

Bo

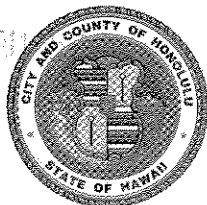
PLANNING DEPARTMENT
CITY AND COUNTY OF HONOLULU

RECEIVED
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

'94 JAN 18 AM

FRANK F. FASI
MAYOR

OFF.
GUY



ROBIN FOSTER
CHIEF PLANNING OFFICER

ROLAND D. LISBY, JR.
DEPUTY CHIEF PLANNING OFFICER

TH 11/93-2574A

January 13, 1994

The Honorable Brian J. J. Choy, Director
Office of Environmental Quality Control
Central Pacific Plaza
220 South King Street, 4th Floor
Honolulu, Hawaii 96813

Dear Mr. Choy:

Acceptance Notice for the Proposed
Pawaa Redevelopment Project
Final Environmental Impact Statement (EIS)
and Addendum to the Final EIS

We are notifying you of our acceptance to the subject Final EIS and Addendum to the Final EIS for the proposed Pawaa Redevelopment Project, as satisfactory fulfillment of the requirements of Chapter 343, Hawaii Revised Statutes.

Pursuant to Section 11-200-23(c), Chapter 200, Title 11 ("Environmental Impact Statement Rules") of the Administrative Rules, this acceptance notice should be published in the February 8, 1994 OEQC Bulletin.

Attached is our acceptance report for the proposed Pawaa Redevelopment Project Final EIS and Addendum to the Final EIS. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robin Foster".

ROBIN FOSTER
Chief Planning Officer

RF:ft

Attachment

cc: Dept. of Housing & Community Development

ACCEPTANCE REPORT:

PAWAA REDEVELOPMENT PROJECT FINAL
ENVIRONMENTAL IMPACT STATEMENT (EIS)
AND ADDENDUM TO THE FINAL EIS,
DEPARTMENT OF HOUSING AND COMMUNITY
DEVELOPMENT, CITY AND COUNTY OF
HONOLULU

TAX MAP KEY: 2-4-05: 13, 14, 18,
19, 21, 22, 23, 26,
27, 28, 29, 31 AND 46

TOTAL ACREAGE: 10.59 ACRES
(APPROXIMATELY 461,090 SQUARE FEET)

A. BACKGROUND

The City and County of Honolulu, Department of Housing and Community Development (DHCD) is proposing a self-supportive, mixed-use residential, commercial/retail, and community facility development including open space and parking in the Makiki District.

The project site is approximately 10.59 acres and is bounded by King, Keeaumoku and Beretania Streets and Kaheka Lane and bisected by Young Street. The project site consists of a mixture of vacant and occupied structures, existing businesses, parking lots and a passive park. The majority of the project site (351,552 square feet) is currently owned by the State of Hawaii and the City and County of Honolulu. The remaining 109,538 square feet consists of several privately owned parcels.

The proposed Pawaa Redevelopment Project will be a mixed-use residential, commercial/retail and community facility development including open space and parking. The redevelopment project will consolidate the individual parcels within the project site to create a mixed-use and mixed-income urban community. The portion of Young Street traversing through the project site will remain open to through traffic, while serving as the main residential vehicular entryway into the project. The portion of Young Street within the project site will descend below-grade to allow for a contiguous on-grade development. The project will be developed with a 300-foot height limit.

Project components will be situated on seven (7) levels, including three (3) below-grade levels, one (1) on-grade level, and three (3) above-grade levels. The two lowest levels (Levels 1 and 2) will encompass residential parking and an 8-plex cinema. Part of the retail space, the cinema complex and associated parking will be located on Level 3 (one level below-grade). Level 4 (at grade) will include a supermarket, retail space, associated parking, a community recreation center and park space. The Kindergarten through Grade 2 (K-2) public elementary school with parking will be located on Level 5 (one level above-grade). Level 6 consists of school space and a school playground. Level 7 consists of a recreation deck for use by the residents.

Major elements of the redevelopment include:

- * Approximately 1,768 residential units located within five (5) high-rise and two (2) mid-rise residential towers.

Sixty (60) percent of the residential units, or approximately 1,061 units, will be designated as affordable rental units. Approximately half of the affordable rental units will be offered to gap group households earning between 81 and 120 percent of the median income. The remaining half will be rented to low and moderate income households earning below 80 percent of the median income. Approximately 177 of the affordable rental units will be designated for elderly housing. The remaining 707 residential units will be designated as market-rate units and will be sold in fee at prevailing market rates.

- * Approximately 145,000 square feet of commercial/retail space, including approximately 65,000 square feet of leasable retail space, approximately 40,000 square feet for a supermarket, and approximately 40,000 square feet for an 8-plex cinema.
- * Approximately 10,000 square feet for a community recreation center.
- * Approximately 10,000 square feet for a K-2 public elementary school including office space. Approximately 9,000 square feet for a school playground.
- * A total of approximately 2,897 on-site parking stalls, including approximately 1,237 stalls to accommodate the market-rate residential units, approximately 928 stalls for the affordable rental units, approximately 670 stalls for the commercial/retail component, approximately 50 stalls for the community recreation center and approximately 12 stalls for the K-2 elementary school.
- * Transition of a portion of Young Street within the project site to below-grade to allow for contiguous on-grade development and a proposed on-grade bikepath flanking both sides of Young Street.
- * Preservation and inclusion of the one-level portion of the existing stone building and landscaped grounds (Heritage Park) located at the corner of King and Keeaumoku Streets.
- * Widening of Kaheka Lane for two-way traffic which will serve as a primary vehicular ingress/egress for visitors to the commercial/retail component of the project.

- * Development of a landscaped open park area located mid-block and adjacent to and between Beretania and Young Streets.

The Pawaa Redevelopment Project will be developed in two major phases. Phase I will consist of the affordable residential towers, the commercial/retail component, the cinema complex, the community recreation center, the K-2 public elementary school, the Phase I parking complex and necessary on-site and off-site improvements. Construction is anticipated to begin in 1995 and completed within three years. Phase II will consist of the two market-rate towers and the remainder of the parking complex at the corner of Beretania and Keeaumoku Streets. The acquisition of privately-owned parcels within Phase II by the City is anticipated by late 1994 or early 1995. Upon acceptance of a proposal, and depending on prevailing market conditions, completion of Phase II is anticipated within 2 1/2 years for a total project buildout of ten years.

The estimated cost of the proposed project is approximately \$290,000,000.

B. PROCEDURES

1. An EIS Preparation Notice for the original master plan was published in the November 8, 1991 OEQC Bulletin. This bulletin was distributed to Federal, State, and County agencies, private organizations and individuals.
2. The 30-day consultation period expired on December 8, 1991. Twenty seven (27) consultation letters were received during this period. The DHCD responded to all comments and included the appropriate information in the Final EIS.
3. Notice of the Draft EIS was published in the June 8, 1992 OEQC Bulletin. Subsequently, an Addendum to the Draft EIS which included the Market Assessments and Development Program for the Pawaa Redevelopment Project, was prepared and published in the July 8, 1992 OEQC Bulletin. The 45-day public review period expired on September 6, 1992. Upon public review of the project's Draft EIS and Addendum to the Draft EIS, a number of concerns were expressed by the community regarding the original Pawaa Redevelopment Project. Subsequently, the City established a Community Advisory Committee to address community concerns and issues. A revised plan for the Pawaa Redevelopment Project was accepted by the Community Advisory Committee on April 12, 1993.

4. Notice of a Revised Draft EIS for the Pawaa Redevelopment Project was subsequently prepared and published in the August 23, 1993 OEOC Bulletin. A total of thirty-eight (38) comment letters for the Draft EIS and Addendum to the Draft EIS were received, of which, six were received after the public review period deadline. All substantive comments were responded to by the DHCD, and both comments and responses were included in the Revised Draft EIS. The 45-day public review period deadline for the Revised Draft EIS expired on October 10, 1993. A total of thirty-four (34) comment letters were received, of which, eight were received after the public review period deadline. However, two of the 34 letters received were inadvertently not forwarded to the DHCD in time for inclusion in the project's Final EIS. Thus, only 32 comment letters and responses were included in the Final EIS.
5. In December 1993, an Addendum to the Final EIS was prepared. A Notice of Availability was published in the January 8, 1994 OEOC Bulletin. The Addendum included revisions to Section XIV (Pages XIV-170 and 172) and two comment letters from the Gas Company (August 27, 1993) and DHM, Inc. (October 5, 1993) along with responses to each by the DHCD. The Addendum corrects the number of comment letters received for the Revised Draft EIS from 32 to 34 as of November 1, 1993.

C. EIS CONTENT

The Final EIS and the Addendum to the Final EIS comply with the content requirements set forth in Section 11-200-18 and 21 of the Environmental Impact Statement Rules.

D. RESPONSE TO COMMENTS

DHCD responded to significant environmental comments that were raised during the public review and consultation process. These comments and responses are contained in Chapter XIV (Consultation Comments Received and Responses), responses and revisions were approximately incorporated throughout the text of the Final EIS and in the Addendum to the Final EIS.

E. UNRESOLVED ISSUES

We concur with the unresolved issues on page xv of the Project Summary of the Final EIS which indicate:

1. Necessary Permits and Approvals: That a number of Federal, State, County and utility permits and approvals will be required prior to construction of the project.

2. Archaeology: That archaeological testing will be conducted due to the possible existence of sensitive historic sites. If significant subsurface historic sites are found, a data recovery plan will be prepared and submitted to the Department of Land and Natural Resources' State Historic Preservation Division for review and approval.
3. Hazardous Waste: The existence of hazardous material such as asbestos and PCB-contaminated equipment must be removed prior to renovation or demolition of the affected buildings. Prior to site work, investigations will be conducted to determine the exact number and location of underground storage tank systems, and the extent of any soil or groundwater contamination within the project site.
4. Historic Building: Potential options for incorporating the one-level portion of the Mediterranean-style Department of Agriculture building into the overall project design. At this time, potential uses include development of the building in conjunction with the community recreation center, the commercial/retail complex, or both. The actual proposed use will be determined during the project's planning process.
5. Traffic: Upon completion of the project, periodic traffic monitoring may be conducted to determine if additional traffic improvements are necessary to improve traffic flow.
6. Noise and Vibration Impacts: Noise and vibration are likely to be unavoidable during construction. Therefore, noise and vibration monitoring will be conducted to determine the appropriate construction methods and materials to mitigate noise and vibration impacts to nearby structures.
7. Water Quality and Drainage: Increased amounts of sediment-laden runoff due to construction activities is anticipated. Therefore, the necessary permits and approvals will be sought to reduce and control the amount of runoff discharged into the storm drain system. Additionally, appropriate or applicable structural or non-structural best management practices will be determined during the National Pollutant Discharge Elimination System permit application process.
8. Utilities:
 - a. Wastewater - A new parallel sewer relief line would be required within Keeaumoku Street, between King and Rycroft Streets, to accommodate increased wastewater flows from the proposed project.

- b. Consultation with the Hawaiian Electric Company, Hawaiian Telephone Company and the Gas Company will be initiated to determine the adequacy of utility services to serve the needs of the proposed project.
- 9. Acquisition of Privately-Owned Lands: Negotiations between the City and the respective landowners of the eight privately-owned parcels to be acquired will begin in late 1993.
- 10. Relocation Plan: The City will develop a relocation plan upon completion of negotiations with the landowners and prior to issuance of eviction notices for the respective businesses, tenants and residents who will be displaced by the proposed project. During the project's planning process, more definitive guidelines and timetables will be established to minimize personal and business disruptions to the displacees.
- 11. Rent Schedules: The final rent schedule for the affordable housing component will be determined as the project nears occupancy.
- 12. Affordable Units: The City and State will explore options to sell some of the on-site affordable units to help promote a stable and diverse residential housing mix.
- 13. Park Dedication Ordinance No. 4621: Ten percent of the project's maximum total floor area (161,382 square feet) is required for park space. The proposed project will provide approximately 164,454 square feet of open park space. The park dedication requirements will be determined during the project's planning phase.
- 14. Educational Facilities: During the planning phase, the City and State will work together to meet the educational needs of the new students anticipated due to the proposed project. If necessary, appropriate funding requirements will be defined upon determination of space or other requirements.
- 15. Project Plan and Design: The project's conceptual plan and detailed design and operational features need to be finalized. Revisions may be implemented in response to public input and conformance to applicable permits and other requirements. City and State agencies will continue with the project's Community Advisory Committee and the State's Department of Education during the planning and design phases to ensure overall conformance with the project's development concept

F. DETERMINATION

The Planning Department of the City and County of Honolulu has determined this Final EIS to be ACCEPTABLE under the procedures established in Chapter 343 of the Hawaii Revised Statutes.

APPROVED BY



ROBIN FOSTER
Chief Planning Officer

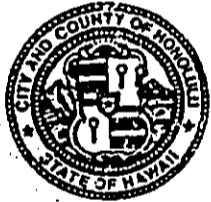
RF:ft

1993 - Oahu - FEIS - Pawaa I
FILE COPY

FINAL
ENVIRONMENTAL IMPACT STATEMENT
**PAWAA REDEVELOPMENT
PROJECT**

VOLUME I

PREPARED FOR:
CITY & COUNTY OF HONOLULU
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT



STATE OF HAWAII
HOUSING FINANCE AND DEVELOPMENT CORPORATION




PREPARED BY:
WILSON OKAMOTO & ASSOCIATES, INC.

NOVEMBER 1993

FINAL
ENVIRONMENTAL IMPACT STATEMENT
PAWAA REDEVELOPMENT
PROJECT

Responsible Official:


E. James Turse, Director
Department of Housing and Community Development
City & County of Honolulu

11/10/93
Date

Prepared for:
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY & COUNTY OF HONOLULU

HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by:
WILSON OKAMOTO & ASSOCIATES, INC.

November 1993

TABLE OF CONTENTS

	<u>Page</u>
PROJECT SUMMARY	i
I. BACKGROUND INFORMATION	I- 1
A. INTRODUCTION	I- 1
B. LOCATION	I- 4
C. LAND OWNERSHIP	I- 5
D. EXISTING LAND USES	I- 8
E. SURROUNDING LAND USES	I- 9
II. DESCRIPTION OF THE PROPOSED PROJECT	II- 1
A. PROJECT DESCRIPTION	II- 1
B. PROJECT NEED	II-16
C. DEVELOPMENT CONCEPT	II-21
D. ESTIMATED PROJECT SCHEDULE	II-28
E. ESTIMATED PROJECT COST	II-29
III. DESCRIPTION OF THE EXISTING ENVIRONMENT	III- 1
A. CLIMATE	III- 1
B. GEOLOGY AND HYDROLOGY	III- 1
C. TOPOGRAPHY	III- 2
D. EARTHQUAKE	III- 2
E. SOILS	III- 2
F. FLORA AND FAUNA	III- 3
G. AIR QUALITY	III- 3
H. NOISE	III- 6
I. ACCESS AND UTILITIES	III- 8
1. Access and Traffic	III- 8
2. Public Transportation	III-11
3. Water System	III-11
4. Wastewater System	III-13
5. Drainage System	III-13
6. Other Utilities	III-13
J. SOLID WASTE	III-16
K. ARCHAEOLOGICAL/HISTORICAL RESOURCES	III-16
L. HAZARDOUS WASTE	III-19

	<u>Page</u>
IV. SOCIO-ECONOMIC ENVIRONMENT	IV- 1
A. POPULATION	IV- 3
B. HOUSING	IV- 4
C. HOUSEHOLD AND FAMILY CHARACTERISTICS ..	IV- 4
D. LABOR FORCE CHARACTERISTICS	IV- 5
E. SCHOOLS	IV- 5
F. PARKS AND RECREATIONAL FACILITIES	IV- 6
G. POLICE AND FIRE PROTECTION	IV- 6
H. HEALTH CARE SERVICES	IV- 7
V. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS	V- 1
A. HAWAII STATE PLAN	V- 1
B. STATE FUNCTIONAL PLANS	V- 3
C. STATE LAND USE DISTRICT CLASSIFICATION	V- 7
D. CITY AND COUNTY OF HONOLULU GENERAL PLAN	V- 7
E. CITY AND COUNTY OF HONOLULU DEVELOPMENT PLAN	V-10
F. CITY AND COUNTY OF HONOLULU LAND USE ORDINANCE	V-16
G. REQUIRED PERMITS, VARIANCES AND APPROVALS	V-22
H. PARK DEDICATION ORDINANCE	V-24
VI. ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES	VI- 1
A. SHORT-TERM CONSTRUCTION-RELATED IMPACTS	VI- 1
1. Air Quality	VI- 1
2. Noise	VI- 1
3. Traffic and Parking	VI- 4
4. Water Quality and Drainage	VI- 6
5. Hazardous Waste	VI- 7
6. Archaeological Resources	VI-10
7. Solid Waste	VI-11
8. Employment	VI-11
9. Public Health and Safety	VI-12

	<u>Page</u>
B. POTENTIAL LONG-TERM IMPACTS	VI-12
1. Flora and Fauna	VI-12
2. Historic Building	VI-13
3. Traffic	VI-13
4. Air Quality	VI-27
5. Noise	VI-33
6. Water Quality and Supply	VI-35
7. Wastewater	VI-36
8. Drainage	VI-37
9. Utilities	VI-37
10. Solid Waste Disposal	VI-37
11. View Planes	VI-38
12. Shadow	VI-40
13. Socio-Economic Impacts	VI-54
VII. ALTERNATIVES TO THE PROPOSED ACTION	VII- 1
A. NO ACTION ALTERNATIVE	VII- 1
B. ALTERNATIVE LOCATIONS	VII- 2
C. ALTERNATIVE BUILDING HEIGHT LIMITS	VII- 2
D. COMMERCIAL FRONTAGE ALONG BERETANIA AND KEEAUMOKU STREETS	VII- 6
E. DEVELOPMENT OF THE ENTIRE TWO-BLOCK AREA BOUNDED BY KING, KEEAUMOKU AND BERETANIA STREETS AND KALAKAUA AVENUE .	VII- 7
F. ALTERNATIVE SITE DEVELOPMENT SCHEMES ...	VII-18
1. Development of Government-Owned Parcels Only	VII-18
2. Option 3 - Development of the Two-Block Area Exclusive of TMKs 2-4-05: 1, 2, 4 through 8, 10, and 48	VII-25
VIII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS	VIII- 1
IX. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE OF ENHANCEMENT OF LONG-TERM PRODUCTIVITY	IX- 1

	<u>Page</u>
X. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED	X- 1
XI. SUMMARY OF UNRESOLVED ISSUES	XI- 1
XII. REFERENCES	XII- 1
XIII. ORGANIZATIONS AND INDIVIDUALS ASSISTING IN PREPARATION OF THE EIS	XIII- 1
XIV. CONSULTATION COMMENTS RECEIVED AND RESPONSES	XIV- 1

Appendices are included in Volume II of the Final Environmental Impact Statement.

LIST OF FIGURES

<u>FIGURE</u>		<u>Page</u>
1	Location Map	I- 6
2	Tax Map 2-4-05	I- 7
3	Composite Site Plan	II- 3
4	Levels 1, 2 & 3 Site Plan	II- 4
5	Level 4 Site Plan	II- 5
6	Level 5 Site Plan	II- 6
7	Level 6 Site Plan	II- 7
8	Level 7 Site Plan	II- 8
9	Phasing Plan	II- 9
10	King Street Elevation	II-23
11	Beretania Street Elevation	II-24
12	Beretania Street Elevation	II-25
13	Keeaumoku Street Elevation	II-26
14	Kaheka Street Elevation	III-12
15	Existing Water System	III-14
16	Existing Sewer System	III-15
17	Existing Drainage System	IV- 2
18	Sub-Areas	V-11
19	Development Plan Land Use Map	V-13
20	Development Plan Public Facilities Map	V-17
21	Zoning Map	VI- 2
22	Construction Noise Level vs Distance	VI-41
23	View Planes	VI-42
24	Existing View from Punchbowl	VI-43
25	Proposed View from Punchbowl	VI-44
26	Existing View from Tantalus	VI-45
27	Proposed View from Tantalus	VI-45
28	Existing View from 0.5 Mile Northwest of Site	VI-46
29	Proposed View from 0.5 Mile Northwest of Site	VI-47
30	Existing View from Ala Moana Area	VI-48
31	Proposed View from Ala Moana Area	VI-49
32	Existing View from 0.2 Mile Southwest of Site	VI-50
33	Proposed View from 0.2 Mile Southwest of Site	VI-51
34	Existing View from McCully/Moiliili Area	VI-52
35	Proposed View from McCully/Moiliili Area	VI-53
35-A	Massing Models for 150-FT and 250-FT Heights	VII- 4
	Massing Model for 350-FT Height	VII- 5

FIGURE

		<u>Page</u>
36	Tax Map 2-4-05	VII- 8
37	Original Site Plan - 1992	VII- 9
38	Options 2, 2A & 2B	VII-21
39	Option 3	VII-26

LIST OF TABLES

TABLE

		<u>Page</u>
1	List of Properties and Owners	I- 8
2	Phasing Plan	II-10
3	Existing Distances to 60, 65 and 70 Ldn Contours	III- 7
4	Existing Intersection Levels of Service	III-10
5	Traffic Analysis Summary	VI-14
6	Traffic Increases Without Project	VI-17
7	Project Traffic Increases on Freeway Ramps	VI-22
8	Estimated Worst-Case 1-Hour Carbon Monoxide Concentration Along Roadways Near Pawaas Redevelopment Project	VI-29
9	Calculations of Project and Non-Project Traffic Noise Contributions	VI-34
10	Land Use Allocation (Alternative Development Schemes)	VII-19

PROJECT SUMMARY

PROJECT SUMMARY

PROJECT SUMMARY

The City and County of Honolulu Department of Housing and Community Development and the State of Hawaii Housing Finance and Development Corporation propose a self-supportive mixed-use residential, commercial/retail, and community facility development in the Makiki District. The Pawa'a Redevelopment Project area encompasses a portion of two blocks and is bounded by King, Keeaumoku and Beretania Streets and Kaheka Lane and bisected by Young Street.

