,



Kathy K. Sokugawa
Acting Director

Attachments

cc: ✓ Zhe Fang
Hawaii City Plaza, LP
Public Hearing Testifiers (without attachments)

DEPARTMENT OF PLANNING AND PERMITTING
OF THE CITY AND COUNTY OF HONOLULU

STATE OF HAWAII

IN THE MATTER OF THE APPLICATION)
)
 BY)
)
 ZHE FANG)
)
 FOR A)
)
 MAJOR SPECIAL DISTRICT PERMIT)
 _____)

FILE NO. 2016/SDD-40

FINDINGS OF FACT, CONCLUSIONS OF LAW,
AND DECISION AND ORDER

I. GENERAL INFORMATION

A. Basic Information:

APPLICANT:	Zhe Fang
LANDOWNER:	Hawaii City Plaza, LP
AGENT:	FSC Architects (James G. Freeman)
LOCATION:	710 and 730 Sheridan Street and 733 Cedar Street – Kewalo, Honolulu
TAX MAP KEYS:	2-3-014: 002, 004, and 011
LOT AREA:	39,520 square feet
STATE LAND USE DISTRICT:	Urban
DEVELOPMENT PLAN AREA:	Primary Urban Center
EXISTING ZONING:	BMX-3 Community Business Mixed Use District and A-2 Medium Density Apartment Mixed Use District
PROPOSED TOD ZONING:	BMX-3B Kapiolani Mixed Use District
EXISTING USE:	Vacant lot
SURROUNDING LAND USES:	Retail, eating and drinking establishment, automobile repair, warehouse, and multi-family dwelling units. The future Ala Moana transit station will be located about a quarter mile from the subject property.

No.17-305, CD1, FD1 (Resolution) on December 6, 2017 (included as Attachment A), which included preliminary drawings and exhibits, and now will be reviewed in greater detail for final action by the Department of Planning and Permitting (DPP), pursuant to Land Use Ordinance (LUO), Section 21-2.110-2(h). This report analyzes the Project for compliance with the goals, objectives, and development standards of the future Transit-Oriented Development (TOD) Special District (SD), as adopted Ordinance No. 17-54 (Ordinance), which amends the LUO. The Ordinance will not be effective until a comprehensive affordable housing policy (Bill 58, 2017) is adopted; nonetheless, it provides a valuable framework for reviewing this TOD SD Project. Further, this review will analyze the Project against the conditions of the Resolution. Detailed plans of the Project are required for review and final action by the Director.

The Report and Recommendation, along with the Exhibits, in support of the Interim Planned Development-Transit (IPD-T) Permit request, transmitted by the DPP to the City Council, is on file with the DPP. The Applicant submitted plans on January 9, 2018, which are attached as Exhibits A through R, S-1 through S-12, and T-1 through T-2 that will be analyzed within this report. The conditions of approval of this TOD SD Permit will be in addition to the conditions of the Resolution.

- B. Proposal: In accordance with the Resolution, the Applicant proposes to develop a 250-foot-high mixed use tower (Project) in the A-2 Medium Density Apartment Mixed Use and BMX-3 Community Business Mixed Use Districts within a quarter mile of the future transit station in the Ala Moana neighborhood. The Project includes 164 multi-family dwelling units, 3 ground floor commercial spaces for eating and drinking establishments, outdoor dining areas, a community room, roof gardens, pool, playground, and various residential amenities. There will be 269 parking spaces, 3 loading spaces, and 209 bicycle parking spaces provided on-site. The development also includes a publically accessible two-way driveway connecting Cedar Street with Sheridan Street and a five-story parking podium. The two previously proposed basement parking levels have been removed. Parking is proposed on Levels 1 through 5. The Project includes a total of 97,597 square feet of floor area, or a Floor Area Ratio (FAR) of 5.0.

See Exhibits A through R, S-1 through S-12, and T-1 through T-2 for drawings and renderings.

II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

- A. Description of the Site/Surrounding Uses: The Project site is generally flat and consists of three zoning lots with a total lot area of 39,520 square feet. The site is split-zoned, A-2 Medium Density Apartment and BMX-3 Community Business Mixed Use Districts, and in the State Land Use Urban District. The site is bound

by Sheridan Street to the east and is adjacent to Cedar Street to the northwest. The irregularly-shaped site was occupied by one- and two-story structures that were built over 50 years ago. The structures have been demolished since the adoption of the Resolution. Surrounding uses consist of retail uses including Wal-Mart and Sam's Club, offices, restaurants, and bars east and south of the site. Multi-family dwellings can be found to the north and west of the site.

