DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813 ✱ (808) 523-4432

EILEEN R. ANDERSON
MAYOR

MICHAEL M. McELROY
DIRECTOR

81/WSDD-22(MK)

January 20, 1982

Mr. Roy Takemoto, Chairman
Environmental Quality Commission
State of hawaii
550 Halekauwila Street, Room 301
Honolulu, Hawaii 96813

Dear Mr. Takemoto:

Revised Environmental Impact Statement (EIS)
The Westbury Condominium Project
Westbury Holdings, N.V.

In accordance with Section 1:72 of the EQC Rules and Regulations implementing Chapter 343, HRS, we are notifying you of our acceptance of the above as an adequate fulfillment of the provisions of the Chapter. The two major unresolved issues are: (1) preliminary approval from the Department of Public Works regarding the sewer plan; and (2) the issue of allocation of low-cost housing must be resolved with the Department of Housing and Community Development. We are transmitting a copy of this letter to the applicant.

Should you have any questions regarding this matter, please call Marge Kimmerer of our staff at 523-4077.

Very truly yours,

MICHAEL M. McELROY
Director of Land Utilization

MMM:sl

DEPARTMENT OF LAND UTILIZATION
81/WSDD-22(MK)

January 20, 1982

ACCEPTANCE REPORT: ENVIRONMENTAL IMPACT STATEMENT (EIS
THE WESTBURY CONDOMINIUM PROJECT
WESTBURY HOLDINGS, N.V.

A. The EIS was prepared for Westbury Holdings, N.V. by Will Chee-Planning. This document describes the anticipated environmental impacts of the demolition of an existing two-story wooden building and a 129-stall parking lot and the development of a 340 foot high concrete and glass building at 1700 Ala Moana Boulevard. The 39-story condominium will contain 136 studio apartments (each containing 400 square feet), a swimming pool tennis court, and 150 parking stalls. Units will be marketed at prices ranging from $88,500 to $137,000. Vehicular access to the 38,765 square foot L-shaped lot is via two 20-foot wide driveways which will front Ala Moana Boulevard. The project will cost an estimated $8 million and will require 18 months to construct.

The proposed project is located within the Apartment Precinct of the Waikiki Special Design District, as defined by Ordinance No. 4573. Accordingly, the project was assessed by the Department of Land Utilization (DLU), and an EIS was required of the applicant.

B. Procedures

1. The DLU issued an EIS Preparation Notice, which appeared in the Environmental Quality Commission Bulletin of September 23, 1981 under the Register of Chapter 343, HRS documents. This was distributed to all interested Federal, State, and City and County agencies, as well as public officials, community organizations, and private citizens.

2. Comments from consulted parties were received until October 23, 1981, allowing all parties the 30 day minimum consultation required by Section 1:41 (b) of the EQC Regulations. Seventeen (17) parties submitted written comments during this period: eleven (11) commenting letters required written responses, which were made by the applicant.

3. The Draft EIS was received by the EQC on November 20, 1981; notice of its availability appeared in the EQC Bulletin of November 23, 1981. The deadline for the public review period was then set for December 23, 1981. A list of reviewers is attached.

4. The applicant made a point-by-point response to all comments received within the 14-day response period.

C. Content

The Revised EIS meets all of the basic content and style requirements specified in Sections 1:42 and 1:43 of the EQC Regulations.

D. Response

The applicant made adequate point-by-point responses to all comments and included them in the Revised EIS.

E. Determination

The Revised EIS is determined to be acceptable under the criteria for acceptance established in Section 1:71 of the EQC Regulations. However, there are two major unresolved issues which must be resolved before approval of the Waikiki Special Design District-Development Conformance Certificate: (1) preliminary approval from the Department of Public Works should be obtained regarding the sewer plan; and (2) the issue of allocation of low-cost housing should be resolved with the Department of Housing and Community Development. This determination in no way implies a favorable recommendation on the applicants' request for any subsequent permits required by this department for this project, where applicable.

APPROVED

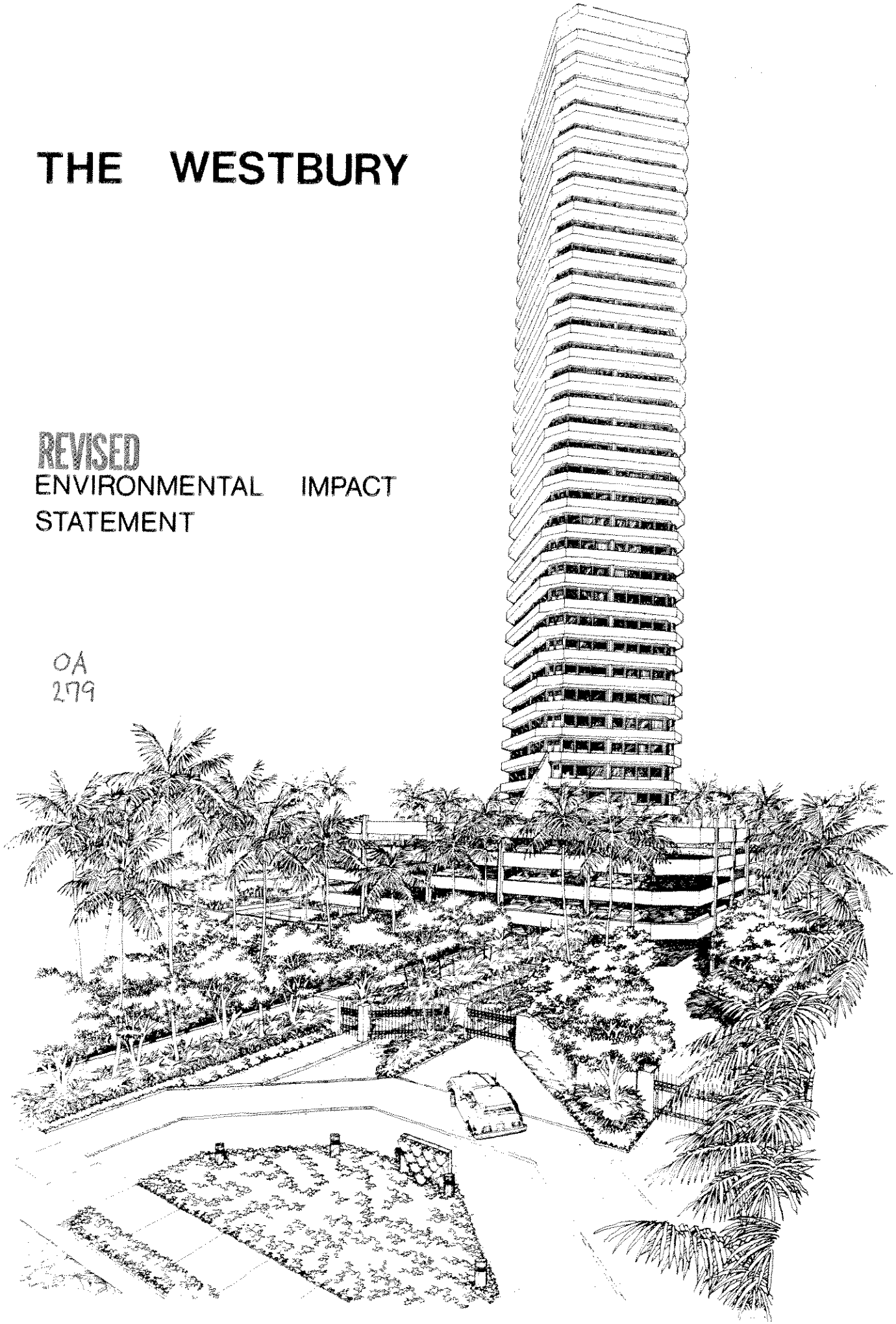
MICHAEL M. McELROY
Director of Land Utilization

MMM:sl

THE WESTBURY

REVISED
ENVIRONMENTAL IMPACT
STATEMENT

OA
279



REVISED
ENVIRONMENTAL IMPACT STATEMENT

FOR THE

WESTBURY CONDOMINIUM

Submitted Pursuant to Chapter 343 HRS

PREPARED FOR: Westbury Holdings, N. V.
Honolulu, Hawaii

Westbury Holdings, N. V. 11 · 19 · 81
Date

PREPARED BY: Wil Chee - Planning
Honolulu, Hawaii

November, 1981

TABLE OF CONTENTS

SUMMARY

Project Description

Westbury Holdings, N.V. proposes to construct a 136-unit 39-story condominium at 1700 Ala Moana Boulevard. To be known as the "Westbury" the project will be a 340 feet high concrete and glass building constructed on a 38,765 square foot L-shaped lot. Two 20-feet wide driveways will serve the site.

The project will have a swimming pool and tennis court. One hundred fifty parking stalls will be provided; 136 will be assigned to individual units. The project will cost an estimated $8 million and will require 18 months to construct.

Affected Environment

An existing two-story wooden building housing an assortment of commercial uses, and a 129-stall parking lot now occupy the site. These will be demolished for the proposed project.

Located in a fringe area of Waikiki, the site is surrounded by two high rise developments, the Driftwood and Tradewind Apartments, and two-story apartments in the rear.

Environmental characteristics of the site are considered the same as those of Waikiki. The site is about 5 feet above sea level with no significant topographical, archaeological or vegetative features. It is in the flood zone B, and is outside the tsunami run-up line.

Population in the area of the project site is approximately 97 persons per acre, slightly lower than Waikiki proper.

Traffic on Ala Moana Boulevard amounted to 56,879 vehicles daily in 1980 in the vicinity of the project site. Westbound traffic of Ala Moana which passes the site accounted for 29,919 vehicles in the same 24-hour period. Rush hours were identified as 11:00 - 12:00 A.M. and 4:30 - 5:30 P.M.

A 12-inch water main is located under the westbound lanes of Ala Moana Boulevard. A 12-inch sewer under eastbound lanes was deemed inadequate and plans are being developed for a connection at the Hobron-Ala Moana intersection. A 3 ft. x 5 ft. drain box lies under the mauka curb of Ala Moana. Electricity, gas and telephone service are available to the site.

Existing noise levels at the site are primarily the result of traffic on Ala Moana Boulevard. Ambient noise levels at the site ranged from 58 dB(A) at the rear portion of the site to 78 dB(A).

Air pollutant monitoring data is available from Ala Moana Park about 1/2 mile away. At this station, State 24-hour AQS for particulates is exceeded not more than once per year. No values above Federal AQS has occurred since 1975.

Relationship to Land Use Plans and Controls for the Area

Applicable land use plans and controls include State Land Use District Regulations, Oahu General Plan/Development Plans, and Waikiki Special Design District. The project is consistent with all of these.

Potential Environmental Impacts

Potential environmental impacts are differentiated as short-term and long-term.

Short-Term Impact

Short-term impacts are those resulting from construction activities.

Traffic

Traffic impacts are identified as potential inconveniences and disruptions of smooth flow. Pedestrian traffic is also expected to be inconvenienced due to barricades and detours on a temporary basis.

Noise

Noise is expected to be greatest during demolition and pile driving.

Air Quality

Air quality impacts in the short-term are from dust emissions. Mostly anticipated during site work phases.

Socio-Economic Impacts

Socio-economic impacts in the short-term are those of employment.

Long-Term Impacts

Long-term impacts are those expected primarily from traffic, noise, vehicular emissions, use, maintenance and visual appearance of the building.

Traffic

A Traffic Impact Analysis was prepared for the EIS. The analysis made the following assessment of traffic impacts:

- An average potential of 694 trips per day, with "worst case" at 68 exiting and 14 entering in the A.M. peak; and 28 exiting and 55 entering during the P.M. peak were projected.

- WSDD and Current Development Plans will have a slowing effect on growth in Waikiki.

- A conservative worst case A.M. peak contribution of 68 vehicles would not be expected to adversely affect traffic on Ala Moana.

- No significantly adverse impacts to the existing traffic is expected by the construction of the Westbury Condominium.

Noise

Noise impacts in the long-term are expected to result from automobile tire squeals and engine noise on the driveways and in the parking levels of the building.

Enforcement of measures to reduce speeding on the driveways, proper design to ensure traction on the parking ramps and landscaping are suggested as mitigation.

Air Quality

An Air Quality Study was prepared for the EIS. The Study considered worst case diffusion conditions along Ala Moana Boulevard across the street from the project site. Indications were that present and future concentrations at these sites during peak hours would exceed State of Hawaii AQS whether the project were constructed or not. Project-related traffic would raise carbon monoxide concentrations at the sites by 0.6 milligrams per cubic meter in 1983 and 0.1 milligrams per cubic meter in 2003. This amount is close to the minimum reportable level of change.

Rapid establishment of tall, dense landscaping along the periphery to screen some carbon monoxide and particulates from the air was suggested as a mitigative measure by the Study.

Impacts to the Physical and Visual Environment

The proposed project is expected to displace a non-conforming use structure and improve the aesthetics of the area.

The height of the structure may pose some impacts on localized wind and shade conditions of some immediately adjacent locations. No significant views are expected to be blocked.

The building will be of concrete and tinted glass, not of the mirror-type. The building will be set in the rear of the site, not contributing to the mass of buildings already fronting along Ala Moana.

Impacts on Infrastructure

Sewer, water and energy needs of the Westbury will pose increases to the existing infrastructure.

Average sewerage and water demand are estimated at 40,800 gpd. Maximum water demand is estimated at 61,200 gpd. No significantly adverse impacts on infrastructure and municipal services are anticipated.

Socio-Economic Impacts

Displacement of the 10 businesses currently tenants of the 2-story building is a potential impact. While no provisions have been made for the relocation of these businesses in the new project due to their non-conforming nature, it is assumed that they can be relocated elsewhere.

Some employment, resident manager position, maintenance and contracted services are expected to be generated by the project.

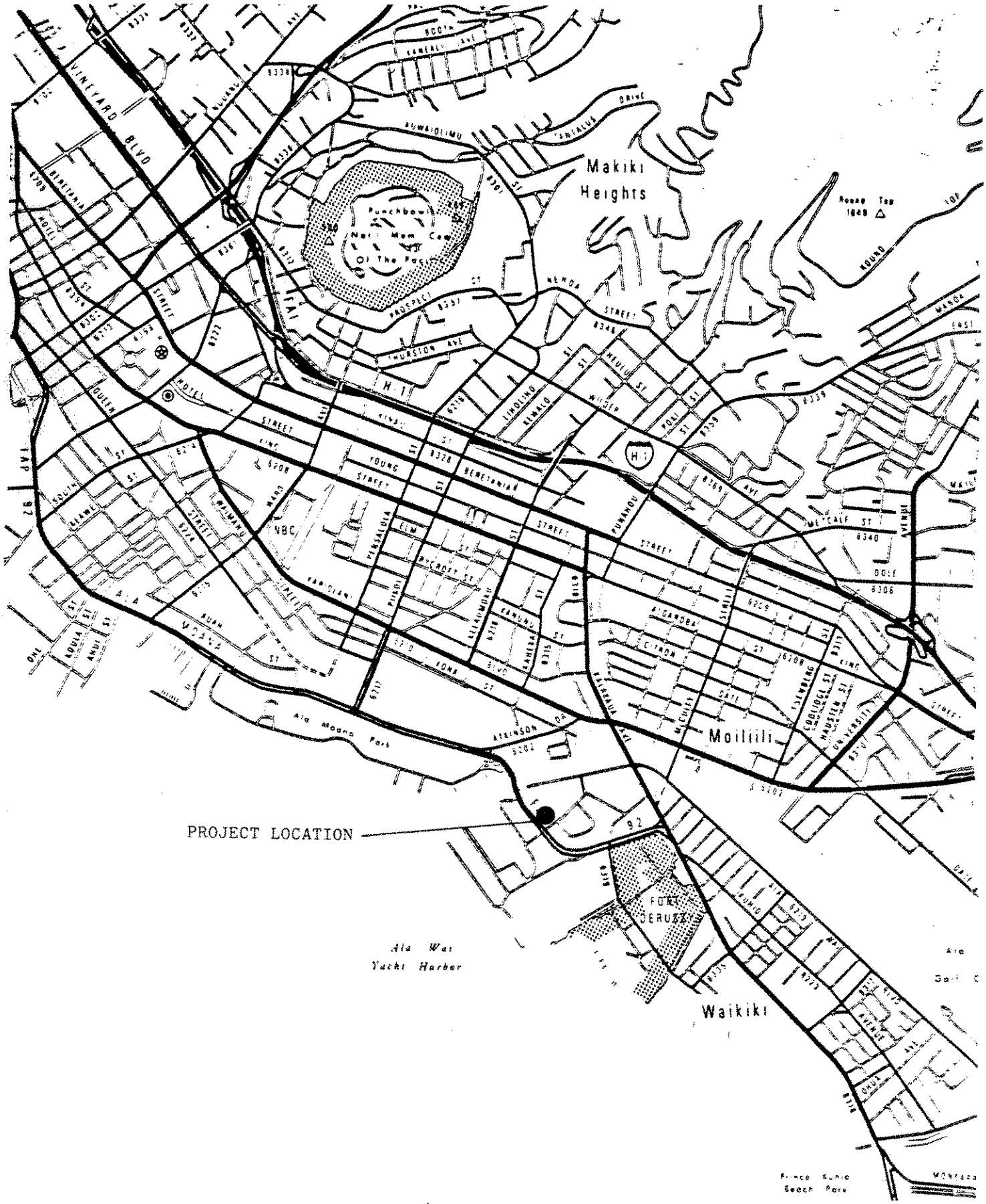


Figure 1. PROJECT LOCATION MAP

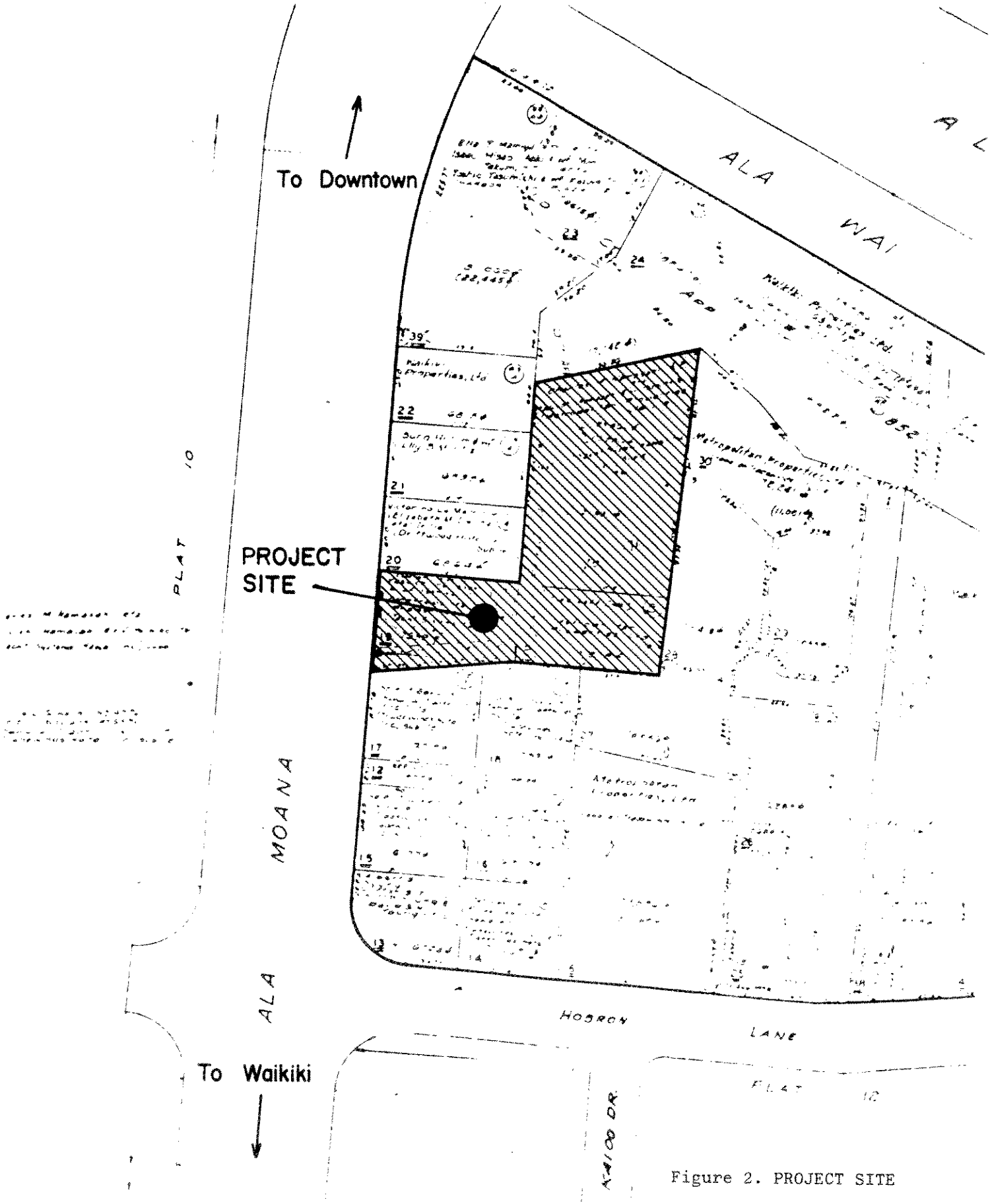


Figure 2. PROJECT SITE

View from Ala Moana Blvd.

I. PROJECT DESCRIPTION

I. PROJECT DESCRIPTION

A. Description

Westbury Holdings N. V., proposes to develop a 136-unit condominium, the "Westbury" at 1700 Ala Moana Boulevard. As planned, the Westbury will be 39 stories and 340 feet in height with an exterior of concrete and tinted glass.

Beginning with the ground floor, the building will consist of four floors of parking, 34 floors of residential units, and a rooftop and canopy structure housing mechanical and elevator equipment. Grounds of the site will consist of landscaped areas and separate access and egress drives to and from Ala Moana. Drives will be 20 feet wide and over 100 feet long. A private recreation area to the rear of the site will provide a full size tennis court and swimming pool.

Inside, the ground floor of the building will consist of the entry and elevator lobby, manager's office, enterphone and security monitors.

Floors 2 thru 5 of the building will contain 150 parking stalls. One hundred thirty-six (136) stalls will be assigned to individual units with the remaining 14 reserved for guests.

Floors 6 thru 39 will contain 136 studio units. Each floor will contain 4 units of approximately 400 square feet each. Figure 4a is a typical floor plan of the building. Units will all face makai with the elevator and lobby to the rear (mauka). Units are oriented diagonally on each floor and all consist of a bathroom, kitchen and living areas characteristic of studios. All units will also contain a full complement of appliances including washer/dryer, stove, oven and provision for air conditioners.

On the roof, a canopy structure will house mechanical equipment and elevator rooms.

Other features of the building include cable TV, closed circuit security monitoring, and a security gate controlling vehicular entry to the project grounds. Two glass elevators will be provided on the mauka side of the building.

B. Economic and Social Characteristics

Units in the Westbury are to be marketed at prices ranging from $88,500 to $137,000, with differences in floors accounting for the variations in price. The project will be constructed in one phase and is projected to take 18 months to complete. Total construction cost is estimated at $8.0 million.

Households to populate the Westbury are expected to consist primarily of one or two persons, mainly due to the size of the units.

C. Project Site

The proposed "Westbury" Condominium will be located at 1700 Ala Moana Boulevard. Identified as Tap Map Key 2-6-11: 8, 9, 19 the project site encompasses 38,765 square feet of area in an L-shaped configuration on the mauka side of Ala Moana Boulevard. Ala Moana Boulevard is the site's only street frontage.

Figures 1 and 2 show the site's configuration and location with respect to Waikiki. A two-story wooden building housing 6,610 square feet of restaurant, retail and office space occupies the front portion of the site along Ala Moana Boulevard. An 18-foot wide access drive alongside the existing building leads to a 129-car parking lot in the rear portion of the site.

D. Statement of Objectives

The owner has initiated the proposed project to utilize the economic potential of the site. Current uses of the site, both the building with its non-conforming commercial uses and the parking lot are to be replaced by the project.

E. Funding and Phasing

All lands and funding for the project will be from private sources. Some necessary infrastructure improvements, such as the sewer line, occur in the public street right-of-way. Costs for such improvements will be borne by the developer.

The project is expected to be completed in one phase, which will commence upon satisfaction of all necessary plans and permit approvals.