Major elements of the redevelopment include:

- o Approximately 1,768 residential units located within five high-rise and two mid-rise residential towers.

Sixty (60) percent of the residential units, or approximately 1,061 units, will be designated as affordable rental units. Approximately half of the affordable rental units will be offered to gap group households earning between 81 and 120 percent of the median income. The remaining half of the affordable rental units will be rented to low and moderate income households earning below 80 percent of the median income. Approximately 177 of the affordable rental units will be designated for elderly housing.

The remaining approximately 707 residential units will be designated as market-rate units and will be sold in fee at prevailing market rates.

- o Approximately 145,000 square feet of commercial/retail space, including approximately 65,000 square feet of leasable retail space, approximately 40,000 square feet for a supermarket, and approximately 40,000 square feet for an 8-plex cinema.
- o Approximately 10,000 square feet for a community recreation center.
- o Approximately 10,000 square feet for development of classroom facilities for a Kindergarten through Grade 2 public elementary school, and an approximately 9,000 square-foot school playground.
- o A total of approximately 2,897 on-site parking stalls, including approximately 1,237 stalls to accommodate the market-rate residential units, approximately 928 stalls for the affordable rental units, approximately 670 parking stalls to accommodate the commercial/retail component, approximately 50 stalls to

PROJECT SUMMARY

- accommodate the community recreation center, and approximately 12 stalls for the Kindergarten through Grade 2 public elementary school.
- o Transition of a portion of Young Street within the project site to below-grade to allow for contiguous on-grade development and a proposed on-grade bikepath flanking both sides of Young Street.
 - o Preservation and inclusion of the one-level portion of the existing stone building and landscaped grounds located on the State Department of Agriculture parcel at the corner of King and Keeaumoku Streets.
 - o Widening of Kaheka Lane to provide for improved ingress/egress.
 - o A landscaped open park area located mid-block and adjacent to and between Beretania and Young Streets.

In addition to the five City- and State-owned parcels, the City and State plan to acquire the eight privately-owned parcels within the site to consolidate ownership and create the mixed-use and mixed-income urban community. The portion of Young Street traversing through the project site will remain open to through traffic, while serving as the main residential vehicular entryway into the project. Roadway improvements, including the provision of additional turn lanes, will be implemented as part of the redevelopment to accommodate project-related traffic. The project will be developed within a 300-foot height limit and will be built in two major phases. The project components will be situated on seven (7) levels, including three (3) below-grade levels, one on-grade level, and three (3) levels above-grade.

Financing for the project will be provided by a combination of City, State and private resources. Development of the affordable rental residential towers, the commercial/retail component, the community recreation center, the Kindergarten through Grade 2 public elementary school, and the Phase 1 parking complex will be undertaken by the City and State. Development of the market-rate residential towers and the Phase 2 parking facility will be undertaken by private developers through the Request for Proposals (RFP) process. The RFP process will also be initiated for the private operation/ownership of the completed improvements of the commercial/retail component.

This Environmental Impact Statement (EIS) is prepared in accordance with Chapter 343, Hawaii Revised Statutes and Chapter 200 of Title 11, Administrative Rules of the Department of Health. The City and County of Honolulu Department of Housing and Community Development and the State of Hawaii Housing Finance and Development

PROJECT SUMMARY

Corporation, the proposing agencies, have determined that an Environmental Impact Statement is required since City and State lands and funds are involved.

The proposed plan currently under review represents a revision of the original Pawa'a Redevelopment Project master plan which was developed in 1992. An Environmental Impact Statement Preparation Notice and a Draft Environmental Impact Statement prepared for the original master plan were published in the State of Hawaii Office of Environmental Quality Control (OEQC) Bulletin on November 8, 1991 and June 8, 1992, respectively. Subsequently, an Addendum to the Draft Environmental Impact Statement, which included the Market Assessments and Development Program for the Pawa'a Redevelopment Project, was prepared and published in the State OEQC Bulletin on July 23, 1992. Upon public review of the project's Draft Environmental Impact Statement and Addendum to the Draft Environmental Impact Statement, a number of concerns were expressed by the community to the original Pawa'a Redevelopment Project. Subsequently, the City established a Community Advisory Committee on the Pawa'a Redevelopment Project for the purpose of addressing community concerns and issues.

From August 1992 through April 1993, eight meetings were held with the City, State, project consultants, and the advisory committee wherein concerns and input were exchanged. During this time, alternative development schemes were developed and evaluated on the basis of the City and State project objectives and the concerns and issues expressed by the advisory committee. It was also determined by the City and State that a Revised Draft Environmental Impact Statement would be prepared to assess the potential impacts of the revised project plan.

Upon evaluation of the alternative development schemes by the City and State and the advisory committee, the plan currently under review was determined to be the most feasible in terms of meeting project objectives and addressing the concerns of the community. The revised project plan, as presented to the Community Advisory Committee on the Pawa'a Redevelopment Project, received official support from the committee on April 12, 1993.

The Revised Draft Environmental Impact Statement for the Pawa'a Redevelopment Project was subsequently prepared and published in the State OEQC Bulletin on August 23, 1993. During the ensuing 45-day public review period, four (4) meetings were held to provide the City, State, project consultants, advisory committee, and public an opportunity to discuss and comment on the project's Revised Draft Environmental Impact Statement. Included among these meetings were a City Council Workshop held on September 8, 1993 and a community meeting sponsored by the Pawa'a advisory committee on September 21, 1993.

PROJECT SUMMARY

The EIS provides information on the proposed action and existing environmental conditions, and assesses the probable impacts and mitigation measures associated with the project. Impacts on traffic, air quality, noise levels, utilities, view planes, and socio-economic conditions are expected from this redevelopment project. This document focuses on the evaluation of these impacts within the vicinity of the project site and within the regional context of the Pawaa vicinity.

SIGNIFICANT BENEFICIAL AND ADVERSE IMPACTS AND PROPOSED MITIGATION MEASURES

Air Quality: During the construction phase, two potential types of air pollution emissions will likely occur, resulting in short-term air quality impacts: 1) fugitive dust from demolition work and from vehicle movement and soil excavation; and 2) carbon monoxide and nitrogen oxide emissions from on-site construction equipment and from construction workers and equipment travelling to and from the worksite.

The short-term effects on air quality during construction will be mitigated by compliance with the Department of Health Administrative Rules, Title 11, Chapter 60, Air Pollution Control. Control measures to reduce fugitive dust include frequent wetting down of loose soil areas with water, use of wind screens, covering of open-bodied trucks during materials transport, and the washing down of roads and tires on construction equipment. Paving and establishment of landscaping early in the construction schedule will also help to control dust. Increased vehicular emissions due to disruption of traffic by construction equipment and/or commuting construction workers can be alleviated by moving the equipment and personnel to the site during off-peak hours.

After completion of construction, use of the project's facilities may result in increased motor vehicle traffic on nearby roadways, potentially causing long-term impacts on ambient air quality in the project vicinity. Based on modeling of vehicular traffic in the area and on atmospheric dispersion estimates of vehicular emissions, existing concentrations along sidewalks in the project vicinity may occasionally exceed both State and national ambient air quality standards (AAQS) due to congested traffic conditions. In year 2004 with the project, worst-case air pollution concentrations will decrease slightly compared to the current year due to the retirement of older model motor vehicles. If the Pawaa project is built and the planned roadway improvements are implemented, maximum concentrations in year 2004 will differ little from the year 2004 without project scenario. Additional roadway improvements suggested in the project's traffic study would result in slightly lower maximum concentrations at most locations. With or without the project, year 2004 worst-case carbon monoxide concentrations will likely continue to exceed the national 8-hour standard and the State 1-hour and 8-hour standards on occasion.

PROJECT SUMMARY

Options available to mitigate long-term, traffic-related air pollution from increased project motor vehicle traffic are to improve roadways, reduce traffic or reduce individual vehicular emissions. With the proposed roadway improvements, it appears that any additional traffic generated by the project will not have any significant impact on air quality. Other mitigation measures to reduce traffic-related air quality impacts from this development are either unnecessary or beyond the control of the developer. Carbon monoxide concentrations in the project area may be monitored periodically to determine if any remedial action is warranted.

The State Department of Health specifies ventilation design guidelines for enclosed parking garages in Chapter 11-39 of the Hawaii Administrative Rules. To comply with the State design guidelines, a minimum ventilation capacity of 1.50 cubic feet per minute per square foot of floor space will be provided within the proposed enclosed parking facility. If approved by the Department of Health, carbon monoxide sensors may be used to appropriately reduce actual ventilation rates. Other mitigative measures include locating fresh air intakes away from outdoor traffic congested areas, locating exhaust vents as far away from pedestrian areas as is practicable, and the provision of sufficient ingress/egress capacity to further lessen air pollution impacts from queued vehicles entering and leaving the parking facility.

Noise: Noise from construction activities will likely be unavoidable during the entire construction period and will occur particularly during the excavation and pile driving activities on the project site. The use of muffled equipment as well as adherence to Department of Health Community Noise Permit regulations will minimize construction-related noise levels. The potential for structural damage to existing buildings adjacent to the project site from vibration during pile driving operations will be mitigated through vibration monitoring.

Traffic is the major noise impact affecting the proposed Pawa'a Redevelopment Project, although most of the noise increase is not project related but will occur as a result of regular traffic increases over time. Along King Street, traffic noise levels are expected to increase by 0.2 Ldn as a result of both project and non-project traffic. Along Beretania Street, traffic noise levels are expected to increase by 0.7 Ldn, although not attributable to project traffic. Along Keeaumoku Street and the section of Kalakaua Avenue north of Young Street, traffic noise levels are expected to increase by approximately 0.5 to 1.2 Ldn by year 2004 as a result of non-project traffic. Project traffic will add approximately 0.0 to 0.2 Ldn additional units of noise along Keeaumoku Street and the section of Kalakaua Avenue north of Young Street. These levels of traffic noise increases resulting from project generated traffic are not considered to be significant. Because of the business/commercial character of the project area, the

PROJECT SUMMARY

predicted moderate increases in traffic noise levels are not expected to generate adverse noise impacts.

Long-term impacts resulting from traffic noise and mechanical equipment within the building structures may be minimized through mitigative measures such as the use of sound attenuation devices and total enclosure and air conditioning of residential units. Closure and air-conditioning or partial closure and mechanical ventilation of the Kindergarten through Grade 2 public elementary school and the community recreation center may be required to mitigate future noise impacts. Potential noise emanating from the parking garage should be minimized with appropriate finishes applied onto the circulation driveways.

Traffic and Parking: Construction-related activities may adversely impact the streets adjacent to the project site. To avoid potential traffic congestion, movement of construction vehicles to and from the project site and any lane closures will be restricted during the morning and afternoon peak traffic hours. The portion of Young Street between Kaheka Lane and Keeaumoku Street will be temporarily closed to through traffic to allow transition of the street to below-grade and construction of site improvements. This will require motorists to use an alternate route, and will likely result in increased traffic on the roadways in the vicinity of the project site. Flagmen or off-duty police officers will be employed to direct traffic during significant construction phases of the project to minimize traffic congestion. Construction of the project will also require temporary elimination of the portion of the existing bike route along Young Street between Keeaumoku Street and Kalakaua Avenue, requiring cyclists to use an alternate route in the interim.

During construction of the project, on-site parking and on-street parking along portions of Young, King and Beretania Streets will be lost. The temporary shortage of stalls could hurt businesses in the immediate area during construction.

The roadways and key intersections adjacent to the project site generally operate at acceptable levels of service during weekday peak traffic periods. Significant problems do occur along Keeaumoku Street during the afternoon peak hour, most notably involving the left-turn movement from Keeaumoku Street to Beretania Street, and the maukabound through movement from King Street to Beretania Street. The queuing and delays for the through movement occur as a result of the traffic signal offsets in the green signal intervals at the King and Young Street intersections, and the limited amount of green time available to the maukabound traffic. The intersection of Keeaumoku Street at Beretania Street also experiences operational problems during the AM peak hour. Conditions at these Keeaumoku Street intersections are expected to deteriorate

PROJECT SUMMARY

significantly with increased development in the study area, even if the Pawaa Redevelopment Project is not implemented.

Field counts indicate that the existing land uses on the project site generate 403 and 358 vehicle trips to or from the site during the AM and PM peak hours, respectively. The Pawaa Redevelopment Project would generate an estimated total of 713 and 1,329 vehicle trips, for a net increase of about 310 and 971 vehicle trips during the AM and PM peak hours, respectively.

To accommodate the project traffic, the following street modifications are planned:

- o Add a left-turn/deceleration lane on the King Street approach to Kaheka Lane;
- o Add a left-turn lane on the Beretania Street approach to Keeaumoku Street;
- o Add a second left-turn lane on Keeaumoku Street at its intersection with Beretania Street; and
- o Re-stripe Keeaumoku Street between Young and King Streets to provide a second left-turn lane for turn movements from Keeaumoku Street onto King Street.

With these modifications, the traffic analyses for the year 2004 with the project indicate the following:

- o Keeaumoku Street intersections would continue to experience operational problems;
- o Kalakaua Avenue at King Street would deteriorate to a slightly worse level-of-service; and
- o Other study intersections, including Kalakaua Avenue at Beretania Street, Punahou Street at King Street, and Punahou Street at Beretania Street would be expected to operate at or near capacity.

PROJECT SUMMARY

The following mitigation actions are recommended for consideration in improving anticipated or potential traffic problem locations:

- o Modify signals at the intersections along Keeaumoku Street by increasing the cycle lengths, adding phases where necessary, and increasing the green time allocated to Keeaumoku Street.

In addition, the City should also review the traffic signal timing offsets along Keeaumoku Street to determine if a more efficient progression can be obtained.

- o Provide a 44-foot width for the Diamond Head portion of Young Street at Keeaumoku Street. This width would accommodate a total of three Ewabound lanes on Young Street at this intersection, with the added lane used as a left-turn lane.
- o Convert the Diamond Head-bound through lane on Kinau Street at Keeaumoku Street to a shared through/right-turn lane.
- o Convert the Diamond Head-bound left-turn lane on King Street at Kalakaua Avenue to a shared through/left-turn lane.
- o Add a maukabound protected left-turn phase to the traffic signal at the intersection of Punahou and Beretania Streets.

Hazardous Waste: Suspect asbestos-containing building materials were identified throughout most of the public buildings within the project site. Polychlorinated biphenyl (PCB)-suspect equipment identified throughout the site include eight dielectric fluid-filled transformers owned by Hawaiian Electric Company, fluorescent light ballasts, and piston-type hydraulic lifts located in the Police Department's Vehicle Maintenance Division facility. Hazardous chemical materials and wastes, such as drums containing transmission fluid, motor oil, and waste oil were observed within the Police Vehicle Maintenance Division and State Department of Agriculture garage areas. Indicators of approximately six underground fuel storage tanks were located within the project site. On-site sources of potential surface or subsurface contamination included leaking waste oil drums, underground storage tanks, and piston-type hydraulic lifts.

All suspect asbestos-containing building materials will be sampled and analyzed for asbestos content and an asbestos abatement plan established prior to renovation or demolition of affected buildings. Removal of all asbestos-containing building materials will be conducted in accordance with applicable Federal and State regulations. An

PROJECT SUMMARY

investigation of the project site to detect the presence of PCB-contaminated equipment, hazardous chemical materials and wastes, and underground storage tanks will also be conducted prior to demolition and site work, and properly removed and disposed of in accordance with applicable Federal and State regulations. A subsurface and groundwater investigation will be conducted prior to site work to determine the extent of any soil or groundwater contamination within the project site. Appropriate remediation will be conducted in accordance with applicable Federal and State regulations prior to disposal of any contaminated soils.

Flora: The landscaped grounds within the existing State Department of Agriculture parcel, including most of the trees, will be preserved and incorporated within the redevelopment. The preservation of trees will include four which are listed in the Register of Exceptional Trees and are protected by State legislation. Other significant trees on site will be relocated either to other areas within the project site or to other City or State project locations. As a result, no other mitigative measures are required.

Historic Building: The modified Mediterranean-style stone building located within the State Department of Agriculture parcel is listed on the Hawaii Register of Historic Places and has been recommended to the National Register of Historic Places. The one-level portion of the building will be retained and may be converted back to its original arcade design. The second-story addition above the building's wing fronting Young Street will be demolished and a community recreation center will be constructed.

No adverse impacts on the historic building are anticipated with the proposed development. The possible concept restoration of converting the building back to its original arcade design will ensure compatibility with the building's original architectural intent. The second-story addition proposed for demolition will be replaced with a community recreation center responsive to the architectural character of the historic building. Any proposed alterations or improvements to the building will be undertaken pursuant to the State Historic Preservation Laws of Chapter 6E, Hawaii Revised Statutes (HRS).

View Planes: As viewed from Punchbowl, views of the Lower Makiki area and Diamond Head will not be significantly affected by the project. From this elevated mauka vantage point, the existing Banyan Tree Plaza and Hale Kaheka high-rise condominiums, which are both in the approximately 300-foot height vicinity, provide a visual transition to the project's high-rise residential towers. The rooftops of the project towers fall below the skyline of the high-rise structures in the McCully/Moiliili and Waikiki areas, consequently retaining the existing view of Diamond Head from Punchbowl. The project, however, will contribute to an increase in the visual density within the Punchbowl-Diamond Head view corridor which is unavoidable. To mitigate

PROJECT SUMMARY

this visual impact, the project's high-rise towers have been sited apart to maximize view penetration. The siting of three of the project's high-rise towers in line with the Punchbowl/Diamond Head axis allows for retention of greater view corridors through the project site. The inclusion of the two mid-rise towers within the project, although creating more visual density at lower elevation viewing levels, allows for the opening of Punchbowl-Diamond Head viewing vistas.

From the Ala Moana area approximately one-half mile south of the project site, all five of the project's high-rise towers will be visible over the existing mid-rise buildings in the area. Depending on the vantage point, mauka views from several buildings in the Ala Moana area will be partially obstructed by the project towers. However, the siting of the project's three market rate high-rise towers in relation to the Hale Kaheka condominium high-rise allows retention of mauka views through the site. Intentional siting of the two affordable high-rise towers to be "in line" with the Hale Kaheka condominium minimizes intrusion of the mauka-makai views. The varying building heights of the two affordable high-rise towers provide a less intrusive appearance.

From the McCully/Moiliili area, the skyline will be altered with the prevalence of the project's high-rise residential towers. Given the heights of the towers, this impact will be unavoidable. The existing high-rise structures in the adjacent areas will provide a degree of visual transition to the project towers. Depending on the vantage point, view channels will be afforded between the project towers and will minimize any visual obstruction of Punchbowl. Two of the market-rate towers and the affordable high-rise tower located at the southeast portion of the project site are sited in a visually contiguous manner, allowing the opening of view corridors within the remainder of the site.

Shadow: The Pawa'a Redevelopment Project will introduce shadows similar to those of the existing Banyan Tree Plaza and Hale Kaheka residential towers with a relatively even dispersment of daylight and shadow. In the context of energy conservation, any shading on adjacent buildings contributes to the reduction of heat and building operational costs. Given the need for energy conservation, any shading on buildings immediately adjacent to the project contributes to the reduction of heat gain and building operational costs.

Utilities: The existing water system within the project area is presently adequate to accommodate the proposed development. To accommodate the increased wastewater flows from the proposed development, a parallel sewer relief line will be required to be constructed within Keeaumoku Street between King and Rycroft Streets. The water and sewer lines located within the portion of Young Street between Keeaumoku Street and Kaheka Lane will either be abandoned and removed or relocated and reconnected to existing lines as deemed appropriate. The existing drainage system is deemed adequate

PROJECT SUMMARY

for the proposed project. Due to the developed nature of the project site, the storm runoff from the proposed development will be reduced.

Preliminary consultation will be initiated with the Hawaiian Electric Company (HECO), Gasco, Inc., and Hawaiian Telephone Company (HTCO) to determine the adequacy of utility services to serve the needs of the proposed project. HECO has preliminarily indicated that the electrical load anticipated for the project will require installation of new ducts and service at a distribution voltage of 25 kV.

Water Quality and Drainage: During the short-term construction period, storm runoff may carry increased amounts of sediment into the storm drain system due to erosion from exposed soils. This runoff could potentially impact the water quality of nearshore coastal waters in the area. Adherence to the requirements of the Grading Ordinance should adequately mitigate this impact. In addition, a storm water National Pollutant Discharge Elimination System (NPDES) permit will be required by the State Department of Health Clean Water Branch. Appropriate or applicable structural or non-structural best management practices (BMP) will be established and implemented to reduce and control discharge of sediment-laden runoff and pollutants resulting from construction activities, thus significantly reducing impacts to the Ala Moana Park Drainage Canal.

Dewatering may be required during excavation and construction of the project. Geotechnical specialists will be retained to assure that appropriate measures are taken to protect surrounding buildings from damage due to ground settlement. Construction dewatering activities within the project site may be impacted by the presence of potential contaminated groundwater and will require a National Pollutant Discharge Elimination System (NPDES) permit from the State Department of Health Clean Water Branch. Appropriate or applicable structural or non-structural best management practices (BMP) will be established and implemented to reduce and control discharge of effluent resulting from dewatering activities.

The discharge of treated ground water or effluent to surface waters from any on-site leaking underground storage tank (UST) remedial activity will require the UST owner or operator to obtain a non-storm water National Pollutant Discharge Elimination System (NPDES) permit from the State Department of Health Clean Water Branch.