The Ala Moana transit station is proposed at Kona Iki Street and Kona Street, about a quarter mile from the Project. The 1500 Kapiolani Condo-Hotel and Residential Condominium Development (an IPD-T project approved by Resolution No. 17-22, CD1), is about a half a mile away, at 1500 Kapiolani Boulevard. Two other IPD-T projects are also planned in the area, and are under review by the DPP at the time of this report.

B. Other Permits/Approvals Required: Permits required by the City and County of Honolulu include:

- Surface and Sidewalk Encroachment Variances;
- Sewer Connection;
- Park Dedication;
- Construction Plan Approval;
- Demolition and Building;
- Trenching and Drain Connection;
- Grading;
- Street Usage; and
- Subdivision approval to designate easements for public utilities, access, and/or sidewalks.

Approvals required by the State include an archaeological inventory survey plan, National Pollutant Discharge Elimination System Permit, Construction Noise Permit, and Clean Air Permit.

C. Environmental Review, Chapter 343, Hawaii Revised Statutes (HRS): The Project is not subject to an assessment under Chapter 343, HRS, the State Environmental Impact Law.

D. Flood District: According to the Flood Insurance Rate Maps, Panel No. 0362G, dated January 19, 2011, the site is in Zone X with a base flood elevation of five feet. Zone X is outside of the 0.2 percent annual chance (or 500-year) flood. Compliance with the flood hazard ordinance is required prior to the issuance of building permits.

E. Public Agency and Community Comments: Public agency and community comments are documented in the DPP's Report and Recommendation dated October 18, 2016. The Report and Recommendation also contains written testimonies submitted for the DPP's Public Hearing held on September 1, 2016.

Several members of the public also testified at the City Council meetings for the Project. According to its records, the City Council received 13 letters; 11 letters in support and one comment letter without explicit support or opposition of the Project. Further, the Council received one duplicate copy of a letter in support of the Project, signed by the same individual.

- F. Oahu General Plan (GP) and Primary Urban Center Development Plan (PUCDP): The proposal was determined to be compliant with the GP and PUCDP by the City Council, with the approval of the Resolution.
- G. Draft Ala Moana Neighborhood TOD Plan: The Ala Moana Neighborhood TOD Plan (TOD Plan) is currently being reviewed by the City Council as Resolution No. 17-314, CD1. The TOD Plan envisions the Ala Moana station area to be a livable urban community and a model for walking, biking, and transit usage.
- H. TOD SD, Ordinance No. 17-54: The TOD SD has been established, and the general land use and design standards are applicable to the Ala Moana area TOD SD. The Ordinance will be effective with the adoption of a comprehensive affordable housing policy (Bill 58, 2017).
- I. IPD-T Approval, Resolution No. 17-305, CD1, FD1: The City Council approved the IPD-T application with conditions relating to height and density, parking, buildable area, height setback, community benefits (e.g., affordable housing), traffic and pedestrian circulation, landscaping, street improvements, and standard conditions relating to compliance with other rules and regulations.

In adopting the Resolution and approving the conceptual Project plan, the City Council concluded that, subject to certain conditions of approval, the conceptual design is consistent with the goals and objectives of TOD and the provisions enumerated in the LUO, Section 21-9.100-4. It also concluded that the requested flexibility is commensurate with the contributions described in the Project plan.

- J. Bicycle Parking, Ordinance No. 17-55 (Relating to Miscellaneous LUO Amendments, adopted on October 11, 2017): Section 21-6.150 of the LUO, includes bicycle parking standards, such as number of short- and long-term bicycle parking required, and location and design of the bicycle parking spaces.

III. ANALYSIS

Since the Council approved the conceptual plan for the Project, the application will be reviewed in detail for compliance with the TOD SD and final action by the DPP, pursuant to the LUO, Section 21-2.110-2(h). This final approval by the Director is considered a Major Special District Permit for the Project. Anticipating that the TOD

standards will not change with the adoption of Bill 58 (2017), the analysis is based on the TOD SD, Ordinance No. 17-54.