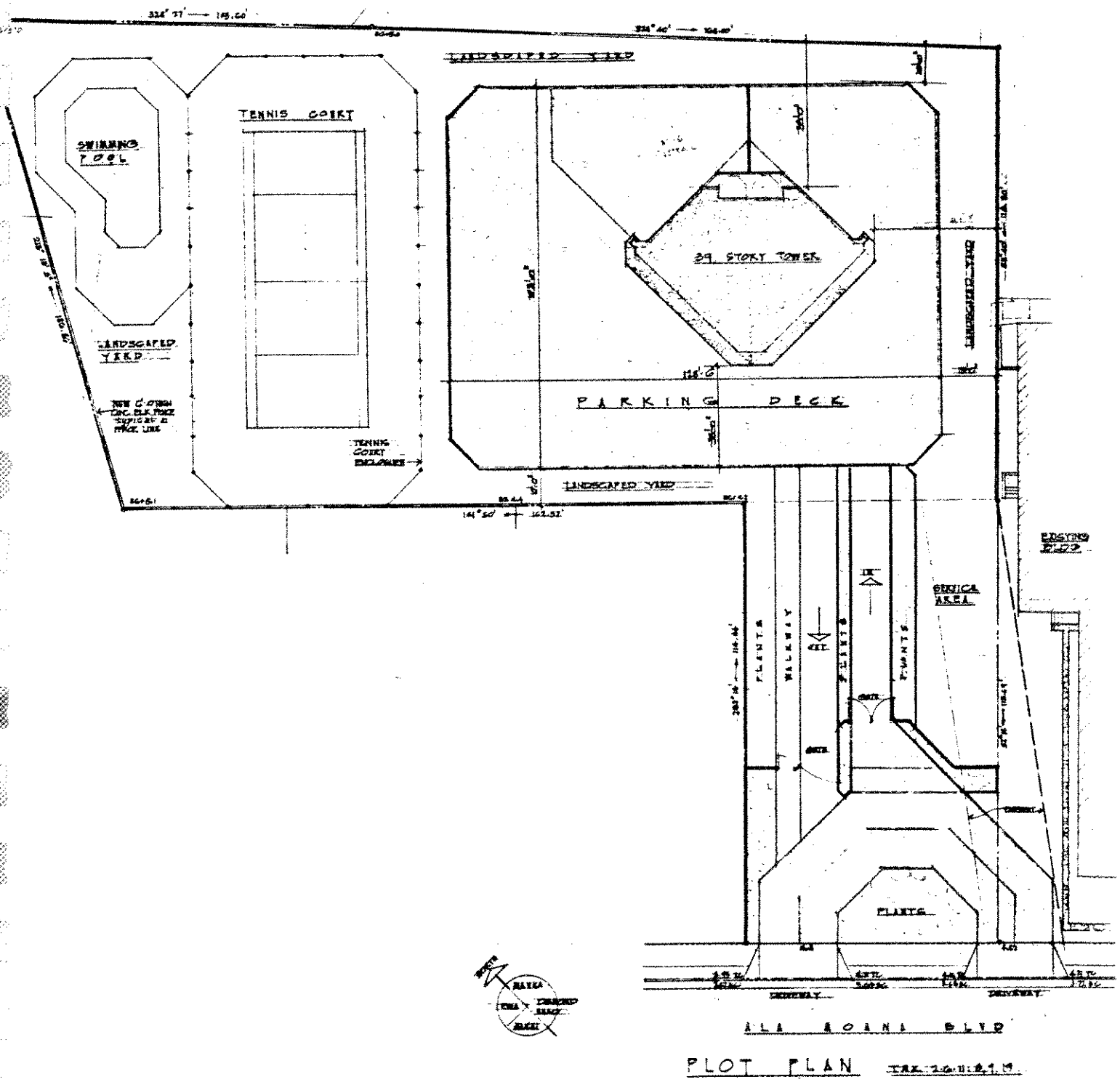


Figure 3. PLOT PLAN

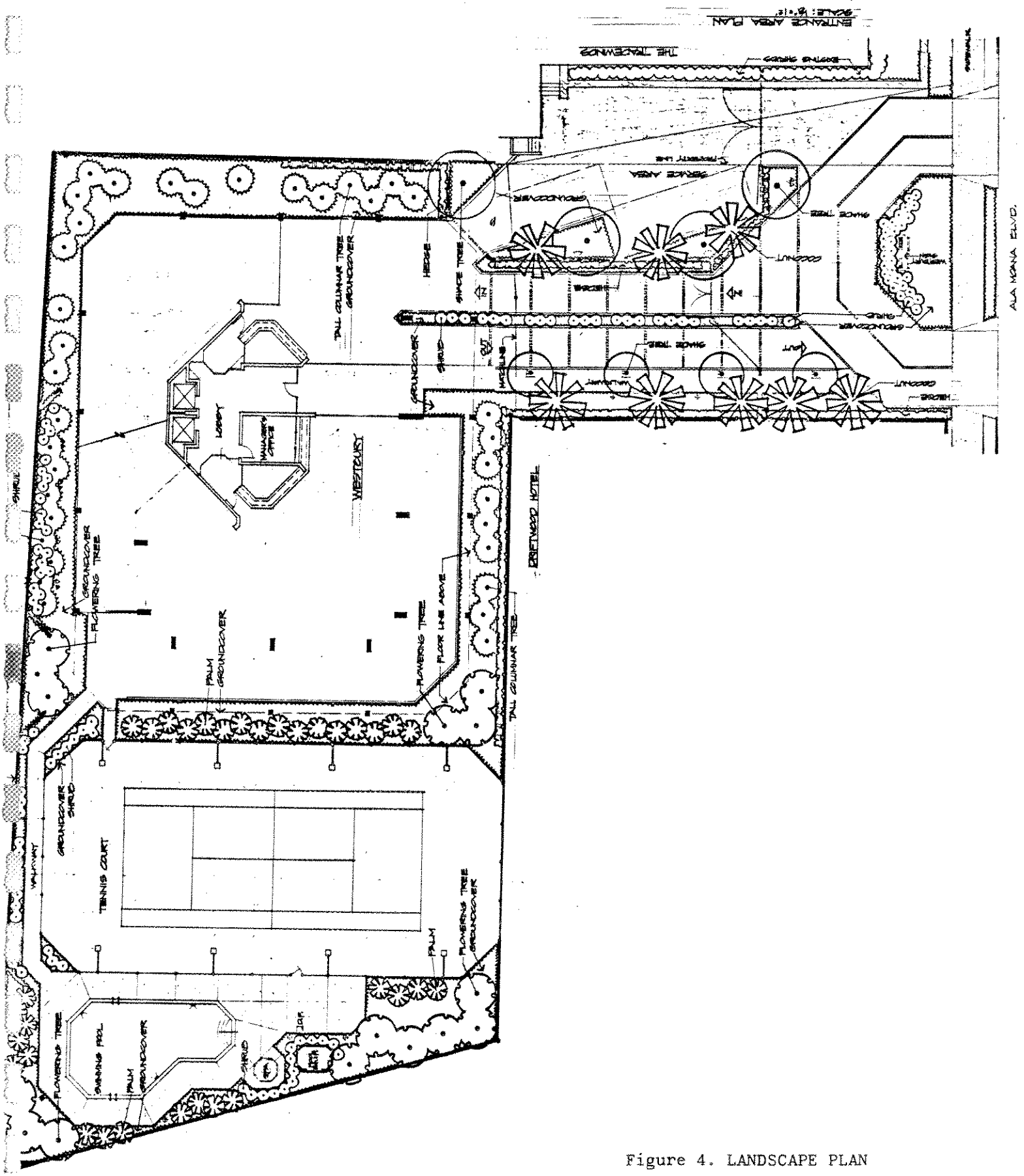


Figure 4. LANDSCAPE PLAN

FLOOR PLAN (typical)

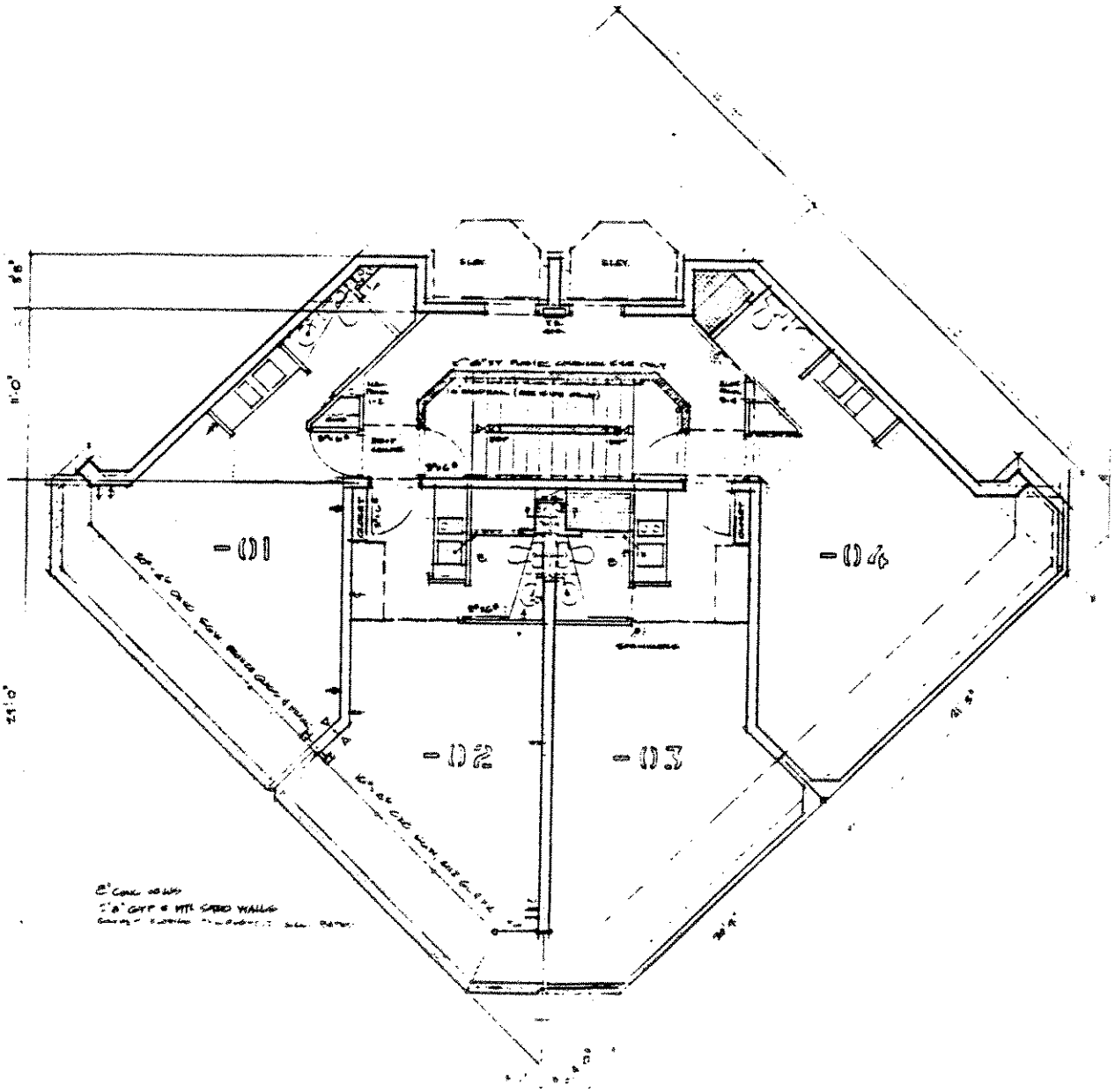


FIGURE 4a.

II. AFFECTED ENVIRONMENT

II. AFFECTED ENVIRONMENT

A. The Site and Adjacent Uses

A two-story wooden building housing an assortment of commercial uses, and a parking lot capable of storing 129 automobiles presently occupy the site. Existing tenants of the building and the type of business activity are as follows:

Name	Type of Business
Direction Realty	Real Estate
Steve's Dive Shop	Watersport
Onipa'a	Restaurant/Clothing
Olive Tree	Greek Restaurant
Bounce Hawaii	Trampoline Sales
YSH Hardware	Hardware Sales
Nelson Rigging	Rigging Sales
Anna's Gift Shop	Gifts Sales
Hawaiian Gift and Clothing	Gifts and Clothing Sales
Oahu VIP	Tours

The majority of tenants are on short-term and month-to-month leases.

The parking lot in the rear portion of the site maintains monthly and daily leasing arrangements. An assortment of boats and rental campers are also stored in this asphalt lot. Daily activity, movement of traffic in and out of this parking lot, is normally not intense. A count of in/out traffic conducted in conjunction with an air quality study for this EIS revealed a 14 in and 21 out afternoon peak traffic at the driveway (See Appendix B).

Two highrise developments abut the project site along Ala Moana Boulevard. They are the Driftwood on the west side (1696 Ala Moana - 72 units) and the Tradewind Apartments (1720 Ala Moana - 400 units) on the east side. Two-story apartments border the site on the north (mauka) side.

The Westbury site is located in what is generally considered to be a fringe area of Waikiki. Although somewhat removed from the intense activity generated

within Waikiki proper, this area still reflects a tourist orientation with a large number of hotels and other resort/residential developments. Largest of these are the Ilikai Hotel, Discovery Bay Condominium, Travel Lodge, Hilton Hawaiian Village and Eaton Square. Also located within this area is the Kaiser Foundation Hospital and the Ala Wai Boat Harbor.

B. Climate

Waikiki's climate is considered to be dry, mild, and uniform. Annual rainfall averages 20 inches; temperatures range from 60 degrees F. (during the winter season) to 85 degrees F. (during the summer season); and relative humidity averages 68 percent. The predominant wind direction and higher wind speeds are from the north, northeast, and east (66.7% of the year) at a speed of 11.2 knots. Average wind speed from all directions is 10 knots.

C. Geology/Soils

The Waikiki area is a flat coastal plain formed primarily from limestone reefs and dunes that were subject to shifting ocean levels.

Soils on the subject project have been identified as mixed fill land by the Soil Conservation Service (1973). This soil type consists of materials dredged from the ocean or hauled from nearby areas, garbage, and general material hauled from other sources.

D. Topography

The site is level with the entire site ranging from 4.5 to 5.0 feet above sea level. Lowest points of the site are along Ala Moana Boulevard.

E. Flood/Tsunami

The Flood Insurance Rate Map for Waikiki (November 1981) designates the site within Zone A, an area of the 100-year flood. The 100-year event has a 1.0 percent chance of being equalled or exceeded in any single year.

Information obtained from the Engineering Division of the U.S. Army Engineering District states that the site has been designated as "shallow flooding area of 2 feet average depth".[1/]

The site is beyond the 100-year tsunami flood zone.

F. Flora

The site is almost completely paved with asphalt concrete and little vegetation exists. A small variety of cultivated flora in planting areas and along the boundaries of the property included: coconut (Cocos nucifera), opiuma (Pithecellobium dulce), banyan (Ficus benjamina), panax (Nothopanax quleifoylei), dracaena (Dracaena marginata), and mango (Manifera indica).

G. Fauna

Although no fauna is readily observable, animals common to urban areas are assumed to be present on-site and in adjacent properties. They would include birds such as mynah (Acridotherus tristis), house sparrow (Passer domesticus), cardinal (Cardinalis cardinalis), and barred dove (Geopelia striata). Dogs (Canis familiaris), cats (Felis catus) and rats (Rattus sp.) are probably also found in the surrounding environment.

H. Historic Features

There are no historic features on the property.

[1/] Kisuk Cheung, Chief, Engineering Division, U.S. Army Engineering District, Honolulu (Correspondence 10/5/81)

I. Population

The Waikiki area is densely populated with a ratio of approximately 114 persons per acre in 1978. Resident and tourist populations are estimated at 19,900 and 49,000, respectively. An additional daytime population of 30,796 persons is estimated.[2/]

The project site is in Census Tract 19.02. Final data from the 1980 Census indicates a population of 5,413 persons.[3/] Census Tract 19.02 consists of the 56 acre area bounded by the Ala Wai Canal, Kalakaua Avenue and Ala Moana Boulevard. At approximately 97 persons per acre, its density is slightly less than the rest of Waikiki.

J. Circulation/Traffic

Ala Moana Boulevard is the only street to which the project site has access. As it fronts the project, Ala Moana Boulevard is a 94-foot State of Hawaii right-of-way, with six (6) one-way lanes; three (3) eastbound and three (3) westbound, separated by a 22-foot fenced and landscaped median.

All movement of pedestrians on and off-site will be via Ala Moana Boulevard. Vehicular movement will occur as right turns merging with the one-way westbound lanes of Ala Moana.

On-site circulation will occur inside the four-story parking area, and on the two 20-feet drives in front of the building.

State of Hawaii Department of Transportation statistics indicate a total 24-hour traffic count of 56,879 vehicles in August of 1980 for both directions of traffic on Ala Moana Boulevard. Westbound traffic passing the project site amounted to 29,919 vehicles in the same period. Peak hours for traffic were 11:00 - 12:00 A.M. and 4:30 - 5:30 P.M.

2/ Population and Housing Unit Estimates for Oahu Census Tracts: 1970-1978; Report CTC-41, April 6, 1979.

3/ The Population of Hawaii, 1980: Final Census Results; Statistical Report 143, Department of Planning and Economic Development, State of Hawaii, March 18, 1981.

TABLE 1

ADT, Ala Moana Blvd. at Ala Waikiki Canal Bridge

24-Hour Volume

DATE	DIRECTION		TOTAL
	East	West	
Feb 1967	20,672	22,096	42,768
May 1968	22,523	26,728	49,251
Mar 1969	21,272	22,663	43,935
Apr 1970	19,247	23,694	42,941
Mar 1971	22,500	25,813	48,313
Apr 1972	24,393	27,649	52,042
Apr 1973	24,319	29,383	53,702
Oct 1974	20,832	24,676	45,508
Feb 1975	22,530	25,785	48,315
Mar 1976	22,883	26,553	49,416
Jun 1977	25,163	31,106	56,269
Feb 1978	24,916	29,491	54,269
Aug 1979	27,444	30,146	57,590
Aug 1980	26,960	29,919	56,879

Source: State of Hawaii, Department of Transportation.

TABLE 2

Peak Hour Total, Ala Moana at Ala Wai Canal Bridge

August 8-9, 1979

A.M. Peak (11:00 - 12:00)			P.M. Peak (4:30 - 5:30)		
East	West	Total	East	West	Total
1808	1705	3513	2161	2106	4267

Source: State of Hawaii, Department of Transportation.

K. Infrastructure

1. Water: A 12-inch water main is located under the mauka (westbound) lanes of Ala Moana Boulevard. A 1-1/2-inch lateral now serves the site through a 1-inch meter.

   As is customary practice, the Board of Water Supply will withhold any commitment of water until all other necessary permits and approvals for the project are obtained.

2. Sewer: A 12-inch sewer main is located under the makai (eastbound) lanes of Ala Moana Boulevard. The Department of Public Works of the City and County of Honolulu has indicated that this main is inadequate to serve the additional demands of the project. Consequently a plan for sewer connection to another line is being developed.

   The plan calls for approximately 40-feet of 8-inch line extending from the property to a new manhole under the westbound lanes of Ala Moana. From this new manhole approximately 320-feet of 10-inch line would connect the project site to an existing sewer manhole and 18-inch line at the Hobron-Ala Moana intersection. Specifics of this plan are to be discussed with the Department of Public Works and is subject to their approval.

3. Drainage: A 3 ft. x 5 ft. drain box extends under the existing curbline and along Ala Moana.

4. Other Utilities: Electricity, gas and telephone service are available to the site.

L. Noise

Existing noise levels are primarily street noises stemming from vehicular traffic along Ala Moana Boulevard. Activities at buildings which surround the site also contribute to the ambient noise levels at the site.

A survey of ambient noise levels at the site was taken between 10:00 - 11:00 A.M. on November 2, 1981. Predictably, measured sound levels were higher at the front of the site than the rear, where traffic noises emanating from Ala Moana were blocked by the wooden building. Readings in the rear parking lot were registered at 53-55 dB(A). Readings in the front of the site, along Ala Moana, registered in range from 58 dB(A) to 78 dB(A) as follows:

TABLE 3

Source/Condition (Ala Moana)	Reading dB(A)	Remarks
Low Traffic	58-60	Slight generator/motor noise
Moderate Traffic	65-70	
High Traffic	70-75	Acceleration
Bus	78	Cruising

(Readings were taken using a General Radio 1565-B sound level meter, meeting standards for Type 2 sound meters)

M. Air Quality

An Air Quality Study was prepared for this EIS, the following is an excerpt of the description of the present air quality and environment. The full study is presented as Appendix B of this EIS. (Please note that references to Table 2 in this excerpt are for the Summary of Air Pollutant Measurements appearing on the following page, and in the text of the Study).

"A summary of air pollutant measurements from State of Hawaii long term monitoring stations nearest to the project site is presented in (Study) Table 2. Data from four sampling locations are included in the Table. Values for 1981 are for the first six months of the year.

For particulates and sulfur dioxide the sampling station was moved from the Ala Moana Park sewer pumping station to McCoy Pavilion on February 28, 1977, and then to Fort DeRussy in Waikiki on December 5, 1979. The Ala Moana Park monitoring stations were about 1/2 mile west of the project site while the new Fort DeRussy station is about 1/2 mile east. Nitrogen dioxide was also

monitored at Ala Moana Park until April 1976. Carbon Monoxide was monitored at the Department of Health building at Punchbowl and Beretania Streets in urban Honolulu until September 1979. The Department of Health building is about 2 miles north northwest of the project site. On January 6, 1981 a new carbon monoxide monitor was installed at the Fort DeRussy monitoring station. Ozone levels were also measured at the Department of Health building until December 11, 1980, when the monitor was relocated to Sand Island (about 3 miles west northwest of the project site). On February 4, 1981, nitrogen dioxide monitoring was begun again at the new Sand Island location.

From the data presented in (Study) Table 2 it appears that the State of Hawaii 24-hour AQS for particulates is presently being exceeded in the Ala Moana/Waikiki area no more than once per year. No values above Federal AQS have occurred in this area since 1975, and the last high particulate reading in 1980 was recorded during an unusually severe January windstorm which caused greatly increased levels of natural pollutants such as blowing dust and sea spray. A once-per-year particulate level of this nature is of no major regulatory concern and it seems reasonable to conclude that there are no present problems with particulate pollution in the project area. Data from (Study) Table 2 also show that sulfur dioxide and nitrogen levels in the area are running well below allowable AQS.

Unfortunately there are no long term measurements of hydrocarbons anywhere in Hawaii so that little can be said about present or future levels of this pollutant. Hydrocarbons are primarily important because of the precursor role that they play in the formation of photo-chemical pollutants such as ozone. Judging from ozone measurements and in (Study) Table 2, however, it appears that photochemical pollutants and, by inference, hydrocarbons are not a major problem in Honolulu.

On the other hand, it is clearly evident from the data in (Study) Table 2 that short term carbon monoxide concentrations have frequently been in excess of allowable State of Hawaii AQS during the last several years. Since 1975 there

has been a steady decrease in peak hour averages of this pollutant as measured by the Department of Health building and no values above the Federal AQS have been recorded, but monitoring data from the new Fort DeRussy location indicates that carbon monoxide will be the pollutant of greatest concern in the Waikiki project area."

TABLE 2 (From Air Quality Study)

SUMMARY OF AIR POLLUTANT MEASUREMENTS
AT NEARBY MONITORING STATIONS

POLLUTANT	1975	1976	1977	1978	1979	1980	1981
PARTICULATE MATTER							
No. of Samples	88	73	53	61	57	57	29
Range of Values	41-152	24-130	18-109	21-79	20-102	20-116	18-78
Average Value	64	65	40	38	39	36	38
No. of times State AQS exceeded	4	1	1	0	1	1	0
SULFUR DIOXIDE							
No. of Samples	88	70	54	61	48	52	25
Range of Values	<5-9	<5-7	<5-<5	<5-<5	<5-13	<5-<5	<5-<5
Average Value	<5	<5	<5	<5	<5	<5	<5
No. of times State AQS exceeded	0	0	0	0	0	0	0
CARBON MONOXIDE							
No. of Samples	169	355	359	365	207		121
Range of Values	.9-27.4	.5-24.2	0-19.6	0-20.7	0-17.3		1.2-10.4
Average Value	6.6	5.4	3.5	3.1	2.9		5.1
No. of times State AQS exceeded	35	41	22	19	10		7
OXIDANT (OZONE)							
No. of Samples	234	322	300	284	338	295	147
Range of Values	6-65	2-127	4-61	10-84	10-80	10-84	10-80
Average Value	25	40	25	33	39	48	42
No. of times State AQS exceeded	0	1	0	0	0	0	0
NITROGEN DIOXIDE							
No. of Samples	88	21					46
Range of Values	5-64	24-61					6-77
Average Value	38	44					25
No. of times State AQS exceeded	0	0					0

NOTES: See text for locations of monitoring stations. Carbon monoxide reported in milligrams per cubic meter; other pollutants in micrograms per cubic meter. Carbon monoxide and ozone readings are daily peak one hour values; readings for other pollutants are for a 24 hour sampling period.

SOURCE: State of Hawaii Department of Health

III. RELATIONSHIP OF THE PROPOSED ACTIONS TO LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AREA

III. RELATIONSHIP OF THE PROPOSED ACTIONS TO LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AREA

A. Applicable Land Use Controls

The proposed site for the Westbury is subject to the following land use controls:

- State Land Use District
- Oahu General Plan/Development Plan
- Waikiki Special Design District

1. State Land Use District: The State Land Use District designation for the site is urban. Urban districts permit any and all uses permitted by the City and County, either by ordinances or regulations.

2. Oahu General Plan: The existing Oahu General Plan sets forth policy for the long-range comprehensive physical development of the City and County of Honolulu. As such, all development must conform to the General Plan, or amends to it. The General Plan presents broad policies which are to be used in the preparation of Development Plans.

   Development Plans, currently adopted by Council and awaiting review by the Mayor, delineate land uses for all areas of Oahu. The Development Plans for Waikiki indicate High Density Apartment land use for the site.

3. Waikiki Special Design District: The Waikiki Special Design District (WSDD) was made effective on April 1, 1976 as ordinance 4573 of the City and County of Honolulu. The WSDD incorporates the General Plan and City Development Plans (public facilities) for the Waikiki area. Provisions of the WSDD supersede past zoning and all other land use and design controls for Waikiki. As shown on the following WSDD maps, the WSDD consists of an area bounded by the Ala Wai Canal on the west and north, Kapahulu Avenue on the east, and the ocean on the south.

Among the objectives of the WSDD designation are:

a) To encourage developments that would improve and compliment the public facilities and utilities in Waikiki and the physical and visual aspects of the urban environment in the area,

b) To ensure that future developments would alleviate traffic and utility problems and would prevent detrimental impact on the existing environment, and

c) To make provision for utilities and off-site improvements either publicly or privately in advance of new development.