Social: Potential social impacts of the Pawa'a Redevelopment Project include:

1. **Residential Population:** The Pawa'a Redevelopment Project would add approximately 1,768 residential units to the study area, which is generally bounded by the H-1 Freeway, McCully Street, Kapiolani Boulevard, and Pensacola Street. This would increase the population in the study area by

PROJECT SUMMARY

approximately 3,395 to 5,339 persons. The project would account for about 1 percent of the total 2010 population in the Primary Urban Center (PUC) Development Plan area. The study area population would increase by about 19 to 30 percent. In comparison to the original Pawaaw Redevelopment Plan, the revised project has lessened the population impact by about 1,000 persons. This decrease is generally a positive one since there would be less demand for certain public services and facilities.

2. Character of the Neighborhood: The proposed project will affect the existing character of the neighborhood by introducing a planned development in the midst of this diverse neighborhood. The project will further increase the types of activity and intensify usage of the area. The project's neighborhood impacts, however, are considerably less under the current plan than the original project plan. The City and State have initiated major revisions which help mitigate impacts to the character of the area, such as re-siting the project site to bypass numerous small businesses which contribute to the ambience of the area, establishing storefront commercial establishments along King Street, and incorporating recreation facilities within the project.

3. Impacts of Specific Project Components:

Residential: The primary social benefit of the Pawaaw Redevelopment Project is the provision of affordable rental units. The project will benefit islandwide residents by increasing the supply of affordable rental units. Further, the affordable rentals will provide housing for people who choose to reside within urban Honolulu in proximity to major transportation corridors and employment generators.

Parking: The proposed project should help alleviate the existing parking problem by providing an approximately 2,897-stall on-site parking facility. Existing businesses in the surrounding community may benefit from the on-site parking. The affordable housing component, however, will be allotted less parking than normally required by the City. This allocation is a result of the City's experience with other Chinatown housing projects wherein residents have been using only 70 percent of the parking spaces allocated to them. However, the demographic make-up of the Chinatown facilities may differ from that of Pawaaw. The affordable units in the Pawaaw development will target a higher proportion of gap group families who may be able to afford automobiles.

Retail and Commercial Space: The potential social impacts of the project's commercial component will result in the following: 1) increased business for

PROJECT SUMMARY

existing commercial and retail establishments in the surrounding areas, 2) the small business environment which prevails in the neighborhood will be altered with the introduction of a new shopping area, and 3) the Pawaa development will likely increase property values in the area or increase development pressures on surrounding parcels of land.

Open Space, Recreational Facilities and Educational Facilities: The project's open space component will provide an attractive, visual relief from the structural environment, and may be used for passive recreational activities. The community recreation center will be a significant addition to the recreational facilities in the area, given that the study area has limited facilities and the proposed project will benefit the regional community. Competition for outdoor active recreational activities in the study area, however, will increase as the project does not include such facilities. The proposed Kindergarten through Grade 2 public elementary school will serve both on- and off-site residents and will be an additional resource for the community.

4. Displacement: Direct impacts will result from the complete redevelopment of the project site. A total of 35 businesses will need to leave the site. Nineteen residential units will be removed, of which an estimated 37 residents will be displaced. In addition, the State's Department of Agriculture and Department of Accounting and General Services facilities are scheduled to be displaced.

Project revisions have significantly reduced the magnitude of displacement impacts as most of the businesses which would have previously been affected are now excluded from the project site. In addition, six residential units are no longer part of the project site. Potential social impacts on the remaining displacees include moving and change of neighborhood, disruption of government agencies and businesses, the option of landowners to sell their property to the City under friendly condemnation or eminent domain proceedings where the court decides on a price for their parcel. The City is required to prepare a relocation plan prior to issuance of eviction notices. The plan must address the needs of all displacees, identify potential relocation sites, and state other benefits displacees are entitled to. Both residents and businesses of record are entitled to relocation services and payments.

5. Public Facilities and Services

Parks and Recreation: The project will increase the demand for recreational facilities by increasing the population by between 3,400 to 5,300 persons. The project will partially mitigate impacts on recreational facilities by providing a

PROJECT SUMMARY

gymnasium for the general public and a recreational deck for on-site residents. This does not, however, alleviate pressures for use of outdoor active recreational facilities.

Educational Facilities: The project will impact the public education facilities by increasing the student population of nearby schools. The highest level of impact will be at the elementary school level. The inclusion of the Kindergarten through Grade 2 public elementary school within the project site will help to alleviate the project's impact. Further, the City and State will coordinate with the Department of Education to ensure that the needs of the students generated by the Pawa project are met.

Police Protection: The proposed project will increase the need for police protection and services in the area as it will contribute to the area population and increase the density of people and activities. The City and State can partially mitigate this situation by ensuring provision of appropriate security measures during and after project completion.

Fire Protection: Fire protection services will be impacted by the proposed project due to an increase in the density of people and activities and the extensive structural development. Impacts can be mitigated by complying with all fire code requirements.

Analysis: The project will address a major need by adding a substantial number of affordable housing units to the housing supply, and will therefore be a major social benefit for the State of Hawaii. In doing so, the Pawa Redevelopment is also creating a planned community which could have 5,000 residents. The analysis of schools and parks indicates that the area's services and facilities are already strained. The proposed project has made an effort to accommodate its residents' on-site needs with the Kindergarten through Grade 2 public elementary school, open space and recreational facilities. These components, however, will only mitigate part of the impact.

ALTERNATIVES CONSIDERED

A number of alternatives were developed and analyzed for the project site, including: no action alternative; alternative locations; alternative building height limits; commercial frontage along Beretania and Keeaumoku Streets; development of the entire two-block area bounded by King, Keeaumoku and Beretania Streets and Kalakaua Avenue (original project plan); and alternative site development schemes, including three different options of development of primarily government-owned parcels only, and development of the

PROJECT SUMMARY

two-block area exclusive of the parcels bounded by King Street, Kalakaua Avenue, Young Street, and Kaheka Lane. A discussion of the alternatives is more fully described in Section VII.

Upon consideration of each alternative and an evaluation of the alternative development schemes by the City, State, project consultants, and the advisory committee, the plan currently under review was determined to be the most feasible in terms of meeting the project objectives and addressing the concerns of the community.

UNRESOLVED ISSUES

Necessary Permits and Approvals: A number of permits and approvals will be required prior to construction of the project, and are listed in Section V. Necessary approvals for project design, development agreements, and project funding have not been established at this time. The City and State will be initiating the request for proposals (RFP) process for private development of the market-rate residential towers and the Phase 2 parking facility upon acquisition of the privately-owned lands. In addition, the City and State will be initiating the RFP process for private operation/ownership of the completed improvements of the commercial/retail component prior to completion of construction of Phase 1.

Archaeology: Archaeological testing of potentially sensitive areas will be conducted following the removal of existing structures and pavement. If significant subsurface historic sites are found, a data recovery plan will be prepared and submitted to the Department of Land and Natural Resources State Historic Preservation Division for review and approval.

Hazardous Waste: An asbestos abatement plan will be established prior to renovation or demolition of the affected buildings. An investigation of the buildings within the project site will be conducted prior to demolition to detect the presence of any PCB-contaminated equipment. An investigation will be conducted prior to site work to confirm the exact number and locations of underground storage tank systems within the project site. Prior to site work, a subsurface and groundwater investigation will be conducted to assess and determine the extent of any soil or groundwater contamination within the project site.

Historic Building: The actual proposed use of the one-level portion of the Mediterranean-style Department of Agriculture building will be determined at a later date during the project's planning process. Potential options at this time include development of the building in conjunction with the community recreation center, the commercial/retail complex, or both.

PROJECT SUMMARY

Traffic: Upon completion of construction of the Pawa project, monitoring of traffic on the roadways in the immediate vicinity of the project site may be periodically conducted to determine if any additional roadway improvements as indicated in the traffic study are warranted to improve traffic flow.

Vibration Impacts: During construction, vibration monitoring during close-in pile driving operations will be conducted to determine the appropriate construction methods and materials to be used to mitigate vibration impacts on nearby structures.

Water Quality and Drainage: Appropriate or applicable structural or non-structural best management practices (BMP) to reduce and control discharge of sediment-laden runoff and effluent resulting from construction and dewatering activities will be determined during the National Pollutant Discharge Elimination System (NPDES) permit application process.

Utilities: Preliminary consultation will be initiated with Hawaiian Telephone Company and Gasco, Inc. prior to the project's design phase to determine the adequacy of appropriate utility services to serve the needs of the proposed project.

Acquisition of Privately-Owned Lands: Negotiations by the City with the respective landowners of the eight privately-owned parcels to be acquired is planned to commence in late 1993.

Relocation Plan: Upon completion of negotiations with the respective landowners of the eight privately-owned parcels and prior to issuance of the eviction notices, the City will develop a relocation plan for the respective businesses, tenants and residents who will be displaced in accordance with applicable Federal and State requirements. During the course of the project's planning process, more definitive parameters and timetables for land acquisition, displacement, and redevelopment will be established to minimize personal and business disruptions of the displacees.

Rent Schedules: The final rent schedule for the affordable housing component will be determined at a later date as the project approaches occupancy.

Affordable Units: During the course of the project's planning process and design development phase, the City and State will explore options to sell some of the affordable units to help bring residential stability to the affordable units, and to diversify the overall on-site housing mix.

PROJECT SUMMARY

Park Dedication Ordinance No. 4621: Discussions with the City Department of Parks and Recreation will be initiated during the planning phase to determine how the project's park dedication requirements will be satisfied.

Educational Facilities: During the course of the project's planning process, the City and State will coordinate with the State Department of Education to meet the needs of students generated by the Pawaa project. If necessary, appropriate funding requirements will be defined upon determination of space or other school facilities requirements.

Project Plan and Design: The conceptual plan and detailed design and operational features of the project remain to be finalized and may undergo revisions based on response to public input and to conform to applicable permits and other requirements. The City and State intend to continue working with the Community Advisory Committee on the Pawaa Redevelopment Project during the course of the planning process and as the project plans are finalized. The City and State will also continue to consult with the State Department of Education during the planning and design phases of the project to ensure that the needs of the project's students are met on-site to the extent possible.

COMPATIBILITY WITH LAND USE PLANS AND POLICIES

The proposed project will generally conform with various land use plans, policies and regulatory controls, including, but not limited to, the Hawaii State Plan and appropriate Functional Plans, and the City and County's General Plan, Development Plan, and Land Use Ordinance.

The project will primarily conform with the appropriate common and special provisions of the Primary Urban Center (PUC) Development Plan, although the project's 300-foot maximum height limit will exceed the established allowable 150-foot limit. An exemption from the 150-foot height limit will be sought pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS). The 300-foot height limit provides greater flexibility for tower placement and vertical massing and optimizes the provision for open space, wider view corridors, and the retention of Punchbowl-Diamond Head views.

The project area is zoned BMX-3 Community Business Mixed-Use District with a building height limit of 150 feet. The proposed project will conform to the BMX-3 District development standards, with the exception of the maximum height limitation, the street setback requirements, and the parking requirements for the affordable residential units. The project will be developed within the maximum Floor Area Ratio (FAR) with open space bonuses of 3.5 established for the BMX-3 District. Exemptions from the 150-foot height limit will be sought through the affordable housing provisions of Chapter

PROJECT SUMMARY

201E, Hawaii Revised Statutes (HRS) to allow for the 300-foot height limit for the project's high-rise residential towers. An exemption from the street setback requirements will also be required for the buildings which exceed the project's allowable building envelopes pursuant to Chapter 201E, HRS.

The approximately 1,061 affordable residential units will be allotted approximately 928 parking stalls which is in noncompliance with the City's Land Use Ordinance (LUO) requirements. An exemption from the LUO parking requirements pursuant to Chapter 201E, HRS, will be sought to allow for the affordable component parking requirements.

The project site falls within two major regional view corridors, including the Punchbowl Lookout to Diamond Head, and Ala Wai Boulevard to Punchbowl Crater. As such, the project falls within the purview of the objectives of the Diamond Head Special District and the Punchbowl Special District as set forth in the LUO. Special design considerations have been implemented to mitigate the visual impact of the project within the view corridors. These include reductions in the number of towers from seven in the original project plan to five in the current plan and the maximum building height limit from 350 feet to 300 feet, and the intentional placement of the project's high-rise towers to allow for retention of wider view corridors.

REQUIRED PERMITS AND APPROVALS

A number of major permits and approvals must be obtained before development of the project can commence. Necessary approvals for project design, development agreements, and project funding have not been established at this time.

The following is a list of permits and approvals that may be required prior to project construction:

Federal

- o Hazardous Waste Disposal, Hazardous Materials Disposal, Closure and Decommissioning of Underground Storage Tanks, and Site Remediation Requirements

State of Hawaii

Department of Health (DOH)

- o Noise Variance Permit
- o Permit for Air Emissions

PROJECT SUMMARY

- o Storm Water National Pollutant Discharge Elimination System (NPDES) Permit for Construction Activities
- o Non-Storm Water National Pollutant Discharge Elimination System (NPDES) Permit for Construction Dewatering
- o * Non-Storm Water National Pollutant Discharge Elimination System (NPDES) Permit Authorizing Discharge of Treated Effluent from Leaking Underground Storage Tank Remedial Activities
- o Demolition/Construction-Related Permits
- o Hazardous Waste Disposal, Hazardous Materials Disposal, Closure and Decommissioning of Underground Storage Tanks, and Site Remediation Requirements

Department of Land and Natural Resources (DLNR)

- o Archaeological Recovery Plan
- o Compliance pursuant to the State Historic Preservation Laws, Chapter 6E, Hawaii Revised Statutes (HRS)

City and County of Honolulu

City Council

- o Exemptions pursuant to the affordable housing provisions of Chapter 201E of the Hawaii Revised Statutes (HRS) from the height limit, street setback and affordable residential parking requirements

Board of Water Supply

- o Water and Water System Requirements for Developments

Department of Land Utilization (DLU)

- o Subdivision Permit for consolidation and/or resubdivision of parcels or a Conditional Permit-Type 1 for joint development
- o Demolition Permit

* Possibly required

PROJECT SUMMARY

Department of Public Works (DPW)

- o Grading and Drainage Permits
- o Demolition Permit
- o Excavation Permit
- o Permit to Excavate Public Right-of-Way
- o Ordinance No. 2412
- o Construction Permit
- o Construction Dewatering Permit

Department of Wastewater Management

- o Wastewater Permits
- o Sewer Connection Permits
- o Sewer Extension, Oversizing and Relief Sewer Requirements

Department of Transportation Services (DTS)

- o Street Usage Permit

Building Department

- o Building Permit
- o Electrical Permit
- o Plumbing Permit
- o Sidewalk/Driveway Work Permit
- o Demolition Permit
- o Certificate of Occupancy

Department of Parks and Recreation

- o Compliance with Provisions of the Park Dedication Ordinance

Other

Utility Companies

- o Utility Service Requirements
- o Permit Regarding Work on Utility Lines

SUMMARY SHEET

Project: Pawa'a Redevelopment Project

Proposing Agencies: Department of Housing and Community Development City and County of Honolulu
Housing Finance and Development Corporation
State of Hawaii

EIS Preparer: Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
Contact: Frances Yamada, Project Manager

Accepting Authority: Planning Department
City and County of Honolulu

Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21, 22, 23, 26, 27, 28, 29, 31, and 46

Area: Approximately 461,090 square feet

Location: Area bounded by Keeaumoku, King, and Beretania Streets and Kaheka Lane in the Makiki district of Honolulu

Ownership: Joan R. Mostel Trust, Charles J. Levy, Richard A. Levy Estate, City and County of Honolulu, State of Hawaii, William B. Heeb Trust, Henry B. Heeb, Valia H. Honer, Beatrice Dairy Products Inc., Nani A. H. Li Trust, Dorsey L. Turpin, Vernita J. Turpin, First Federal Savings and Loan Association of Hawaii, Hawaii Machinist and Aerospace Workers Building, Douglas Lee Weers Trust, Ann Rosenthal Weers Trust

Existing Land Uses: Vacant Pawa'a Annex building and adjacent parking lot, City Police Department Vehicle Maintenance Division, vacated City parking lot, State Department of Agriculture office and landscaped grounds, State Department of Accounting and General Services facilities, various

PROJECT SUMMARY

commercial and retail establishments, ice cream factory,
apartment units

**State Land Use
Classification:**

Urban District

**Development Plan
Land Use:**

Commercial Emphasis Mixed Use, Public Facility

**Development Plan
Public Facilities:**

PS/M - Police Station/Modify Existing Facility

Zoning:

BMX-3 - Community Business Mixed-Use District

**Significant
Short-Term Impacts:**

Air Quality
Noise
Traffic and Parking
Hazardous Waste
Water Quality and Drainage

**Significant
Long-Term Impacts:**

Air Quality
Noise
Traffic
Flora
Historic Building
View Planes
Shadow
Utilities
Social - Residential Population
Character of the Neighborhood
Residential
Parking
Retail and Commercial Space
Displacement
Recreational Facilities
Educational Facilities
Police Protection
Fire Protection

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

BACKGROUND INFORMATION

I. BACKGROUND INFORMATION

A. INTRODUCTION

The City and County of Honolulu Department of Housing and Community Development and the State of Hawaii Housing Finance and Development Corporation propose a self-supportive mixed-use residential, commercial/retail, and community facility development in the Makiki District. The Pawa'a Redevelopment Project is proposed for a portion of two blocks and is bounded by King, Keeaumoku and Beretania Streets and Kaheka Lane and bisected by Young Street.

Project Objectives

The primary objectives of the Pawa'a Redevelopment Project as established by the City and State are: 1) optimize land uses and urban design, 2) maximize affordable housing, 3) achieve financial feasibility, and 4) conform to existing zoning densities.

Original Pawa'a Redevelopment Project Master Plan

The proposed plan currently under review represents a revision of the original Pawa'a Redevelopment Project master plan which was developed in 1992. An Environmental Impact Statement Preparation Notice and a Draft Environmental Impact Statement prepared for the original master plan were published in the State Office of Environmental Quality Control (OEQC) Bulletin on November 8, 1991 and June 8, 1992, respectively. Subsequently, an Addendum to the Draft Environmental Impact Statement, which included the Market Assessments and Development Program for the Pawa'a Redevelopment Project, was prepared and published in the State OEQC Bulletin on July 23, 1992.

The original master plan was a mixed-use development consisting of residential, commercial office/retail, and a community service/day care facility within the two-block area bounded by King, Keeaumoku and Beretania Streets and Kalakaua Avenue. The project was planned for development within a 350-foot height limit and proposed the closure of Young Street between Keeaumoku Street and Kalakaua Avenue to allow for a contiguous development.

Major elements of the original project included:

- o Approximately 2,148 residential units, including 1,290 units designated as affordable rental units and the remaining approximately 858 units

SECTION I

BACKGROUND INFORMATION

designated as market-rate units. Approximately 10 to 20 percent of the affordable rental units were designated for elderly housing.

- o Approximately 245,000 square feet of commercial office/retail space, including approximately 100,000 square feet of leasable office space, approximately 75,000 square feet of leasable retail space, approximately 35,000 square feet for a supermarket, and approximately 35,000 square feet for an 8-plex cinema.
- o Approximately 15,000 square feet of community service/day care center facility space.
- o A total of approximately 3,320 on-site parking stalls, including approximately 1,416 stalls to accommodate the market-rate residential units, approximately 1,290 stalls for the affordable rental units, and approximately 614 parking stalls to accommodate the commercial office/retail component and the community service/day care facility.
- o Closure and incorporation into the redevelopment of Young Street, between Keeaumoku Street and Kalakaua Avenue, and Kaheka and Zen Lanes.
- o Preservation and inclusion of the one-level portion of the existing stone building and landscaped grounds located within the existing State Department of Agriculture parcel at the corner of King and Keeaumoku Streets.
- o A landscaped open area located mid-block and adjacent to Beretania Street and linked to the landscaped grounds of the Department of Agriculture parcel via a linear park.
- o A portion of the project site to be set aside for future development of classroom facilities for a Kindergarten through Grade 2 public elementary school.

In addition to the five City- and State-owned parcels, the original project included the planned acquisition of 19 privately-owned parcels. The project conformed to the development standards of the BMX-3 Community Business Mixed-Use District, with the exception of the 150-foot maximum height limitation, the building setback requirements, and the parking requirements for the affordable component. Exemptions for these three exceptions were to be pursued through the affordable housing provisions of Chapter

201E, Hawaii Revised Statutes (HRS). The project was proposed for development within the maximum Floor Area Ratio (FAR) with open space bonuses of 3.5 established for the BMX-3 District.

Community Involvement

Upon public review of the project's Draft Environmental Impact Statement and Addendum to the Draft Environmental Impact Statement, a number of concerns were expressed by the community to the original Pawa'a Redevelopment Project. Subsequent to the publication of the Draft Environmental Impact Statement and the Addendum to the Draft Environmental Impact Statement, the City established a Community Advisory Committee on the Pawa'a Redevelopment Project for the purpose of addressing community concerns and issues. The 18-member advisory committee is comprised of landowners, tenants, legislative representatives, Neighborhood Board representatives, and public officials.

From August 1992 through April 1993, eight (8) meetings were held with the City, State, project consultants, and the advisory committee wherein concerns and input were exchanged, culminating in the development of the revised project plan. At the outset of the meetings, the advisory committee identified the following community issues and concerns with respect to the original project plan: no forced acquisition, retain Young Street, reduce building heights, preserve the Department of Agriculture building, retain Heritage Park, reduce the number of units, provide affordable housing, retain street-front commercial, incorporate recreation space, and incorporate the Young Street bike route.

In evaluating the original master plan against the community issues identified by the advisory committee, the plan fully addressed only three issues, including the provision of affordable housing, the retention of Heritage Park, and the preservation of the Department of Agriculture Building. The plan was also found to partially address the retention of street-front commercial and the incorporation of recreation space. The four issues which the plan did not achieve were: no forced acquisition, the reduction in the number of units, the retention of Young Street, and the reduction in the building heights.