- A. TOD Plan: The Project, as approved in the Resolution, meets the general purpose and intent of the TOD Plan because it will support transit ridership by creating residences, commercial activities, and restaurants within a quarter mile of the future transit station in the Ala Moana neighborhood. Furthermore, the Project will help create a livable urban community by incorporating affordable housing units and a variety of alternative transportation improvements.

- B. TOD SD, Ordinance No. 17-54:
 - 1. Density: The TOD SD and TOD Plan allows a maximum Floor Area Ratio (FAR) of 5.0 on the site, with the approval of an IPD-T Permit. The Resolution established a maximum density of 197,600 square feet, or FAR of 5.0, pursuant to Condition B. The application plans show a proposed floor area of 187,856 square feet. The Project complies with Condition B of the Resolution. No new conditions of approval are necessary.

 - 2. Height: The TOD SD and the TOD Plan establish a maximum height for the site of 250 feet with the approval of an IPD-T. The Resolution established a maximum height for the Project at 250 feet. Conditions C and F of the Resolution required the Applicant to modify the plans to show the building complying with a 250-foot height limit and LUO Sections 21-4.60(c)(1) and (8). The Applicant submitted a modified plan, including a detailed roof plan and section as part of this application. The updated drawings (Exhibits H through L, and N) show a five-foot-high metal canopy topped with photovoltaic (PV) panels for a maximum height of 255 feet, and the top of the elevator lift at 268 feet. The submitted plan meets the requirements of Conditions C and F of the Resolution. No new conditions of approval are necessary.

 - 3. Height Setback and Yards:
 - a. Height Setback: The LUO height setbacks may be modified through the approval of an IPD-T. The exhibits approved under the Resolution established a height setback of 20 feet, beginning at a height 60 feet above the buildable area boundary. Except for a minimal portion of the parking podium roof, the updated plans indicate compliance with Condition E of the Resolution; therefore, no new condition is necessary. However, any further encroachment in the future, beyond that shown in the current approved plans, shall not be allowed, except in compliance with Condition E of the Resolution. This will be required as a condition of approval.

- b. Yards Areas: The entire site is zoned BMX-3 Community Business Mixed Use in the TOD Plan. The submitted plans meet Condition E of the Resolution and complies with the required yard (setbacks) of the zoning district. No new conditions of approval are necessary.
4. Landscaping: The LUO requires landscaping within all yards, except for necessary walkways. Condition H of the Resolution allowed the area within the five-foot front yard along Sheridan Street to be paved, provided that landscaping be installed pursuant to an approved landscape plan. The submitted landscape plan generally complies with the TOD Plan. However, the driveway alignment at the northern side of Sheridan Street, as shown on Exhibits A through C, H, Q, and R, does not match the driveway alignment shown on Exhibits S-1, S-2, and S-4 through S-6 (Landscape Plan). Therefore, in order to meet the requirements of Condition H, the Applicant must revise the landscape plans. This will be required as a condition of approval.

Condition O.3 required the Applicant to submit revised landscape plans that show street trees that provide shade along Sheridan Street. The submitted landscape plan identify lignum vitae along the portion of the Project site fronting Sheridan Street. This tree species will provide shade along Sheridan Street. No new conditions of approval are required. It should be noted though that the construction plans will be routed to the Department of Parks and Recreation (DPR) for their review and approval. At that time, DPR may require a different type of tree to meet their street tree requirement.

5. Building Placement and Setback Improvements: Pursuant to the TOD SD and TOD Plan, a minimum 70 percent of the building façade along Sheridan Street and 50 percent of building frontage along Cedar Street must be at the buildable area boundary line (five-foot setback line). City Council approved the building footprint of the Project, including the setbacks proposed by the Applicant. Therefore, no adjustments to the building placement and setbacks are required. No new conditions of approval are required.

The updated plans show that the Project will comply with the TOD SD standards by providing an at-grade sidewalk that extends to the building façade on all sides of the building, except where landscaping is proposed. Where vehicular and pedestrian circulation intersect, contrasting pavers are proposed for the driveway at the pedestrian paths to identify and prioritize the pedestrian route. See Exhibit Q.