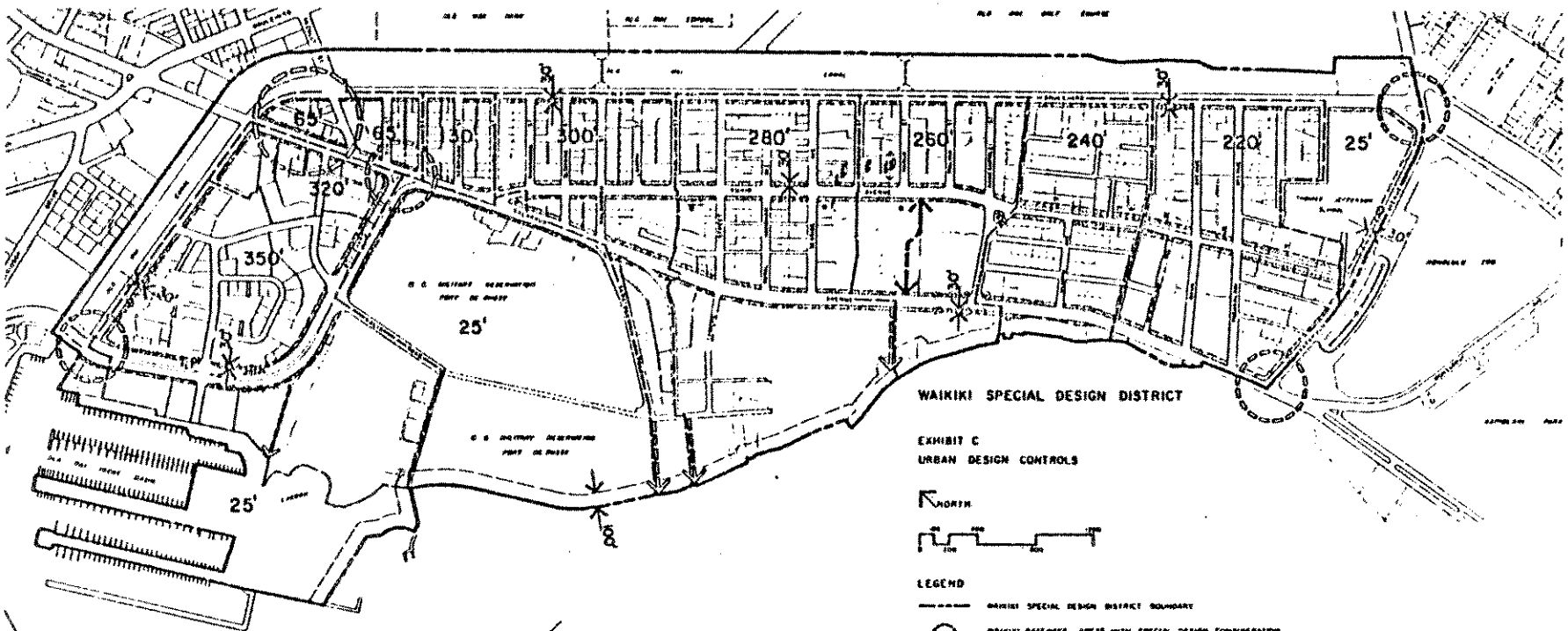
These controls will help to ensure that future public facilities, utilities, and services can adequately accommodate any future development and consequent demands.

The majority of the project site lies within the Apartment precinct of the WSDD. As a provision of the WSDD process, the project will be assessed comprehensively for conformance to land use, circulation and urban design. The ultimate satisfaction of these reviews will be the issuance of a Development Conformance Certificate from the Department of Land Utilization.

Applicable controls of the WSDD, the equivalent of zoning are shown on Figures 3 and 5. They indicate an Apartment and 350-feet height limit for the site.

B. Shoreline Management Area

The proposed project site lies beyond the shoreline management area boundary.



WAIKIKI SPECIAL DESIGN DISTRICT

EXHIBIT C

URBAN DESIGN CONTROLS

NORTH

LEGEND

WAIKIKI SPECIAL DESIGN DISTRICT BOUNDARY

WAIKIKI BEACHES AREAS WITH SPECIAL DESIGN CONSIDERATION FOR OPEN SPACE AND ARCHITECTURAL TREATMENT

AN AVERAGE 30' SETBACK ALONG MAJOR STREETS MEASURED FROM EXISTING RIGHT-OF-WAY ON KAPAHULU AVENUE, KALAKAUA AVENUE, ALA MOANA AND ALA WAI BOULEVARDS AND MEASURED FROM DEVELOPMENT PLAN RIGHT-OF-WAY ON KUHIO AVENUE AVERAGE 30 SETBACK AS PER REQUIREMENTS OF SECTION 21-6

ALL MAJOR STREETS SHALL BE LANDSCAPED WITH STREET TREES

100' SHORELINE SETBACK WITH A BUILDING HEIGHT ENVELOPE OF 1 TO 2 1/2'S MEASURED FROM SHORELINE

FORT DERUSSY MAUKA-MAKAI VIEW CORRIDOR

HEIGHT LIMIT PLANE TO PRESERVE PUNCHBOWL / DIAMOND HEAD VIEW PLANE

DEVELOPMENT PLAN STREET WIDENING

EXISTING MINI-PARKS ADDITIONAL MINI-PARKS SHOULD BE PROVIDED

EXAMPLE OF POTENTIAL MINI-PARKS LOCATIONS MINI-PARKS SHOULD FOLLOW AREAS OF MAJOR PEDESTRIAN CONCENTRATIONS

DEVELOPMENT PLAN BEACH RIGHTS OF-WAY OTHER PEDESTRIAN BEACH RIGHTS OF-WAY SHOULD BE PROVIDED ALL BEACH RIGHTS OF-WAY SHOULD BE ATTRACTIVELY IMPROVED AND LANDSCAPED

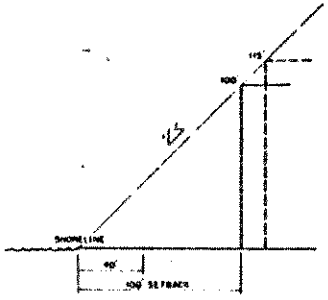
DEVELOPMENT PLAN PEDESTRIAN MALL ADDITIONAL MALL AREAS SHOULD BE PROVIDED

LONG AXIS OF ALL NEW STRUCTURES SHOULD BE LOCATED ON A MAUKA-MAKAI DIRECTION WHEREVER POSSIBLE ALL STRUCTURES SHOULD MINIMIZE MAUKA MAKAI VIEW OBSTRUCTION

DEVELOPMENT PLAN PEDESTRIAN BRIDGE

LAND AREAS RECOMMENDED AS PUBLIC OPEN SPACE

FOR OTHER DESIGN CONTROLS SEE ORDINANCE TEXT

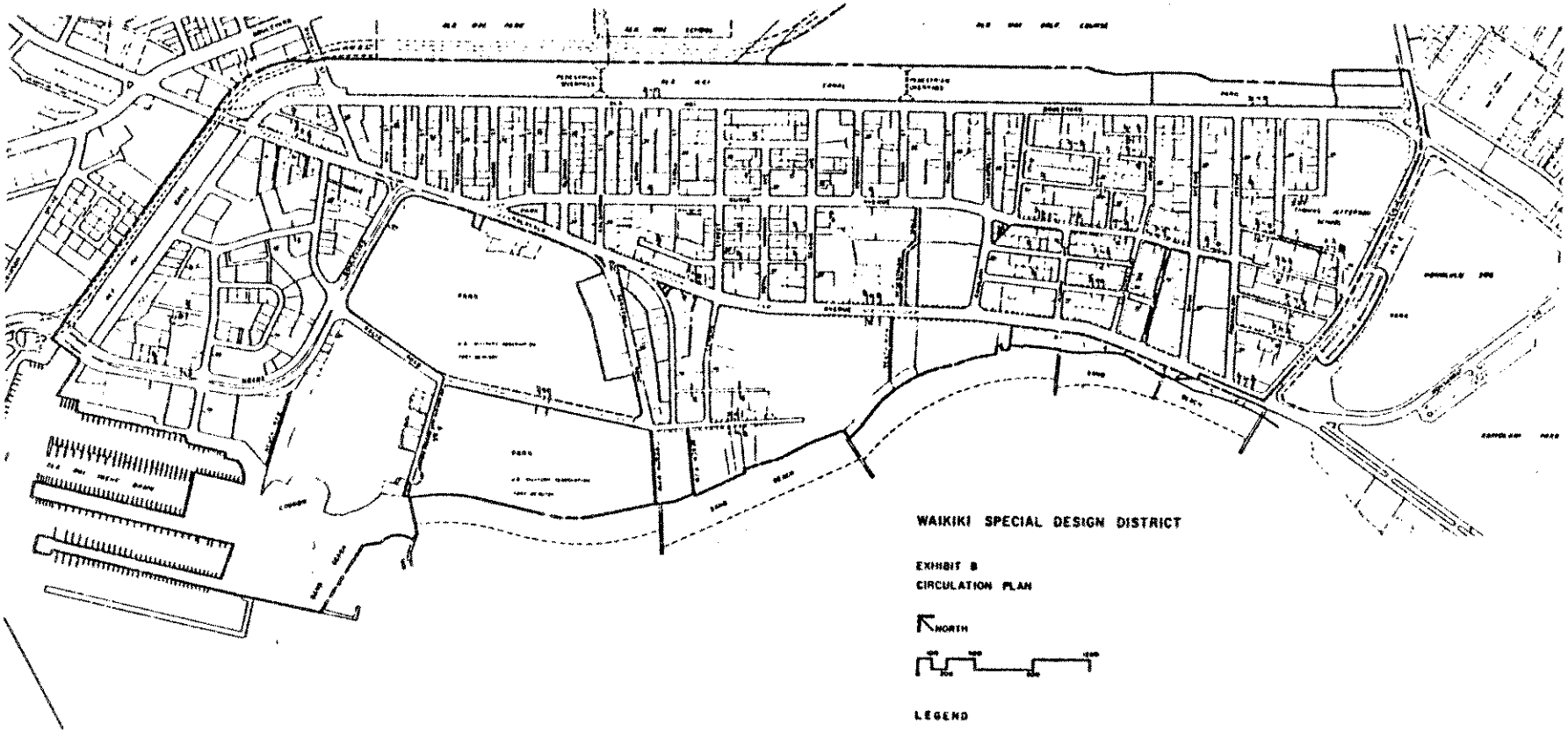


SHORELINE SETBACK

SCALE 1" = 100'

ORDINANCE NO 4573 EFFECTIVE DATE 4/1/76

FIGURE 5



WAIKIKI SPECIAL DESIGN DISTRICT

EXHIBIT B
CIRCULATION PLAN

NORTH

LEGEND

WAIKIKI SPECIAL DESIGN DISTRICT BOUNDARY

STREETS AND HIGHWAYS

EXISTING

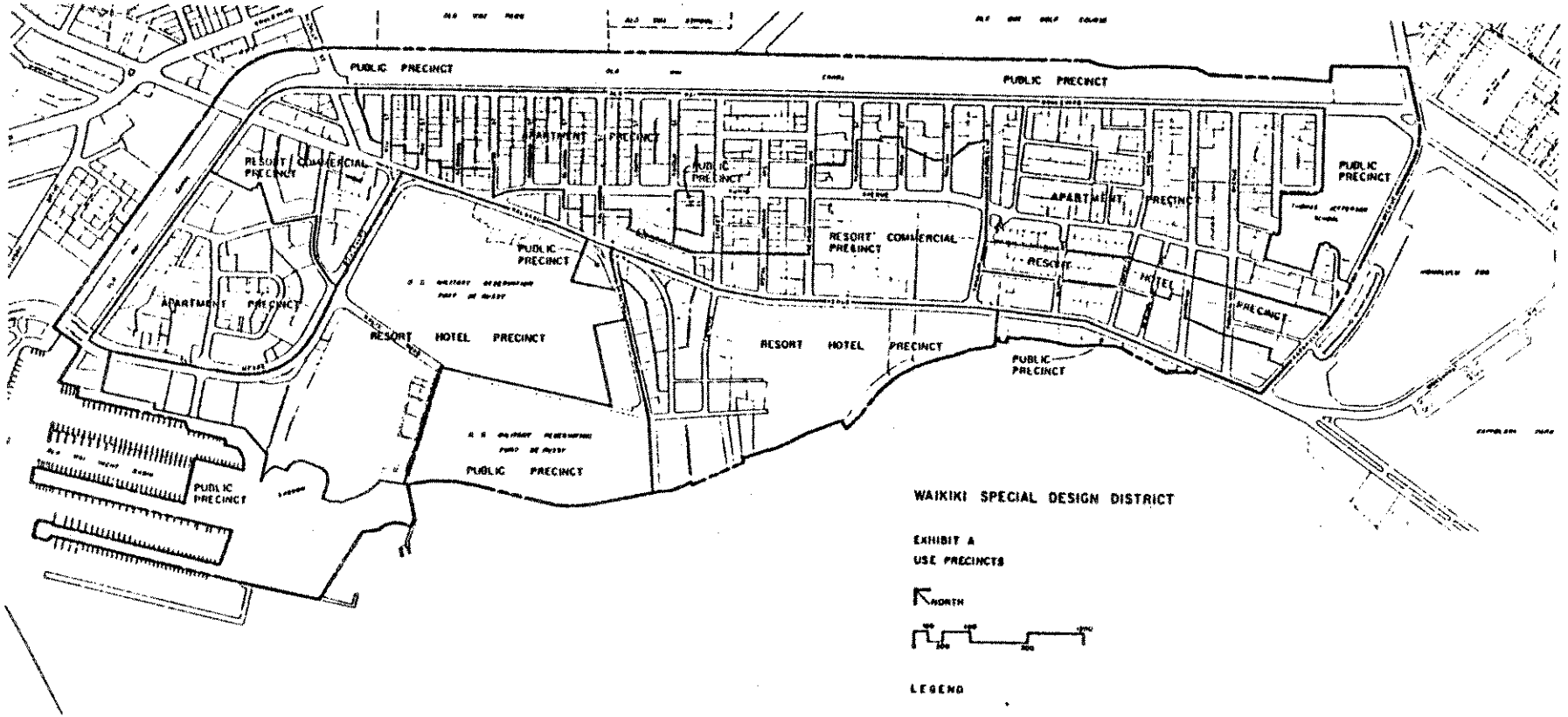
PROPOSED

WIDENING

DELETION

ORDINANCE NO 4573 EFFECTIVE DATE 4/1/76

FIGURE 6



ORDINANCE NO 4573 EFFECTIVE DATE 4/1/76

FIGURE 7

IV. POTENTIAL ENVIRONMENTAL IMPACTS

IV. POTENTIAL ENVIRONMENTAL IMPACTS

The identification of impacts as they relate to the proposal for construction of the Westbury Condominium is distinguishable in the short-term as primarily construction related, and in the long-term as those which relate to the utilization and maintenance of the building.

A. Short-Term Impacts

Potential short-term impacts are those which will result from construction activities at the project site. Construction is anticipated to involve site clearance, site work and the erection of the structure.

1. Traffic: Potential impacts to traffic generated by the project include the introduction of slower moving trucks and other equipment, temporary blockage of Ala Moana Boulevard due to activities and movements on or off the site and the nuisance of driving over temporary traffic plates which cover open trenches. Impacts to traffic are generally expected to be those of inconvenience and temporary obstruction of smooth flow.

   Where appropriate, the contractor will be expected to publicly notify motorists of pending construction, posting of warning notices and signs, and stationing of flagmen or special duty police to direct traffic.

   Pedestrian traffic may also be temporarily diverted at times. Barricades around dangerous areas would be required.

2. Noise: Noise is expected to be generated during all phases of construction by equipment and project-related truck traffic. Equipment noise will be expected to be the most pronounced during the early stages of construction; site clearance and excavation. Conventional construction equipment is expected to be used and noises which would be generated are defined in Table 4.

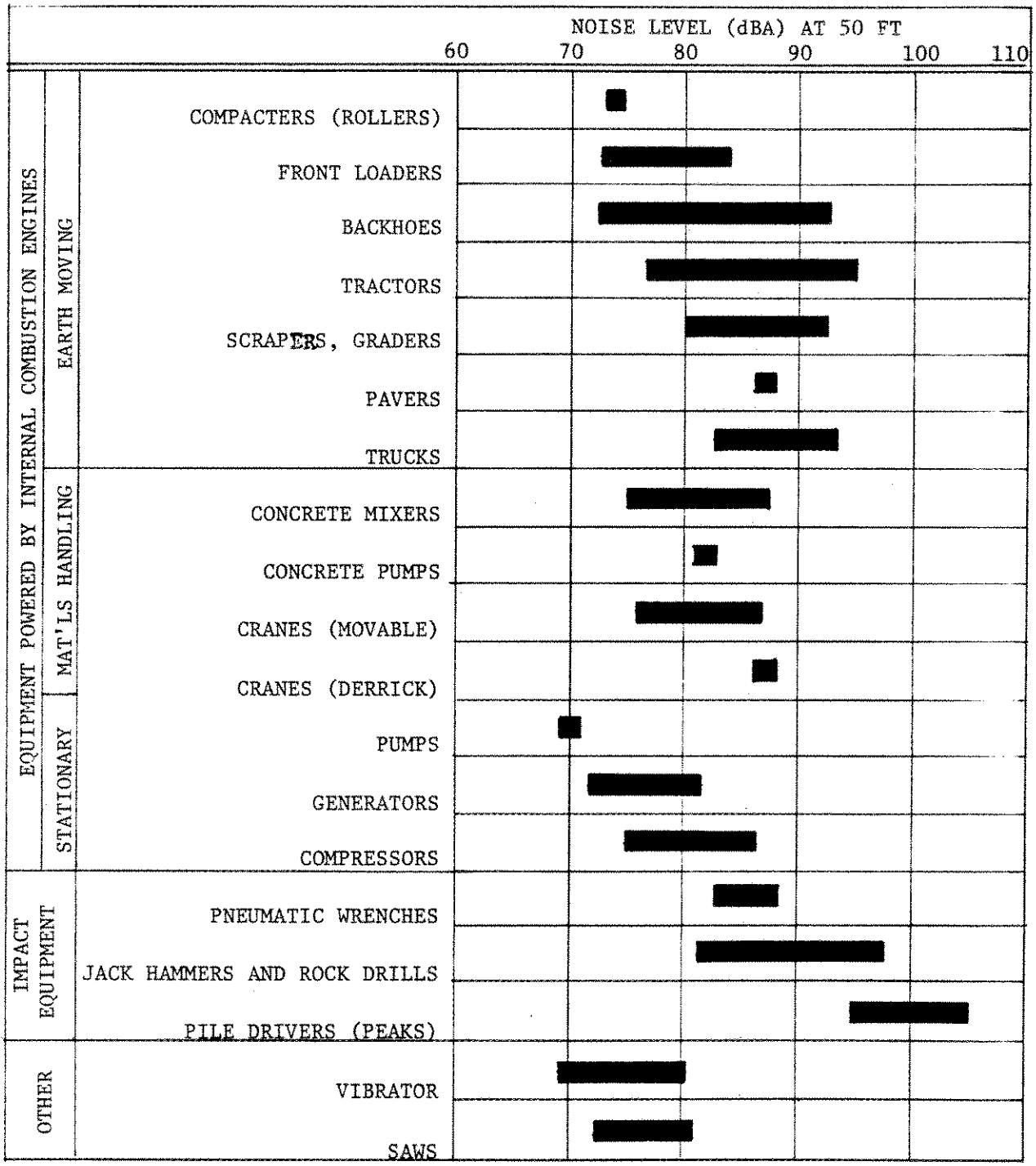
Construction work is noisy but because it occurs in distinct phases, site preparation or finish carpentry for example, noise vaires by phase and equipment used. The most prevalent source of noise will be the internal combustion engines that power equipment. As indicated in Table 4, variations in noise can be expected for different pieces of equipment within a particular construction phase. Pile drivers are expected to be used in the project and will represent the greatest noise generation anticipated.

The existing wooden building will be demolished and the site would be stripped of asphaltic concrete and cleared before piles are driven. The equipment needed to complete this phase although not comprehensively identified will be expected to include bulldozers, scrapers, dumptrucks, ackhoes, pile drivers and cranes. During construction, which should last 18 months, noises from such equipment can be expected. In contrast to existing conditions, this would represent increase in frequency of noise on occasions when pile driving noise levels can reach a level of 105 dB(A) (Note Table 4). Piles are designed for penetration of approximately 40 feet.

Following site and foundation work noises from trucks hauling men and material, cement mixers, compressors, and ancillary equipment during the building phase can be expected. These noises could range up to 98 dB(A) over the projected construction period. In addition to obtrusive traffic noises, construction work will increase the frequency of when the surrounding area is affected by noises and will intermittently introduce higher noise levels.

In general, construction noise can be expected to create temporary nuisances to residents and other establishments in the immediate area until the Westbury is fully constructed. Primary mitigation of noise will be the limitation of construction activities to normal working hours and the maintenance of equipment in good working order.

TABLE 4
CONSTRUCTION EQUIPMENT NOISE RANGES



Source: Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances, EPA, 1971.

All activities are to be conducted subject to compliance with Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu; and Chapter 44B, Community Noise Control for Oahu. A noise permit may also be required by the Department of Health.

3. Air Quality: Impacts on air quality during the construction phase are expected to be the release of dust, and exhaust emissions from equipment engines. A higher level of auto emissions can also occur if blockage of one traffic lane for sewer installation occurs during rush hour traffic.

As with noise, impacts on air quality which are construction-related are expected to be the most apparent during early stages of site clearance and pile driving. Air quality impacts during the building stage are not expected to be significant.

It is inevitable that some airborne dust will be created during the 18 month construction period expected for this project. Breakup and removal of the present building and parking lot surface, and debris hauling mainly associated with these construction phases of the project will be the primary contributors. But after this relatively brief period of site preparation particulate emissions from construction of upper levels of the building should be minimal.

An EPA study involving field measurements of particulate emission rates for apartment and shopping center construction projects has yielded an estimated figure of 1.2 tons of dust per acre of construction per month of activity assuming (1) medium-level activity, (2) moderate soil silt content (about 30 percent), and (3) a semi-arid climate. Based on this figure the planned project could theoretically produce about one ton of particulates per month while sitework is in progress. But since the proposed project site is nearly level and since site preparation activities will not involve much dirt-moving it seems unlikely that this rate will occur at any time except during the very early phases of site preparation. Heavy construction equipment can also be expected to contribute some exhausts to the air, but since much of this equipment is diesel-powered, expected emissions of carbon monoxide should be inconsequential compared to that genereated by nearby traffic.

All activities are to be conducted subject to compliance with Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu; and Chapter 44B, Community Noise Control for Oahu. A noise permit may also be required by the Department of Health.

3. Air Quality: Impacts on air quality during the construction phase are expected to be the release of dust, and exhaust emissions from equipment engines.

As with noise, impacts on air quality which are construction-related are expected to be the most apparent during early stages of site clearance and pile driving. Air quality impacts during the building stage are not expected to be significant.

It is inevitable that some airborne dust will be created during the 18 month construction period expected for this project. Breakup and removal of the present building and parking lot surface, and debris hauling mainly associated with these construction phases of the project will be the primary contributors. But after this relatively brief period of site preparation particulate emissions from construction of upper levels of the building should be minimal.

An EPA study involving field measurements of particulate emission rates for apartment and shopping center construction projects has yielded an estimated figure of 1.2 tons of dust per acre of construction per month of activity assuming (1) medium-level activity, (2) moderate soil silt content (about 30 percent), and (3) a semi-arid climate. Based on this figure the planned project could theoretically produce about one ton of particulates per month while sitework is in progress. But since the proposed project site is nearly level and since site preparation activities will not involve much dirt-moving it seems unlikely that this rate will occur at any time except during the very early phases of site preparation. Heavy construction equipment can also be expected to contribute some exhausts to the air, but since much of this equipment is diesel-powered, expected emissions of carbon monoxide should be inconsequential compared to that genereated by nearby traffic.

Regular wetting of the site during clearance and any earth movement will mitigate the release of fugitive dust into the immediately surrounding area. Emissions from engines would also be minimized when equipment is kept in good working order, and appropriate emission devices used. Emissions from auto tie-ups due to sewer work and the blockage of one lane may be mitigated through the suspension of work during rush hour if the situation warrants, or the hiring of policemen to expedite the smooth flow of traffic.

4. Socio-Economic Impacts: The short term socio-economic impacts of the project are anticipated to be the positive effects of providing jobs to the local industry.

Based upon prevailing slowdowns in the economy, the availability of work for the construction industry would result in an additional enhancement of multiplied benefits for the local economy.

It is estimated that during the 18 month construction period, 21,000 man-days and an average of 160 construction works would be employed on the project. Direct incomes to be derived from worker salaries are expected to exceed $4 million.

Projected construction costs for the project have been estimated at $8 million, the majority of which can be expected to be spent on local labor, materials, equipment and supplies.

B. Long-Term Impacts

Potential long-term impacts of the Westbury include those which could be expected through the generation of traffic, noise, and automobile emissions, location, normal use, maintenance and visual appearance of the building.

1. Traffic: Long-term impacts of traffic will be those resultant from the movement of vehicles between Ala Moana Boulevard and the project site. A Traffic Impact Analysis was prepared for this EIS and is included as Appendix A. The following is a summary of discussions and conclusions of the Analysis:

All movement on and off the Westbury site will be via right hand turns to and from Ala Moana Boulevard. The closest intersection to the site is Ala Moana-Hobron Lane and is important due to its direct contribution to westbound traffic passing in front of the project site.

Traffic generation from the Westbury and its potential effect to traffic on Ala Moana Boulevard was a primary concern of the analysis. An average potential of 694 trips per day were expected to be generated by the project. Of this total, the number of vehicles involved during peak hours of traffic generation included 68 exiting and 14 entering during the A.M. peak, and 28 exiting and 55 entering during the P.M. peak. Peak hours of traffic generation by the Westbury were identified as 7:00 - 8:00 A.M. and 4:30 - 5:30 P.M., and were considered to be the "worst case" contribution.

Peak hours for Ala Moana traffic were identified as 11:00 - 12:00 A.M. and 4:30 - 5:30 P.M. through historic traffic counts. The analysis included a special traffic count of the Hobron-Ala Moana intersection at 7:00 - 8:00 A.M. and 4:30 - 5:30 P.M. Differences in the A.M. peak hours between this and historic counts were the result of concern for the worst case contribution when most residents were likely to leave the project, versus the historic peak hour when residents leaving for work will be less.

The analysis noted:

- Both WSDD and current Development Plans will have a slowing effect on growth in Waikiki (especially in hotel rooms). A consequence should be the reduction of future traffic increases.

- A "worst case" assumption of continued growth can produce a leveling effect in traffic where motorists would seek alternate routes of travel to and from Waikiki.

- Due to the smaller size of units planned for the Westbury, a smaller total of traffic generation should be expected as rates used in the analysis are based on larger condominium units. The levels of traffic generation used are "worst case" and conservative.

- The maximum worst case contribution of 68 vehicles in the A.M. peak would not be expected to adversely affect the volume or flow of traffic along Ala Moana.

- A theoretical volume utilizing all worst case levels of 2,174 vehicles, 725 vehicles per lane when spread evenly through the three lanes of Ala Moana produced a level approaching capacity. Similar one-way roadways throughout the U.S. have been noted to be at capacity when the per lane volume was up to the 950 vehicle range.

- A determination of capacity is more appropriately influenced by the actual circumstances affecting the ability of the roadway to accommodate traffic. Observations of Ala Moana Boulevard between Atkinson and Kalia Road were:

  - Peak hours resulted in queueing at all intersections but were cleared by a single cycle of the traffic signal.