During the process of reevaluating the project plan, the City and State considered the community issues identified by the advisory committee, in addition to the comments received in response to the Draft Environmental Impact Statement and the Addendum to the Draft Environmental Impact Statement. In the course of subsequent meetings with the City and State, the project consultants, and the advisory committee, alternative development schemes were developed and evaluated on the basis of the City and State project objectives and the concerns and issues expressed by the advisory committee. It was also determined by the City and State that a Revised Draft Environmental Impact

Statement would be prepared to assess the potential impacts of the revised project plan. Upon refinement of the alternative development schemes, a public informational meeting was held in November 1992 to apprise the community of the progress of the revised master plan.

Upon evaluation of the alternative development schemes by the City and State and the advisory committee, the plan currently under review was determined to be the most feasible in terms of meeting the project objectives and addressing the concerns of the community. The revised project plan, as presented to the Community Advisory Committee on the Pawa'a Redevelopment Project, received official support from the committee on April 12, 1993.

The revised project plan has subsequently undergone refinements as anticipated in the planning process. A notable adjustment is the increase in commercial/retail space from the 80,000 square feet as indicated in initial project material. The 80,000 square feet complies with the building density established in the Land Use Ordinance (LUO). In order to accommodate additional retail space to provide the critical mass needed to support the project, an additional 65,000 square feet has been included in the retail component for a total area of approximately 145,000 square feet. Approximately 73,732 square feet of the total retail area will be located below-grade and does not count against the permitted LUO building density. Parking for the additional retail space will be provided in compliance with the LUO requirements.

The Revised Draft Environmental Impact Statement for the Pawa'a Redevelopment Project was subsequently prepared and published in the State OEQC Bulletin on August 23, 1993. During the ensuing 45-day public review period, four (4) meetings were held to provide the City, State, project consultants, advisory committee, and public an opportunity to discuss and comment on the project's Revised Draft Environmental Impact Statement. Included among these meetings were a City Council Workshop held on September 8, 1993 and a community meeting sponsored by the Pawa'a advisory committee on September 21, 1993. The City and State intend to continue working with the advisory committee during the course of the planning process and as the project plans are finalized.

B. LOCATION

The Pawa'a Redevelopment Project is located within the Pawa'a region on the island of Oahu. The Pawa'a region encompasses an approximately 1.5 square mile area which includes the area bounded by the H-1 Freeway to the north (mauka), McCully Street to the east (Diamond Head), Ala Moana Park shoreline and the Ala Wai Canal to the south (makai), and Piikoi Street to the west (Ewa).

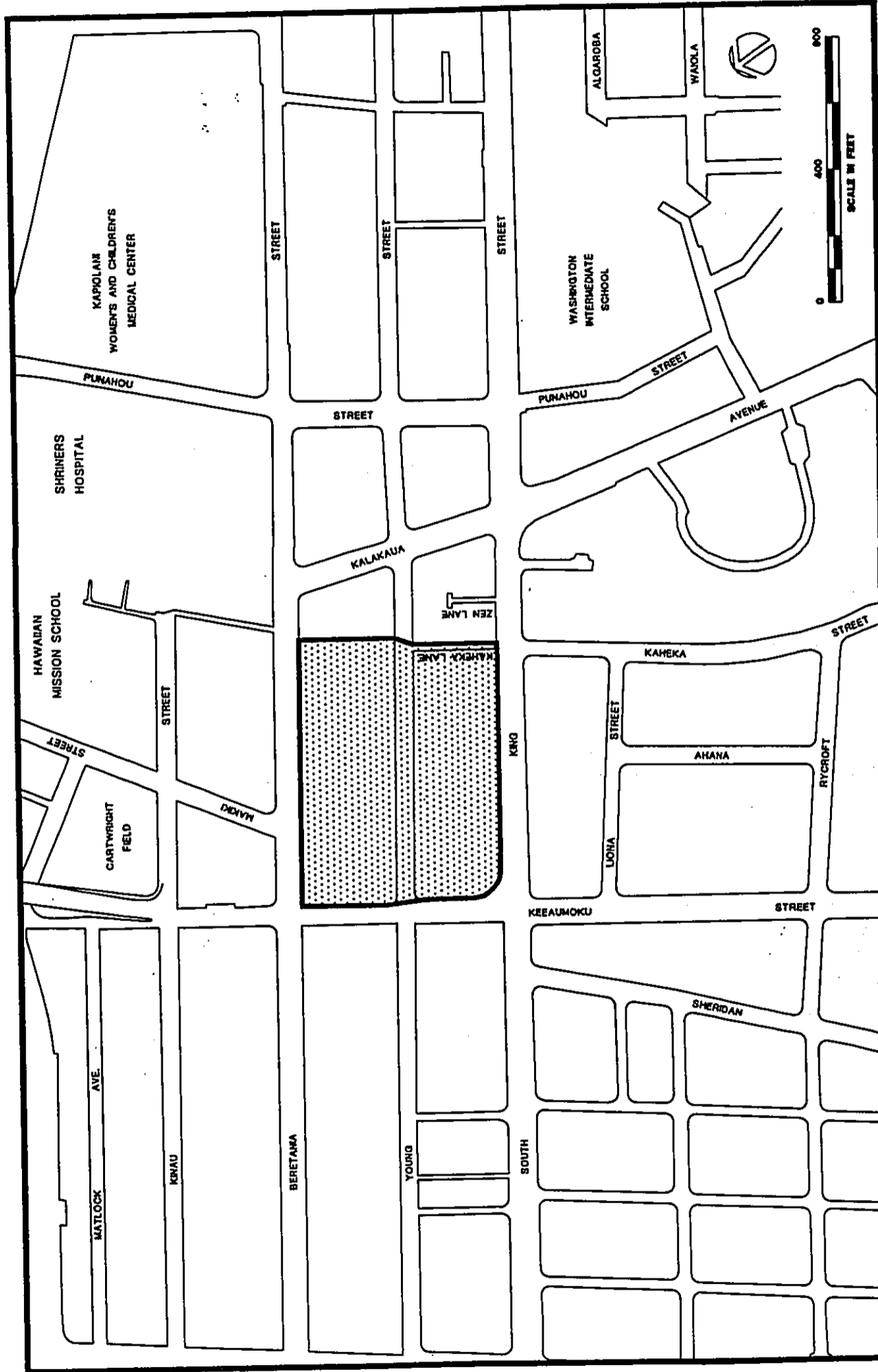
The Pawaawaa Redevelopment Project site is located within the Makiki District and encompasses approximately 461,090 square feet of land. The project site is bounded by King, Keeaumoku, and Beretania Streets and Kaheka Lane and is bisected by Young Street (see Figure 1). Kaheka Lane, which traverses in a mauka-makai direction between King and Young Streets, will be included within the redevelopment.

The project block mauka of Young Street includes an approximately 106,888 square-foot parcel formerly occupied by the City and County of Honolulu Police Department District 1 headquarters building and adjacent parking lot. The parcel is identified as Tax Map Key (TMK): 2-4-05: 21 (see Figure 2). Another City-owned parcel designated as TMK: 2-4-05: 23 and consisting of approximately 14,690 square feet within the Ewa portion of the block was formerly used as a parking lot for police vehicles. The remaining seven privately-owned parcels within the 222,935 square-foot block which are expected to be acquired as part of the redevelopment include TMKs: 2-4-05: 22, 26, 27, 28, 29, 31, and 46.

The project block makai of Young Street encompasses an approximately 194,284 square-foot area. The bulk of the block Ewa of Kaheka Lane is owned by the City and County of Honolulu and the State of Hawaii. An approximately 64,896 square-foot parcel designated as TMK: 2-4-05: 14 is partially occupied by the City's Police Department Vehicle Maintenance Division. The project block's Ewa end is comprised of an 83,335 square-foot State of Hawaii Department of Agriculture parcel identified as TMK: 2-4-05: 18, and a 33,872 square-foot State Department of Accounting and General Services parcel designated as TMK: 2-4-05: 19. The privately-owned parcel identified as TMK: 2-4-05: 13 (8,181 square feet) which is expected to be acquired by the City and the State comprises the remaining portion of the project block.

C. LAND OWNERSHIP

The project site includes parcels of land owned by the City and County of Honolulu, the State of Hawaii, and private landowners. Publicly-owned lands include the State Department of Agriculture parcel, the State Department of Accounting and General Services parcel, and three City-owned parcels. The remainder of the project site consists of eight (8) privately-owned parcels which the City and State plan to acquire to consolidate ownership and undertake the mixed-use development. The project site's property owners, parcel land areas, and Tax Map Key designations are listed in Table 1.

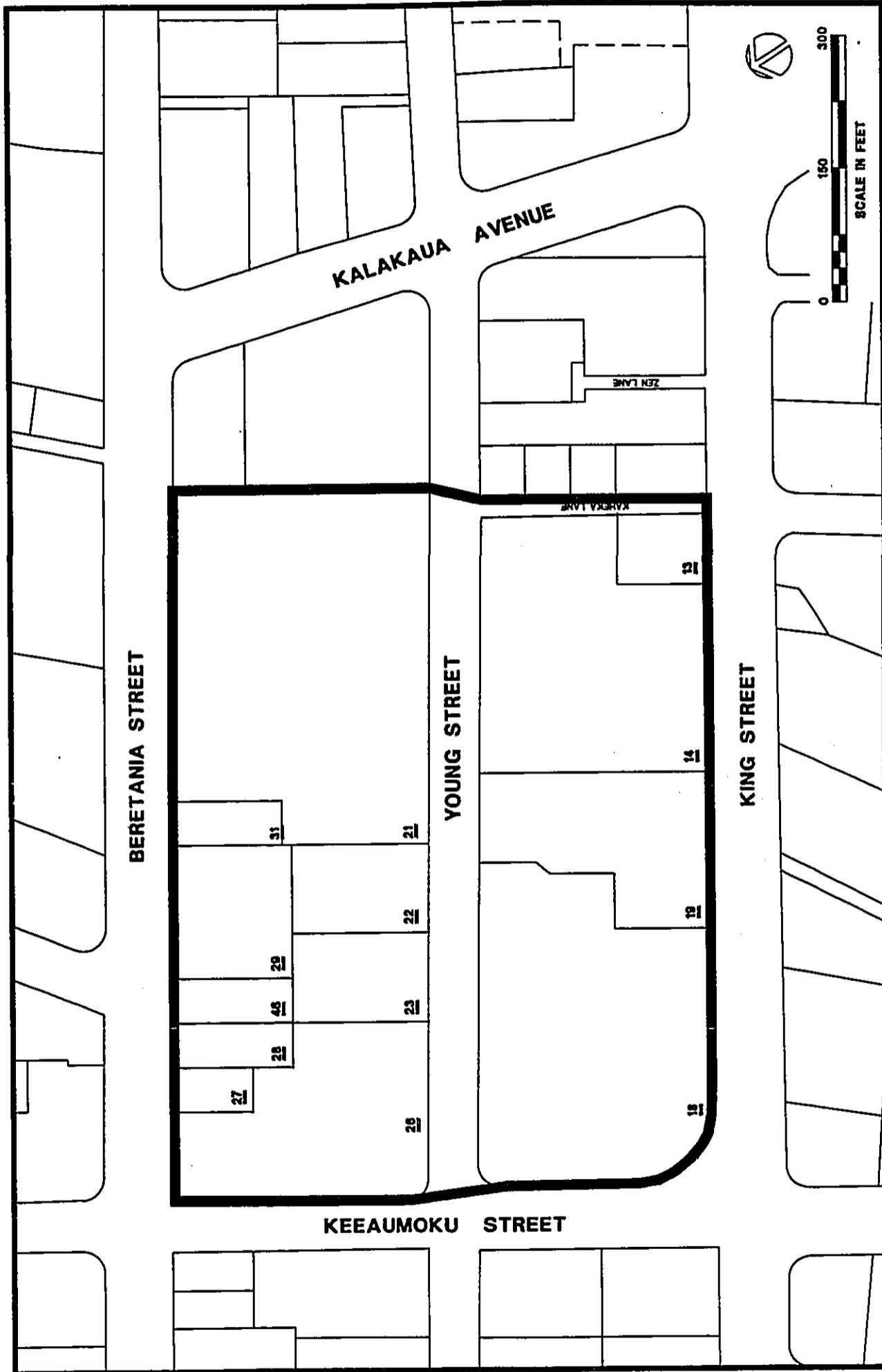


**PAWAAA
REDEVELOPMENT
PROJECT**

**Figure 1
LOCATION MAP**

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

Figure 2
 TAX MAP 2-4-05

P A W A A
 REDEVELOPMENT
 PROJECT

SECTION I

BACKGROUND INFORMATION

TABLE 1 LIST OF PROPERTIES AND OWNERS		
OWNERS	AREA IN SQUARE FEET	TMK
MAKAI BLOCK		
Joan R. Mostel Trust Charles J. Levy Richard A. Levy Estate	8,181	2-4-05: 13
City and County of Honolulu	64,896	2-4-05: 14
State of Hawaii	83,335	2-4-05: 18
State of Hawaii	33,872	2-4-05: 19
MAUKA BLOCK		
City and County of Honolulu	106,888	2-4-05: 21
William B. Heeb Trust Henry B. Heeb Valla H. Honer	14,733	2-4-05: 22
City and County of Honolulu	14,690	2-4-05: 23
Beatrice Dairy Products Inc.	41,413	2-4-05: 26
Nani A. H. Li Trust	4,580	2-4-05: 27
Dorsey L. Turpin Vernita J. Turpin	6,850	2-4-05: 28
First Federal Savings and Loan Assn.	20,465	2-4-05: 29
Hawaii Machinist and Aerospace Workers Building	6,466	2-4-05: 31
Douglas Lee Weers Trust Ann Rosenthal Weers Trust	6,850	2-4-05: 46
(Kaheka Lane)*	4,000	
(Young Street)*	43,871	
TOTAL	461,090	
Source: City & County of Honolulu Tax Maps		
* Approximate acreages for Kaheka Lane and affected areas of Young Street.		

D. EXISTING LAND USES

Mauka Block

A major portion of the project block mauka of Young Street is occupied by the Pawa Annex building, the former headquarters for the City's Police Department District 1, and the adjacent parking lot. The now vacant Pawa Annex was also most recently occupied by the City and County of Honolulu Department of Health Services Division which has

since relocated to a new site in Iwilei. The adjacent parking lot is currently being leased to the University of Hawaii for temporary student parking.

At the Ewa end of the block are the Meadow Gold Dairies ice cream processing plant and the adjacent vacant City-owned parcel which was previously used as a parking lot for police vehicles. Located between the two City-owned parcels and fronting Young Street is a three-story commercial building currently occupied by the following business establishments: The Associates Financial Services; Hyotan Restaurant; Tropi-color Photo Labs; Miyagi Enterprise; Akane Enterprises Hawaii, Inc.; QMC Corp.; Headworks; Termite Inspection Reports Inc.; Sansei Design Architects; East West Global Tours; Bill T. Ho, Attorney; Peter Wachter Designs; CBI Inc.; World Century Inc.; Shin Investment; Merit Properties; Rocky's Limo Service; New Star Travel; Sunny Isles Properties; Ikeda Corp.; and four other businesses.

First Federal Savings & Loan Association, International Association of Machinists, Davidson International Photography, and the Sign of the Crab retail shop are located on the Ewa end of the block fronting Beretania Street. A vacant two-story building fronts Beretania Street at the mauka-Ewa portion of the block. Located behind the vacant two-story building are a three-story apartment building and a two-story residential building containing approximately 11 and eight units, respectively.

Makai Block

A major portion of the project block makai of Young Street is occupied by City and State facilities. Located within the Ewa end of the block are the State Department of Agriculture offices and landscaped grounds and adjacent parking area, and facilities of the State Department of Accounting and General Services. The City Police Department's vehicle maintenance facility occupies a portion of the City-owned parcel located at the Diamond Head end of the project block. The parcel also includes a structure previously occupied by the Police Department's Juvenile Detention Center and radio shop, and which is currently utilized as a storage building for City agencies. A two-story building fronting King Street west of Kaheka Lane is occupied by the following business establishments: Eve's Boutique; Keo's at King Street; Electric Shaver Shop; Bete, Inc.; Creative Ads; and Arlean R. Lodge Acupuncture.

E. SURROUNDING LAND USES

Commercial and service-oriented establishments predominate the uses immediately surrounding the project site. Establishments along King Street makai of the project site include a Unocal 76 Service Station, the five-story King Center Building occupied on the ground floor by Bank of Hawaii and the Fu Lu Shou restaurant, Liberty Bank, Kaheka

Medical Center, the Continental Building, and various retail shops, services, and restaurants. Located Diamond Head of the project site along King Street are a Jack-in-the-Box fastfood establishment and a Gas Express service station. A vacant lot formerly occupied by Cosmo Service Station is located Ewa of the project site along King Street.

Businesses located west of the project site along Keeaumoku Street include Software Plus, Club Seoul Seoul, Pat's Korean Kitchen, De Gold Place, and various other retail establishments.

Along Beretania Street mauka of the project, major establishments include a Chevron Service Station, Unocal 76 Service Station, Shell Service Station, Pflueger Acura, Foodland Supermarket, and The Church Of Jesus Christ Of Latter-Day-Saints. Residential developments along this street include a senior citizen's housing complex and the 240-unit Banyan Tree Plaza condominium.

Located immediately Diamond Head of the project site at the corner of Kalakaua Avenue and Beretania Street is the privately-operated 46-stall Diamond Parking Lot. The parking lot accommodates patrons of the business and retail establishments in the vicinity of the project site. Located adjacent to and immediately makai of the Diamond Parking Lot is the Midtown Center complex. This single-level complex is occupied by the following commercial and service establishments: Hung's Jewelry; Subway Sandwich; Ryubun Japanese Bookstore; L.A. Video; Hibachi House Takeout; World's of Fun; the sales office of One Kalakaua; Midtown Fashions; TCBY Yogurt; Fantastic Sam's; and The Inner Woman-Biogime Skin Center.

A variety of retail, service, and restaurant establishments and apartment dwellings are located in the block bounded by King Street, Kalakaua Avenue, Young Street, and Kaheka Lane. Located Diamond Head of Kaheka Lane are six apartment units and the businesses of Myong's Takeout, Aloha Bail Bond, Massage Clinic, and Chai Acupuncture & Herbs Clinic. Business and retail establishments located east of Kaheka Lane along King Street include Baldwin Sanders Center, Sook's Dressmaking & Alterations, and B.M. Royal Hawaiian Jewelry. The eastern portion of the block is occupied by Shiseido Cosmetics, Diner's Restaurant, and a vacant service station site. The Imotosue Building fronting Young Street is occupied by L & L Drive In, Prestige Travel Unlimited, Inc., Ann Tanabe Piano Studio, Charles O. Uhlmann AIA, Realty Trade Center, Norpac Group, and Abdul Kay Realtors, Inc.

Retail and service establishments located further east of the project site along Kalakaua Avenue include Royal Hawaiian-The Mint, Hearts and Flowers, The Chocolate Lady, Honolulu Trains and Hobbies, Kim's Kim Chee Factory, and Eco Foods. Emilio's

SECTION I

BACKGROUND INFORMATION

Pizza, QM-II Bar, Tropical Paradise Lounge, AMJ Enterprises, 7-Eleven and Aloha Gas station, H & R Block, International Portrait Design, and Dobovan Productions comprise the remaining business and retail establishments located along Kalakaua Avenue.

In the project vicinity, residential complexes are interspersed among low- and mid-rise commercial and retail buildings. The 32-unit KHB Apartments is located at the corner of Young and Punahou Streets. Located at the southwest corner of Punahou and Beretania Streets is the 30-unit Punahou Regency condominium. The Makua Alii and Paoakalani public housing projects, operated by the Hawaii Housing Authority, are located makai of the project site along Kalakaua Avenue and contain a total of 432 units for the elderly. The 221-unit Kalakaua Homes complex is located southeast of the project site adjacent to Kalakaua Avenue.

DESCRIPTION OF THE PROPOSED PROJECT

SECTION II

DESCRIPTION OF THE PROPOSED PROJECT

II. DESCRIPTION OF THE PROPOSED PROJECT

A. PROJECT DESCRIPTION

The Pawa'a Redevelopment Project is a mixed-use residential, commercial/retail and community facility development proposed for a portion of two blocks and is bounded by King, Keeaumoku and Beretania Streets and Kaheka Lane and bisected by Young Street. The redevelopment will consolidate the individual parcels within the project site to create a mixed-use and mixed-income urban community (see Figure 3). The portion of Young Street traversing through the project site will remain open to through traffic, while serving as the main residential vehicular entryway into the project. A portion of Young Street within the project site will descend below-grade to allow for a contiguous on-grade development. Roadway improvements, including the provision of additional turn lanes, will be implemented as part of the redevelopment to accommodate project-related traffic. The project will be developed within a 300-foot height limit.

The project components will be situated on seven (7) levels, including three (3) below-grade levels, one on-grade level, and three (3) levels above-grade (see Figures 4, 5, 6, 7, and 8). The two lowest levels (Levels 1 and 2) will encompass residential parking and an 8-plex cinema. At one level below-grade (Level 3), retail space and parking for the retail, the cinema complex, and residents will be available. At-grade (Level 4), the project will include a supermarket and retail space and associated parking, a community recreation center, and park space. At one level above-grade (Level 5), a Kindergarten through Grade 2 public elementary school with parking will be available. Level 6 also consists of school space, as well as a school playground. Level 7 will consist of a recreation deck, available for use by residents of the surrounding residential towers.

Major elements of the redevelopment include:

- o Approximately 1,768 residential units located within five high-rise residential towers and two mid-rise residential towers.

Sixty (60) percent of the residential units, or approximately 1,061 units, will be designated as affordable rental units. Approximately half of the affordable rental units will be offered to gap group households earning between 81 and 120 percent of the median income. The remaining half of the affordable rental units will be rented to low and moderate income households earning below 80 percent of the median income. Approximately 177 of the affordable rental units will be designated for elderly housing.