The submitted plans show benches and red cobble stone pavement within the TOD SD maximum five-foot front yard. See Exhibit R. The TOD Plan encourages the use of benches and the use of various pavers to identify

pedestrian pathways from driveways on the site; however, the placement of the benches interfere with the pedestrian pathway and the red cobble stone pavement gives the feeling of a narrow sidewalk in addition to a rough surface for strollers and wheelchair users. The red cobble stone pavement within the front yard should be removed and replaced with standard sidewalk pavement. The benches should be relocated outside of the front yard to allow a clear, unobstructed public path. These will be required as conditions of approval.

6. Building Orientation, Entrances, Blank Walls, and Transparency: The plans submitted provide enough detail to review the Project for compliance with the TOD SD standards regarding building orientation, entrances, transparency, and blank wall limits. The TOD SD requires building façades to be predominantly oriented towards and parallel with the street, property line, or adjacent public spaces. Primary building entrances must be placed along the street frontages. Where multiple businesses are located along the façade of the ground floor of a building, each establishment must have a separate entrance on the street frontage. Furthermore, the TOD SD recommends that at least one entrance be placed within every 50 feet of building façade.

The plans show the building façade generally parallel to all of the adjacent streets and each establishments' entrances are placed approximately 50 feet apart; however, the ultimate build out of the tenant spaces may change. Therefore, a general condition of approval to require at least one entrance every 50 feet of the ground floor building façade is imposed.

The application plans included renderings of portions of the ground-floor façade. The plans identify floor to ceiling windows along all the walls of the retail spaces facing Sheridan Street. The specific glazing material is "Pilkington optifloat glass" (uncoated, blue-green), which is acceptable. Also, as required by Condition Q.2b, floor to ceiling transparent windows are incorporated along the community room frontage. The submitted plans meet the TOD SD requirements for building transparency.

Finally, Condition Q.2c requires plans to be revised to show architectural features and design on the parking podium walls that face the rear and side yards and Cedar Street. Continuous blank exterior walls are not allowed along the perimeter of Levels 1 through 5. The plans show vine trainers on the walls. The Applicant states that when the adjacent sites are developed, the vines and trainers will be removed. However, it is not clear how the adjacent site will be developed, whether it be a two-story structure or a multi-use tower development. Therefore, the Applicant will maintain the vines and vine trainers along the rear and side yards and Cedar Street, or north, northwest, and west sides of the parking podium

for the life of the structure. Alternatively, the blank building facades shall be articulated. This will be a condition of approval.

7. Pedestrian Walkways: Condition I of the Resolution required a safe, well-lit, paved pedestrian, bicycle, and vehicular pathway along the private driveway through the Project. Exhibits Q, S-2, S-4, and S-5 show the walkway through the site connecting Sheridan Street and Cedar Street with contrasting pavement from the driveway. A pedestrian path is provided across the private driveway between the commercial space to the north and the residential entry and other commercial spaces to the south. Wide sidewalks are provided along Sheridan Street and sidewalks are provided along Cedar Street, which connects with the existing sidewalk along this street.

A detailed pedestrian and bicycle circulation plan for the entire project was not provided, pursuant to Condition N.3 of the Resolution. Exhibit Q identified a single pedestrian and bicycle route from Sheridan Street, through the private driveway, and to Cedar Street. A clear accessible route from the resident elevator and entry on the ground floor to the residential bicycle parking should have a clearly identifiable walkway. A walkable route should be provided. These are imposed as conditions of approval.

8. Parking and Loading: The Applicant is proposing to provide 3 loading spaces and 269 off-street parking spaces. The submitted plans show the new off-street parking count, as required by Condition Q.4a of the Resolution. See Exhibits T-1 and T-2. This complies with Condition D of the Resolution, which established the maximum number (351) of off-street parking spaces required for the Project. Also, the Applicant states that all loading and parking areas are designed to allow vehicles to enter and exit in a forward manner, which is required under Condition Q.4b of the Resolution. If entry gates and ticket dispensers are used, they must be recessed as far into the driveway as necessary to avoid any queuing onto public streets. This is a condition of the Resolution. The Applicant states that it will comply with these conditions; however, the plans must prove this. The Applicant must comply with Condition Q.4b. No additional condition is necessary.