  - Longest queue was at Atkinson where cars sometimes reached beyond the canal bridge.

  - Queues at Hobron Lane on the mauka side of Ala Moana sometimes required two cycles for motorists to clear the intersection.

  - The right lane of Ala Moana was frequently empty beyond the intersections as motorists avoided slower and frequently stopping municipal buses.

- Anticipated impacts of vehicular movement are further mitigated by:

  - Absence of cross traffic movement (left turn), facilitating the flow of traffic and promoting a safer condition.

  - Queues to which Westbury residents would contribute are those at Atkinson, from which the site is sufficiently distant.

  - The right hand lane is often empty despite traffic in other lanes, facilitating safe entry and exit.

  - Potential for traffic generation of the 129-stall parking lot and the existing commercial building pose a much higher "worst case" situation.

  - Two 20-feet wide drives planned for the frontage of the site should promote safety and facilitate movement with minimum impact on Ala Moana Boulevard.

The analysis concludes that no significantly adverse impacts to the existing traffic is anticipated by the construction of the Westbury Condominium.

2. Noise: Noise emanating from the site on a long-term basis can probably be expected from movement of automobiles along the driveways and in the parking levels. Specifically, tire squeals and engine noise can be expected.

Entry and exit drives are not sufficiently long for much acceleration, but measures to reduce speeding, possibly signs or other forms of enforcement will be implemented if this becomes a problem (Chapter 44A, Vehicular Noise Control for Oahu).

Surfaces in the parking levels, especially ramps will be designed to ensure proper traction and thereby minimize the frequency of tires squealing.

Well-designed landscaping should further reduce the impact of noise emanating from the site.

Significantly adverse noises emanating from individual units are not anticipated, and in any case will be mitigated by enforcement of by-laws and provisions of Public Health Regulations, Chapter 44B, Community Noise Control for Oahu.

3. Air Quality: An Air Quality Study was prepared for this EIS and is included as Appendix B. The following is a summary of its analysis:

"Vehicular traffic generated by the project will produce carbon monoxide, hydrocarbons, nitrogen dioxide, and airborne lead. Federal regulations mandate future reductions in these emissions, but recent carbon monoxide readings from the Waikiki sampling station indicate that carbon monoxide levels are still somewhat a problem when the stringent State of Hawaii one-hour standard is considered.

A detailed carbon monoxide modeling study considering worst case diffusion conditions for two selected critical receptor sites along the sidewalk in front of the present Kaiser Hospital complex indicates that present and future concentrations at these sites during morning and evening rush hour conditions are likely to be in excess of allowable State of Hawaii AQS whether the proposed project is constructed or not. At most, however, project-related traffic will raise carbon monoxide concentrations at these sites by 0.6 milligrams per cubic meter in 1983 and by 0.1 milligrams per cubic meter in 2003. This amount of increase is close to the minimum reportable level of change in carbon monoxide concentration. The analysis indicates no problem in meeting Federal one-hour AQS, but the eight-hour Federal AQS is not expected to be achieved at these sites until the late 1980's and the eight-hour State of Hawaii AQS are not expected to be met during the 20-year analysis period considered.

Mitigative measures which can help to minimize the impact of air pollutants from vehicles entering and leaving the project are continuance of the current right-turn-only configuration of Ala Moana Boulevard at the intersection of the project driveway and rapid establishment of tall, dense landscaping along the periphery of the project to screen some of the carbon monoxide and particulates from the air."

4. Physical and Visual Environment: The Westbury will displace an asphalt parking lot and a non-conforming 2-story commercial building. Replacement by the Westbury building and planned landscaping is expected to be an improvement to the visual environment of the site and the immediate environs.

The building's exterior construction will consist of painted concrete and tinted glass. The glass will not be mirror-type and is not expected to cause the intense reflective effect objected to by some at other projects.

The Westbury will be taller than its immediate neighbors. Other buildings in the immediate area, however, are already as high as the Westbury. Buildings such as the Ilikai and Discovery Bay are also much larger and more massive than the Westbury tower.

The massiveness of buildings from Hobron Lane to the Ala Wai along Ala Moana is somewhat mitigated by the siting of the Westbury building at the back of the site. In so doing, the project's impact is to break the visual mass of buildings along Ala Moana. Most east-west views of both neighbors, however limited in its existing state, would also be saved by this. No significant existing ocean views from surrounding buildings are expected to be affected.

Two-story buildings to the rear of the project may be affected by the presence of a tall building in what was formerly an open parking lot.

PROJECT LOCATION AND SURROUNDING ENVIRONMENT

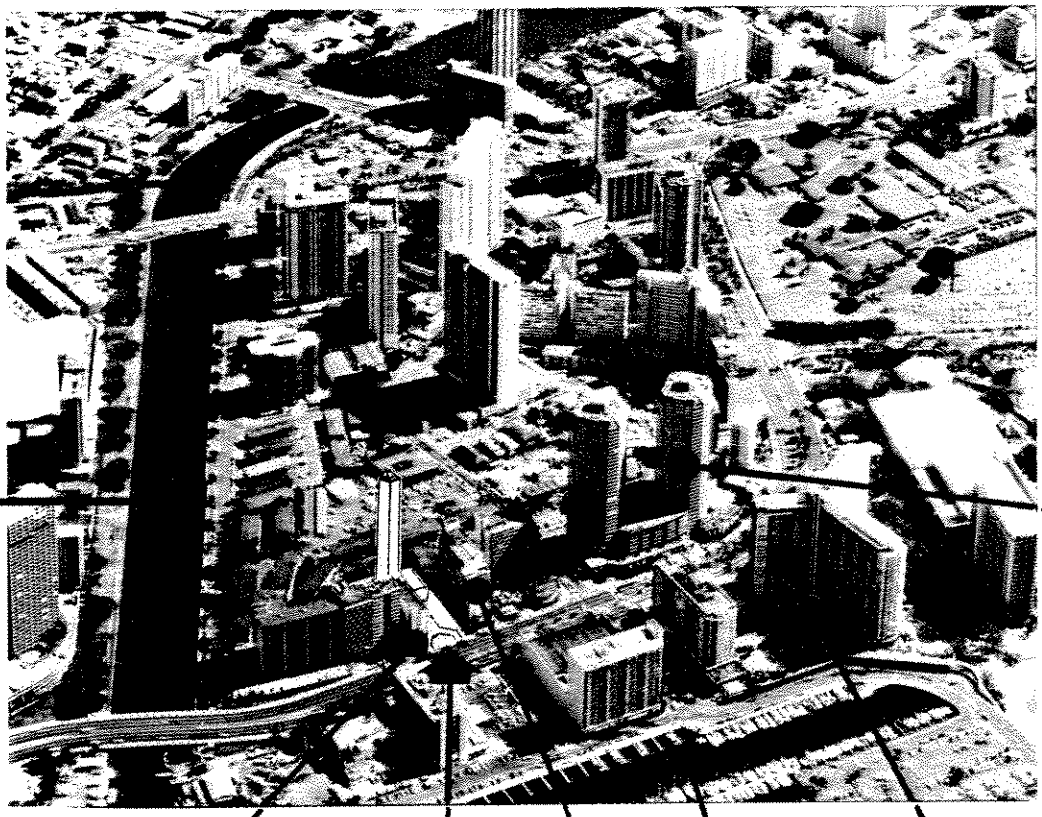


FIGURE 8

It is also conceivable that localized wind and shade conditions at specific points in the immediately adjoining areas may be altered. If at all, side effects would be most apparent to the two-story buildings in the rear.

5. Socio-Economic Impacts: An impact resultant from the implementation of the proposed project is the displacement of the ten (10) businesses presently in the wooden building. No provisions for the relocation of these businesses in the completed project have been made. They are non-conforming uses under current land use controls. It is assumed that these businesses can relocate elsewhere with no resultant loss in employment. Early notification of possible demolition was made to tenants to minimize the impact of relocation.

Upon completion and subsequent to the short-term employment opportunities during the construction period, the Westbury is expected to employ a resident manager and maintenance crew. Additional employment would also be generated for the many other services normally contracted by a condominium.

The project will add a resident population of 250-300 persons to the site. No adverse effects from this addition are anticipated.

6. Infrastructure: Long term impacts on existing infrastructure due to the Westbury are identified as increased demands on sewer, water, drainage and power facilities.

   a. Sewers: An existing 12-inch sewer under Ala Moana Boulevard has been deemed inadequate for use by the Westbury. As previously noted, plans for an alternate hook-up involving installation of a new sewer line from the project site to the Hobron-Ala Moana intersection are to be discussed and are subject to City Wastewater Management Division approval.

Based upon an estimate of 150 gallons/day (gpd) of sewage output per resident of the Westbury, and assuming a resident population of 2 persons per unit, an estimated 40,800 gpd will be generated. This sewage volume represents a significant added volume compared to what currently exists. However, the developer's installation of new sewer mains will transport sewage from the site to the point where existing sewage capacity is adequate. Ultimate system capacities at the Beach Walk Pump Station and Sand Island Treatment Facility should be adequate to accommodate the additional discharge.

b. Water: Water is presently supplied to the site through a 1-1/2 inch lateral connected to an existing 12-inch main under Ala Moana Boulevard. The existing 1-inch meter will be replaced, probably with a 4-inch meter. Future lateral and meter sizes for the project will be subject to discussions and approval by the City's Board of Water Supply.

Consumption of water on the site will increase. Estimated consumption is 150 gpd for each resident, with a daily consumption of 40,800 gpd. A maximum demand of 61,200 gpd is projected by the Board of Water Supply. Additional water will also be consumed by irrigation of landscaping, maintenance and the swimming pool. But this amount is considered minimal on a daily basis.

c. Drainage: No drainage facilities exist on-site. A catch basin for an existing 3 ft. x 5 ft. drain box under Ala Moana, is located immediately in front of the project site. As such, all on-site drainage will be directed towards Ala Moana Boulevard and the existing storm drain system. Landscaped areas of the project previously covered with asphalt, will reduce drainage runoff through increased on-site percolation.

Final construction plans when available, will require review and approval by the Drainage Section of the City's Department of Public Works.

d. Energy: Consumption of both gas and electricity are expected to increase at the site with the use of the Westbury. Consumption of gas would be attributed to water heating.

e. Other Services: Municipal services to the area include the bus, police, fire and ambulance service. No significant increases in the need for these services are anticipated. While it is expected that a number of residents will utilize the bus (since it is so convenient to the site); and police, fire and ambulance services may be required at times of emergency, no increases significant enough to warrant additional levels of these services are expected to be caused by the Westbury. The need for emergency services would undoubtedly be mitigated through safe and prudent activity of Westbury residents as well as proper maintenance and management of the building and its grounds.

Refuse collection will be accomplished by a contracted company.

No signficant school-age population is expected to reside at the Westbury.

V. UNAVOIDABLE ADVERSE EFFECTS

Potentially adverse impacts which would be anticipated with the Westbury condominium include all of those listed in the previous sections. There are however, reasonable limits to mitigative measures taken, beyond which impacts become unavoidable and do occur. Such impacts include:

- Short term construction impacts
- On-site vehicular traffic
- Vehicular emissions
- Added population
- Visual effects on smaller adjacent structures
- Increased demand on water, sewer, and energy facilities

Nothwithstanding the unavoidable impacts cited above, major items in the rationale for proceeding with the project include the positive beneficial impacts which are expected from the project.

- Economic benefits during construction
- Increased tax revenues
- Increased housing supply
- Enhancement of area aesthetics

VI. ALTERNATIVES TO THE PROPOSED ACTION

One major development alternative was considered in the design of the proposed project. This alternative considered the retention of the two-story wooden building and its commercial uses. It was eventually decided that this alternative was not the most desirable due to the following reasons:

- The wooden building in front of the site does not provide the best aesthetic opportunity.
- The commercial use of the building is non-conforming under the current CZC.
- Entry to the project was more desirable and safer with wider drives, not possible if the wooden building remained.

VII. LONG-TERM PRODUCTIVITY VS. SHORT-TERM USES

Development Plans for the City and County of Honolulu indicate a High Density Apartment use for the project site. The Waikiki Special Design District indicates Apartment use for the site. As such, the long term options for the site are quite consistent with the intent of what is proposed.

In the short-term, the current commercial uses of the site are non-conforming. Further improvements of the property to continue these uses would be difficult, and contrary to the long-term goal of the designations assigned by the WSDD and Development Plan.

VIII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The commitment of labor, fuel and materials to the construction of the project will be permanent. They will be irretrievable as will the current status of non-conforming uses now on-site.

The ground space upon which the Westbury will stand can be considered to be a retrievable resource as demolition of the structure built could make it once again available for another use.

IX. OFFSETTING GOVERNMENT POLICIES

This section indicates other interest and considerations in government policies thought to offset the identified environmental effects of the proposed project.

The provision of housing and employment have been a fundamental goal in the policies of both State and City governments, implicitly and explicitly. The project will also contribute to the aesthetic and economic environment of Waikiki, a recent and immeidate governmental concern.

X. AGENCIES CONTACTED OR CONSULTED

The following agencies, their Divisions and/or staff were contacted or consulted in the course of the preparation of this EIS.

City and County of Honolulu

- Department of Land Utilization
- Department of Transportation Services
- Department of General Planning
- Department of Public Works (Division of Wastewater Management)
- Department of Housing and Community Development
- Board of Water Supply
- Department of Parks and Recreation
- Fire Department
- Police Department

State of Hawaii

- Department of Transportation
- Department of Planning and Economic Development
- Department of Land and Natural Resources
- Department of Health
- Department of Social Services and Housing
- Office of Representative Kinau Boyd Kamalii
- Office of Environmental Quality Control

Organizations or Individuals

- Sierra Club
- Waikiki Improvement Association
- American Lung Association
- Life of the Land
- Environmental Center, University of Hawaii at Manoa
- The Outdoor Circle
- Waikiki Neighborhood Board No. 9
- Hawaii Hotel Association
- Citizens Against Noise

Federal Government

- FAA, U.S. Department of Transportation
- Engineering Division, U.S. Army District

Appendix C contains comments received during the preparation of this EIS, and corresponding responses to them.

XI. UNRESOLVED ISSUES

No unresolved issues are apparent at this time.

XII. LIST OF NECESSARY APPROVALS

The following reviews and approvals are required before construction of the Westbury may proceed.

1. Development Conformance Certificate (Waikiki Special Design District) - Department of Land Utilization.
2. Building Permit - Building Department, with appropriate reviews from other City Departments including Public Works (Wastewater Management) Board of Water Supply, and Transportation Services.
3. Grading Permit - Department of Public Works.
4. Pacific Resources Inc. (Gas Company)
5. Hawaiian Electric Co.
6. Noise Permit - Department of Health
7. Honolulu Fire Department (Fire Prevention Bureau)
8. Sewer Adequacy Permit - Department of Public Works (Wastewater Management)

APPENDIX A

TRAFFIC IMPACT ANALYSIS

THE WESTBURY CONDOMINIUM
1700 Ala Moana Boulevard

OCTOBER, 1981

TABLE OF CONTENTS

Description of Project

The developer of "The Westbury" Condominium proposes to construct a 136 unit, 39-story high structure at 1700 Ala Moana Boulevard. Identified as Tax Map Key 2-6-11: 8, 9, 19 the project site is located on the mauka side of Ala Moana Boulevard between Hobron Lane and the Ala Wai Canal.

A two story wooden building presently occupies the Ala Moana frontage of the site, housing approximately 6,610 square feet of restaurant, retail and office space. The rear of the site is a 129 stall parking lot with daily and month-to-month parking arrangements. Both building and parking lot will be removed at the start of the project.

As proposed the building would contain 136 studio units. One hundred and fifty (150) parking stalls would be provided in the first four stories of the building. Of these 136 are to be assigned to residential units, with the remaining 14 reserved for guests. A long entryway would be developed for the front portion of the L-shaped site and the building would be situated to the back of the site.

The site is located in what is generally considered to be a fringe area of Waikiki. Somewhat removed from the activity along Kalakaua Avenue, this area still reflects a tourist orientation with a number of hotels and resort/residential development. Among these are the Ilikai Hotel, Discovery Bay Condominium, Travel Lodge, Hilton Hawaiian Village and Eaton Square. Directly across Ala Moana Boulevard from the project site is the Kaiser Foundation Hospital and the Ala Wai Boat Harbor.

The project is located within the Apartment Precinct of the Waikiki Special Design District (Ord. 4573) enacted in 1976. The WSDD incorporates the General Plan and City Development Plans (public facilities) for Waikiki and includes all area bounded by the Ala Wai Canal on the west and north, Kapahulu Avenue on the east, and the shoreline on the south.

The WSDD was established to ensure that future public facilities, utilities, and services can adequately accommodate future development and demands. Among the effects of the WSDD are a net reduction in the amount of development which will be allowed to occur through designation of use precincts. The site is within the Apartment Precinct designation of the WSDD where development such as being proposed is an allowable use.

Existing Transportation Facilities

Ala Moana Boulevard, as it fronts the project site, consists of a six-lane divided roadway (three lanes eastbound, three lanes westbound) at grade with a 72-foot right-of-way. Access control is provided by a 22-foot island which is presently landscaped and fenced, extending from Atkinson to Kalakaua Avenue. All movement on and off the project site is accomplished by right hand turns to and from Ala Moana. No parking is permitted along this section.

The closest intersection to the site is where Ala Moana Boulevard meets Hobron Lane. The intersection is marked with crosswalks on all sides except on Ala Moana closest to the project site where no pedestrian crossing is permitted. A signalized intersection, it has a total of 19 separate traffic movements, 7 of which directly contribute to the flow of westbound traffic passing the project site. Approaching Hobron Lane, Ala Moana widens in both directions into four lanes with the fourth a storage lane for left or U-turning movements.

Ala Moana Boulevard is a Federal Aid Highway, and is a part of the State Highway system (FAP 92). City "The Bus" routes are located through this section of Ala Moana.

Westbound on Ala Moana is one of four major routes of exit from Waikiki. It is the shortest and most efficient westbound (townbound) route. Eastbound on Ala Moana is also one of four major routes of entry to Waikiki from downtown.

Description of Traffic Characteristics

As proposed, the project will have separate entry and exit drives, each planned to be 20 feet in width at the Ala Moana frontage of the site which measures 66.39 feet. All traffic generated by the project will enter and exit through these access drives with right hand turns.

All units in the project will be residential studios, 400 square feet in size. This size coupled with the one space per unit allowance for parking suggest that the building will consist primarily of one and two-person households. Ownership of one auto per unit is anticipated.

A 129-stall parking lot now occupies the rear of the site. Traffic generated by this parking lot operation as well as the existing commercial building in front constitute the existing traffic on and off-site. Observations of the site have indicated that this traffic is fairly consistent throughout the day with no change during peak hours.

Traffic Generation

The primary concern of this analysis is any potential adverse effects an increase in traffic generated by the project could have on Ala Moana Boulevard. This concern is particularly important during peak hours when traffic is greatest.

The number of vehicle trips generated by the proposed development was determined by comparing traffic studies of other developments, and rates from studies on trip generation published by the Institute of Transportation Engineers (ITE)[1/]. Trip generation rates applicable to condominiums were used in this analysis.

In its published rates, the ITE noted that single family detached units have the highest trip generation rate per unit of residential use. A listing of rates in order from highest to lowest included; single family detached, general apartment, low rise apartment, high rise apartment, condominium, mobile home and retirement community.

Tables 1 and 2 indicate the trip rates which are expected to occur at the project. An average of 694 daily trips can be expected to be generated from the project. During peak hours when employed residents are most likely to be leaving or entering the site an average of 68 vehicles leaving the project in the A.M. peak, and 55 vehicles returning to the project in the P.M. peak can be expected. Peak hour project traffic would also include 14 vehicles entering in the A.M. peak and 28 vehicles leaving in the P.M. peak. Non-peak hour traffic emanating from the site should account for 86% (598) and would be spread throughout the rest of the day.

1/ Institute of Transportation Engineers Information Report, "Trip Generation", 1979.

Table 1. ITE Trip Generation Rates for Residential Condominium

Total Occupied Units	Peak Hour Trips/Occupied Unit			
136	A.M. Peak (7-9)	Enter	=	0.1
		Exit	=	0.5
				0.6
	P.M. Peak (4-6)	Enter	=	0.4
		Exit	=	0.2
				0.6

Table 2. Trip Generation, Westbury Condominium

	Total Peak Hour Trips			
A.M. Peak (7-8)	Enter	(136 x .1)	=	14
	Exit	(136 x .5)	=	68
P.M. Peak (4:30-5:30)	Enter	(136 x .4)	=	55
	Exit	(136 x .2)	=	28

Two scenarios of future conditions were considered to analyze the potential traffic impact posed by the project.

Scenario "A" - No change to the existing site with a status quo prevailing.

Scenario "B" - Project built on the site as proposed.

Scenario "A"

Typically, a study of traffic considers projection of future volumes. The dynamic nature of Waikiki and its premier influence in the political, social and economic environment of Hawaii make consideration of such future possibilities increasingly important. However, these dynamics of change which have been so influential to the evolution of Waikiki as we know it, also create an atmosphere of uncertainty which make traffic projection extremely difficult.

Presently, development levels in Waikiki are controlled by the Waikiki Special Design District Ordinance (WSDD, Ord. 4573). A maximum level of growth for Waikiki is thus set forth by the ordinance, and if executed fully, should result in a less congested and dense Waikiki. Uncertainty, however, in accurately anticipating the rate, type and quantity of growth, occurs by the nature the area's major influence on the political, social and economic fabric of Honolulu; and the focus of attention and controls inherent to this.

Recent revival of plans to alter the internal pattern of traffic in Waikiki are prime examples of this. A rerouting of Kalakaua Avenue traffic on to Kuhio and the Ala Wai Boulevard, and the prohibition of through traffic on Kalakaua is again being discussed and would affect traffic patterns in the entire Waikiki area. Similarly, the reconsideration of a proposal to span the Ala Wai Canal with an extension of University Avenue would likewise significantly alter the flow and patterns of traffic throughout Waikiki.

Development plans now awaiting final adoption by the City Council will further limit hotel rooms to 30,000 (Bill No. 73). When passed this would have an effect of precluding further hotel developments as current inventory at hotel units is approximately 30,000 already.

A recent Traffic Impact Statement completed for another project in Waikiki noted that a reduction of 66.9 percent in hotel rooms from existing zoning could be expected from the WSDD.[2/] Consequently, projections of growth in traffic projected under the WSDD would have fallen far below historic growth rates. The resulting approach taken in the study was then to use the more demanding historic rates of traffic growth as a safeguard against projecting a too optimistic level.

For the purposes of this impact analysis, we will adopt a similar "worst case" approach. The issues of growth in Waikiki create for traffic planning purposes a "worst case" rate of continued growth a possible condition which should be considered.

Table 3 lists the historical 1967-1979 24-hour volumes for the traffic on Ala Moana Boulevard at the Ala Wai Bridge.

Table 3. ADT, Ala Moana Boulevard at Ala Wai Canal Bridge

Traffic Record - 24-Hour Volume

DATE	DIRECTION		TOTAL
	East	West	
Feb 1967	20,672	22,096	42,768
May 1968	22,523	26,728	49,251
Mar 1969	21,272	22,663	43,935
Apr 1970	19,247	23,694	42,941
Mar 1971	22,500	25,813	48,313
Apr 1972	24,393	27,649	52,042
Apr 1973	24,319	29,383	53,702
Oct 1974	20,832	24,676	45,508
Feb 1975	22,530	25,785	48,315
Mar 1976	22,883	26,553	49,416
Jun 1977	25,163	31,106	56,269
Feb 1978	24,916	29,491	54,269
Aug 1979	27,444	30,146	57,590
Aug 1980	26,960	29,919	56,879

Source: State of Hawaii, Department of Transportation.

2/ Traffic Impact Statement; Waikiki Triangle Project; Henry Tuck Au; January 1980.

A forecast of traffic was prepared based on the historic trend of Table 3. The forecast represents a worst case assumption of continued traffic increases. Realistically, these forecasts are conservative and probably higher than what will ultimately be experienced. As traffic levels approach capacity and travel along Ala Moana becomes more difficult, motorists will naturally seek alternate avenues of entry and exit to Waikiki.

Table 4. ADT Forecast for Ala Moana Boulevard

Date	Total
1983*	59,280
1998	68,990
2003	78,700

* Anticipated completion date of construction.

A characteristic of traffic in Waikiki has been the absence of distinct peak hours, with a peak travel period of several hours instead. In the instance of Ala Moana Boulevard, identifiable morning and evening peaks do exist. Such peaks may in part be due to location of the project site along the periphery of Waikiki where traffic is strongly influenced by other urban activities and patterns. The State Department of Transportation's latest published data for Ala Moana Boulevard at the Ala Wai Canal Bridge indicates the morning peak to be 11:00 - 12:00 A.M., and the evening peak to be 4:30 - 5:30 P.M. This data is presented in Table 5.

Table 5. Ala Moana at Canal Bridge

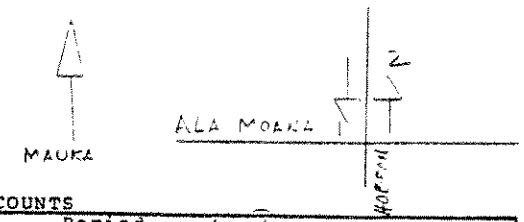
(August 8-9, 1979)

A.M. Peak (11:00 - 12:00)			P.M. Peak (4:30 - 5:30)		
East	West	Total	East	West	Total
1808	1705	3513	2161	2106	4267

The two nearest intersections to the project site are Ala Moana at Hobron Lane and Ala Moana at Atkinson. Cross traffic at Hobron Lane is considered most important due to its proximity and immediate contribution of westbound traffic passing in front of the project site. Hourly totals for mauka and makai traffic are shown in Table 6.