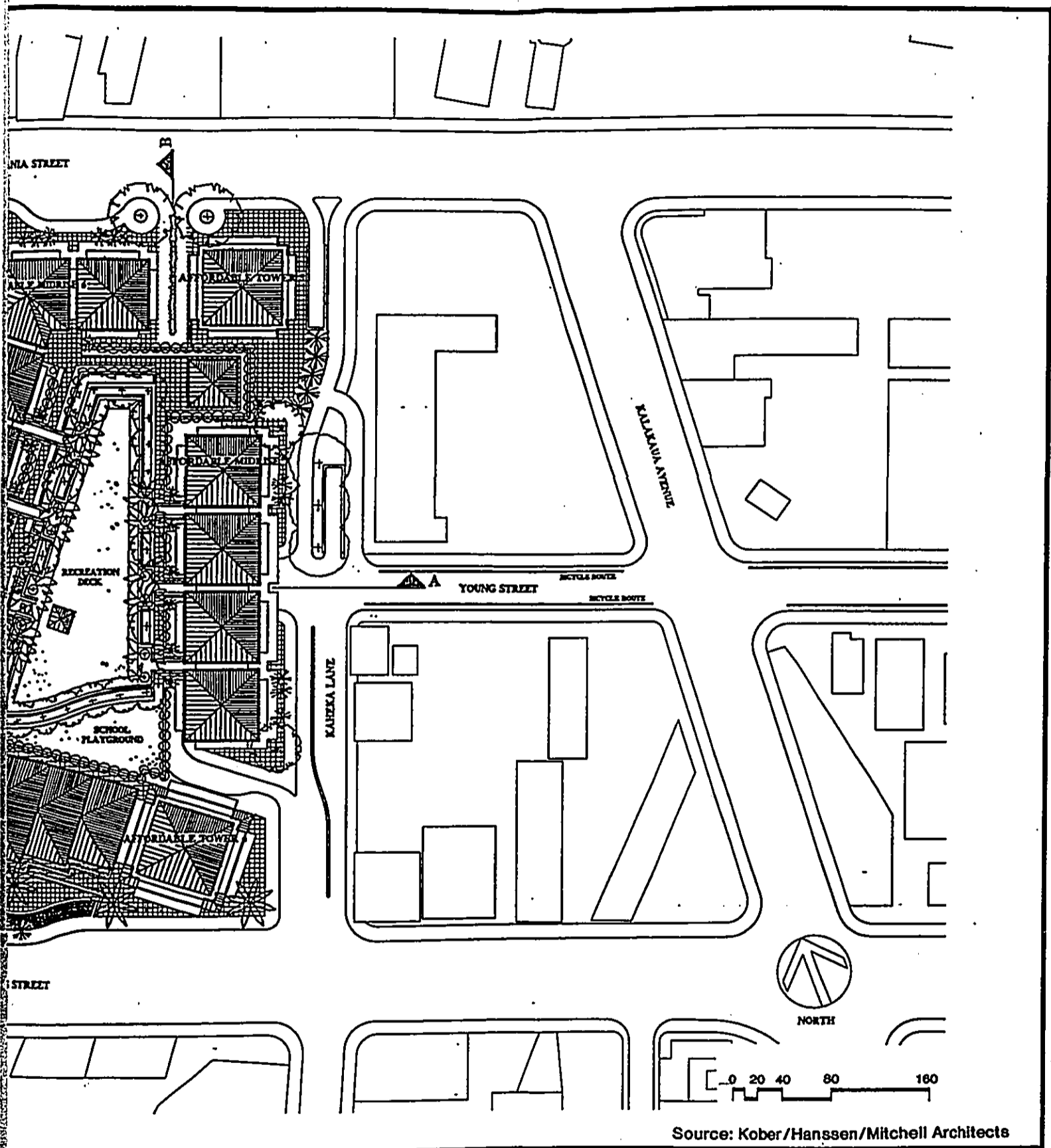
SECTION II

DESCRIPTION OF THE PROPOSED PROJECT

The remaining approximately 707 residential units will be designated as market-rate units and will be sold in fee at prevailing market rates.

- o Approximately 145,000 square feet of commercial/retail space, including approximately 65,000 square feet of leasable retail space, approximately 40,000 square feet for a supermarket, and approximately 40,000 square feet for an 8-plex cinema complex.
- o Approximately 10,000 square feet for a community recreation center.
- o Approximately 10,000 square feet for development of classroom facilities for a Kindergarten through Grade 2 public elementary school, and an approximately 9,000 square-foot school playground.
- o A total of approximately 2,897 on-site parking stalls, including approximately 1,237 stalls to accommodate the market-rate residential units, approximately 928 stalls for the affordable rental units, approximately 670 parking stalls to accommodate the commercial/retail component, approximately 50 stalls to accommodate the community recreation, and approximately 12 stalls for the Kindergarten through Grade 2 public elementary school.
- o Transition of a portion of Young Street within the project site to below-grade to allow for contiguous on-grade development and a proposed on-grade bikepath flanking both sides of Young Street.
- o Preservation and inclusion of the one-level portion of the existing stone building and landscaped grounds located within the State Department of Agriculture parcel at the corner of King and Keeaumoku Streets.
- o Widening of Kaheka Lane to provide for improved ingress/egress.
- o A landscaped open park area located mid-block and adjacent to and between Beretania and Young Streets.

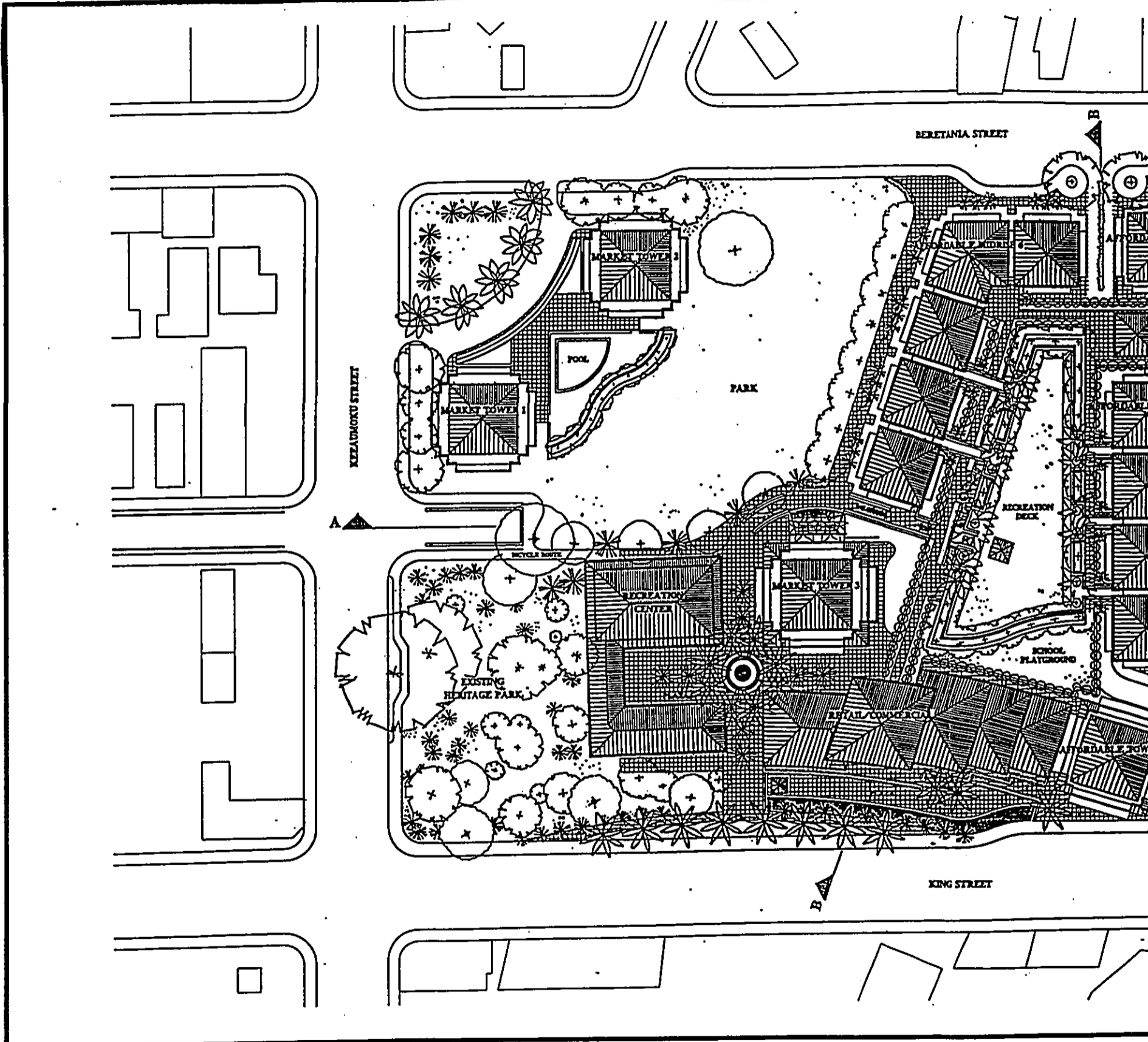
The Pawaaw Redevelopment Project will be developed in two major phases as shown in Figure 9 and described in Table 2.



Source: Kober/Hanssen/Mitchell Architects

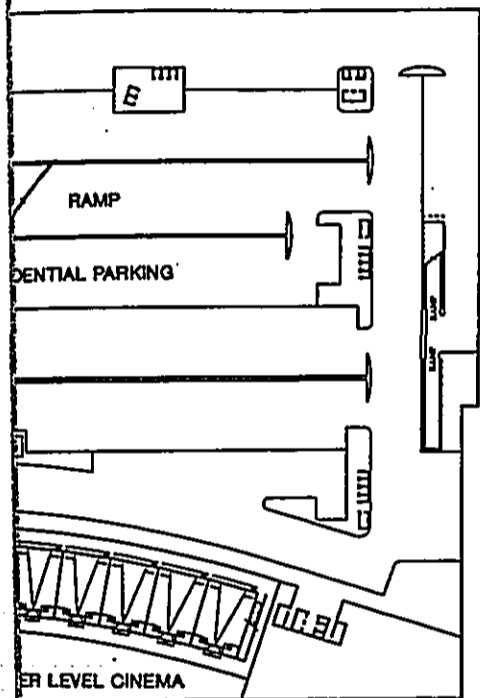
PLAN

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII
 Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

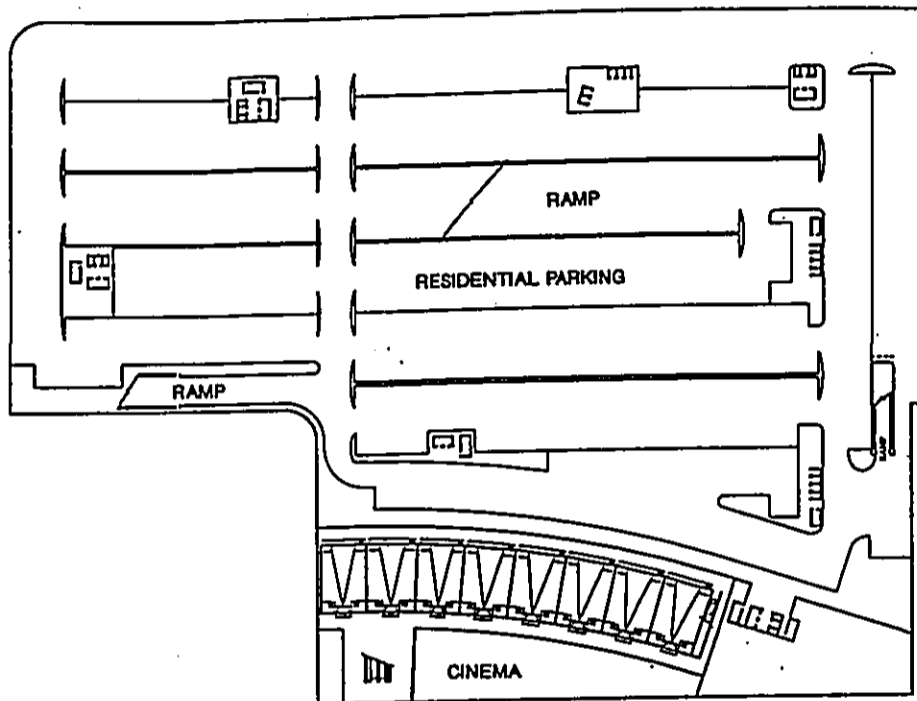


PAWAA
 REDEVELOPMENT
 PROJECT

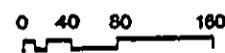
Figure 3
 COMPOSITE SITE PLAN



LEVEL 2



LEVEL 1

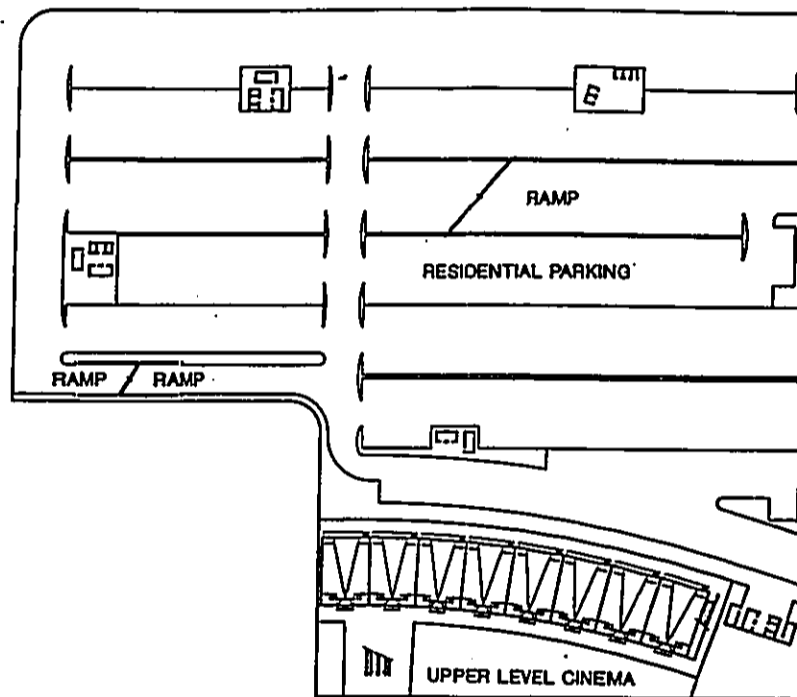
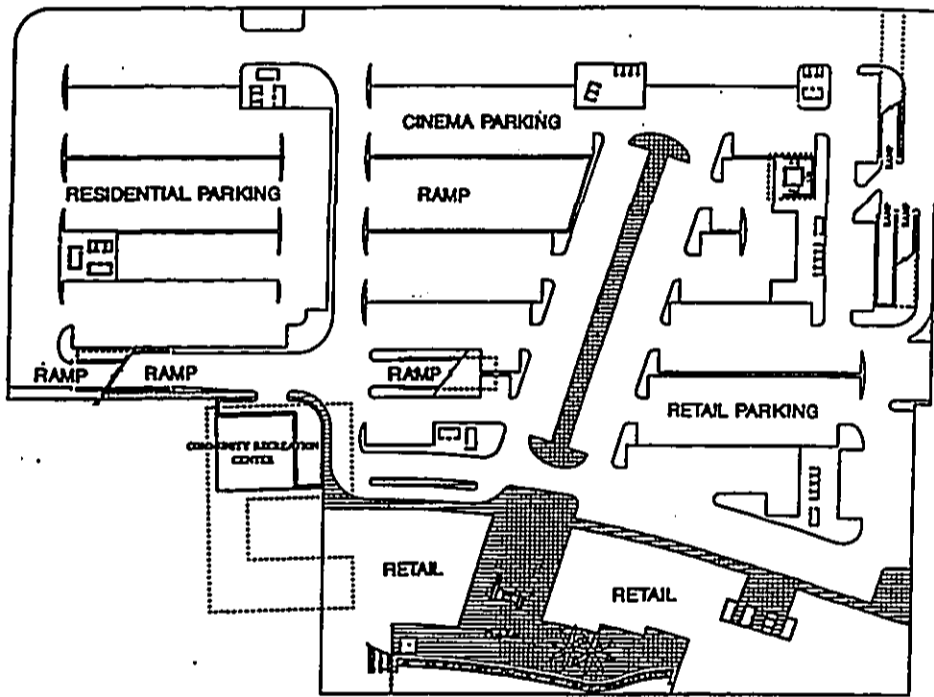


Source: Kober/Hanssen/Mitchell Architects

TE PLAN

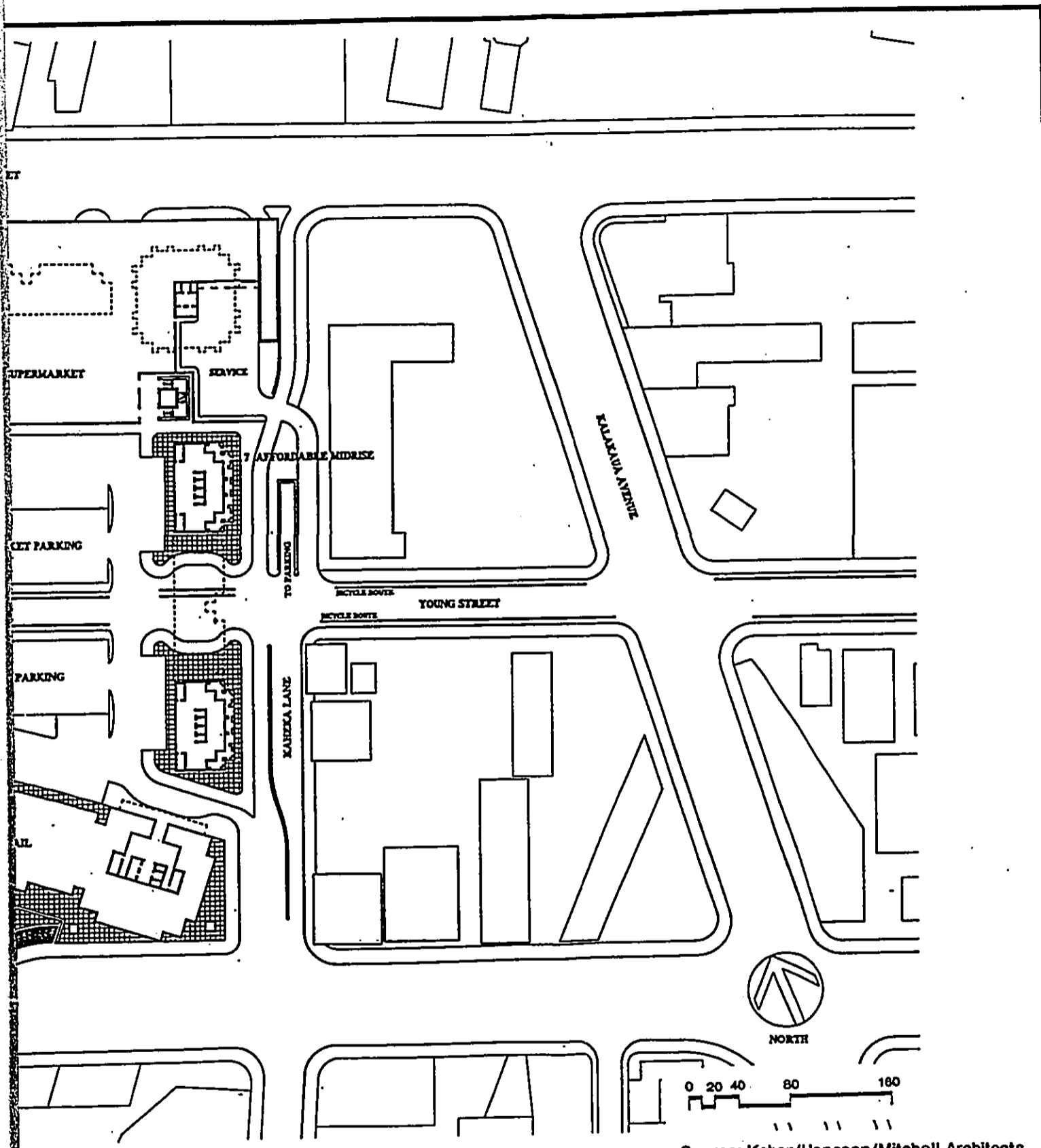
Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