The Project requires 112 bicycle parking spaces (a minimum of 29 short-term parking spaces and 83 long-term parking spaces) and the Applicant is proposing 209 spaces, which are located on Levels 1 through 5. The ground floor bicycle parking spaces consists of 22 bicycle spaces for the public, 87 bicycle spaces for residents, and a bikeshare station with 10 bicycle spaces. See Exhibits B through E. The plans must show the bicycle parking on Levels 1 through 5, with a direct walking route between the residential elevators and the residential bicycle parking, pursuant to

Condition Q.5a. Also, Condition Q.5b requires the short- and long-term parking spaces be identified and relocates short-term spaces near entrances to the restaurants and community room. The submitted plans do not meet these two conditions. Compliance with Conditions Q.5a and Q.5b of the Resolution will be determined during the review of the building permits.

Ten bicycle parking spaces are shown outside the community room. The size of the community room (390 square feet) may be increased by extending the northern building wall of the community room to align the outer building wall of the upper level. The increase in size (approximately 130 square feet) could provide a more functional interior layout and provide a better amenity to the community. The modification will result in the displacement of five bicycle spaces (and retention of five spaces). The loss results in the provision of 204 bicycle spaces, which still exceeds the required number of spaces by 92 spaces. Therefore, the plans must be revised to show the enlarged community room and the change in parking count and layout. These will be conditions of approval.

Ordinance No. 17-55 requires short- and long-term parking spaces for new developments; the number, location, and design of the spaces are also regulated. The application plans did not differentiate between short- and long-term spaces, nor did they provide details on the parking space design (e.g., dimensions, accessibility and security). Therefore, in addition to Conditions Q.5a and Q.5b of the Resolution, the Applicant shall provide detailed plans showing the location of the bikeshare station and all required bicycle parking spaces in compliance with LUO Section 21-6.150, related to bicycle parking. This shall be a condition of approval.

9. Signage: Exhibit I shows a ground sign adjacent to the parking ramp on Sheridan Street. Signs for permitted uses shall be subject to the provisions of the LUO. Condition S of the Resolution requires the Applicant to design and submit a wayfinding sign plan prior to the issuance of a building permit. A wayfinding sign plan was not submitted. The Applicant must comply with Condition S of the Resolution. No additional condition is necessary.

Subject to certain conditions of approval, the Project meets the goals and objectives of TOD, as enumerated in the LUO and the TOD SD.

- C. Other Development Considerations and Conditions of the Resolution: The Resolution contained several conditions of approval that required updated drawings or additional information. New drawings and additional information were submitted as part of this application; the following sections will summarize those Project elements and their corresponding conditions of approval.

1. Condition G of the Resolution requires the Applicant to provide 20 percent of the total residential units in the Project, or 33 dwelling units, as rental units affordable to households with income not exceeding 80 percent of the Area Median Income (AMI) and for a minimum of 30 years. Exhibit I identifies the floors on which the units will be located. In order to ensure the delivery of the units, prior to the issuance of residential unit building permits, the Applicant must execute an agreement to participate in an affordable housing plan, as described in the Resolution, or as amended and approved by the City Council. No new condition is proposed.
2. Condition Q.2a of the Resolution required the driveway apron on Sheridan Street closest to Rycroft Street not to abut the existing catch basin and relocate at least two feet away from the basin. The submitted plans did not provide this detail. Revised plans must be submitted for review and approval before submittal of any building permit application. This is imposed as a condition of approval.
3. Condition O.5 of the Resolution required bicycle sharrows to be painted in both directions of Sheridan Street from King Street to Kapiolani Boulevard. The Applicant submitted a rendering of a portion of Sheridan Street that identifies sharrows in both directions of Sheridan Street. The sharrows must be identified on the construction and traffic control plans along Sheridan Street from King Street to Kapiolani Boulevard. Revised plans must show this. No new condition is proposed.
4. Conditions Q.1 and Q.5c of the Resolution required the Applicant to locate the bikeshare station on a publicly-accessible private property portion of the Project site along Sheridan Street. Also, the bikeshare station must not interfere with pedestrian circulation, must be located on a flat surface approximately 550 square feet in size (50 feet by 11 feet), and be located in an area that received at least four hours of sunlight per day. The Applicant proposed two locations, one adjacent to the community room on Cedar Street and the other within the private driveway next to the commercial space identified as Loft Space C (See Exhibit R). The location next to Loft Space C will be covered and the other location is not easily accessible, is away from Sheridan Street, and is within the expansion area of the community room; therefore, both locations are considered not acceptable and the requirements of Conditions Q.1 and Q.5c are not met. The plans should show the bikeshare station along Sheridan Street. Five short-term public bicycle parking spaces next to the community room should be provided. This is imposed as a condition of approval. A confirmation letter from Bikeshare Hawaii, or its successor, will be required to confirm compliance with the Resolution. This is imposed as a condition of approval.