Table 6. Hobron at Ala Moana

T-P1-3 (9/71)



TRAFFIC COUNTS

Period	(1)	(2)	Period	1	2
12 N-12:15 PM	62	46	12 MN-12:15 AM	27	33
12:15-12:30 PM	93	57	12:15-12:30 AM	19	13
12:30-12:45 PM	75	53	12:30-12:45 AM	21	21
12:45- 1:00 PM	84 (314)	46 (202)	12:45- 1:00 AM	18 (85)	8 (74)
1:00- 1:15 PM	89	42	1:00- 1:15 AM	5	14
1:15- 1:30 PM	77	48	1:15- 1:30 AM	4	7
1:30- 1:45 PM	91	30	1:30- 1:45 AM	8	8
1:45- 2:00 PM	78 (335)	25 (145)	1:45- 2:00 AM	10 (35)	10 (39)
2:00- 2:15 PM	82	51	2:00- 2:15 AM	18	3
2:15- 2:30 PM	81	46	2:15- 2:30 AM	6	4
2:30- 2:45 PM	68	39	2:30- 2:45 AM	11	6
2:45- 3:00 PM	84 (315)	60 (196)	2:45- 3:00 AM	6 (41)	4 (21)
Sub Total	964	543	Sub Total	161	136
3:00- 3:15 PM	85	51	3:00- 3:15 AM	10	5
3:15- 3:30 PM	98	60	3:15- 3:30 AM	7	5
3:30- 3:45 PM	80	55	3:30- 3:45 AM	3	1
3:45- 4:00 PM	80 (343)	54 (220)	3:45- 4:00 AM	7 (27)	8 (19)
4:00- 4:15 PM	83	64	4:00- 4:15 AM	7	6
4:15- 4:30 PM	78	68	4:15- 4:30 AM	4	3
4:30- 4:45 PM	94	70	4:30- 4:45 AM	7	6
4:45- 5:00 PM	95 (350)	67 (269)	4:45- 5:00 AM	13 (31)	7 (22)
5:00- 5:15 PM	122	73	5:00- 5:15 AM	10	2
5:15- 5:30 PM	113	88	5:15- 5:30 AM	15	3
5:30- 5:45 PM	93	72	5:30- 5:45 AM	22	10
5:45- 6:00 PM	82 (410)	58 (291)	5:45- 6:00 AM	34 (81)	6 (21)
Sub Total	1103	780	Sub Total	139	62
6:00- 6:15 PM	77	57	6:00- 6:15 AM	38	5
6:15- 6:30 PM	78	70	6:15- 6:30 AM	52	11
6:30- 6:45 PM	86	60	6:30- 6:45 AM	71	11
6:45- 7:00 PM	73 (314)	59 (246)	6:45- 7:00 AM	73 (234)	14 (41)
7:00- 7:15 PM	76	57	7:00- 7:15 AM	77	20
7:15- 7:30 PM	77	46	7:15- 7:30 AM	106	27
7:30- 7:45 PM	53	36	7:30- 7:45 AM	122	26
7:45- 8:00 PM	60 (266)	33 (172)	7:45- 8:00 AM	132 (437)	27 (100)
8:00- 8:15 PM	48	38	8:00- 8:15 AM	107	25
8:15- 8:30 PM	46	40	8:15- 8:30 AM	101	41
8:30- 8:45 PM	46	30	8:30- 8:45 AM	90	24
8:45- 9:00 PM	40 (180)	24 (132)	8:45- 9:00 AM	95 (393)	31 (131)
Sub Total	760	550	Sub Total	1064	272
9:00- 9:15 PM	55	46	9:00- 9:15 AM	81	45
9:15- 9:30 PM	26	43	9:15- 9:30 AM	74	32
9:30- 9:45 PM	50	42	9:30- 9:45 AM	87	34
9:45-10:00 PM	40 (171)	26 (157)	9:45-10:00 AM	69 (311)	41 (152)
10:00-10:15 PM	49	32	10:00-10:15 AM	90	42
10:15-10:30 PM	51	32	10:15-10:30 AM	68	48
10:30-10:45 PM	47	43	10:30-10:45 AM	89	60
10:45-11:00 PM	40 (187)	36 (143)	10:45-11:00 AM	93 (339)	50 (200)
11:00-11:15 PM	25	29	11:00-11:15 AM	86	40
11:15-11:30 PM	33	20	11:15-11:30 AM	88	43
11:30-11:45 PM	22	29	11:30-11:45 AM	77	71
11:45-12:00 MN	21 (101)	19 (97)	11:45-12:00 N	73 (324)	38 (201)
Sub Total	459	397	Sub Total	974	553
12 HOUR TOTAL:	3,286	2270		2338	1,023
24 HOUR TOTAL:				5,624	3293
				8,917	

LOCATION: HOBRON LN mauka ALA MOANA BL

DATE: 10-18-78(WED) 10-19-78(THU) COUNT NUMBER: #613 #674

RECORDER: (1) MAKAI BOUND (2) MAUKA BOUND Page ____ of ____

Source: Department of Transportation Services, City and County of Honolulu

Fifteen minute totals of this Traffic Department (City) count indicate that maximum one-hour mauka-makai traffic for the Hobron Lane Intersection generally occurs around 11:00 - 12:00 A.M., and 4:30 - 5:30 P.M. Because of the key role it plays in traffic passing the site, a peak hour traffic count was conducted on October 1, 1981 for all movements of the intersection. The results are listed as Table 7.

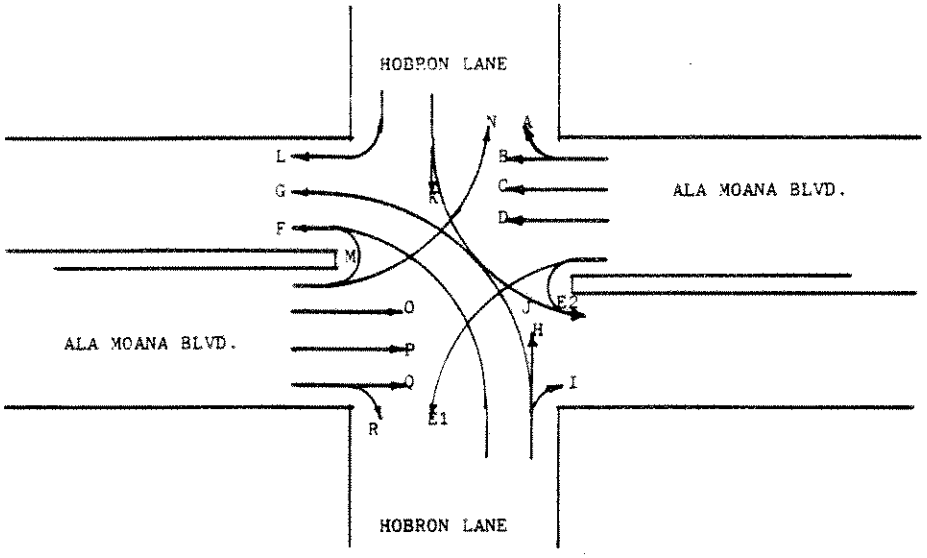
A deviation from the 11:00 - 12:00 A.M. peak hour identified by existing counts was made in the special count. For purposes of analyzing traffic originating from the Westbury site at a worst case contribution, a peak hour of 7:00 - 8:00 A.M. where project residents are most likely to leave the site was felt to be more appropriate. References to the morning peak hour then, are of the 7:00 - 8:00 A.M. period.

Results of this special count indicate that a total of 1,850 autos passed the project site in the A.M. peak hour and 1,798 passed during the P.M. peak. At these levels, the three-laned portion of Ala Moana as it passes the site will still adequately accommodate additional traffic volumes. The count also indicated a readily observed high level of activity in all traffic movements at the intersection.

Assuming that no changes occurred at the proposed project site, future traffic volumes would be expected to increase in the worst case to the forecasted levels noted earlier.

Table 7. Traffic Count - Ala Moana and Hobron Lane

(October 1, 1981)



Movement	7:00 - 8:00 A.M. Peak	4:30 - 5:30 P.M. Peak	Movement	7:30 - 8:30 A.M. Peak	4:30 - 5:30 P.M. Peak
A	16	30	J	32	31
B	320	323	K	82	84
C	530	478	L	413	329
D	396	318	M	23	25
E_1	102	105	N	90	251
E_2	29	39	O	339	435
F	105	213	P	396	586
G	63	112	Q	252	338
H	8	28	R	163	137
I	58	87			

Total Westbound traffic included movements B, C, D, F, G, L and M.

Total Westbound: A.M. Peak = 1850
P.M. Peak = 1798

Scenario "B"

The purpose of this scenario was to consider the potential effects of traffic generated by the project after it is built. The forecasting of trip generation, the number of trips originating from the project, would make it possible to determine the effects on existing traffic.

Traffic generated at the project site is a direct function of the number of automobiles stored at the site and patterns of auto use by residents. The number of automobiles stored on-site is governed by the availability of parking stalls, a maximum of 150, of which 136 are to be assigned to individual units.

Traffic generated by the project is linked to the types of units built and the profile of households which will occupy them. As noted, 136 units will be built, each a studio unit of 400 square feet. A unit of this size is expected to result in occupancy of one or two-person households.

ITE rates and projections of traffic presented in Tables 1 and 2 were based on a large sample of condominium units which might be assumed to generally include units much larger in size than those to be built at the project. Due to the smaller size of the units to be offered in The Westbury then, a higher occurrence of one-person households, when compared to projects containing larger units, and a smaller total residential population might be expected. Consequently, an even lower rate of traffic emanating from the project on a daily and peak hour basis could be experienced.

Nonetheless, Table 2 listed the highest contribution of traffic to Ala Moana as 68 vehicles during the morning peak hour. With a volume of traffic ranging from the 1,850 vehicles counted in the October 1, 1981 A.M. peak, to even the 2,106 vehicles noted in the DOT August 8-9, 1979 P.M. peak, an additional maximum worst case contribution of 68 vehicles would not be expected to adversely affect the volume or flow of traffic along Ala Moana.

This volume of 2,174 vehicles spread evenly through three lanes is the equivalent to 725 vehicles per lane. At this level, the roadway would be approaching capacity. Similar one-way roadways throughout the U.S. have been noted to be at capacity when the per lane volume was up to the 950 vehicle range.

The determination of capacity however is more appropriately influenced by the actual circumstances which affect the ability of the roadway to accommodate the level of traffic. The following observations were made of Ala Moana Boulevard between Atkinson and the Kalia Road intersection.

- Peak hours result in queueing at all intersections but these were usually cleared by a single cycle of the traffic signal.

- Longest queue was at Atkinson where cars sometimes reached the canal bridge.

- Queues on Hobron Lane were also observed, especially on the mauka side of Ala Moana where motorists sometimes required two cycles to approach and travel through the intersection.

- The right lane of Ala Moana was frequently empty beyond the intersections as motorists avoided slower and frequently stopping municipal buses.

The anticipated impacts of vehicular movement on and off the project site aside from its small number then, are further mitigated by some of these observations.

Motorists leaving The Westbury will only be able to turn right onto (or off from) Ala Moana. The absence of a cross traffic movement (left turn) substantially facilitates the flow of traffic, and promotes a much safer condition.

Queues to which Westbury residents would most likely contribute are those at Atkinson. The project site is sufficiently distant from Atkinson and queues do not normally extend as far as the project site.

The right hand lane, into (or off from) which residents would be turning, is often empty due to motorist wishing to avoid being "stuck" behind buses. A reduction of traffic in this lane further facilitates traffic flow for The Westbury and promotes safety for residents.

Additionally, the potential number of "new" traffic added to the site is further reduced when the fixed amount of 68 vehicles is compared to the potential "worst case" of the existing on-site uses. The potential for traffic generation of the 129-stall parking lot and the commercial building pose possibly a much higher "worst case" situation than that with the project proposed.

Circulation

Circulation on and off-site will be accomplished by two twenty-foot wide driveways. As one-way entrance and exits, these should be adequate for efficient vehicular flow to or from Ala Moana Boulevard. Adequate queueing space is provided in these long driveways to avoid affecting traffic on Ala Moana.

Adequate no-traffic intervals where gaps in traffic flow necessary for safe entrance onto Ala Moana also occur with sufficient regularity even at peak hours. Largely created by phases in signals at the Hobron intersection, these gaps also occur with more frequency in the right lane when buses are present.

Circulation along Ala Moana Boulevard in the area of the site will not be affected by any traffic generated by the project. Vehicles leaving the site can only enter Ala Moana westbound and face no conflicting conditions or routing decision. Vehicles returning to the site may however experience somewhat more complicated routing.

Basically three routes are available to returning residents; through Hobron Lane mauka of Ala Moana, westbound on Ala Moana through Kalakaua (or Kalia), and eastbound on Ala Moana with a U-turn at Hobron. Residents returning to the project will be contributing to traffic along these routes although the distributed net increase is not expected to be significant to any one of them. At present, key points of these routes show a level of traffic almost as high as the Hobron-Ala Moana intersection. Counts for two of these, Ala Moana-Atkinson and Kalakaua-Ala Wai are noted in Tables 8 and 9. At these intersections, as well as at Ala Moana-Hobron, returning residents may experience some delays.

Table 8. Ala Moana at Atkinson

November 22-23, 1977

	Westbound (Entering Intersection)	Eastbound (Leaving Intersection)
A.M. Peak (7:15 - 8:15)	2,063	1,382
P.M. Peak (4:00 - 5:00)	2,203	2,703
24-hour	28,542	26,106

Source: Planning Branch, DOT, State of Hawaii.

Table 9. Kalakaua at Ala Wai

August, 1980

	Southeast Bound (to Waikiki)	Northwest Bound (to Town)
24-hour	23,538	14,722

Traffic Safety

Eight accidents in the vicinity of the Hobron-Ala Moana intersection were reported in 1980.

Intrastructure

No new street improvements are anticipated to be needed for the project. Access driveways and curbside modifications should be made at the developer's expense. The State Department of Transportation periodically resurfaces the existing pavement.

Conclusion

Based upon the evaluation of impacts, it is concluded that no significantly adverse impacts to the existing traffic is anticipated by the construction of The Westbury Condominium. Its low level of traffic and the various conditions which exist to further mitigate its identifiable traffic generation should result in only a minimal effect on Ala Moana Boulevard if the project is built.

APPENDIX B

AIR QUALITY STUDY

FOR

THE WESTBURY

WAIKIKI, OAHU, HAWAII

Prepared by

Barry D. Root

Air Pollution Consultant

Kanoehe, Hawaii

October, 1981

TABLE OF CONTENTS

I. PROJECT DESCRIPTION

The proposed Westbury Project involves demolition of a small two-story commercial building and construction of a new 340-foot, 136 unit residential condominium with an associated 150 stall parking complex (ground level and four elevated decks). The project area is 38,773 square feet. The project site is located on Ala Moana Boulevard across from the present Kaiser Hospital Complex as shown on Figure 1. The site is presently used for commercial purposes including a 129 stall ground level parking lot with spaces leased on a daily or monthly basis. Existing access is via a single 18-foot driveway connecting to Ala Moana Boulevard. The entire site is located within the Waikiki Special Design District. The project is expected to be completed and ready for occupancy by mid 1983.

II. AIR QUALITY STANDARDS

State of Hawaii and Federal Ambient Air Quality Standards (AQS) have been established for seven classes of pollutants as shown in Table 1. An AQS is a concentration not to be exceeded over specified sampling time periods which vary for each pollutant depending upon the type of exposure necessary to cause adverse effects. Each of the regulated pollutants has the potential to cause some form of adverse health effect or to produce environmental degradation when present in sufficiently high concentration. Federal AQS have been divided into Primary and Secondary levels. Primary AQS are designed to prevent adverse health impacts while Secondary AQS refer to welfare impacts such as decreased visibility, diminished comfort levels, damage to vegetation, animals or property, or a reduction in the overall aesthetic quality of the atmosphere. State of Hawaii AQS have been set at a single level which in most cases is significantly more stringent than the lowest comparable Federal limit.

Federal research regarding the adequacy of current AQS is ongoing. At present there is a U.S. Environmental Protection Agency (EPA) proposal to lower the one-hour level of carbon monoxide from 40 milligrams per cubic meter to 25 parts per million (about 29 milligrams per cubic meter).

On the other hand, the State of Hawaii is currently considering changes to State Air Quality Regulations which would raise State AQS for particulates and sulfur oxides to Federal Primary levels, eliminate the hydrocarbon AQS, and drop the 24 hour AQS for nitrogen dioxide.

It is not anticipated, however, that any of these proposed changes in standards will be promulgated before planning for the

Westbury project has been completed.

III. PRESENT AIR QUALITY

A summary of air pollutant measurements from State of Hawaii long term monitoring stations nearest to the project site is presented in Table 2. Data from four sampling locations are included in the Table. Values for 1981 are for the first six months of the year.

For particulates and sulfur dioxide the sampling station was moved from the Ala Moana Park sewer pumping station to McCoy Pavilion on February 28, 1977, and then to Fort DeRussy in Waikiki on December 5, 1979. The Ala Moana Park monitoring stations were about ½ mile west of the project site while the new Fort DeRussy station is about ½ mile east. Nitrogen dioxide was also monitored at Ala Moana Park until April 1976. Carbon Monoxide was monitored at the Department of Health building at Punchbowl and Beretania Streets in urban Honolulu until September 1979. The Department of Health building is about 2 miles north northwest of the project site. On January 6, 1981 a new carbon monoxide monitor was installed at the Fort DeRussy monitoring station. Ozone levels were also measured at the Department of Health building until December 11, 1980, when the monitor was relocated to Sand Island (about 3 miles west northwest of the project site). On February 4, 1981, nitrogen dioxide monitoring was begun again at the new Sand Island location.

From the data presented in Table 2 it appears that the State of Hawaii 24-hour AQS for particulates is presently being exceeded in the Ala Moana/Waikiki area no more than once per year. No values above Federal AQS have occurred in this area since 1975, and the last high particulate reading in 1980 was recorded during an unusually

severe January windstorm which caused greatly increased levels of natural pollutants such as blowing dust and sea spray. A once-per-year particulate level of this nature is of no major regulatory concern and it seems reasonable to conclude that there are no present problems with particulate pollution in the project area. Data from Table 2 also show that sulfur dioxide and nitrogen dioxide levels in the area are running well below allowable AQS.

Unfortunately there are no long term measurements of hydrocarbons anywhere in Hawaii so that little can be said about present or future levels of this pollutant. Hydrocarbons are primarily important because of the precursor role that they play in the formation of photochemical pollutants such as ozone. Judging from ozone measurements presented in Table 2, however, it appears that photochemical pollutants and, by inference, hydrocarbons are not a major problem in Honolulu.

On the other hand, it is clearly evident from the data in Table 2 that short term carbon monoxide concentrations have frequently been in excess of allowable State of Hawaii AQS during the last several years. Since 1975 there has been a steady decrease in peak hour averages of this pollutant as measured at the Department of Health building and no values above the Federal AQS have been recorded, but monitoring data from the new Fort DeRussy location indicates that carbon monoxide will be the pollutant of greatest concern in the Waikiki project area.

IV. DIRECT AIR QUALITY IMPACT OF PROJECT CONSTRUCTION

Demolition and construction activities associated with the proposed Westbury Project will inevitably generate a noticeable amount of fugitive dust. An EPA-sponsored study involving field measurements of particulate emission rates from apartment and shopping center construction has yielded an estimate of 1.2 tons of dust per acre per month of construction activity.

Actual emissions of fugutive dust for this project can be expected to vary daily depending on the amount of activity and the moisture content of exposed soil in the work area, but using the above estimate, about 2,100 pounds per month of airborne dust could be produced during the construction phase of this project.

Once demolition, site-clearing, excavation, and ground floor levels of the project have been completed, however, particulate emissions should drop to minimal levels.

Heavy construction equipment used on site can also be expected to contribute some exhausts to the air, but most such equipment is diesel-powered and diesel motors emit very little carbon monoxide, which is the pollutant of primary concern in the project area.

V. INDIRECT AIR QUALITY IMPACT OF INCREASED TRAFFIC

Once construction is completed the proposed project will not in itself constitute a significant direct source of air pollutants other than minor air conditioner losses and fugitive cooking aromas. By serving as an attraction for increased motor vehicle traffic in the area, however, the project can be considered to be an indirect air pollutant emissions source.

Motor vehicles, especially those with gasoline-powered engines, are prodigious emitters of carbon monoxide. They also produce significant quantities of hydrocarbons and nitrogen dioxide. Vehicles burning fuel which contains lead as an additive also contribute some lead particles to the atmosphere. The major control measure designed to limit vehicular lead emissions is a Federal law requiring the use of unleaded gasoline in most new automobiles. As older cars are gradually removed from the vehicle fleet, lead emissions should be steadily falling. Federal control regulations also call for increased efficiency in removing carbon monoxide, hydrocarbons and nitrogen dioxide from vehicle exhausts. By 1993 carbon monoxide emissions from the vehicle fleet then operating are expected to be about half the amounts now emitted.

In order to evaluate the impact of this mandated decrease in carbon monoxide emissions in the project area it is necessary to carry out a detailed carbon monoxide modeling study to translate forecast emission levels into concentrations that can be compared to allowable air quality standards.

A. Carbon Monoxide Diffusion Modeling

Two critical receptor sites in the project area were selected for analysis. The locations are depicted on Figure 1. Expected worst case concentrations of carbon monoxide at these sites at present and in future years was computed as described below.

Existing peak hour traffic levels on Ala Moana Boulevard and Hobron Lane were determined by a traffic count conducted on October 1, 1981. Forecast future volumes on Ala Moana Boulevard were determined using trend line analysis with reported volumes from Hawaii State Department of Transportation counts for years from 1967 to 1979 as input. Similar forecasts were made for Hobron Lane using 1978 and 1981 data.

Existing evening peak hour volume on the driveway leading to the project site was found to be 14 vehicles in and 21 out according to a traffic count conducted on October 19, 1981. This volume was also assumed for morning peak hour. Current usage of the parking lot on the project site is low because of the unusual vehicle mix to which parking stalls have been leased. Many of the spaces are occupied by boats on trailers, tourist rental campers, or touring limosines and vans.

At present the vehicular mix using the driveway is about 75 percent automobiles with about 25 percent light duty trucks and vans. Converting the site to condominium use would alter this mix to about 97 percent autos and 3 percent light duty trucks and vans. For the carbon monoxide analysis, future volumes on the driveway with condominium usage were assumed as follows: for morning peak hour, 68 vehicles out and 14 in; for evening peak hour, 28 out and 55 in.

The configuration of Ala Moana Boulevard at the intersection of the project driveway is such that vehicles departing from the project can only turn right. A fence running down the median strip on Ala Moana Boulevard makes left turns into the project driveway similarly impossible. For the air pollution analysis it is assumed that this fence will remain in place for the next 20 years.

Since the project is expected to be completed during 1983, that year was selected to evaluate maximum air quality impact of project related traffic. Two future years, 1993 and 2003, were selected to evaluate the magnitude of potential impacts up to 20 years after project completion.

Vehicular carbon monoxide emission rates for the study years were determined using a Federal Highway Administration tabulated version of teh EPA's computerized Mobile Source Emissions Model (MOBILE 1). The emission factors listed in the publication are predicated upon implementation of stringent emission controls on a timetable set by existing Federal laws. Those goals were set several years ago and are not being met as quickly as expected. Continued economic problems in the U.S. auto industry may cause Congress to approve even greater delays in the achievement of those goals. To account for current and future delays in meeting published emission goals, the emission factors used in this study for 1981 aire based on estimates for 1979, those for 1983 on estimates for 1981, 1993 on estimates for 1987, and 2003 on estimates for 1995.

Traffic counts on Ala Moana Boulevard during peak hours indicate that the vehicle mix is as follows: 83.9 percent automobiles, 11.2 percent light duty trucks and vans of less than 6,000 pounds gross

vehicle weight (GVW), 1.8 percent trucks and vans between 6,000 and 8,000 pounds GVW, 0.1 percent heavy duty gasoline-powered trucks, and 3 percent diesel-powered trucks and buses. For the air pollution analysis it was assumed that these percentages will not change significantly in the future and that a similar vehicle mix could be used for present and future traffic on Hobron Lane.

Morning rush hour on Ala Moana Boulevard occurs between 7:30 and 8:30 a.m., during which time it is assumed that about 50 percent of the vehicles are operating in an inefficient cold start mode in ambient temperatures of about 60° F. For afternoon conditions, 4:45 to 5:45 p.m., an ambient temperature of 80°F is assumed with only about 20 percent of the vehicles operating in the cold start mode.

Receptor site 1 was selected to evaluate the impact of project-related traffic on morning rush hour carbon monoxide levels along Ala Moana Boulevard while receptor site 2 was selected to evaluate the evening rush hour situation. Both receptor sites are on the sidewalk in front of the Kaiser Hospital Complex about one meter from the edge of the nearest traffic lane and are meant to represent a person with a breathing height of about 1.5 meters.

There is a traffic signal at the intersection of Ala Moana Boulevard and Hobron Lane. During morning rush hour this signal is green in the Ala Moana direction about 75 percent of the time. Vehicle speeds on Ala Moana Boulevard are assumed to be 25 mph in unimpeded flow, 15 mph downstream from red lights and turns, and 5 mph upstream from red lights. Vehicle speeds for the project

driveway are assumed to be 5 mph going out and 15 mph entering.

Computations for receptor site 2 also include special consideration of the left turn lane from Ala Moana Boulevard to Hobron Lane. This lane gets a green light about 10 percent of the time during the evening rush hour. Because of heavier turn lane usage, traffic on Ala Moana Boulevard has a green light only about 55 percent of the time during the evening rush. On Hobron Lane vehicle speeds were assumed to be 15 mph both upstream and downstream from turns and 5 mph upstream from red lights.

The EPA computer model HIWAY was used to calculate estimated carbon monoxide concentrations at both receptor sites. Stability category D (4) was used for determining diffusion coefficients. This stability category represents the most stable (least favorable) atmospheric condition that is likely to exist in an urban area such as Waikiki. To simulate worst case wind conditions a uniform wind speed of one meter per second is assumed with worst case wind direction from the east for both receptor sites.

Background contributions of carbon monoxide from roadways not directly considered in the analysis were assumed to be about 1 milligram per cubic meter (mg/m^3) in 1981, 0.8 in 1983, 0.4 in 1993, and 0.3 in 2003. These decreasing background levels reflect expected increases in emission control effectiveness in future years.

Results of the peak hour carbon monoxide anlaysis are presented in Table 3.