PAWAA
REDEVELOPMENT
PROJECT

Figure 4
LEVELS 1, 2, & 3 SITE PLAN

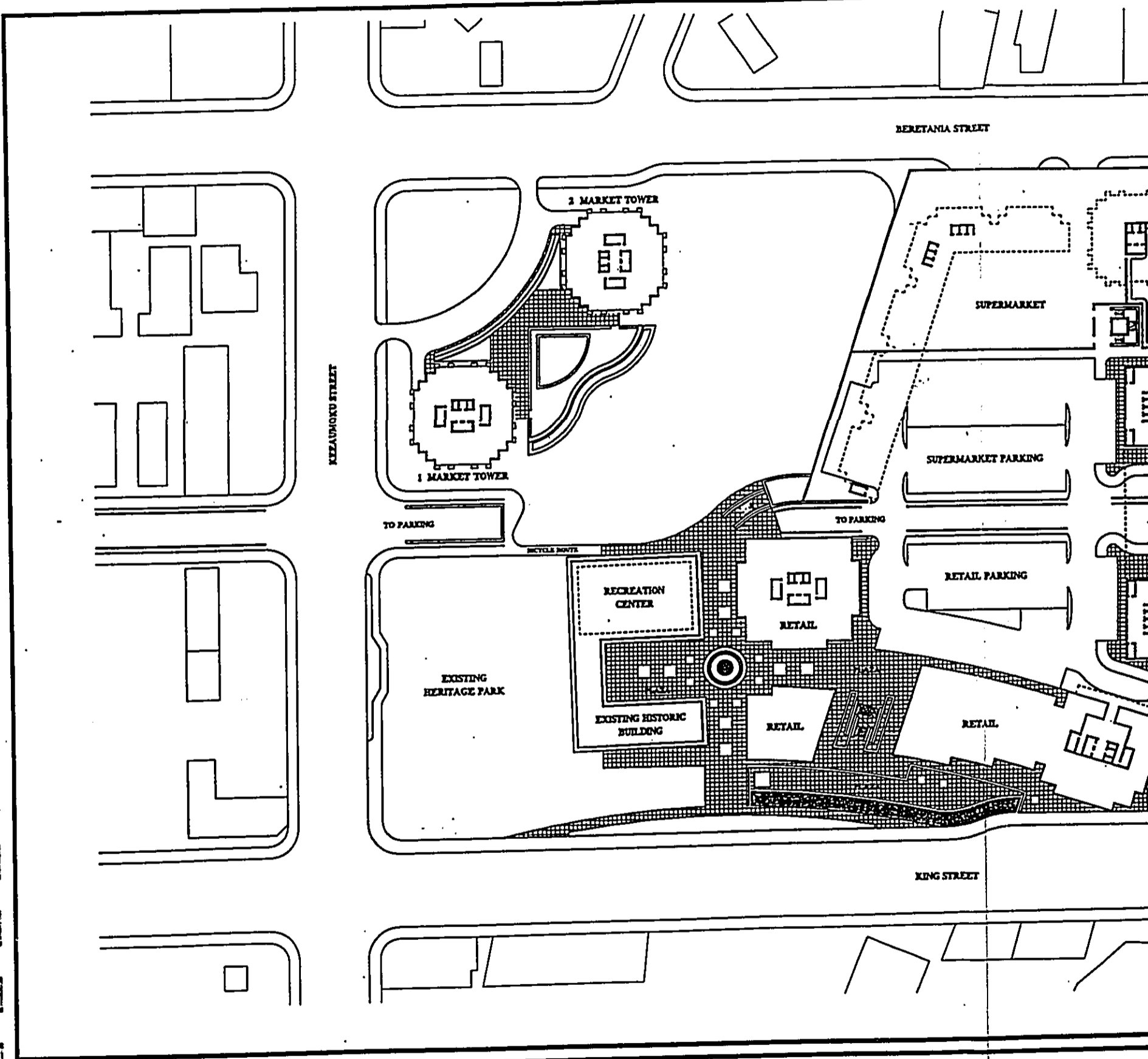


Source: Kober/Hanssen/Mitchell Architects

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

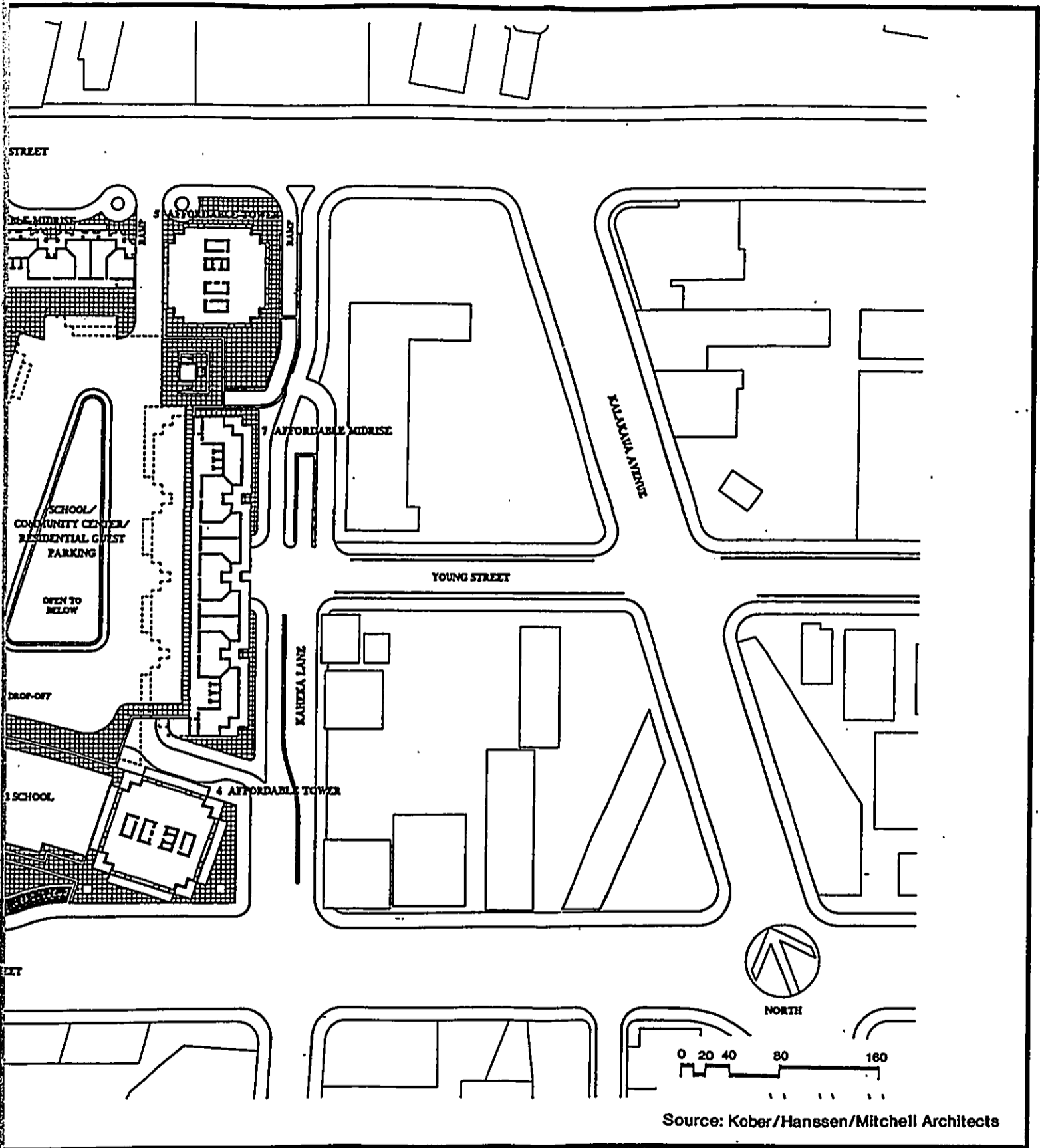
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

N



PAWAA
 REDEVELOPMENT
 PROJECT

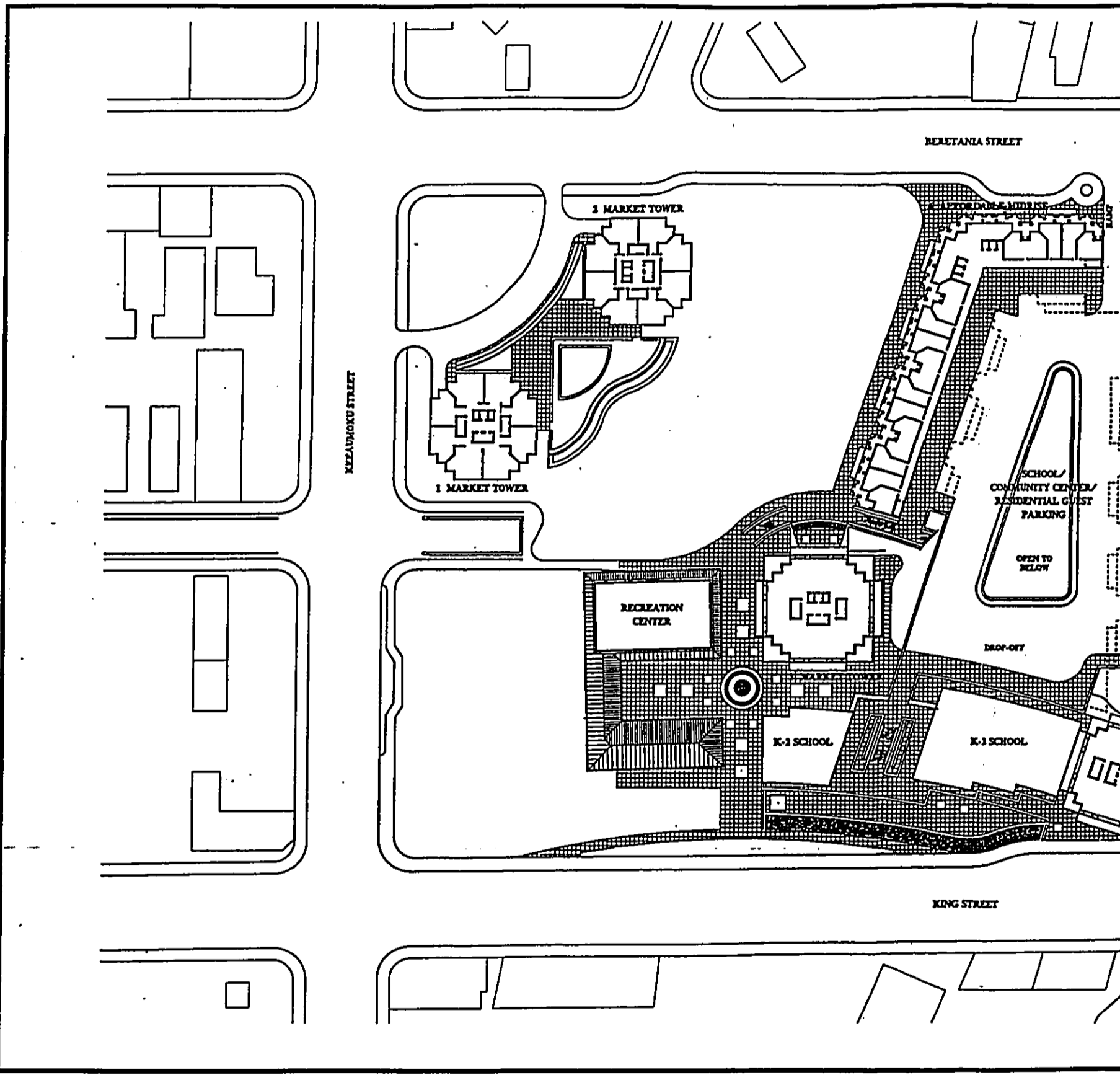
Figure 5
 LEVEL 4 SITE PLAN



IN..

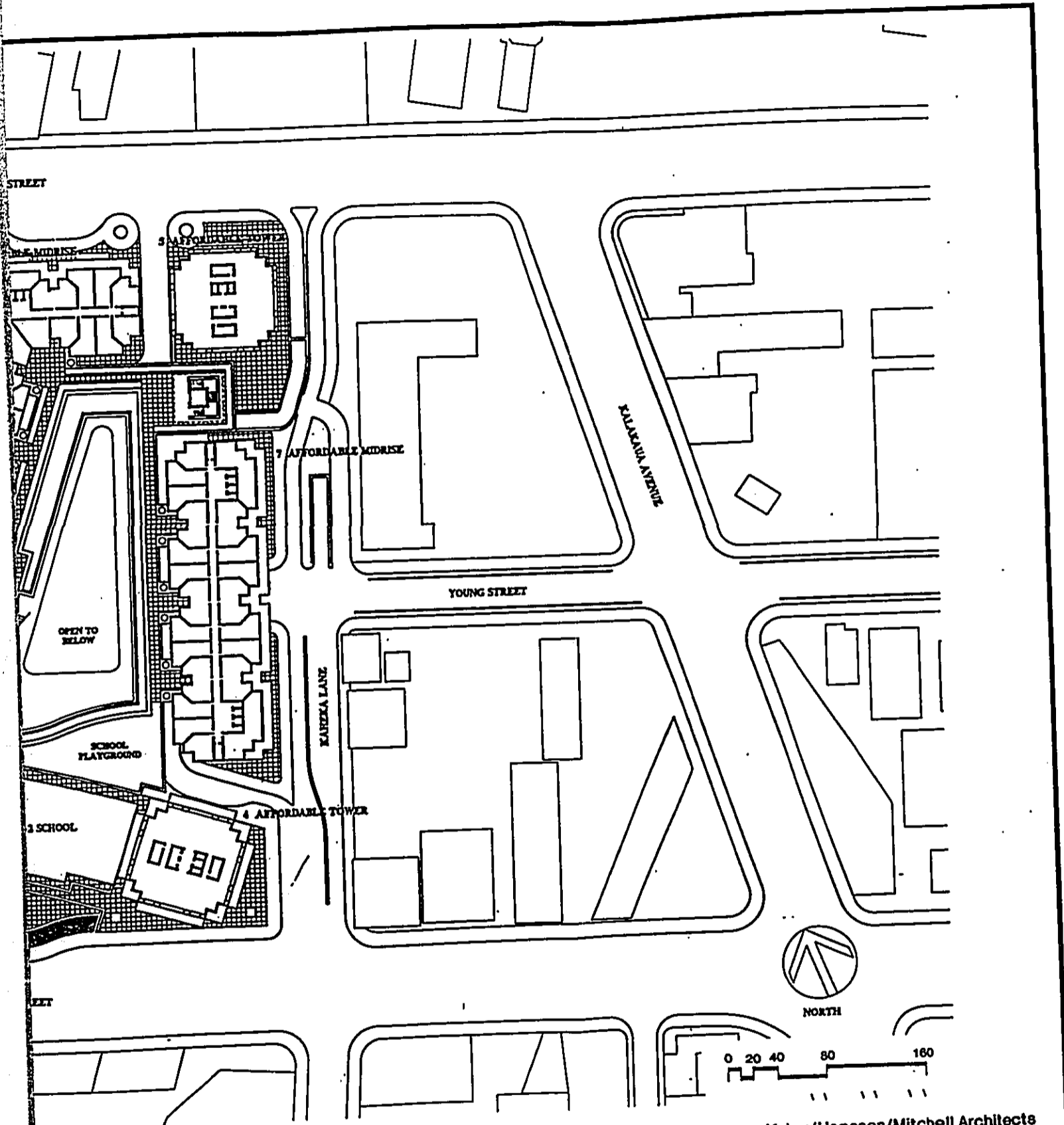
Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



PAWAA
 REDEVELOPMENT
 PROJECT

Figure 6
 LEVEL 5 SITE PLAN

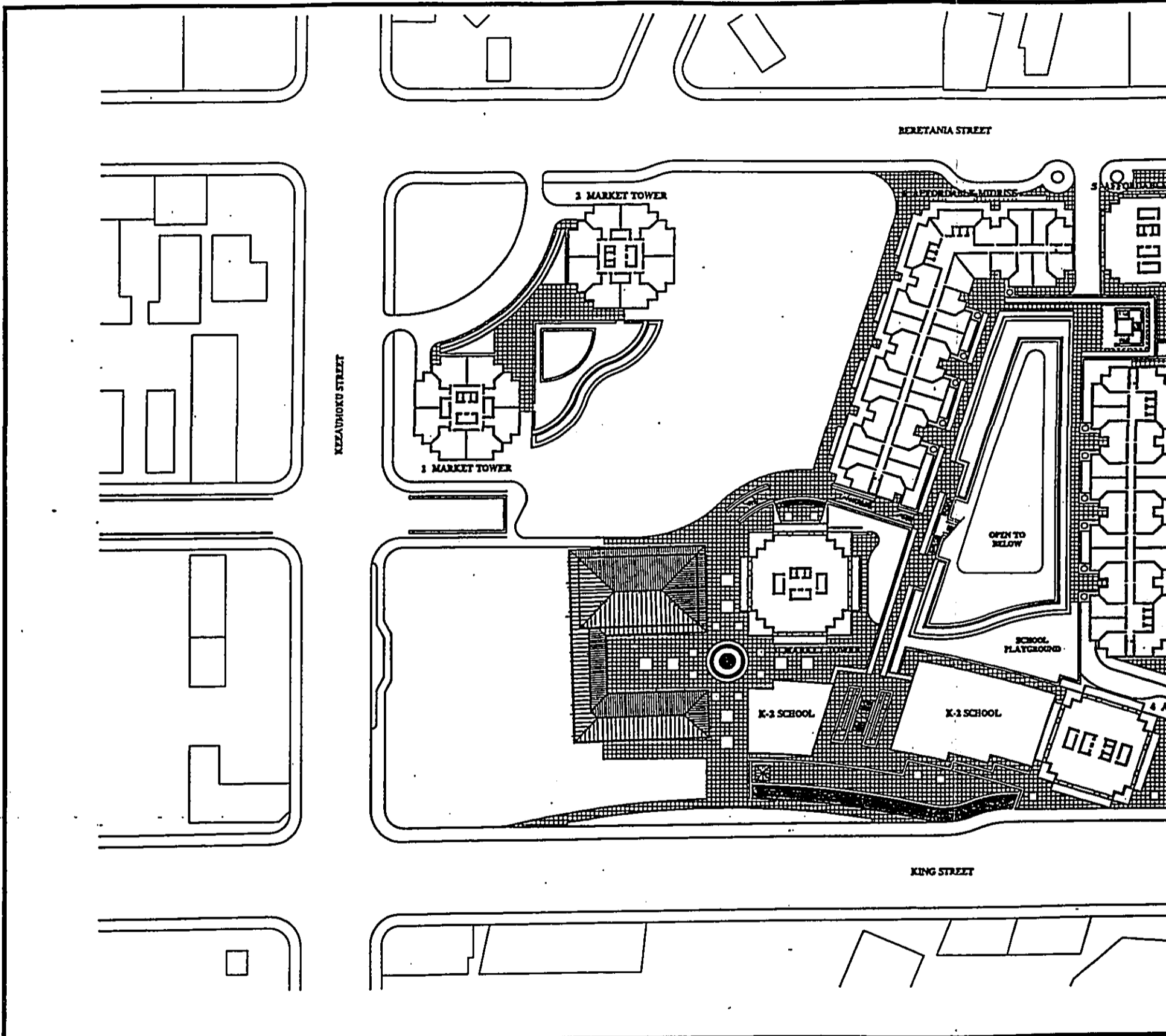


Source: Kober/Hanssen/Mitchell Architects

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

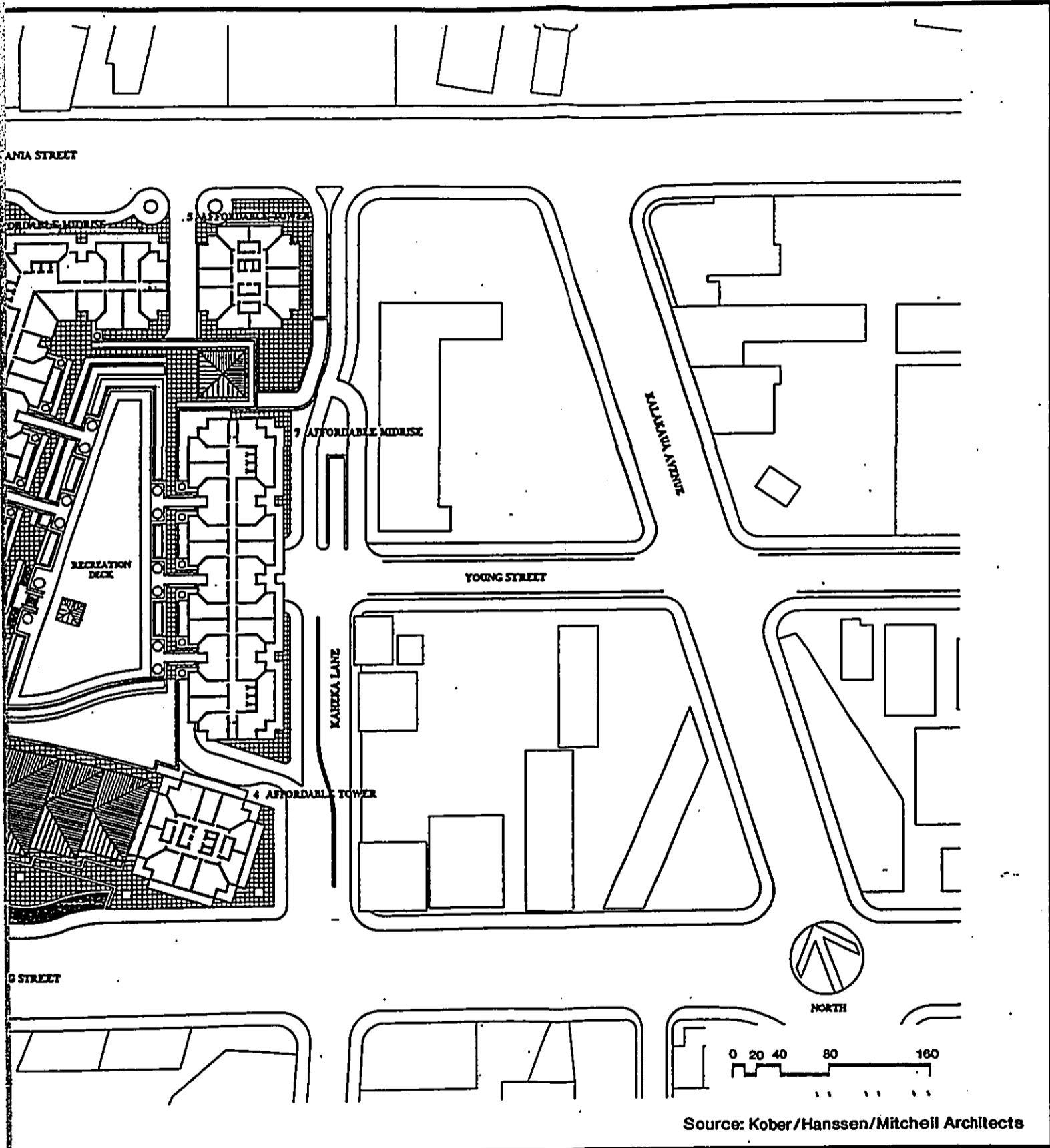
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