5. Condition Q.6 of the Resolution required the Applicant to submit a draft declaration of restrictive covenant ensuring the private driveway will be accessible by the public 24 hours of the day, 7 days of the week for the life of the structure, and also requires the Applicant to maintain the driveway. This document will be executed and recorded. The draft document was not submitted. Thus, the Applicant does not meet the requirements of Condition Q.6 of the Resolution, and a draft document will need to be submitted. Compliance with Conditions Q.6 of the Resolution will be determined during the review of the building permit applications.

IV. CONCLUSIONS OF LAW

Based on the foregoing Findings, the Director has made the following conclusions:

- A. The Project, subject to certain conditions of approval, will comply with the Resolution;
- B. The Project concept, as a unified plan, will not adversely affect adjoining uses, and is in the general interest of the public;
- C. The requested Project boundaries and requested flexibility with respect to development standards are consistent with the objectives of TOD and the provisions enumerated in Section 21-9.100-4; and
- D. Upon implementation of the conditions of approval, the requested flexibility with respect to development standards and use regulations is commensurate with the public amenities and community benefits proposed.

V. DECISION AND ORDER

Based on the Analysis and Conclusions of Law, the Director of the Department of Planning and Permitting (DPP) hereby grants APPROVAL of the Special District Permit, subject to the following conditions:

1. Except as modified by these conditions of approval, all work shall be in accordance with the approved conceptual Project plan, as described herein and approved under Resolution No. 17-305, CD1, FD1 (Resolution). Any modification to the Project and/or approved conceptual Project plan shall be subject to the prior review of and approval by the Director of the DPP. Minor modifications shall be processed in accordance with Condition X of the Resolution. Major modifications shall require a new Interim Planned Development – Transit and Special District Permit.

2. The structure may encroach into street centerline height and yard setbacks as shown on Exhibits I through L, and allowed under Condition E of the Resolution. No other encroachments are allowed.
3. Prior to submitting any building permits, the Applicant shall submit the following revised plans and drawings to the Land Use Permits Division for approval:
 - a. A landscape plan showing benches outside of the five-foot setback, and the removal of the red cobble stone pavement within the five-foot front yard setback, and replacement with standard sidewalk pavement;
 - b. Site and landscape plans showing the northern driveway off of Sheridan Street with the same layout;
 - c. A site plan showing the northern wall of the community room extended to align with the northern wall of the building and providing five bicycle parking spaces within the paved area fronting the community room;
 - d. A bicycle and pedestrian circulation plan that provides a clear accessible route, including from the residential elevator to the residential parking stalls, commercial entrances to short-term bicycle parking and across the private driveway;
 - e. A site plan showing the driveway apron on Sheridan Street closest to Rycroft Street that does not abut the existing catch basin and is relocated at least two feet away from the basin;
 - f. A site plan showing the bikeshare station in a location along Sheridan Street; and
 - g. Bicycle parking plans showing all short- and long-term bicycle parking spaces in compliance with Land Use Ordinance (LUO) Section 21-6.150.
4. Prior to the approval of a building permit, the Applicant shall provide the following:
 - a. Updated drawings showing compliance with the Transit Orient Development Special District (TOD SD) standards including one entrance to a commercial establishment along Kapiolani Boulevard and Makaloa Street at least every 50 feet of frontage; and
 - b. An execute or cause to be executed an agreement to participate in an affordable housing plan as described in Resolution No. 17-305, CD1, FD1, or as amended and approved by the City Council.

5. Prior to the approval of a Certificate of Occupancy, the Applicant must provide a letter and the agreement from Bikeshare Hawaii or its successor confirming the final location(s) of the bikeshare stations required by the Resolution.
6. For good cause, the Director of the DPP may impose additional requirements and/or amend the above conditions.

Dated at Honolulu, Hawaii, this 12th day of February, 2018.

Department of Planning and Permitting
City and County of Honolulu
State of Hawaii

By: 
Kathy K. Sokugawa
Acting Director

Attachments: Resolution No. 17-305, CD1, FD1
Exhibits A through R, S-1 through S-12, and T-1 through T-2