At site 1, during morning rush hour, carbon monoxide concentrations substantially in excess of the allowable State of Hawaii one hour AQS

are predicted under worst case meteorological conditions for all years of the analysis. This situation would occur whether the proposed project is undertaken or not. The maximum peak hour carbon monoxide contribution of project-related traffic, however, is only about 0.4 milligrams per cubic meter in 1983, falling to about 0.1 mg/m^3 by 2003.

A similar situation is predicted to occur during evening rush hour at site 2, but in this case the maximum carbon monoxide contribution from project-related traffic is on the order of 0.1 mg/m^3. This is the minimum reported level using current monitoring equipment and is essentially insignificant.

Worst case eight-hour values of carbon monoxide for receptor sites 1 and 2 are presented in Table 4. These values are based on those for the peak hour anlaysis as modified by the application of two factors. The first factor is a correction to account for the fact that the average traffic level for an eight hour period is less than the peak hour level. For the Ala Moana Boulevard area this factor is 0.84. The second factor is a 'meteorological persistence factor' of 0.6 recommended in EPA guidelines to account for the fact that meteorological dispersion conditions are likely to be more variable (and hence more favorable) over an eight hour period than they are during a one hour period.

While the peak hour levels computed in Table 3 are all within present allowable Federal limits, the eight hour levels in Table 4 are not. The Federal AQS of 10 mg/m^3 for an eight hour average is not expected to be met until the late 1980's and the State of Hawaii limit of 5 mg/m^3 is not expected to be met within the 20-year analysis

period. This is predicted to be the case, however, whether the planned project is constructed or not. It is also important to note that the receptor sites selected are those that are expected to have the highest carbon monoxide concentrations in the project area. It would be necessary for an individual to spend at least one hour at either of these sites for him to experience levels of carbon monoxide as high as those reported in Table 3, or a full eight hours to be exposed to levels as high as those in Table 4. Such a degree of exposure does not seem very likely.

VI. INDIRECT AIR QUALITY IMPACT OF INCREASED ELECTRICAL USAGE

The commercial building presently on the project site consists of about 6,610 square feet. The proposed project would eliminate this building and add 39,840 square feet of residential condominium apartments for a net increase of 33,230 square feet. If the new apartments are 'all electric', annual energy usage for this floor space is estimated to be 232,600 KWH, resulting in an increased demand upon the providing power system of about 2.38×10^9 BTU per year.

If this power need were to be satisfied solely by the use of fuel oil, the requirement could be met by consumption of 378 barrels of oil per year, or about one barrel per day. Assuming that the fuel oil has a 0.5 percent sulfur content (as is currently the case on Oahu), then total emissions of primary air pollutants such as particulates, sulfur dioxide, and nitrogen dioxide would increase by about 0.003 percent on an annual basis as a result of this project.

Because the Oahu power grid serving the project could be fed by a number of generating plants it is difficult to predict exactly where this miniscule increase in air pollution might occur. Furthermore, the future power generating plans of Hawaiian Electric Company include windmills, OTEC plants, and even geothermal power (via undersea cable from the island of Hawaii). Most of these potential future sources of electricity are free of the air pollution problems caused by burning fuel oil in steam generating plants.

VII. POSSIBLE MITIGATIVE MEASURES

Fugitive dust generated by construction activities is likely to be the only major direct emission of air pollution from this project. State of Hawaii Department of Helath Rules and Regulations (Chapter 43, Section 10) stipulate control measures that are to be employed to reduce this type of emission. Primary control consists of wetting down loose soil areas with water or suitable chemicals. An effective watering program can reduce particulate emissions from construction sites by as much as 50 percent. Other control measures include good housekeeping on the job site and possibly, erection of dust-catching barriers if nearby residents are being subjected to suspended particulate levels more than 150 micrograms per cubic meter above existing background concentrations (as measured on a 12-hour basis).

The planners of this project can do very little to mitigate the indirect air quality impact that is likely to be caused by emissions from vehicles traveling to and from the parking garage. These vehicular emissions can be decreased only if the emission rate of each vehicle is decreased; the total number of vehicles is decreased; or the project is designed to permit vehicle movement in such a way that excessive delays on ingress or egress are avoided.

Changes in the emission rate of each vehicle have been mandated by the Federal Government, but the laws apply only to new vehicles. It will take time for the older more air-polluting vehicles to disappear from the vehicle fleet.

The number of vehicles attracted to the parking garage will be determined by the number of spaces available, which is related to the

floor space in the residential portion of the project. In this case there are limits to these values as set by the Waikiki Special Design District legislation and this project is planned within those limits.

Excessive delays on ingress or egress are to a large extent avoided because of the essentially one way configuration of Ala Moana Boulevard at the intersection of the project driveway. A chain link fence running down the medial strip of Ala Moana Boulevard makes left turns into and out of the project impossible.

It is also worth noting that traffic and emission levels used in this study do not take into account future socio-economic factors such as gasoline shortages which could lead to decreased private vehicle usage and the possible development of non-gasoline-powered vehicles which create few or none of the air pollutants that are presently of concern.

One other measure that project planners can employ to improve the overall air quality environment in the project area is to provide for a tall, hardy, dense vegetative cover along the periphery of the project. Such landscaping can serve a mitigative role in removing some particulate matter and carbon monoxide from the air.

VIII. SUMMARY

The proposed Westbury project can be expected to produce direct air pollution emissions in the form of wind-blown dust from demolition and construction activities and indirect emissions from vehicles traveling to and from the parking garage on the site.

The fugitive dust emissions will be of a short term nature and adequate control measures exist to insure that such emissions do not become a problem to nearby residents. Measurements of long-term particulate concentrations at nearby monitoring stations indicate that State of Hawaii ambient standards are exceeded at the rate of less than once per year. Thus particulates do not seem to be a significant problem in the Waikiki area.

Vehicular traffic generated by the project will produce carbon monoxide, hydrocarbons, nitrogen dioxide, and airborne lead. Federal regulations mandate future reductions in these emissions, but recent carbon monoxide readings from the Waikiki sampling station indicate that carbon monoxide levels are still somewhat of a problem when the stringent State of Hawaii one-hour standard is considered.

A detailed carbon monoxide modeling study considering worst case diffusion conditions for two selected critical receptor sites along the sidewalk in front of the present Kaiser Hospital complex indicates that present and future concentrations at these sites during morning and evening rush hour conditions are likely to be in excess of allowable State of Hawaii AQS whether the proposed project is constructed or not. At most, however, project-related traffic will raise carbon monoxide

concentrations at these sites by 0.6 milligrams per cubic meter in 1983 and by only 0.1 milligrams per cubic meter in 2003. This amount of increase is close to the minimum reportable level of change in carbon monoxide concentration. The anlaysis indicates no problem in meeting Federal one-hour AQS, but the eight-hour Federal AQS is not expected to be achieved at these sites until the late 1980's and the eight-hour State of Hawaii AQS are not expected to be met during the 20-year analysis period considered.

Mitigative measures which can help to minimize the impact of air pollutants from vehicles entering and leaving the project are continuance of the current right-turn-only configuration of Ala Moana Boulevard at the intersection of the project driveway and rapid establishment of tall, dense landscaping along the periphery of the project to screen some of the carbon monoxide and particulates from the air.

REFERENCES

1. U.S. Environmental Protection Agency, Offices of Air Planning and Standards, Compilation of Air Pollution Emission Factors, August, 1977.

2. U.S. Environmental Protection Agency, Office of Air and Waste Management, Mobile Source Emission Factors, March, 1978.

3. U.S. Environmental Protection Agency, Office of Air, Noise and Radiation, User's Guide to MOBILE 1: Mobile Source Emisssion Model, August, 1978.

4. Federal Highway Administration, Office of Environmental Quality Control, Noise, and Air Quality Branch, Tabulation of Selected Low Altitude Emission Factors Based on EPA's Mobile Source Emission Factors dated March, 1978, September, 1978.

5. U.S. Environmental Protection Agency, National Environmental Research Center, Office of Research and Development, User's Guide for HIWAY, a Highway Air Pollution Model, (by John R. Zimmerman and Roger S. Thompson), February, 1975.

6. U.S. Environmental Protection Agency, Office of Air and Wastewater Management, Office of Air Quality Planning and Standards, Guidelines for Air Quality Maintenance and Planning and Analysis Volume 9: Evaluating Indirect Sources, January, 1975.

7. California Department of Transportation, Energy and Transportation Systems, (by J.A. Apostolos, W.R. Shoemaker, and E.C. Shirley), December, 1978.

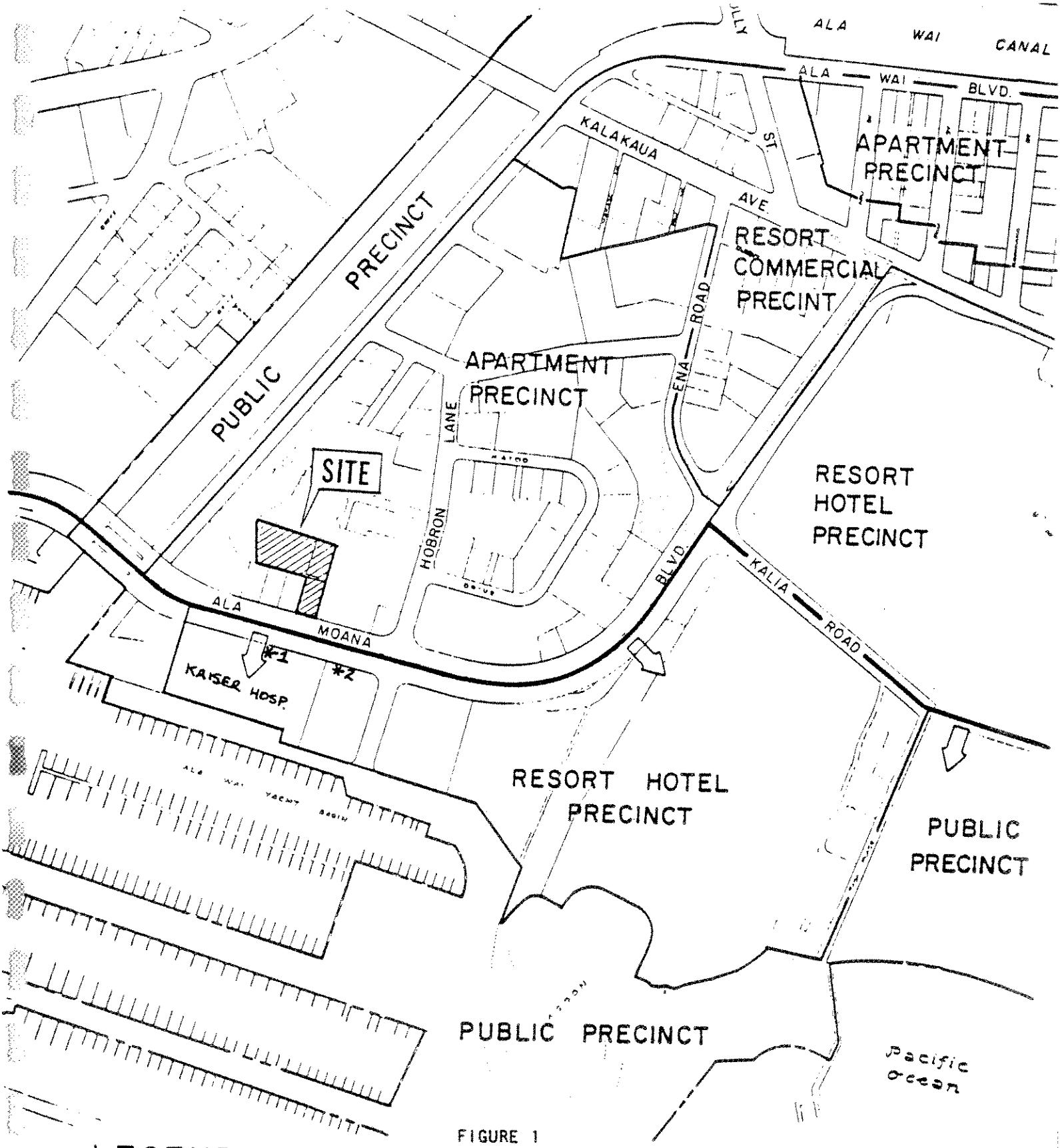


FIGURE 1

LEGEND

* Location of selected carbon monoxide receptor sites

SMA BOUNDARY LINE

WAIKIKI SPECIAL DESIGN DISTRICT BOUNDARY

LOCATION MAP

TMK: 2-6-11: 8, 9, 19

SCALE 1"=400'

TABLE 1

SUMMARY OF
STATE OF HAWAII AND FEDERAL AMBIENT AIR QUALITY STANDARDS

POLLUTANT	SAMPLING PERIOD	FEDERAL STANDARDS PRIMARY	FEDERAL STANDARDS SECONDARY	STATE STANDARDS
1. Suspended particulate matter (micrograms per cubic meter)	Annual Geometric Mean	75	60	-
	Annual Arithmetic Mean	-	-	55
	Maximum Average in any 24 hours	260	150	100
2. Sulfur Dioxide (micrograms per cubic meter)	Annual Arithmetic Mean	80	-	20
	Maximum Average in any 24 hours	365	-	80
	Maximum Average in any 3 hours		1300	400
3. Carbon Monoxide (milligrams per cubic meter)	Maximum Average in any 8 hours		10	5
	Maximum Average in any 1 hour		40	10
4. Hydrocarbons Non-methane (micrograms per cubic meter)	Maximum Average in any 3 hours		160	100
5. Ozone (micrograms per cubic meter)	Maximum Average in any 1 hour		240	100
6. Nitrogen Dioxide (micrograms per cubic meter)	Annual Arithmetic Mean		100	70
	Maximum Average in any 24 hours		-	150
7. Airborne Lead (micrograms per cubic meter)	Average Over 3 Months		1.5	1.5

Source: 40 Code of Federal Regulations, Part 50 and State of Hawaii Public Health Rule and Regulations, Chapter 42.

TABLE 2

SUMMARY OF AIR POLLUTANT MEASUREMENTS
AT NEARBY MONITORING STATIONS

POLLUTANT	1975	1976	1977	1978	1979	1980	1981
PARTICULATE MATTER							
No. of Samples	88	73	53	61	57	57	29
Range of Values	41-152	24-130	18-109	21-79	20-102	20-116	18-78
Average Value	64	65	40	38	39	36	38
No. of times State AQS exceeded	4	1	1	0	1	1	0
SULFUR DIOXIDE							
No. of Samples	88	70	54	61	48	52	25
Range of Values	<5-9	<5-7	<5-<5	<5-<5	<5-13	<5-<5	<5-<5
Average Value	<5	<5	<5	<5	<5	<5	<5
No. of times State AQS exceeded	0	0	0	0	0	0	0
CARBON MONOXIDE							
No. of Samples	169	355	359	365	207		121
Range of Values	.9-27.4	.5-24.2	0-19.6	0-20.7	0-17.3		1.2-10.4
Average Value	6.6	5.4	3.5	3.1	2.9		5.1
No. of times State AQS exceeded	35	41	22	19	10		7
OXIDANT (OZONE)							
No. of Samples	234	322	300	284	338	295	147
Range of Values	6-65	2-127	4-61	10-84	10-80	10-84	10-80
Average Value	25	40	25	33	39	48	42
No. of times State AQS exceeded	0	1	0	0	0	0	0
NITROGEN DIOXIDE							
No. of Samples	88	21					46
Range of Values	5-64	24-61					6-77
Average Value	38	44					25
No. of times State AQS exceeded	0	0					0

NOTES: See text for locations of monitoring stations. Carbon monoxide reported in milligrams per cubic meter; other pollutants in micrograms per cubic meter. Carbon monoxide and ozone readings are daily peak one hour values; readings for other pollutants are for a 24 hour sampling period.

SOURCE: State of Hawaii Department of Health

TABLE 3

RESULTS OF PEAK HOUR CARBON MONOXIDE ANALYSIS
(milligrams per cubic meter)

SITE	CONFIGURATION	1981	1983	1993	2003	STATE OF HAWAII AQS	FEDERAL AQS
1	WITH WESTBURY	---	28.1	17.2	14.2	10	40
	WITHOUT WESTBURY	29.2	27.7	17.0	14.1		
2	WITH WESTBURY	---	23.8	13.4	10.2		
	WITHOUT WESTBURY	26.4	23.7	13.3	10.1		

NOTE: Both receptor sites located along the sidewalk in front of the present Kaiser Hospital complex as shown in Figure 1.

TABLE 4

RESULTS OF 8-HOUR CARBON MONOXIDE ANALYSIS
(milligrams per cubic meter)

SITE	CONFIGURATION	1981	1983	1993	2003	STATE OF HAWAII AQS	FEDERAL AQS
1	WITH WESTBURY	---	14.2	8.7	7.2	5	10
	WITHOUT WESTBURY	14.7	14.0	8.6	7.1	↓	↓
2	WITH WESTBURY	---	12.0	6.8	5.1		
	WITHOUT WESTBURY	13.3	11.9	6.7	5.1		

NOTE: Both receptor sites located along sidewalk in front of the present Kaiser Hospital complex as shown in Figure 1.

APPENDIX C

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

September 24, 1981

Mr. Willard T. Chow, Director
Department of General Planning
City and County of Honolulu
650 South King St.
Honolulu, Hawaii 96813

Dear Mr. Chow:

Subject: Environmental Impact Statement Preparation Notice for the Westbury Condominium

This is to inform you that Westbury Holdings, N. V. proposes to construct the Westbury Condominium on property identified as TMK 2-6-11: 8, 9, 19, located at 1700 Ala Moana Boulevard. Consistent with the EIS procedures under Chapter 343 HRS, a Preparation Notice has been prepared by the City's Department of Land Utilization concerning the project. We have enclosed a copy herewith for your review.

We request that any comments you wish to make concerning this project be forwarded before October 24, 1981 to:

Wilbert C. F. Chee
Suite 620, Hasegawa Komuten Building
820 Mililani Street
Honolulu, Hawaii 96813

We appreciate your expeditious review, and look forward to your participation in the EIS. Mahalo!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

Sample transmittal letter accompanying EIS Preparation Notices.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4161

EILEEN R. ANDERSON
MAYOR

JOSEPH K. CONANT
DIRECTOR

CHARLES K. FORGOT
DEPUTY DIRECTOR

October 6, 1981

Mr. Wilbert C. F. Chee
Hasegawa Komuten Building
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Environmental Impact Statement Preparation Notice
Westbury Condominium

Thank you for the opportunity to comment on this project. We note that these units will not be available for the low- and moderate-income groups, the handicapped, the elderly, or the "gap" groups.

We would encourage the developer to set aside some units for the abovementioned groups.

Sincerely,

JOSEPH K. CONANT

Wil Chee-Planning

PLANNING • LANDSCA • ENVIRONMENTAL IMPACT

November 5, 1981

Mr. Joseph K. Conant, Director
Department of Housing and Community Development
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Conant:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 6, 1981

In reviewing your comment, we note that the low-moderate income and other "gap" group population are not expected to participate in the project. However, construction to building codes do allow certain design considerations for the handicapped. Additionally, our observations and analysis indicate that the immediate project area maintains a high concentration of retired senior citizens. As such, it is anticipated that they may also constitute a significant portion of total project residents.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

HASEGAWA KOMUTEN BUILDING, SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TEL. 521-6810

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

EILEEN R. ANDERSON
MAYOR

WILLARD T. CHOW
CHIEF PLANNING OFFICER

DGP9/81-3302

October 16, 1981

Mr. Wilbert C.F. Chee
Hasegawa Komuten Building
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Dear Mr. Chee:

Westbury Condominium
Environmental Impact Statement Preparation Notice

In addition to the areas of concern outlined by the Department of Land Utilization, items of interest to us are the following:

1. The adequacy of an 18-foot driveway fronting a major thoroughfare (Ala Moana Boulevard) and its ability to accommodate the various traffic movements that can be associated with a scale of development consisting of 120 studio apartments, and an existing 6,610-square foot retail-restaurant/bar-office space operation.

2. A plot plan showing location of existing and proposed structures, the vehicular/pedestrian circulation pattern within the project site, and vehicular access and egress points of the proposed development.

3. Estimates of additional sewage loads and water requirements to be generated and, if necessary, the on-site and off-site improvements to be installed to handle the new demands.

4. Design of drainage improvements to handle storm surface runoffs and the proposed disposition of drainage flows from the site.

5. Estimates of the school population expected and their impact on existing schools in the community.

6. The question of time sharing of the individual units as an alternative arrangement should be discussed. Although all living units are expected to be sold as residential condominiums, what safeguards will be made to prevent time sharing operations with its negative social impacts from becoming part of the project?

Sincerely,

RALPH KAWAMOTO
Planner

APPROVED:

WILLARD T. CHOW

Wil Chee-Planning

PLANNING • LAND USE • ENVIRONMENTAL IMPACT

November 5, 1981

Mr. Willard T. Chow
Department of General Planning
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Chow:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 16, 1981
DGP9/81-3302

The following correspond to your listed items of interest:

1. Plans for the project have been revised subsequent to the preparation notice and now include 136 studio apartments. Two driveways, each 20 feet in width are also planned along with elimination of the 6,610 square foot commercial building (a non-conforming use). The two 20-foot drives are expected to adequately accommodate movement of traffic on-site.
2. A plot plan will be included in the EIS.
3. Sewage loads and water requirements, and the development of improvements to handle them, will be discussed in the EIS.
4. Disposition of drain flows on-site and from the site will be discussed in the EIS.
5. Little if any residents of school age are expected. As such, any impact on existing schools will be negligible.
6. Individual units in the project are not planned for sale on time-sharing basis, and efforts are being made to market 50% of the units to owner-occupants. By-laws of the HPR document will prohibit certain rental arrangements.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

DEPARTMENT OF PARKS AND RECREATION

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813

EILEEN R. ANDERSON
DIRECTOR

ROBERT K. MASUDA
DIRECTOR

October 7, 1981

Mr. Wilbert C. F. Chee
Hasegawa Komuten Building, Suite 620
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
PREPARATION NOTICE
WESTBURY CONDOMINIUM - WAIKIKI
TMK: 2-6-11: 8, 9 & 19
PROJ. REF. NO. 81/WSDD-22

We have reviewed the Environmental Assessment/Determination for the proposed Westbury Condominium and make the following comments and recommendations.

The proposed recreational amenities will be adequate to serve the project's needs. The project will be subject to requirements of Park Dedication Ordinance No. 4621.

We recommend that contact with our Department be made to discuss the project's need to meet the park dedication requirements. Should you have any questions, please call Mr. Jason Yuen of our Advance Planning Section at 523-4695.

Sincerely yours,

ROBERT K. MASUDA, Director

RKM:vc

Wil Chee-Planning

PLANNING • ENGLISH • ENVIRONMENTAL IMPACT

November 5, 1981

Mr. Robert K. Masuda, Director
Department of Parks and Recreation
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Masuda:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 7, 1981
Proj. Ref. No. 81/WSDD-22

Westbury Holdings, the owner, has retained Belt, Collins and Associates as their landscape architect. As you suggest, Mr. Yuen has been contacted concerning park dedication requirements.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

HASEGAWA KOMUTEN BUILDING SUITE 620 • 820 MILILANI STREET • HONOLULU HAWAII 96813 • TEL 531-6810

University of Hawaii at Manoa

Environmental Center
Crawford 317 • 2550 Campus Road
Honolulu, Hawaii 96822
Telephone (808) 948-7361

Office of the Director

October 23, 1981

PN:0011

Mr. Wilbert C.F. Chee
Suite 620, Hasegawa Komuten Bldg.
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Preparation Notice
Environmental Impact Statement
Westbury Condominium
Honolulu, Oahu

The Environmental Center has received the above cited EIS Preparation Notice for review. A brief in-house review has been prepared by Diana Shephard and Jacquelin Miller of the Environmental Center staff. We offer the following comments:

1) Traffic Impact - We note that the Department of Transportation is requiring a traffic study for this project, and we concur that this is a major concern in evaluating the adequacy of the existing infrastructure.

2) Cumulative effects - Concern has been expressed over the relationship of this project and other proposed projects in the area to the long-term effects on air quality, tradewind-air flow to adjacent structures, traffic and parking, noise levels, and impacts on community demands for public facilities and services. These areas need to be reviewed in detail.

We appreciate the opportunity to provide these brief comments and hope they will be of help in the preparation of the EIS.

Yours truly,

Doak C. Cox
Director

cc: Diana Shephard
Jacquelin Miller

AN EQUAL OPPORTUNITY EMPLOYER

Wil Chee-Planning

PLANNING • LANDUSE • DEVELOPMENT

November 5, 1981

Mr. Doak C. Cox, Director
Environmental Center
Crawford 317, University of Hawaii
2550 Campus Road
Honolulu, Hawaii 96822

Dear Mr. Cox:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 23, 1981
Ref. PN:0011

Referencing your comment listing:

1. A Traffic Impact Analysis has been prepared for the project and will be included in the EIS.

2. The possibility of impacts to tradewind-air flow, parking, noise and demands for public facilities and services will be discussed in the EIS. Air quality questions will be discussed in the EIS as results of an Air Quality Analysis.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

HASEGAWA KOMUTEN BUILDING, SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TEL. 521-2900

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

October 6, 1981

GEORGE A. L. YUEN
DIRECTOR OF HEALTH

JOHN F. CHALMERS, M.D.
DEPUTY DIRECTOR OF HEALTH

HENRY N. THOMPSON, M.A.
DEPUTY DIRECTOR OF HEALTH

MELVIN K. KOIZUMI
DEPUTY DIRECTOR OF HEALTH

ABELINA MADRID SHAW, M.A., J.D.
DEPUTY DIRECTOR OF HEALTH

In reply, please refer to:
File: EPHS-SS

Mr. Wilbert C. F. Chee
Suite 620, Hasegawa Komuten Building
820 Mililani St.
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Request for Comments on Proposed Environmental Impact Statement (EIS) for Westbury Condominium, Waikiki, Honolulu, Hawaii

Thank you for allowing us to review and comment on the subject proposed EIS.

We submit the following comments for your information and consideration:

1. Subject to the nature of commercial usage, noise from activities associated with such facilities, including lounges and nightclubs, may have an adverse effect on the proposed residential units and existing neighboring residential areas.

2. Noise from recreational facilities may create disturbances on adjacent residents.

3. Parking structures or multi-level garages must be designed to control noise, specifically towards tire squeals and vehicular emissions.