AN



PAWAA
 REDEVELOPMENT
 PROJECT

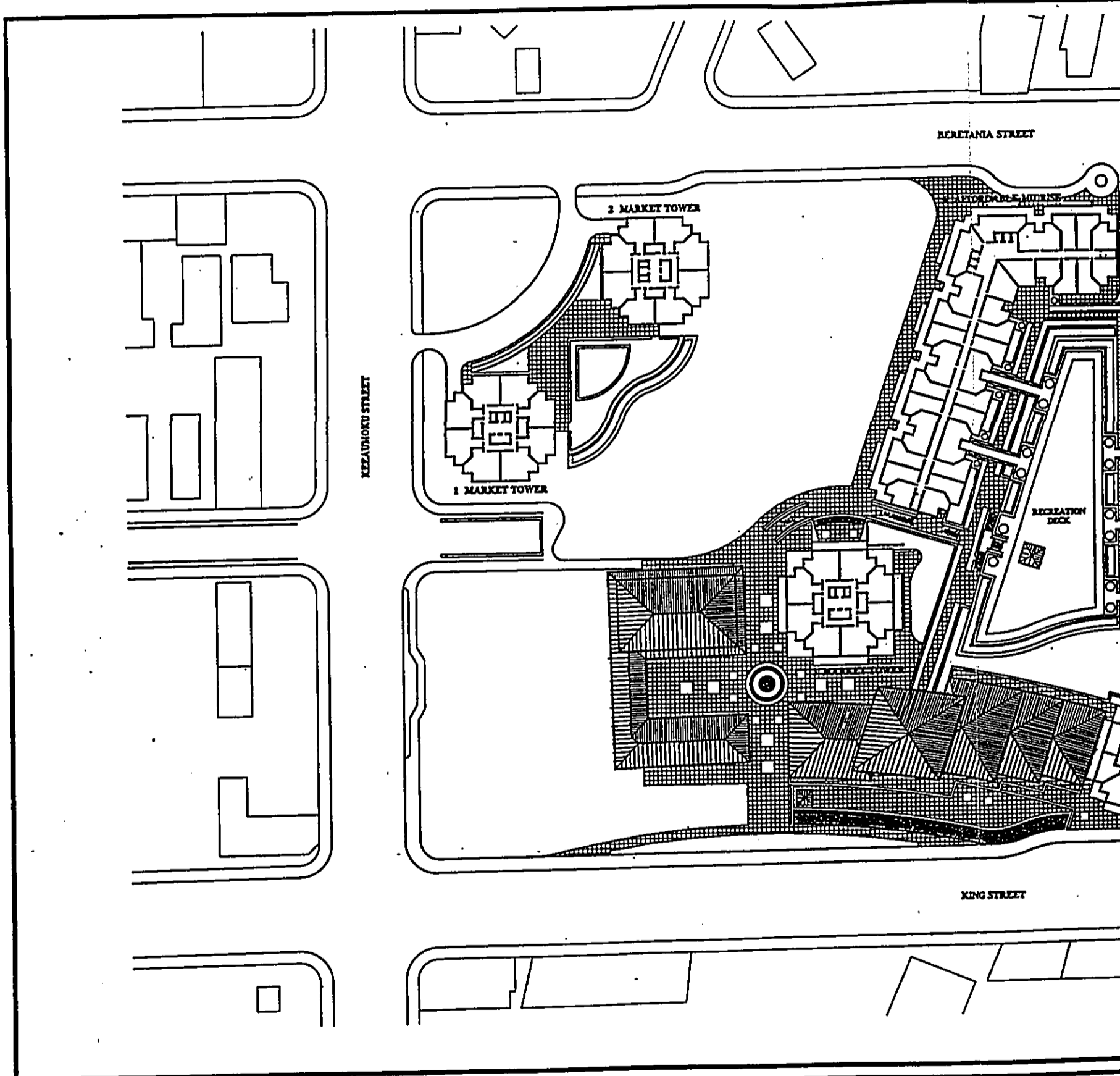
Figure 7
 LEVEL 6 SITE PLAN



AN

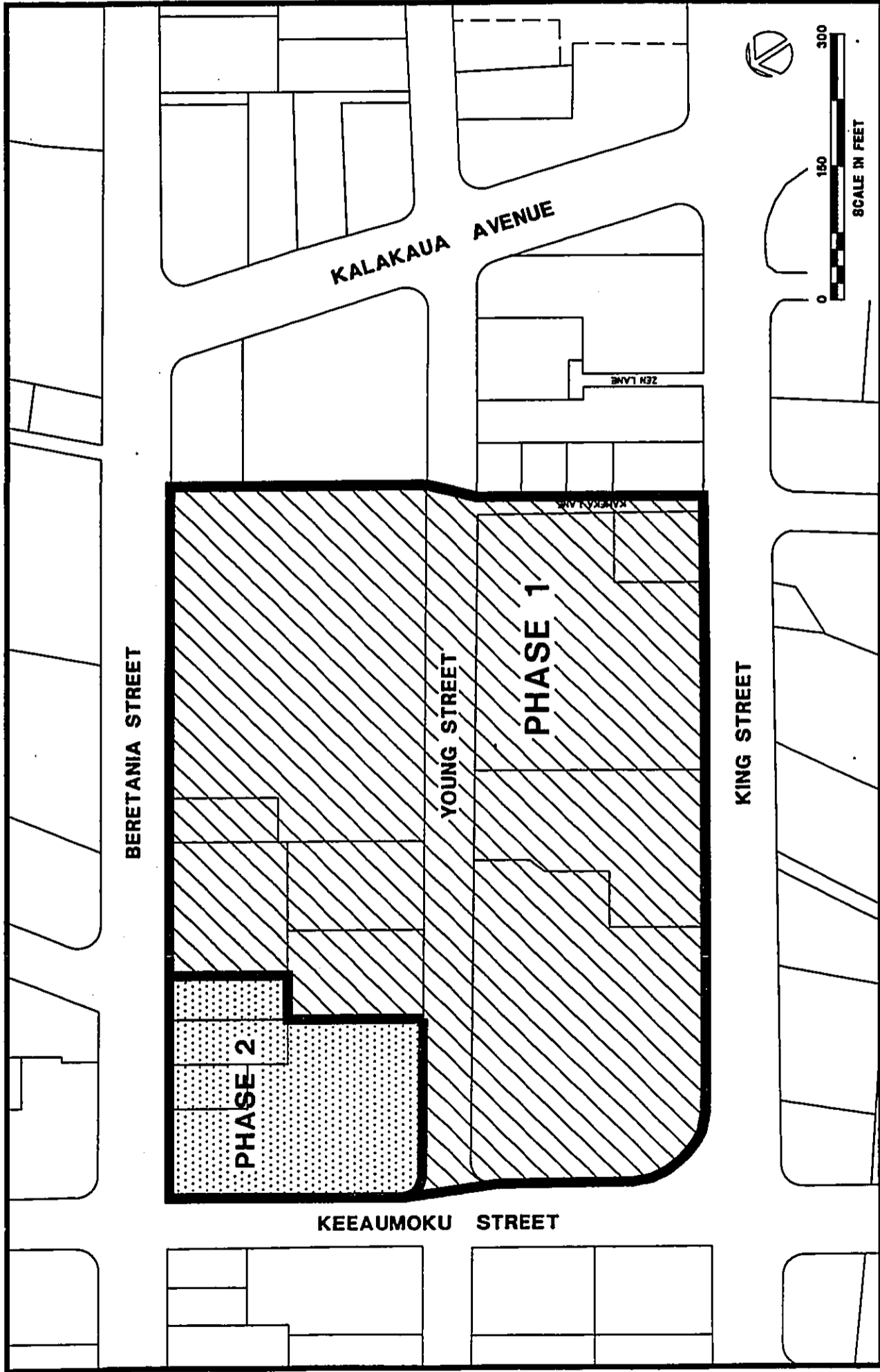
Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



PAWAA
 REDEVELOPMENT
 PROJECT

Figure 8
 LEVEL 7 SITE PLAN



Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

Figure 9
PHASING PLAN

P A W A A A
 REDEVELOPMENT
 PROJECT

SECTION II

DESCRIPTION OF THE PROPOSED PROJECT

TABLE 2 PHASING PLAN			
	PHASE 1 DEVELOPMENT	PHASE 2 DEVELOPMENT	TOTAL DEVELOPMENT
Affordable Rental Units	1,061 Units	---	1,061 Units
Market-Rate Units	211 Units	496 Units	707 Units
Retail Space	65,000 SF	---	65,000 SF
Supermarket	40,000 SF	---	40,000 SF
8-Plex Cinema	40,000 SF	---	40,000 SF
Community Recreation Center	10,000 SF	---	10,000 SF
K-2 School	10,000 SF	---	10,000 SF
Parking	2,528 Stalls	369 Stalls	2,897 Stalls

Source: Kober/Hanssen/Mitchell Architects

PHASE 1 DEVELOPMENT

The first phase of the project will consist of two high-rise affordable residential towers, two mid-rise affordable residential towers, one high-rise market-rate residential tower, the commercial/retail component, the community recreation center, the Kindergarten through Grade 2 public elementary school and school playground, and a parking facility. Also included in this phase is the preservation and incorporation of the one-level portion of the existing stone building and landscaped grounds within the Department of Agriculture parcel, the creation of the landscaped park within a portion of the block between Beretania and Young Streets, and the transition of a portion of Young Street below-grade.

Development of the affordable rental residential towers, the commercial/retail component, the community recreation center, the Kindergarten through Grade 2 public elementary school, and the Phase 1 parking facility will be undertaken by the City and State. The market-rate residential tower will be privately developed through the Request

for Proposals (RFP) process. The RFP process will also be initiated for the private operation/ownership of the completed improvements of the commercial/retail component.

To achieve the Phase 1 development, four privately-owned parcels totaling approximately 49,845 square feet are proposed to be acquired and consolidated with five City and State-owned parcels which encompass approximately 303,681 square feet. The existing structures, with the exception of a portion of the Department of Agriculture building, will be demolished. A portion of Young Street between Keeaumoku Street and Kaheka Lane will descend below-grade within Phase 1 to provide for a contiguous on-grade development. Kaheka Lane will also be widened and incorporated into Phase 1.

Residential Units

1. Affordable Residential Units

Two high-rise affordable residential towers located within the northeastern and southeastern portions of the site, respectively, will provide a total of approximately 500 units. The approximately 260-foot high affordable residential tower located at the northeastern portion of the site will consist of approximately 261 units, offering a range of unit types, including studios and one-, two-, and three-bedroom units. The approximately 225-foot high affordable residential tower located at the southeastern portion of the redevelopment will consist of approximately 239 units, including studios and one-, two-, and three-bedroom units. Direct pedestrian access will be available from the high-rise affordable towers to the recreational deck on Level 7. Access to the units within each affordable residential tower will be provided through a lobby located at street level.

Located between the two affordable residential high-rise towers will be a mid-rise affordable residential tower of approximately 110 feet in height consisting of 248 units, including studios and one-, two-, and three-bedroom units. A second mid-rise affordable residential tower at a height of approximately 140 feet will be located in a slightly linear configuration adjacent to Beretania Street and fronting the landscaped park. The mid-rise tower will provide approximately 313 units, including studios and one-, two-, and three-bedroom units. Some of the units within the mid-rise towers will be designated for elderly households. Direct pedestrian access will be available from the mid-rise towers to the recreation deck located on Level 7. The landscaped park fronting the mid-rise tower will provide residents with a pleasant visual open space. Individual lobby entries off of Level 5 will access the units within the respective mid-rise towers.

An approximately 25,000 square-foot above-grade recreation deck located within Level 7 and flanked by the two affordable midrise towers will provide residents with open space and passive recreational opportunities.

2. Market-Rate Residential Units

One high-rise market-rate residential tower centrally located within the project site will be developed at a height of approximately 250 feet. The 211-unit tower will offer a range of unit types, including one-, two-, and three-bedroom units. Recreational opportunities will be afforded to the residents by way of an adjacent recreation deck located on Level 7 or the recreation deck located adjacent to the other two market-rate towers to be developed in Phase 2 at the corner of Beretania and Keeaumoku Streets. A street-level lobby entrance will provide access to the units.

Commercial/Retail Component

To support the residential component, a total of approximately 145,000 square feet of commercial/retail space will be included within the Phase 1 development fronting King Street.

Leasable retail space of approximately 65,000 square feet will be located within Levels 3 and 4 of the commercial/retail complex and within Level 4 of the market-rate residential tower and the affordable residential tower at the corner of King Street and Kaheka Lane. Street level access to the commercial/retail complex will be from King Street and the interior parking area off of Young Street. Contiguous pedestrian access between retail establishments in the commercial/retail complex and the street level of the market-rate residential tower and the affordable residential tower will be provided by open plazas and walkways.

An approximately 40,000 square-foot 8-plex cinema complex is planned within the below-grade levels located beneath the commercial/retail complex. Vertical transportation will be provided from street-level and plaza level to transport patrons to the cinema complex below.

Space for a supermarket of approximately 40,000 square feet will be provided at street level in an area adjacent to Beretania Street at the northeastern portion of the site. Vehicular access to the supermarket will be from King and Beretania Streets.

Community Recreation Center

An approximately 10,000 square-foot community recreation center will be developed to serve the needs of the residents and surrounding community. The center, sized to accommodate a standard basketball court, will be located adjacent to the one-level Department of Agriculture building along Young Street. Pedestrian access to the community recreation center is from King Street, Keeaumoku Street, and the park space.

Kindergarten Through Grade 2 Public Elementary School

A Kindergarten through Grade 2 public elementary school is proposed to serve the needs of the project and surrounding community. The school will be located within Levels 5 and 6 above the commercial/retail complex. The school entrance will be from a vehicular drop-off area located on Level 5. A dedicated school playground of approximately 9,000 square feet located on Level 6 of the development will provide the students of the school with recreational activities.

Open Space/Park Space

The existing landscaped grounds of the State Department of Agriculture (DOA) facility, located at the corner of King and Keeaumoku Streets, will be retained and incorporated into the redevelopment. Numerous mature trees are located throughout the grounds, including four trees which are listed in the Register of Exceptional Trees and are protected by State legislation. A landscaped park to be located midblock between Young and Beretania Streets will adjoin the existing landscaped grounds at the DOA facility. This approximately 164,454 square-foot greenbelt will allow residents and the community to enjoy passive and informal active recreation within an urban community.

Parking Complex

An approximately 2,897-stall multi-level parking facility is planned for the project, consisting of parking at street level, an above-grade level, and three below-grade parking levels. The facility is expected to meet the parking needs for all residential, commercial/retail, community recreation, and school uses. The majority of the parking facility, or about 2,528 stalls, will be developed during Phase 1 on Level 5, Level 4 (street level), and within the three below-grade levels of the parking facility.

1. Residential Parking

Approximately 928 of the parking stalls will be set aside for residents of the affordable residential units. These parking stalls will be located within the two

lowest below-grade parking levels. Parking will be accessible from elevators and stairs located within the residential towers. Vehicular access to the parking areas will be from Keeaumoku Street to Young Street, and from Kaheka Lane to Young Street.

About 868 parking stalls will be provided for the market-rate residential units within the three below-grade parking levels. The City and State will be reimbursed for a portion of these parking stalls by the Phase 2 developer to accommodate residents of the remaining two market-rate towers. Access to the parking areas will be from Young Street and Kaheka Lane. The designated parking areas for the market-rate units will be secured and accessible only to the residents on an assigned basis. Parking will be accessible from elevators and stairs located within the residential tower.

2. Commercial/Retail Parking

Approximately 670 parking stalls will be provided for the commercial/retail component. Parking for the supermarket and retail establishments will predominantly be located at street level, with cinema and retail parking located within a portion of Level 3. Access to the designated parking areas will be from Young Street and Kaheka Lane.

3. Community Recreation Center, Kindergarten Through Grade 2 Public Elementary School, and Residential Guest Parking

Approximately 62 parking stalls will be provided for the community recreation center, the Kindergarten through Grade 2 public elementary school, and residential guest parking. The parking will be located at Level 5, one level above-grade. A drop-off area for the K-2 elementary school will be located at the Level 5 parking area immediately mauka of the school. Vehicular access to the school drop-off area and the designated parking area will be from Beretania Street. Parking for residential guests will also be located within this parking area.

Preservation and Incorporation of the One-Level Portion of the Mediterranean-Style Department of Agriculture Building

The one-level portion of the Mediterranean-style building on the existing Department of Agriculture grounds will be retained and may be converted back to its original arcade design. At this time, potential options include development of the building in conjunction with the community recreation center, the commercial/retail complex, or both. The

second-story addition above the building's wing fronting Young Street will be demolished and a community recreation center will be constructed.

Incorporation of Young Street

In addition to serving as the main vehicular entryway, the portion of Young Street within the project site will remain a through street. A portion of Young Street will descend approximately 16 to 17 feet below-grade to allow for a contiguous development at grade level. This portion of Young Street will conform to standards of the City and County of Honolulu Department of Transportation Services and will be retained as a City street. The existing access points of Young Street at its intersections with Keeaumoku Street and Kalakaua Avenue will be retained to provide primary ingress/egress locations to the Pawa development. The existing traffic signals at the two intersections with Young Street will be retained to facilitate traffic to and from the project site.

A proposed on-grade bikepath will be incorporated along both sides of Young Street within the project site. The bikepath will maintain its on-grade elevation adjacent to the below-grade section of Young Street to provide for an uninterrupted course.

Incorporation of Kaheka Lane

The existing access point of Kaheka Lane at King Street will serve as a primary vehicular ingress/egress for visitors to the commercial/retail component of the project. The redevelopment will retain the existing traffic signal at Kaheka Lane and King Street to maintain efficiency in vehicular flow to and from the site. The widening of Kaheka Lane between King and Young Streets to accommodate two-way vehicular flow will require additional right-of-way. The widening of Kaheka Lane will conform to standards of the City and County of Honolulu Department of Transportation Services and will be retained under the ownership of the City and County of Honolulu. From Beretania Street, a one-way access into the project to the point of the intersection of Young Street at Kaheka Lane will be constructed. Development of this one-way access will require a new right-of-way.

PHASE 2 DEVELOPMENT

The Phase 2 development consists of two high-rise market rate residential towers and the remainder of the parking facility. The market-rate residential towers and parking facility will be privately developed through the Request for Proposals (RFP) process. Development of Phase 2 will require the acquisition of four privately-owned parcels totaling approximately 59,693 square feet. The existing structures will be demolished.

Residential Units

Market-Rate Residential Units

Approximately 496 market-rate residential units will occupy two 300-foot tall high-rise residential towers. Each tower will offer approximately 248 units with a range of unit types, including one-, two-, and three-bedroom units. Residential passive recreational needs will be met by an adjacent recreation deck to be shared by residents of the two towers. Pedestrian access to the units will be provided through separate lobby entrances located at street-level. A vehicular drop-off area with ingress/egress from Beretania and Keeaumoku Streets will conveniently serve residents of the two residential towers.

Parking Complex

The remainder of the approximately 2,897-stall multi-level parking facility will be developed within Phase 2. Parking for the Phase 2 development will include about 369 stalls located within three below-grade parking levels (Levels 1, 2 and 3). The parking stalls will be accessible from Young Street and Kaheka Lane and will serve the market-rate units. Parking areas for the market-rate units will be secured and accessible on an assigned basis to residents only. The parking area will be accessible from elevators located within the residential towers.

B. PROJECT NEED

The City and County of Honolulu and State of Hawaii intend to revitalize the Pawa area through the redevelopment of the project site by providing new affordable rental units, market-rate residential units, additional commercial/retail space, community facilities, parking, and open areas. The redevelopment will absorb certain retail and commercial operations currently servicing the district and will incorporate uses that support the anticipated increase in the population base by virtue of the residential density.

The assessment of project need is presented in the Market Assessment for the Pawa Redevelopment Master Plan prepared by John Child & Company, Inc. in October 1991 and is included in Appendix A. As of June 1993, the Market Assessment has been reviewed for applicability with respect to the revised project by John Child & Company, Inc. Based on this review, applicable revisions and updated findings to the original Market Assessment are incorporated herein. A letter dated November 1, 1993 from John Child & Company, Inc. confirming these updated findings is included in Appendix A. The need for the Pawa Redevelopment Project reflects the most recent data and is summarized below.

1. Residential Rental Demand

Over the past decade, there has been a lack of privately developed rental projects. This is primarily attributed to the development and sale of multi-family residential projects as condominium projects which have offered greater profit than conventional rental development. Therefore, with the exception of government assisted projects, virtually no large scale rental projects have been developed in Honolulu over the past decade. The conversion of rental apartment projects to condominium units has further contributed to the shortage of rental apartment units.

Demand for rental apartments continues to grow due to population growth and new household formations and a corresponding reduction in supply due to conversions of rental apartment projects to condominium units. The shortage of the rental apartment inventory has recently spurred rent increases by as much as 20 percent to 25 percent per annum. This has especially affected the availability of affordable rental units for households earning less than 120 percent of the median household income.

Current demand for affordable housing on Oahu is conservatively estimated at 30,000 units. City, State and private sectors are developing single- and multi-family residential projects in response to providing purchase opportunities for these households. However, even if all of the proposed housing projects were to be completed as planned, less than 10,000 units would be added over the next five years. This is based on an analysis of the proposed public-sector housing developments and excludes the planned privately-developed housing units geared to gap group households. The supply and demand imbalance for affordable priced homes has typically resulted in ten times that of the number of applicants for a project in relation to the number of housing units available for sale. In addition, most of the proposed and new housing projects are located outside of the primary urban center. For the elderly and others who are dependent on public transportation and/or require close access to services and therefore desire to reside in urban Honolulu, these suburban projects do not provide a reasonable housing alternative.

The demand for affordable rental projects is further evidenced by the increased response to recently developed City and State rental projects. The City's Chinatown Gateway project attracted 514 applicants for 120 affordable rental units, while 222 applications were received for 30 affordable rental units in the City-developed Harbor Village project. Recent lotteries held for State projects support the current demand for rental projects. In the State-developed Kamakee Vista rental project, over 950 applicants applied for 225 available units. The 225-unit Pohulani, another State-developed rental project for the elderly, resulted in approximately 935 applicants during a recent lottery. Over 350 applicants were attracted to the 75-unit Na Lei Hulu Kapuna, the most recent elderly housing project developed by the State.