4. Through facility design, noise from any proposed equipment, such as air conditioning/ventilation units, exhaust units, booster pumps and swimming pool pumps, must be attenuated to meet the allowable levels of Public Health Regulations, Chapter 44B, Community Noise Control for Oahu.

5. Activities associated with construction phase must comply with the provisions of Public Health Regulations, Chapter 44B, Community Noise Control for Oahu.

   a. The contractor must obtain a noise permit if the noise levels from the construction activities are expected to exceed the allowable noise levels of the regulations.

   b. Construction equipment and on-site vehicles or devices requiring an exhaust of gas or air must have a muffler.

   c. The contractor must comply with the conditional use of the permit as specified in the regulations and the conditions issued with the permit.

6. Traffic noise from heavy vehicles traveling to and from the construction site must be minimized in residential areas and must comply with the provisions of Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu.

We realize that the statements are general in nature due to preliminary plans being the sole source of discussion. We, therefore, reserve the right to impose future environmental restrictions on the project at the time final plans are submitted to this office for review.

Sincerely,

for MELVIN K. KOIZUMI
Deputy Director for
Environmental Health

Wil Chee-Planning

PLANNING • LAND USE • ENVIRONMENTAL IMPACT

November 5, 1981

Mr. Melvin K. Koizumi
Deputy Director for Environmental Health
Department of Health
State of Hawaii
P. O. Box 3378
Honolulu, Hawaii 96801

Attention: Mr. Brian Choy

Dear Mr. Koizumi:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 6, 1981
File: EPHS-55

Your comments relating to design considerations have been forwarded to project architects and other comments will be included in the EIS.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

HASELDEN KOBAYASHI BUILDING SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TEL. 521-2427

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PACIFIC ASIA REGION
P.O. BOX 50109
HONOLULU, HAWAII 96850

October 23, 1981

Mr. Wilbert C. F. Chee
Suite 620, Hasegawa Komuten Building
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

The Environmental Impact Statement Preparation Notice for the Westbury Condominium has been reviewed by this office. We have no substantial comments to make on the project.

Actual construction, however, will require notification under FAR 77 - "Any person proposing to erect an object that may affect navigable airspace must submit a notice to the FAA, on FAA Form 7460-1, Notice of Proposed Construction or Alteration."

Sincerely,

H. C. McClure
Director
Western-Pacific Region

Wil Chee-Planning

PLANNING • ENGINEERING • PROJECT MANAGEMENT

HASEGAWA KOMUTEN BUILDING, SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TELEPHONE

November 5, 1981

Mr. H. C. McClure, Director
Western-Pacific Region
Federal Aviation Administration
Department of Transportation
P. O. Box 50109
Honolulu, Hawaii 96850

Dear Mr. McClure:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 23, 1981

Project architects have been informed of your requirement for FAA Form 7460-1, "Notice of Proposed Construction or Alteration".

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

DEPARTMENT OF PUBLIC WORKS

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813

EILEEN R. ANDERSON
MAYOR

MICHAEL J. CHUN, Ph.D.
DIRECTOR AND CHIEF ENGINEER

ENV 81-388

October 20, 1981

Wilbert C. F. Chee
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Dear Mr. Chee:

Re: EIS Preparation Notice for Westbury Condominium, Waikiki, Oahu

In response to your letter dated September 24, 1981, concerning the subject project, we submit the following information.

1. The existing 12-inch sanitary sewer on Ala Moana Boulevard is inadequate to accommodate the proposed development.

2. Ala Moana Boulevard is under the jurisdiction of the State Department of Transportation.

3. Refuse collection will be done by private collector.

Me ke aloha pumehana,

MICHAEL J. CHUN
Director and Chief Engineer

cc: Div. of Wastewater Management

Wil Chee-Planning

PLANNING • LANDSCAPE • ENVIRONMENTAL IMPACT

November 5, 1981

Mr. Michael J. Chun
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Chun:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 20, 1981
Ref. ENV 81-388

Refering to your listing of items:

1. Alternate points for sewer hook-up are now being explored with your Division of Wastewater Management by project architects.

2. The project has been discussed with the Traffic Section of the State DOT.

3. Refuse collection will be contracted to a private company.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

HASEGAWA KOMAKI BUILDING, SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TEL. 537-8850

POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

1455 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96814 - AREA CODE (808) 955-8111

EILEEN R. ANDERSON
MAYOR

FRANCIS KEALA
CHIEF

OUR REFERENCE EFS-MJP

October 1, 1981

Mr. Wilbert C. F. Chee
Hasegawa Komuten Building
Suite 620
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Environmental Impact Statement Preparation
Notice for the Westbury Condominium

We have reviewed the subject proposal and have no objections to the project as outlined. As a general comment, we would encourage attention to the principles of environmental security in the design of the main building and its environs. Anything that can be done to discourage criminals promises to make this project more pleasing for everyone.

Sincerely,

FRANCIS KEALA
Chief of Police

By
EARL THOMPSON
Assistant Chief
Administrative Bureau

Wil Chee-Planning

PLANNING • LANDSCAPE • ENVIRONMENTAL IMPACT

November 5, 1981

Mr. Earl Thompson, Assistant Chief
Administrative Bureau, Police Department
City and County of Honolulu
1455 South Beretania Street
Honolulu, Hawaii 96814

Dear Mr. Thompson:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 1, 1981
Ref. EFS-MJP

You are assured that design of the building and project grounds to minimize criminal activity is our concern. Additionally an enterphone, entry surveillance by camera and security personnel are planned.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

HASEGAWA KOMUTEN BUILDING, SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TEL. 521-6810

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA
HONOLULU, HAWAII 96843

EILEEN R. ANDERSON, Mayor

YOSHIE H. FUJINAKA, Chairman
ROBERTA A. SOUZA, Vice Chairman
MICHAEL C. CHUN
WALTER A. DODS, JR.
RYOKO HIRAGASHIONNA
DONNA M. HOWARD
DAT QUON PANG

KAZU HAYASHIDA
Manager and Chief Engineer

October 28, 1981

Mr. Wilbert C. F. Chee
Will Chee Planning
Suite 620
Hasegawa Komuten Building
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Your Letter of September 24, 1981, on the Environmental Impact Statement Preparation Notice for the Westbury Condominium

We have the following comments on your proposed project:

1. We are not making advance water commitments to proposed developments. The availability of water for projects are determined when the building permits are submitted for our review and approval.

2. All approvals from the City's Department of Land Utilization must be obtained before we will initiate any action on the proposed development.

3. If water is made available for the project, the developer will be assessed our water development charge covering the development of source, reservoir, and transmission facilities to provide service to the project.

4. The water system construction plans must be submitted to us for our review and approval.

If you have any questions, please contact Lawrence Whang at 548-5221.

Very truly yours,

KAZU HAYASHIDA
Manager and Chief Engineer

Wil Chee-Planning

PLANNING • LANDUSE • ENVIRONMENTAL IMPACT

HASEGAWA KOMUTEN BUILDING, SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TEL. 521-5631

November 5, 1981

Mr. Kazu Hayashida
Manager and Chief Engineer
Board of Water Supply
City & County of Honolulu
630 S. Beretania Street
Honolulu, HI 96843

Dear Mr. Hayashida:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 28, 1981

We have received your comments and will relay them to the project architect.

Mahalo for your input!

Sincerely,

Wilbert C. F. Chee

WCFC:hg

245 North Kukui Street, Honolulu, Hawaii 96817, Telephone (808) 537-5966

AMERICAN LUNG ASSOCIATION of Hawaii

October 23, 1981

Mr. Wilbert C.F. Chee
Suite 620-Hasegawa Komuten Bldg
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Westbury Condominium (TMK: 2-6-11: 8, 9, 19)

We have reviewed the EIS Preparation Notice for the subject project with particular attention to the potential for air quality impact. The following comments are offered.

1. The primary air quality impact of a project such as this is related to its nature as a traffic generator, i.e. ,residents, service vehicles, visitors, etc. We noted that the DOTS required a traffic study which should also serve as the basis for a microscale carbon monoxide analysis. The EIS Preparation Notice suggested that the long-term impact of traffic on air quality is expected to be minimal on the basis that net traffic on and off the site will be reduced. We trust that the EIS will include actual traffic counts substantiating the present activity on the site for comparison with projected activity after the condominium is constructed and occupied.

2. Consideration of the building's indirect impact on power plant emissions through its electrical demand should be included. As a minimum, estimates of annual emissions of regulated pollutants arising from combustion of oil to generate the required electricity should be determined.

3. An analysis of the effect of construction on levels of regulated pollutants in the project area should also be included.

4. Mitigative measures to reduce short and long term air quality impacts should be discussed.

Sincerely yours,

James W. Morrow
Director
Environmental Health

JWM:jm
C2/L39

Wil Chee-Planning

November 17, 1981

Mr. James W. Morrow
Director, Environmental Health
American Lung Association
245 North Kukui Street
Honolulu, Hawaii 96817

Dear Mr. Morrow:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated October 23, 1981

We acknowledge your concerns and will include them in our EIS.

Mahalo for your input!

Sincerely,

Wilbert C.F. Chee

WAIKIKI NEIGHBORHOOD BOARD NO. 9
c/o WAIKIKI/KAPAHULU LIBRARY
400 KAPAHULU AVENUE
HONOLULU, HAWAII 96815

Wil Chee Planning
Suite 620 Hasegawa Tomuten Bldg.
820 Mililani St.
Honolulu, Hi 96813

Dear Mr. Chee

Thank you for your recent letter in regard to the Westbury Project at 1700 Ala Moana, PMT 2-6-11; 2,9,19. We are interested in this project.

We also wish to be a consulted party in regard to planning on Westbury.

Thank you for your consideration of our request.

Sincerely yours

Francis Pearson
Chairman Waikiki Neighborhood Board No. 9

FP:SM

cc Michael McElroy, Director
Director Dept. of Land Utilization

11/1/81

Wil Chee-Planning

November 17, 1981

Mr. Francis Pearson, Chairman
Waikiki Neighborhood Board No. 9
c/o Waikiki Kapahulu Library
400 Kapahulu Avenue
Honolulu, Hawaii 96815

Dear Mr. Pearson:

Subject: EIS Preparation Notice, Westbury Condominium
Your Correspondence dated November 1, 1981

Thank you for your letter. We note that the Waikiki-Kapahulu Library will receive a copy of our EIS Draft from the Environmental Quality Commission. We look forward to your review of our Draft.

Mahalo for your interest!

Sincerely,

Wilbert C.F. Chee

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858

PODED-PV

5 October 1981

Mr. Wilbert C.F. Chee
Wil Chee Planning
Suite 620, Hasegawa Komuten Building
820 Mililani Street
Honolulu, HI 96813

Dear Mr. Chee:

Thank you for the opportunity to review your Environmental Impact Statement Preparation Notice for the Westbury Condominium, sent to us on 24 September 1981. Based on our review, we provide the following comments:

a. A Department of the Army permit is not required for this project.

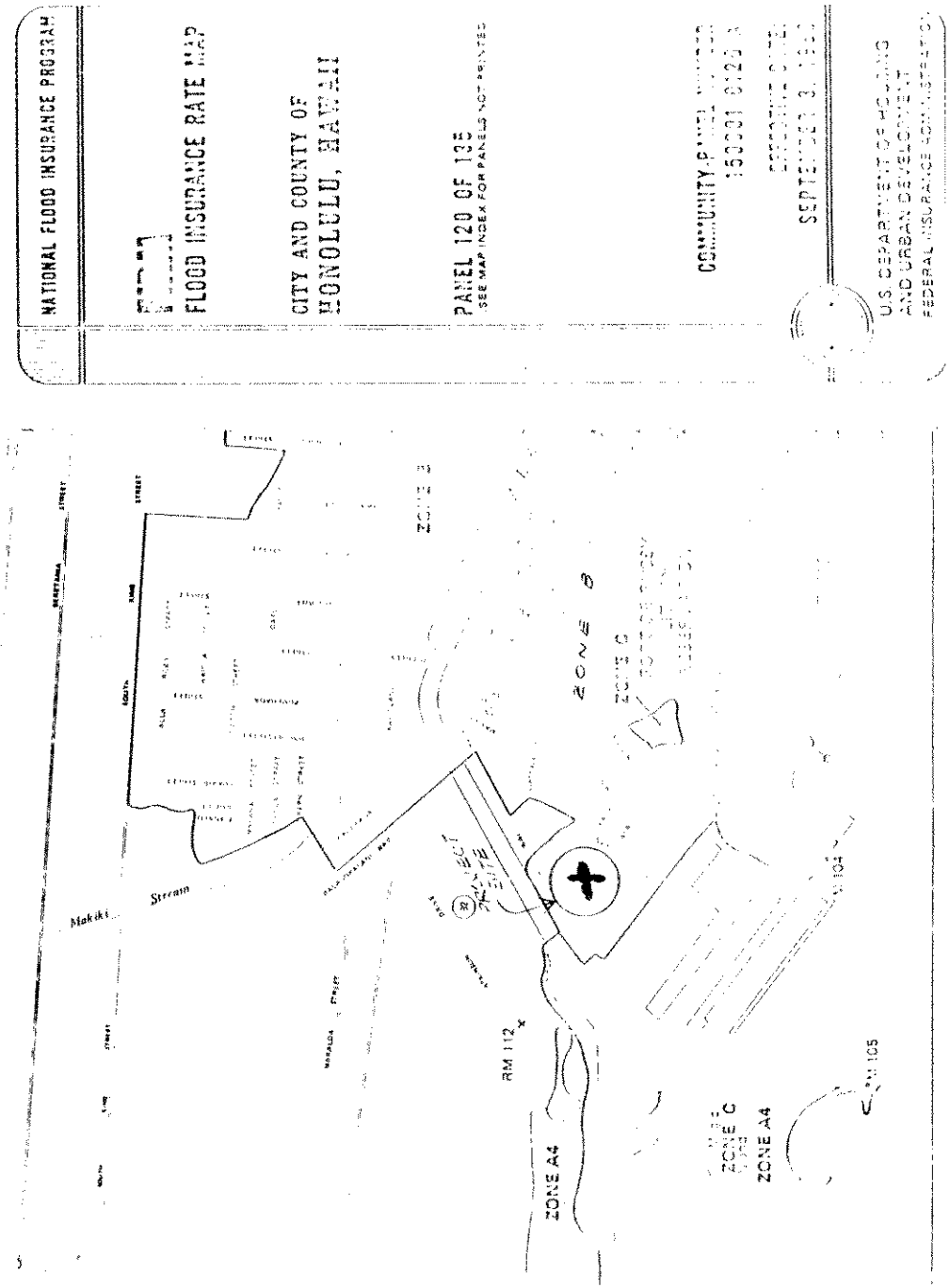
b. Current flood hazard designation of the proposed commercial and residential condominium site, based on the Flood Insurance Study for the island of Oahu, is Zone B (Inclosure 1) or an area between the limits of the 100-year and the 500-year floods. The 100-year and 500-year events have a 1.0 and 0.2 percent chance, respectively, of being equalled or exceeded in any given year. Based on the most updated information, however, the preliminary Waikiki-Mo'ili'ili Flood Insurance Study designates the proposed condominium site as a shallow flooding area of 2 feet average depth (Zone AO designation).

The Corps will be happy to review the draft Environmental Impact Statement when it becomes available.

Sincerely,

1 Incl
As stated

KISUK CHEUNG
Chief, Engineering Division



The Sierra Club, Hawaii Chapter

Post Office Box 22897, Honolulu, HI 96822
Telephone: (808) 946-8494

22 October 1981

Nuuanu Pali, by Fisquet, 1837

Mr. Wilbert C. F. Chee
Suite 620, Hasegawa Komuten Building
820 Mililani Street
Honolulu, Hawai'i 96813

Dear Mr. Chee:

We recently received a communication from you regarding the Environmental Impact Statement Preparation Notice for the Westbury Condominium. Thank you for including us in the review of this document. We do not have any comments to make at this time but will endeavor to find a member to review the draft EIS when it becomes available.

Sincerely,

Susan E. Miller
Susan E. Miller
Conservation Chairman, Honolulu Group

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
1455 S. BERETANIA STREET, ROOM 305
HONOLULU, HAWAII 96814

EILEEN R. ANDERSON
MAYOR

M. M. NONAKA
CHIEF

October 7, 1981

Mr. Wilbert C. F. Chee
Suite 620, Hasegawa Komuten Building
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

RE: Environmental Impact Statement Preparation Notice for the Westbury Condominium

We have no objections or comments to make at this time.

Sincerely,

Melvin M. Nonaka,
Fire Chief

MMN:ct/LS

GEORGE R. ARIYOSHI
GOVERNOR

FRANKLIN Y. K. SUNN
DIRECTOR
RICHARD PAGLINAWAN
DEPUTY DIRECTOR
ALFRED K. SUGA
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF SOCIAL SERVICES AND HOUSING

October 14, 1981

Mr. Wilbert C. F. Chee
Hasegawa Komuten Building
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Gentlemen:

Subject: Environmental Impact Statement Preparation Notice for the Westbury Condominium

The Hawaii Housing Authority has reviewed the EIS preparation notice for the Westbury Condominium and has no specific comments to offer relative to the proposed action.

Thank you for the opportunity to comment on this matter.

Sincerely,

FRANKLIN Y. K. SUNN
Director

Wayne J. Yamasaki

October 16, 1981

STP 8.7696

Mr. Wilbert C. F. Chee
Hasegawa Komuten Building
Suite 620
820 Mililani Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Environmental Impact Statement
Preparation Notice for
Westbury Condominum

We have no substantive comments to offer to assist you in preparing an EIS. We, however, may be able to offer meaningful comments for your consideration upon receipt of the required traffic study.

Very truly yours,

Ryokichi Higashionna
Director of Transportation

411 Hobron Lane, #3008
Honolulu, Hawaii 96815

October 19, 1981

Wil Chee Planning
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Dear Sirs:

As permanent year-round residents of the Hobron area, we are strongly protesting the proposed construction of the "Westbury" project on Ala Moana boulevard.

As planned this building would stick up like a sore thumg, completely out of proportion with the surrounding structures.

At present, and in the forseeable future, it seems very poor planning to add to the empty hotel rooms and apartments that we already have.

What ever happened to the moratorium on high rise construction? There always seems to be a way to get around it. The devious politicking that now abounds certainly is not responsible government.

We sincerely hope the project of "Westbury" will be scrapped or indefinitely postponed.

Sincerely,

Joseph F. Hughes, M.D.

Mary R. Hughes

JFH/h
cc:Waikiki Neigh. Bd.
Waikiki Res. Ass'n.

GEORGE R. ARIYOSHI
GOVERNOR

STATE OF HAWAII
ENVIRONMENTAL QUALITY COMMISSION

550 HALEKAUWILA ST
ROOM 301
HONOLULU, HAWAII 96813

Roy Takemoto
Chairman
Joan Kodani
Executive Secretary
TELEPHONE NO.
(808) 548-6915

November 24, 1981

Westbury Holdings, N. V.
c/o Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Draft Environmental Impact Statement for the Proposed Westbury, Waikiki, Oahu

The EIS was officially received by the EQC on November 20, 1981. We have sent copies of the Statement to the agencies, libraries, and organizations on the attached distribution list.

Notice of the Statement will be published in the November 23, 1981 EQC Bulletin. To allow for a 30-day public review period, the deadline date for comments is December 23, 1981. We have requested that all written comments be directed to the Department of Land Utilization, City and County of Honolulu, with a copy to Westbury Holdings, N.V., in care of your office.

Please feel free to contact me if you have any questions regarding this EIS.

Sincerely,

Joan Kodani
Executive Secretary

Enclosure
cc: Department of Land Utilization (with enclosure)
OEQC (with enclosure)

GEORGE R. ARIYOSHI
GOVERNOR

STATE OF HAWAII
ENVIRONMENTAL QUALITY COMMISSION

550 HALEKAUWILA ST.
ROOM 301
HONOLULU, HAWAII 96813

Roy Takemoto
Chairman
Joan Kodani
Executive Secretary
TELEPHONE NO.
(808) 548-6915

November 23, 1981

Dear Reviewer:

Attached for your review is an Environmental Impact Statement (EIS) that was prepared pursuant to Chapter 343, Hawaii Revised Statutes and the Rules and Regulations of the Environmental Quality Commission:

Title: The Westbury

Location: Waikiki, Oahu

Classification: Applicant Action

Your comments or acknowledgement of no comments on the EIS are welcomed. Please submit your reply to the accepting authority or approving agency:

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Please send a copy of your reply to the proposing party:

Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Your comments must be received or postmarked by: December 23, 1981.

If you have no further use for this EIS, please return it to the Commission.

Thank you for your participation in the EIS process.

EQC DISTRIBUTION LIST

( ) E.A. (X) EIS (X) APPLICANT ACTION ( ) AGENCY ACTION

Title: The Westbury

Location: Waikiki, Oahu

Proposing Agency/Applicant: Westbury Holdings, N.V.

Accepting Authority/Approving Agency: Department of Land Utilization, City and County of Honolulu

Deadline for Comments: December 23, 1981

Date Sent: NOV 24 1981

By: ac

STATE AGENCIES	Amount Sent	Remarks
OEQC	✓ 2 ✓	
Dept. of Agriculture	✓ 1 ✓	
Dept. of Land and Natural Resources (3)	✓ 3 ✓	
Dept. of Health	1 ✓	
Dept. of Planning and Economic Development	1 ✓	
Dept. of Defense	✓ 1 ✓	
Dept. of Accounting and General Services	✓ 1 ✓	
Dept. of Social Services and Housing	1 ✓	
Dept. of Transportation (3)	✓ 3 ✓	
Dept. of Education*	1 ✓	
DLNR State Historic Preservation Officer	1 ✓	
Dept. of Hawaiian Home Lands*		
State Energy Office	✓ 1 ✓	
UNIVERSITY OF HAWAII		
Environmental Center (4)	✓ 4 ✓	
Water Resources Research Center	1 ✓	
Marine Programs*		
FEDERAL		
Environmental Protection Agency*		
U.S. Army Corps of Engineers	1 ✓	
U.S. Fish and Wildlife Service	✓ 1 ✓	
Soil Conservation Service	✓ 1 ✓	
15th ABW/DEE	1 ✓	
Navy	1 ✓	
Army-DAFE	✓ 1 ✓	
U.S. Coast Guard	✓ 1 ✓	
U.S. Geological Survey*	1 ✓	
FAA	1 ✓	

Total Received: 60

Total Distributed: 59

File Copy: 1

NEWS MEDIA	Amount Sent	Remarks
Honolulu Star Bulletin	1 ✓	
Advertiser	1 ✓	
The Sun Press - Oahu		
Ka Leo O Hawaii - UH		
Hawaii Tribune - Hawaii		
West Hawaii Today - Kona		
Lahaina Sun - Maui		
Maui News - Maui		
Ka Molokai - Molokai		
The Garden Island Newspaper - Kauai		
HONOLULU - CITY & COUNTY AGENCIES		
Dept. of General Planning	✓ 1 ✓	
Dept. of Land Utilization		
Dept. of Transportation Services	✓ 1 ✓	
Dept. of Parks and Recreation	✓ 1 ✓	
Dept. of Public Works	✓ 1 ✓	
Board of Water Supply	✓ 1 ✓	
Dept. of Housing & Community Development	1 ✓	
Mass Transit Division*		
Building Department	✓ 1 ✓	
HAWAII - COUNTY AGENCIES		
Planning Department		
Dept. of Public Works		
Dept. of Parks and Recreation		
Dept. of Water Supply		
Dept. of Research and Development		
University of Hawaii - Hilo Campus Library		
MAUI - COUNTY AGENCIES		
Planning Department (2)		
Dept. of Public Works		
Dept. of Parks and Recreation		
Dept. of Water Supply		
Economic Development Agency		
Maui Community College Library		
KAUAI - COUNTY AGENCIES		
Planning Department		
Dept. of Public Works		
Dept. of Water Supply		
Kauai Community College Library		

LIBRARIES	Amount Sent	Remarks
State Main Branch (2)	2	
Regional:		
Kaimuki Regional Library	1	
Kaneohe Regional Library	1	
Pearl City Regional Library	1	
Hilo Regional Library	1	
Wailuku Regional Library	1	
Lihue Regional Library	1	
Branch:		
OAHU		
Aiea Library		
Aina Haina Library		
Ewa Beach Community-School Library		
Hawaii Kai Library		
Kahuku Community-School Library		
Kailua Library		
Kalihi-Palama Library		
Liliha Library		
Manoa Library		
McCully-Moiliili Library		
Mililani Library		
Wahiawa Library		
Waialua Library		
Waianae Library		
Waikiki-Kapahulu Library	1	
Waimanalo Community-School Library		
Waipahu Library		
HAWAII		
Bond Memorial Library (Kohala)		
Holualoa Library		
Honokaa Library		
Kailua-Kona Library		
Keaau Community-School Library		
Kealakekua Library		
Laupahoehoe Community-School Library		
Mountain View Community-School Library		
Pahala Community-School Library		
Pahoa Community-School Library		
Thelma Parker Memorial Library		
MAUI		
Kahului Library		
Lahaina Library		
Makawao Library		
MOLOKAI		
Molokai Library		
LANAI		
Lanai Community-School Library		

LIBRARIES	Amount Sent	Remarks
KAUAI		
Hanapepe Library		
Kapaa Library		
Koloa Community-School Library		
Waimea Library		
OTHERS		
Hamilton Library, Hawaiian Collection	1	
State Archives	1	
LRB Library	1	
Municipal Reference Center (for Oahu EIS's)	1	
Windward Community College Library		
Life of the Land	1	
American Lung Association	1	

Mr. Francis Pearson, Chairman
Waikiki Neighborhood Board No. 9
c/o Waikiki-Kapahulu Library
400 Kapahulu Avenue
Honolulu, HI 96815

The Sierra Club, Hawaii Chapt
P.O. Box 22897
Honolulu, HI 96822

Dr. and Mrs. Joseph F. Hughes
411 Hobron Lane, #3008
Honolulu, HI 96815

Life of the Land
250 S. Hotel Street, Room 211
Honolulu, HI 96813

American Lung Association
245 N. Kukui Street
Honolulu, HI 96817

Mr. H.C. McClure, Director
Western-Pacific Region
Federal Aviation Administrati
Dept. of Transportation
P.O. Box 50109
Honolulu, HI 96850

STATE OF HAWAII
ENVIRONMENTAL QUALITY COMMISSION
550 HALEKAUWILA ST.
ROOM 301
HONOLULU, HAWAII 96813
PHONE 548-6915

DATE: November 24, 1981

TO: Irene Gomes

FROM: EQC

SUBJECT: The Westbury

_____ AS REQUESTED

_X_ FOR YOUR INFORMATION & FILES

_____ FOR YOUR COMMENTS BY

_____ FOR YOUR FURTHER DISTRIBUTION

_____ FOR YOUR DIRECT RESPONSE

REMARKS: Enclosed are two of the above.
We are also sending copies to the following:

Regionals - 6
Waikiki-Kapahulu Library - 1

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813 • (808) 523-4432

EILEEN R. ANDERSON
MAYOR

MICHAEL M. McELROY
DIRECTOR

BI/WSDD-22(MK)

December 22, 1981

Westbury Holdings, N. V.
c/o Oahu - Planning
520 Ala Moana Street, Suite 620
Honolulu, Hawaii 96813

Dear Sir, Miss:

Draft Environmental Impact Statement (DEIS)
The Westbury

Our comments on the above cited EIS are as follows:

Description (Page -)

The floor plan and description of the units do not specify kitchen facilities (i.e., sinks). The DEIS should include a more complete description of the apartment units and a floor plan indicating the location of all kitchen facilities.

Project site (Page 7) Figure 3, Plot Plan

The existing 18 foot access drive, which extends beyond this project's property boundary, should be discussed. Who has the access? Is the easement in favor of the applicant?

Estimated Length of Time for Construction

There is a discrepancy in the DEIS regarding the estimated time for construction. On Page 1, it is estimated to be 18 months; on Page 7, 14 months.

Physical and Visual Environment (Page 29)

How does this project look in relation to surrounding buildings? The EIS should include a visual representation to supplement the description already provided.

If there are any questions, please call Margo Kimmel of our staff at 523-4077.

Very truly yours,

Michael M. McElroy

MICHAEL M. McELROY
Director of Land Utilization

MMM:cl

Wil Chee-Planning

PLANNING • LAND USE • ENVIRONMENTAL IMPACT

January 5, 1981

Mr. Michael M. McElroy
Director, Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Attention: Marge Kimmerer

Dear Mr. McElroy:

Subject: EIS, Westbury Condominium, Your Correspondence dated December 22, 1981, 81/WSDD-22(MK)

Description(page 6)

A floor plan indicating unit layout and a more complete description of apartment units will be included in the Revised EIS.

Project Site (page 7)

Access rights for the easement have been purchased by the developer. As Figure 3 indicates, a portion of the new access drive will be located upon it; the remainder of which will be landscaped.

Estimated Length of Time for Construction

Estimated construction time is 18 months. The reference on page 7 will be revised.

Physical and Visual Environment

A photographic representation of the area will be prepared to depict the visual addition of the Westbury on the project site. It will be included in the Revised EIS.

Please call if there are any further questions.

Sincerely,

Wilbert C.F. Chee

HASEGAWA KOMUTEN BUILDING SUITE 620 • 833 MERCHANT STREET • HONOLULU HAWAII 96813 • TEL 533-6810

GEORGE R. ARIYOSHI
GOVERNOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
550 HALEKAUWILA ST.
ROOM 301
HONOLULU, HAWAII 96813

George Yuen
Director
TELEPHONE NO.
548-6915

December 11, 1981

Mr. Michael McElroy, Director
Department of Land Utilization
City and County of Honolulu

Dear Mr. McElroy:

SUBJECT: Environmental Impact Statement for The Westbury, Waikiki, Oahu

We have reviewed the subject statement and offer the following comments:

Page 18. Mention should be made whether or not the project falls within the Special Management Area boundary. If it is, then a discussion of how the project relates to the Coastal Zone Management Act's objectives and policies should be included.

Page 24. It would be better to state that a slowing of growth in Waikiki will reduce future traffic increases in Waikiki.

Page 25. A worst case condition for vehicular emissions would occur during the short-term construction of the sewer line along Ala Moana Boulevard. Consideration should be given to traffic tie-ups and air quality since at least one of these lanes would be closed. A discussion is recommended.

Page 38. The provision of water to this project should be included.

Thank you for allowing us to comment on this statement.

Yours truly,

George Yuen
Director for Office of Environmental Quality Control

cc: Westbury Holdings, N.V.

Wil Chee-Planning

December 21, 1981

Mr. George Yuen, Director
Office of Environmental Quality Control
550 Halekauwila Street, Room 301
Honolulu, Hawaii 96813

Attn: Mr. Melvin Koizumi

Dear Mr. Yuen:

Subject: EIS, Westbury Condominium
Your Correspondence Dated December 11, 1981

In response to your comments:

Page 18. Mention of the SMA boundary will be included on page 19 of the Final EIS. The project is not within SMA boundaries.

Page 24. The sentence "A consequence should be less traffic" will be changed to read "A consequence should be the reduction of future traffic increases", to reflect your comment.

Page 25. A worst case condition for vehicular emissions could occur during the construction of the sewer line when construction also occurs during peak hours of traffic. Critical phases of construction could produce conditions when one or more lanes of traffic would temporarily be blocked. In such instances, free flow of traffic would be hindered with an accompanying increase in vehicular emissions to the immediate environment. A discussion of this will be included on pages 22 and 23 of the final EIS.

Page 38. Provision of water and processing of any additional charges for a new meter will be included at the time of building permit noted as item #2 of page 38.

Thank you for your input.

Sincerely,

Wilbert C.F. Chee

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU

COPY

December 11, 1981

TO : MR. MICHAEL M. McELROY
DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : KAZU HAYASHIDA
BOARD OF WATER SUPPLY

SUBJECT: YOUR LETTER OF NOVEMBER 23, 1981 ON THE WESTBURY CONDOMINIUM ENVIRONMENTAL IMPACT STATEMENT

We have the following comments on the proposed project:

1. Page 5 - Impacts on Infrastructure

   The average water demand of 27,200 gpd, for 136 units, should be corrected to 40,800 gpd (136 units x 300 gallon/unit) to conform to our Water System Standards.

   The maximum water demand should be 61,200 gpd (40,800 gpd x 1.5).

2. Page 30 - Water

   The daily demand of 100 gpd, for each resident, should be changed to 150 gpd.

   The daily consumption figure of 27,200 gpd should be corrected to 40,800 gpd.

If you have any questions, please contact Lawrence Whang at 548-5221.

Kazu Hayashida

KAZU HAYASHIDA
Manager and Chief Engineer

cc: Wil Chee - Planning

Wil Chee-Planning

PLANNING • LAND USE • ENVIRONMENTAL IMPACT

December 22, 1981

Mr. Kazu Hayashida
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania
Honolulu, Hawaii 96843

Attention: Mr. Larry Whang

Dear Mr. Hayashida:

Subject: EIS, Westbury Condominium
Your Correspondence dated December 11, 1981

As you suggest, the water demand and consumption figures will be revised to conform with Water System Standards, in the Final EIS.

Mahalo for your input!

Sincerely

Wilbert C.F. Chee

HASEGAWA KOMUTEN BUILDING SUITE 620 • 820 MILILANI STREET • HONOLULU HAWAII 96813 • TEL 533-6810

PODED-PV

3 December 1981

Mr. Michael McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. McElroy:

Thank you for the opportunity to review the Environmental Impact Statement (EIS) for the Westbury Condominium, sent to us on 23 November 1981. Based on our review, we provide the following comments:

a. Paragraph "a." of our letter of 5 October 1981 (no US Army Department of the Army permit required) is still valid.

b. Reference EIS text pages 10 and 11 (E. Flood/Tsunami); and Corps letter dated 5 October 1981 to Wil Chee Planning: According to the revisions to the City and County of Honolulu's Flood Insurance Study for Oahu for the Waikiki area, as shown on the updated preliminary Flood Insurance Rate Map (FIRM) (12 November), the proposed condominium is designated an area of 100-year shallow flooding of 2-foot average depth (Zone A). Inclosure 1 is the updated FIRM for the area.

Sincerely,

1 Incl
As stated

CLARENCE S. FUJII
Acting Chief, Engineering Division

CF:
Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, HI 96813

Wil Chee-Planning

PLANNING • LAND USE • ENVIRONMENTAL IMPACT

December 14, 1981

Mr. Clarence S. Fujii
Acting Chief, Engineering Division
U.S. Army Engineering District
Fort Shafter, Hawaii 96858

Dear Mr. Fujii:

Subject: EIS, Westbury Condominium
Your Correspondence dated December 9, 1981 PODED-PV
to the Department of Land Utilization.

Thank you for your information. The new data from the Flood Insurance Map updates will be included in our Revised EIS. Mahalo!

Thank you for your input.

Sincerely,

Wilbert C.F. Chee

HASEGAWA KOMUTEN BUILDING SUITE 620 • 820 MILILANI STREET • HONOLULU, HAWAII 96813 • TEL 533-6810

GEORGE R. ARIYOSHI
Governor
HIDETO KONO
Director
FRANK SKRIVANEK
Deputy Director

DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT
STATE ENERGY OFFICE
335 Merchant Street, Room 110
Honolulu, Hawaii 96813

Ref No 81:1185/650A

November 27, 1981

Mr. Wil Chee, Planner
Westbury Holdings, NV
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

Dear Mr. Chee:

The Division of Energy, Department of Planning and Economic Development, has been asked to review the Environmental Impact Statement prepared by yourself for the proposed development, The Westbury. We would appreciate your reply to several questions the EIA has raised:

1. The study states that "tinted" windows will be used throughout. Does that mean that they will be of the dark, heat-absorbing variety, rather than the silver-colored reflective variety?

2. We cannot determine from the rendering if the protrusions between the floor are lanais or sills. If they are lanais, will each living unit be equipped with an awning or other cover which the occupant can lower as a sunscreen? If the protrusions are sills only, what provisions have been made to protect the occupant from the considerable heat gain inevitable on certain faces of the building? (See page 78 of Article 8, the energy conservation building code for the City and County of Honolulu.)

   More specifically, since each living unit will have the option of installing a package air conditioner, it is likely that those units occupying certain faces of the building will be less likely to need air conditioning because of minimal solar gain, while those units exposed to direct sun will need much greater protection (especially if lanais are not planned.) We wonder if provision has been made to counteract what would otherwise be an interior environment that would almost certainly necessitate air conditioning during much of the day?

3. We wonder why gas has been chosen as the water heating medium when it is such an energy-intensive (and hence expensive) commodity in Hawaii. Most new centrally-air conditioned structures in Hawaii are designed with waste heat recovery units. While we gather that the building will be without central air conditioning, we wonder if the possibility of capturing other waste heat sources have been explored, and likewise if the option of industrial-sized heat pumps has been looked at.

Your attention to this matter is greatly appreciated.

Sincerely,

Howard C. Wiig
Energy Analyst

HCW:ck

cc: Environmental Quality Commission, State of Hawaii
Department of Land Utilization, C & C of Honolulu

Wil Chee-Planning

PLANNING • LAND USE • ENVIRONMENTAL IMPACT

December 14, 1981

Mr. Howard Wiig
State Energy Office
Department of Planning and Economic Development
335 Merchant Street, Room 110
Honolulu, Hawaii 96813

Dear Mr. Wiig:

Subject: EIS, Westbury Condominium
Your Correspondence dated November 27, 1981
Ref. No. 81-1185/650A

The following are replies to the questions you raise:

1. Tinting of windows will not be of the reflective silver-colored variety. Windows will be bronze or gray tinted, although the extent to which it is heat-absorbing has not yet been determined.

2. The protrusions between floors are sills. They will be four (4) feet wide and according to the project architect, will provide shade for the window areas during most of the day. As such, the heat gain to which you refer is not expected to be of a magnitude sufficient enough to warrant further preventive measures. The building will be in compliance with the energy conservation building code of the City and County.

   As you note, the solar gain will be unevenly distributed among the directional faces of the building. While this is a natural function, there probably will be instances where interior environments could become uncomfortably warm. For these instances, windows are designed to be openable, and space for an air conditioner will be provided in units.

3. The gas system shown is a minimal "first cost" measure and according to the project architect, is for preliminary costing purposes. The use of solar panels or heat pumps are being considered.

I hope that these replies adequately address your concerns. Feel free to call if you have any further questions and thank you for your input.

Sincerely,

Wilbert C.F. Chee

HASEGAWA KOMUTEN BUILDING SUITE 620 • 820 MILILANI STREET • HONOLULU HAWAII 96813 • TEL 533-6818

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801-9904

GEORGE A. L. YUEN
DIRECTOR OF HEALTH

JOHN F. CHALMERS, M.D.
DEPUTY DIRECTOR OF HEALTH

HENRY N. THOMPSON, M.A.
DEPUTY DIRECTOR OF HEALTH

MELVIN K. KOIZUMI
DEPUTY DIRECTOR OF HEALTH

ABELINA MADRID SHAW, M.A., J.D.
DEPUTY DIRECTOR OF HEALTH

In reply, please refer to:
File: EPHSD-SS

December 8, 1981

MEMORANDUM

To: Department of Land Utilization
City and County of Honolulu

From: Deputy Director for Environmental Health

Subject: Environmental Impact Statement (EIS) for The Westbury, Waikiki, Oahu

Thank you for allowing us to review and comment on the subject EIS. On the basis that the project will comply with all applicable Public Health Regulations, please be informed that we do not have any objections to this project.

We realize that the statements are general in nature due to preliminary plans being the sole source of discussion. We, therefore, reserve the right to impose future environmental restrictions on the project at the time final plans are submitted to this office for review.

for Brian M. Chee
MELVIN K. KOIZUMI

cc: Office of Environmental Quality Control
✓Westbury Holdings, N.V.

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY SUPPORT COMMAND, HAWAII
FORT SHAFTER, HAWAII 96858

APZV-EHE-E

9 DEC 1981

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

The Environmental Impact Statement for the Westbury Condominium has been reviewed and we have no comments to offer. Aside from a minor increase in vehicular traffic, the project will have no significant adverse impact on Army activities at nearby Fort DeRussy.

Sincerely,

Original signed by

ADOLPH A. HIGHT
COL, EN
Director of Engineering and Housing

CF:
✓Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

HEADQUARTERS
NAVAL BASE PEARL HARBOR
BOX 110
PEARL HARBOR, HAWAII 96860

IN REPLY REFER TO:
002:vjy
Ser 2372

9 DEC 1981

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Environmental Impact Statement
The Westbury

The Environmental Impact Statement for The Westbury, forwarded by the Environmental Quality Commission, has been reviewed and the Navy has no comments to offer. By copy of this letter, the EIS is being returned to the State Environmental Quality Commission as requested.

Thank you for the opportunity to review the EIS.

Sincerely,

R. L. ELSBERND
Lieutenant Commander, CEC, USN
Deputy Facilities Engineer
By direction of the Commander

Copy to:
Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

State EQC (w/EIS)

GEORGE R. ARIYOSHI
GOVERNOR

CHARLES G. CLARK
SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P. O. BOX 2360
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

December 7, 1981

Department of Land Utilization
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Sir:

SUBJECT: EIS, The Westbury Condominium
TMK: 2-6-11:8,9,19, 0.889 Acres

The subject Environmental Impact Statement for the Westbury Condominium with 136 units located at 1700 Ala Moana Boulevard is expected to have a negligible impact on student enrollment on our schools in the area.

Should there be any questions, please contact Mr. Howard Lau at 737-5231.

Sincerely,

CHARLES G. CLARK
Superintendent

CGC:HL:jl

cc: Honolulu District
Mr. James Edington
Westbury Holdings

AN EQUAL OPPORTUNITY EMPLOYER

GEORGE R. ARIYOSHI
GOVERNOR

JACK K. SUWA
CHAIRMAN, BOARD OF AGRICULTURE

STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
1428 SO. KING STREET
HONOLULU, HAWAII 96814

November 27, 1981

MEMORANDUM

To: Department of Land Utilization
City and County of Honolulu

Subject: EIS - The Westbury
Westbury Holdings, N.V.
TMK: 2-6-11:8,9,19 - 1700 Ala Moana, Waikiki

The Department of Agriculture has reviewed this EIS and has no comments to offer at this time. The copy of the EIS is returned to the Environmental Quality Commission.

We appreciate the opportunity to comment.

Jack K. Suwa

JACK K. SUWA
Chairman, Board of Agriculture

cc: Westbury Holdings, N.V.
c/o Wil Chee Planning
820 Mililani St., Suite 620
Honolulu, HI 96813

GEORGE R. ARIYOSHI
GOVERNOR

Franklin Y. K. Sunn
DIRECTOR

Alfred K. Suga
DEPUTY DIRECTOR

RICHARD PAGLINAWAN
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF SOCIAL SERVICES AND HOUSING

December 1, 1981

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Subject: The Westbury
Waikiki, Oahu
Environmental Impact Statement

The Hawaii Housing Authority has reviewed the EIS for the construction of a 136-unit, 39-story condominium to be known as the "Westbury" and have no comments to make on the project.

Thank you for allowing us to comment on this matter.

Sincerely,

Franklin Y. K. Sunn

FRANKLIN Y. K. SUNN
Director

HIK:ck

cc: Westbury Holdings, N.V.

Dept. of Housing & Community Development
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 5th FLOOR
HONOLULU, HAWAII 96813

December 2, 1981

MEMORANDUM

TO: Michael M. McElroy, Director
Department of Land Utilization

FROM: Joseph K. Conant

SUBJECT: Environmental Impact Statement (EIS)
The Westbury Project
Waikiki, Oahu

We have reviewed the EIS for the subject project and recommend that some units be set aside for low/moderate and gap income families.

Thank you for forwarding the EIS for our comment.

JOSEPH K. CONANT
Original Signed
JOSEPH K. CONANT

cc: Westbury Holdings, N.V.
Wil Chee--Planning
820 Mililani Street
Suite 620
Honolulu, Hawaii 96813

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

EILEEN R. ANDERSON
MAYOR

ROBERT K. MASUDA
DIRECTOR

SAM L. CARL
DEPUTY DIRECTOR

OSCAR K. ASAHINA
EXECUTIVE ASSISTANT

December 9, 1981

MEMORANDUM

TO : MICHAEL M. McELROY, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : ROBERT K. MASUDA, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT (EIS)
THE WESTBURY CONDOMINIUM - WAIKIKI
TMK: 2-6-11: 8, 9 & 19

We have no objection to the proposed Westbury Condominium to be developed in Waikiki. Our comments and recommendation for the project have been included in the EIS report.

Recreational amenities are being provided and the applicant is aware that the project is subject to compliance with the Park Dedication Ordinance No. 4621.

Should you have any questions, please call Mr. Jason Yuen at extension 4695.

RKM:vc

cc: Westbury Holding, N.V.
(Wil Chee, Planning)

DEC 18 1981

DEPARTMENT OF PLANNING
AND ECONOMIC DEVELOPMENT

GEORGE R. ARIYOSHI
Governor

HIDETO KONO
Director

FRANK SKRIVANEK
Deputy Director

Kamamalu Building 250 South King St Honolulu Hawaii • Mailing Address P O Box 2359 Honolulu Hawaii 96804

December 15, 1981

COPY

Ref. No. 3995

Mr. Michael McElroy
Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. McElroy:

Subject: Environmental Impact Statement for the Westbury, Waikiki, Oahu

Our staff has reviewed the EIS for the Westbury Condominium and has no specific comments to offer relative to the proposed action.

Thank you for the opportunity to comment on this matter.

Sincerely,

Frank Skrivanek
for Hideto Kono

cc: Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

STP 8.7924

December 16, 1981

Mr. Michael M. McElroy
Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. McElroy:

Environmental Impact Statement
The Westbury, Waikiki, Oahu

We have reviewed the subject document and have determined that Westbury Holdings has adequately addressed our earlier concerns. We do, however, wish to inform you that the developer must apply for construction permit for any work that is done within our right-of-way.

Very truly yours,

Ryokichi Higashionna
Ryokichi Higashionna
Director of Transportation

cc: Westbury Holdings, N.V.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 15TH AIR BASE WING (PACAF)
HICKAM AIR FORCE BASE, HAWAII 96853

REPLY TO ATTN OF: DEEV (Mr Yamada, 449-1831)

DEC 11 1981

SUBJECT: Environmental Impact Statement for the Westbury

TO: Office of Environmental Quality Control
550 Halekauwila Street, Room 301
Honolulu, HI 96813

1. This office has reviewed the subject EIS and has no comment to render relative to the proposed project.

2. We greatly appreciate your cooperative efforts in keeping the Air Force apprised of your project and thank you for the opportunity to review the document.

KENNETH W. CORAN, Colonel, USAF
Director of Civil Engineering

Cy to: Dept of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, HI 96813
✓ Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani St, Suite 620
Honolulu, HI 96813

OFFICE OF ENVIRONMENTAL QUALITY CONTROL

14 DEC 1981

HIENG

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

The Westbury

Thank you for providing us the opportunity to review your proposed project, "The Westbury" Environmental Impact Statement.

We have completed our review and have no comments to offer at this time.

Yours truly,

JERRY M. HATSUDA
Captain, HANG
Contr & Engr Officer

cc: Westbury Holdings, NV
EIC/w/EIS

(F)2025.1

DEC 15 19

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Subject: Environmental Impact Statement for
The Westbury

Thank you for this opportunity to review and comment on the subject project.

The project will not have any adverse environmental effect on any existing or planned facilities serviced by our department.

Very truly yours,

RIKIO NISHIOKA
State Public Works Engineer

MI:jm

cc: Westbury Holdings, N.V.

University of Hawaii at Manoa

Water Resources Research Center
Holmes Hall 283 • 2540 Dole Street
Honolulu, Hawaii 96822

14 December 1981

Department of Land Utilization
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Subject: EIS for the Westbury Condominium, Waikiki, Oahu, November 1981

We have reviewed the subject EIS and have no comments to offer. This material was reviewed by WRRC personnel. Thank you for the opportunity to comment.

Sincerely,

Edwin T. Murabayashi
EIS Coordinator

ETM:jm

cc: H. Gee
Y.S. Fok
Westbury

December 16, 1981

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

The Federal Aviation Administration has no further comment to make on the EIS for the Westbury project in Waikiki.

Sincerely,

H. C. McClure
Director, Western-Pacific Region

cc:

Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, HI 96813

Environmental Quality Commission
550 Halekauwila Street, Room 301
Honolulu, HI 96813
w/EIS

APC-1F:RJBaldwin:sm:X5696

cc: AWP-1

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
HONOLULU MUNICIPAL BUILDING
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

EILEEN R. ANDERSON
MAYOR

ROY A. PARKER
DIRECTOR

TE11/81-3982

December 11, 1981

MEMORANDUM

TO: MICHAEL M. McELROY, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: ROY A. PARKER, DIRECTOR

SUBJECT: THE WESTBURY ENVIRONMENTAL IMPACT STATEMENT

We have reviewed the EIS for the Westbury Condominium project and find that the traffic related issues have been adequately addressed.

Wil Chee
for ROY A. PARKER

cc: Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani Street, Suite 620
Honolulu, Hawaii 96813

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

SUSUMU ONO, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

December 24, 1981

Honorable Michael N. McElroy
Dept. of Land Utilization
650 So. King Street
Honolulu, HI 96813

Dear Mr. McElroy:

We appreciate the opportunity ro review the EIS for the proposed Westbury condominium.

The site of the condominium is in an area occupied by early non-native settlers to Hawaii. It may contain artifacts of that period as well as bones of natives and early non-white settlers.

We recommend that if during clearing and excavation any remians (artifacts, bones, burials, bottles, sub-surface walls or footings, charcoal deposits) are encountered, the work should be stopped immediately and our historic sites section contacted at 548-7640.

Sincerely,

SUSUMU ONO, Chairman
Board of Land and Natural Resources and
State Historic Preservation Officer

cc: The Westbury

United States Department of Agriculture
Soil Conservation Service
P. O. Box 50004
Honolulu, Hawaii
96850

December 18, 1981

Mr. Tyrone Kusao
Director of Land Utilization
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Kusao:

Subject: EIS for the Westbury Condominium, Waikiki, HI

We have reviewed the subject environmental impact statement and have no comments to offer.

Thank you for the opportunity to review this EIS.

Sincerely,

JACK P. KANALZ
State Conservationist

cc:
Westbury Holdings, N.V.
Wil Chee - Planning
820 Mililani St., Suite 620
Honolulu, HI 96813

The Soil Conservation Service is an agency of the Department of Agriculture

SCS-AS-1
10-79

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

EILEEN R. ANDERSON
MAYOR

WILLARD T. CHOW
CHIEF PLANNING OFFICER

RALPH PORTMORE
DEPUTY CHIEF PLANNING OFFICER

DGP11/81-4122

December 18, 1981

MEMORANDUM

TO: Mr. Michael M. McElroy, Director
Department of Land Utilization

SUBJECT: The Westbury Environmental Impact Statement

We have no further comments on the subject environmental impact statement. Our earlier comments have been acknowledged by the applicant and are discussed in the EIS.

Ralph Kawamoto

RALPH KAWAMOTO
Planner

APPROVED:

W. T. Chow

WILLARD T. CHOW

cc: Westbury Holdings, N.V.
Wil Chee - Planning
829 Mililani Street, Suite 620
Honolulu, Hawaii 96813

December 23, 1901

Environmental Quality Commission
550 Halekauwila Street
Honolulu, Hawaii 96813

Dear Sir:

Subject: The Westbury

We have reviewed the environmental impact statement for the subject project and have no comments to offer at this time. Thank you for providing the copy for our review.

Sincerely yours,

J. W. Morrow

James W. Morrow
Director
Environmental Health

JWM:jm
C2/147

cc: Westbury Holdings N.V.

REFERENCES

1. Institute of Transportation Engineers, Information Manual, (Trip Generation), 1979.

2. Department of Planning and Economic Development, State of Hawaii, Data Book, 1980.

3. Environmental Communication Inc., Revised EIS for Waikiki Triangle Project, March 1980.

4. Census Statistical Areas Committee, State of Hawaii, Population and Housing Unit Estimates for Oahu Census Tracts 1970-1978, Report CTC-41, April 6, 1979.

5. Department of Planning and Economic Development, State of Hawaii, The Population of Hawaii, 1980: Final Census Results, Statistical Report 143, March 18, 1981.