The significant demand for affordable rental projects relative to the rental units being developed to accommodate this demand indicates that sufficient market support exists to absorb any number of affordable rental apartment units developed on the Pawaaw Redevelopment Project site.

2. Market-Rate Residential Condominium Demand

A majority of the condominium sales activity on Oahu have been concentrated in urban Honolulu, which extends from downtown Honolulu eastward to Kapahulu Avenue. Urban Honolulu is a desirable area for the resident population due to its close proximity to existing employment, educational, retail, and recreational areas.

Current and projected demand for market-rate condominium units is anticipated to exceed supply over the next four to six years due to the limited number of planned condominium projects oriented to this market segment. Annual demand has ranged from about 230 to over 420 units. Approximately 3,300 units in ten condominium projects are planned for development in Honolulu over the next four to six years. However, the majority of the planned projects are oriented to the luxury condominium market, while less than 100 units are proposed for the market-rate condominium market. Luxury condominium units are typically priced over \$400 per square foot of net living floor area and afford units with unobstructed ocean views. In comparison, market-rate units are typically priced between \$250 and \$400 per square foot of net living floor area. While conveniently located in relation to employment, shopping, recreation and schools, market-rate condominium projects do not typically afford the units with unobstructed ocean views.

Although the market demand for market-rate condominium units is expected to remain strong, prices are anticipated to stabilize at or near current levels. The annual demand for market-rate condominiums on Oahu is projected at between 400 and 500 units. Although recent market-rate projects have shown an annual demand for 230 to 420 units per year, these demand indications are conservative due to the market emphasis on luxury condominium development during the recent past. The largest segment of buyers for existing comparable projects have been Hawaii residents, with about 87 percent of all units in the existing market-rate projects being owned by Hawaii residents.

The Pawaaw Redevelopment Project will provide three fee simple development sites which would be sold to private developers. These development sites would support approximately 707 residential units which the private developers would sell at prevailing market rates. A range of unit sizes and types, including one-, two-, and three-bedroom units, is planned to accommodate various household sizes. The mix of convenience retail and community service facilities planned for the Pawaaw project would add to the

desirability of the site for market-rate residential condominiums and provide the ability to compete with other comparable projects.

The predominance of affordable rental housing in the Pawa'a Redevelopment Project would not be a significant factor in affecting the marketability of the market-rate condominium units. The majority of the renters would be comprised of households earning near the median household income, which represents a large portion of the resident population.

It is probable that the market-rate units within the Pawa'a Redevelopment Project could capture about 50 percent of the annual demand of between 400 and 500 market-rate condominium units in Honolulu. The annual absorption of market-rate units in the Pawa'a Redevelopment Project is estimated to range from about 200 to 250 units per year.

3. Retail Space Demand

Three trade areas representing neighborhoods within urban Honolulu are designated for the proposed retail component of the Pawa'a Redevelopment Project. The primary, secondary, and tertiary trade areas include portions of the Makiki/Lower Punchbowl/Tantalus, McCully/Moiliili, Ala Moana/Kakaako, and Manoa neighborhoods. The primary trade area includes a three to four-block area surrounding the project site and represents the highest potential capture rate of consumer expenditures. The secondary trade area includes an area where residents would drive to the Pawa'a project retail site due to its convenient location and proximity to their homes and businesses. The tertiary trade area is an area where residents live or work farther from the site, but find that the Pawa'a project retail site is within a reasonable travel time and distance from their home or business.

A review of Oahu and Hawaii's convenience shopping centers indicates that annual retail sales volumes generally range from \$250 to \$350 per square foot of floor area. Based on an average annual sales volume of \$300 per square foot of retail space, the primary trade area retail expenditures could currently support about 55,000 square feet of grocery space.

Seven grocery facilities currently serve the Pawa'a trade area, including one store located within the primary trade area, four stores located within the secondary trade area, and two stores located within the tertiary trade area. The grocery store within the primary trade area includes about 27,000 square feet of enclosed floor area. The four stores within the secondary trade area total about 158,000 square feet of enclosed floor area, while the two stores within the tertiary trade area encompass a total enclosed floor area of about 57,000 square feet.

The relationship between existing shopping facilities and supportable retail space indicates that the primary trade area is capturing about 50 percent of the potential grocery sales supported by area households. The secondary trade area is capturing about 50 percent, while the tertiary trade area has only about a 20 percent capture rate by existing facilities within the its trade area.

The Foodland market located adjacent to the project site along Beretania Street is currently operating on a renewable lease basis. Foodland has expressed an interest in locating within the project site. Analysis indicates that the Foodland market is capturing about 50 percent of the grocery floor area supported by primary trade area households. With the elimination of Foodland, market support indicates a need for a minimum of about 30,000 to 40,000 square feet of retail grocery space.

In addition to grocery floor area, support exists for other on-site convenience retail facilities. A review of the quality and quantity of competing convenience retail centers in the trade area indicate that a convenience retail center located within the Pawaa project could capture about 50 percent of the other retail sales from the primary trade area and a much smaller percentage of grocery and other retail sales from the secondary and tertiary trade areas.

Current annual sales volumes and projected trade area retail expenditures indicate that about 119,000 square feet of retail floor area could be supported within the Pawaa project site assuming the closure of the adjacent existing Foodland market. By the year 2000, the project site could support about 140,000 square feet of retail space with the majority occupied by grocery and other convenience goods.

The Pawaa Redevelopment Project responds to the general demand for retail space within its trade areas. Of the approximately 145,000 square feet of commercial/retail space proposed for the Pawaa project, about 65,000 square feet will be leasable retail space, 40,000 square feet will be designated for a supermarket, and the remaining 40,000 square feet is planned for an 8-plex cinema complex. The project's leasable retail space would conceivably be occupied by a variety of business, retail, and service establishments compatible with the redevelopment and its immediate vicinity. Given the approximately 1,768 residential units proposed for development within the project, it is anticipated that the project residents, as well as residents within the trade areas, will use the project's retail facilities to meet the needs generally provided by neighborhood shopping and entertainment facilities.

4. Demand for a Kindergarten - Grade 2 Elementary School

In response to the Pawaa Redevelopment Project's Environmental Impact Statement Preparation Notice and Draft Environmental Impact Statement published in the State OEQC Bulletin on November 8, 1991 and June 8, 1992, respectively, the State Department of Education (DOE) requested that the City and State build a Kindergarten through Grade 2 elementary school within the project site to accommodate students from the project and surrounding area. According to DOE, the number of residential units proposed for the project will have an impact on the enrollment of the public schools in the area which are currently experiencing overcrowding conditions. The Kindergarten through Grade 2 elementary school is intended to relieve the overcrowding conditions by accommodating students from the project and surrounding area.

5. Demand for a Community Recreation Center

The need for recreation space to satisfy the active recreational needs of the project residents and community was expressed by the Community Advisory Committee on the Pawaa Redevelopment Project in response to the project's original master plan. The community recreation center, sized to accommodate a standard basketball court, will benefit residents of the project, as well as the community, due to the limited number of recreational facilities within the project region. To complement the community recreation center, the project's development concept also allows for the inclusion of increased open park space which will provide residents and the community an opportunity to enjoy passive and informal active recreation.

C. DEVELOPMENT CONCEPT

The overall development concept for the Pawaa Redevelopment Project is to revitalize the Pawaa area with a mix of affordable and market-rate housing in a mixed-use development. The project is comprised of residential units, commercial/retail space, a community recreation center, a Kindergarten through Grade 2 public elementary school and school playground, parking, and open space (see Figures 10, 11, 12, and 13).

The redevelopment concept originates with the existing landscaped grounds located at the corner of King and Keeaumoku Streets. This existing open space will be extended and connected to a second landscaped park mid-block and fronting Beretania Street. The two landscaped parks are intended to provide residents with visual relief and an opportunity for informal active and passive recreation. The open spaces and landscaped areas will be available for the enjoyment of both project residents and the surrounding community. The existing one-level portion of the stone building on the Department of Agriculture grounds will be retained and may be converted back to its original arcade design. If this

is accomplished, the building could become a functional complement to the adjacent retail or community facility component.

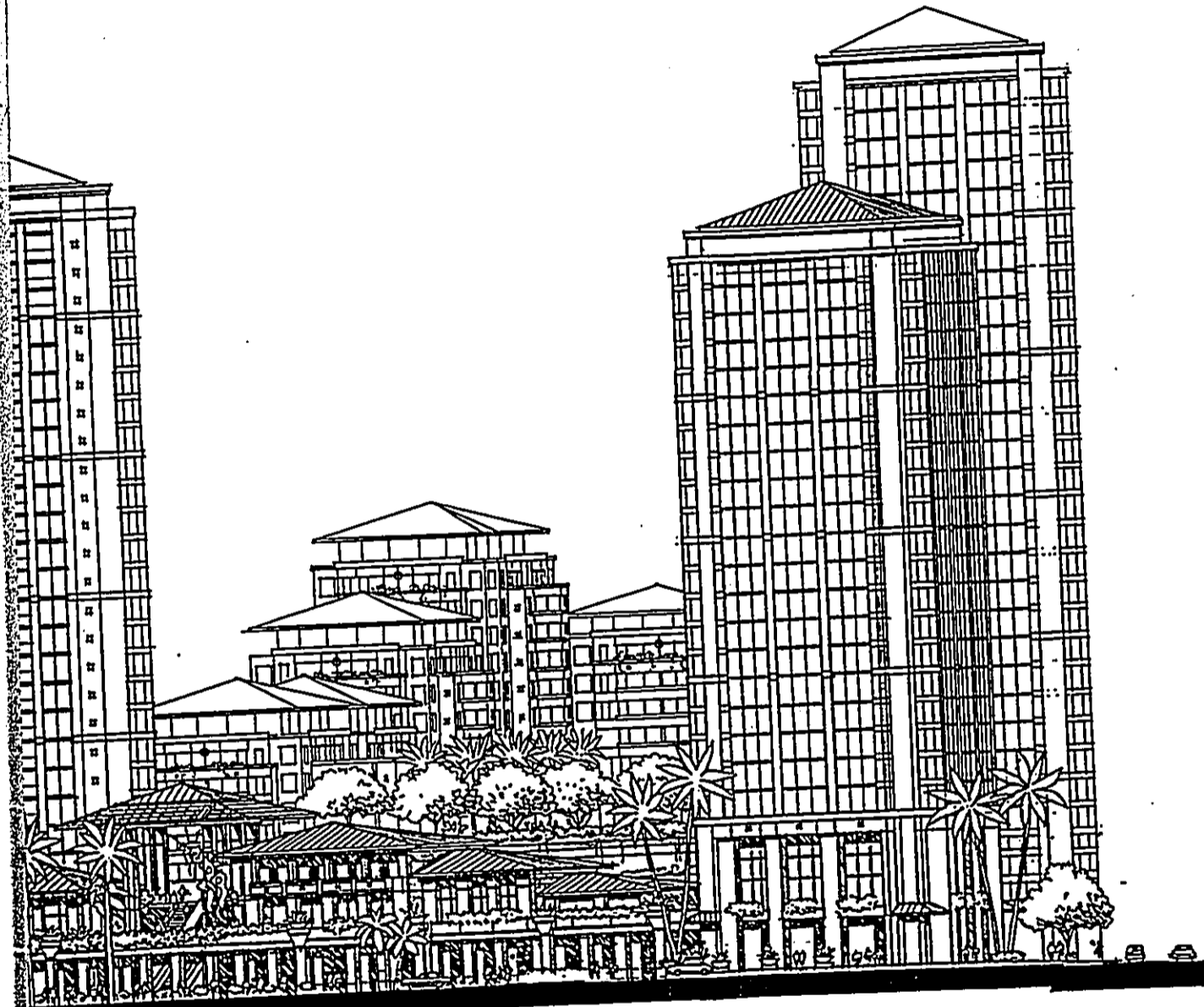
The placement and shape of the "point" residential towers on the site, combined with the lower building heights of the mid-rise residential towers, is intended to maximize actual and perceived open space and to increase views within and through the site. Each building has direct access to parking, commercial/retail services, recreational amenities, open space, and street level entry courts and landscape features. Young Street serves as the main vehicular entryway into the project's residential parking area, while Kaheka Lane becomes a primary entryway to the project.

Two high-rise affordable residential towers of approximately 225 feet and 260 feet in height are sited at opposite ends of a widened Kaheka Lane. Both towers take advantage of mauka, makai, Diamond Head, and Ewa views. The two towers are located at main site approaches, strengthening entry perception by emphasizing the project entrances on King and Beretania Streets. The building angle of the affordable residential tower at the corner of King Street and Kaheka Lane further creates a visual "welcome" to the project's primary entry from King Street. Between the two towers, an elevated recreation deck provides residents with open space and passive recreational opportunities. Designated pedestrian streets and walkways at various locations direct residents to and from the recreational deck and the commercial/retail complex.

One mid-rise affordable residential tower is located parallel to Kaheka Lane, between the two affordable high-rise towers. The center of the tower is approximately 110 feet high at its highest peak and descends to a lower height toward both ends. Due to the lower building height, the mid-rise tower creates a street-friendly presence from Kaheka Lane. Pedestrian bridges and walkways give residents access to the elevated recreation deck on Level 7, adjacent to the mid-rise tower.

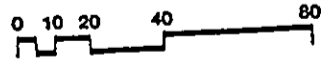
The second mid-rise affordable residential tower is located adjacent to Beretania Street and fronting the landscaped park. This tower is approximately 140 feet at its highest point and descends to lower heights towards both ends. Its location along the park provides a pleasant surrounding for residents, and its placement along Beretania Street reinforces this street's growing residential character. Residents also have access to the recreation deck at Level 7 via designated pedestrian bridges at various locations.

The market-rate residential units are located within three high-rise towers. Two of the market-rate residential towers, each 300 feet in height, are located within the site's northwest corner. Residents of the towers will enjoy mauka, makai, Diamond Head, and Ewa views as well as overhead views of the open park and landscaped grounds at the corner of King and Keeaumoku Streets. Each tower flanks a common ground level.



RETAIL PLAZA

4 AFFORDABLE TOWER

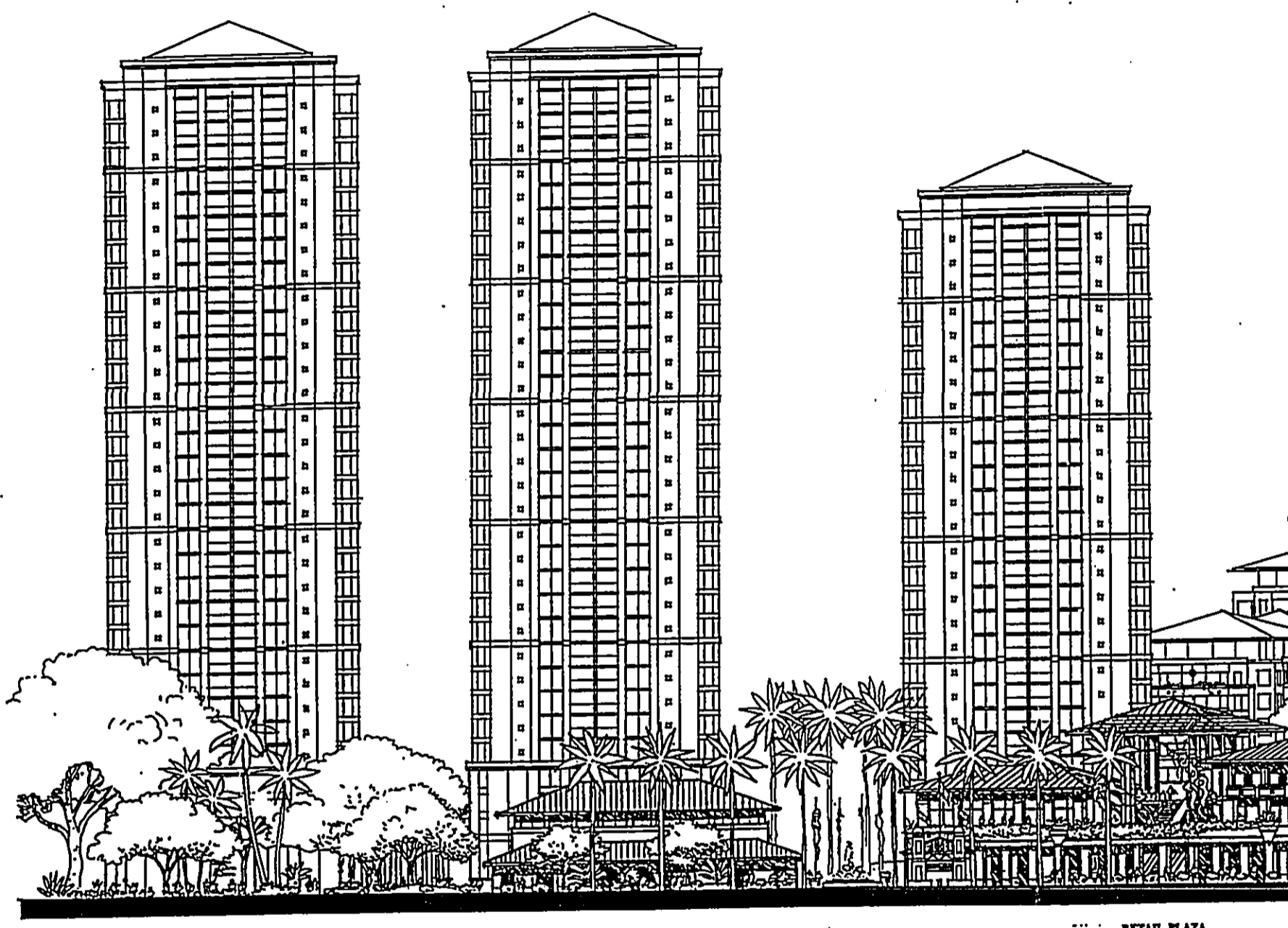


Source: Kober/Hanssen/Mitchell Architects

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

ATION



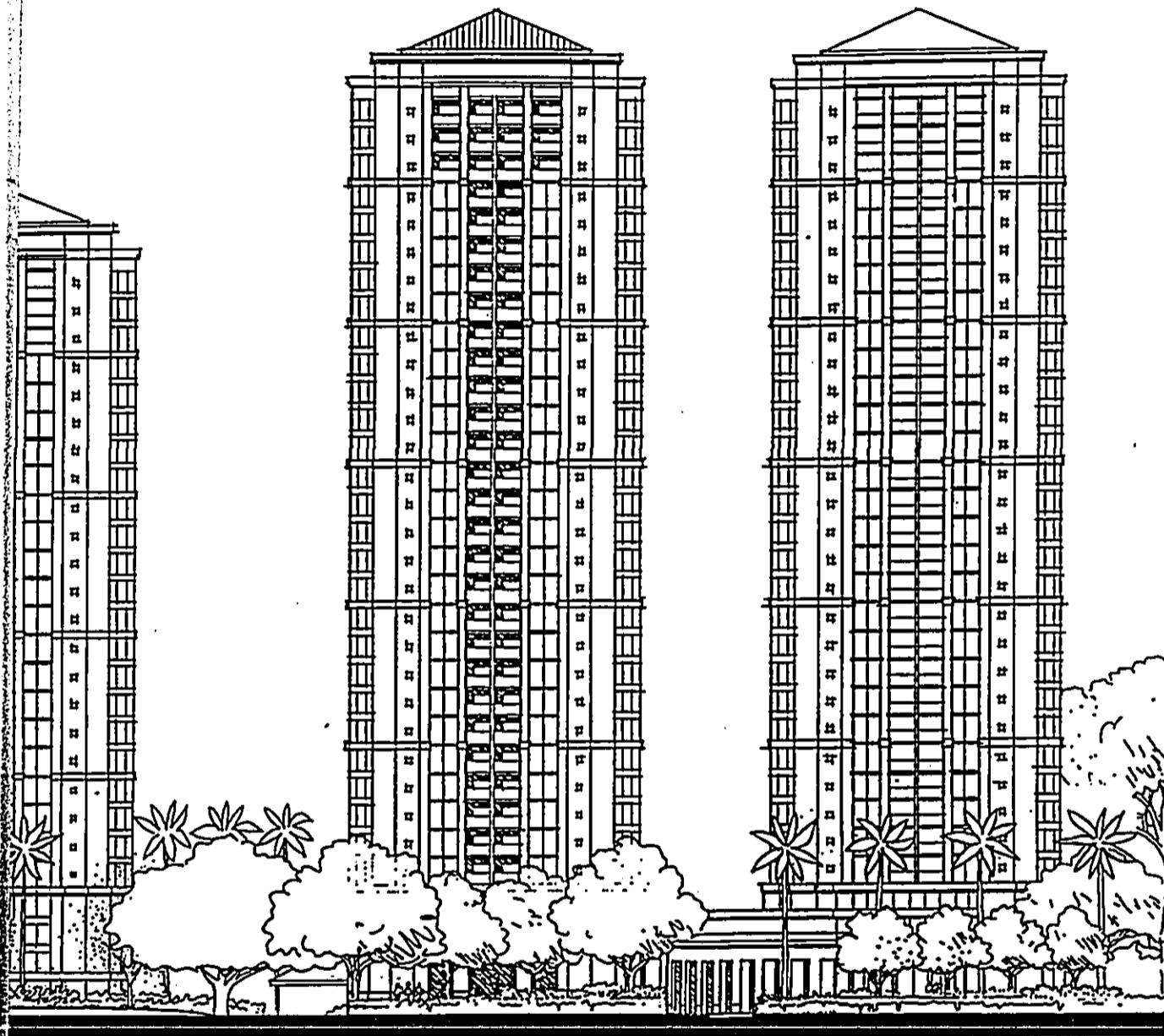
HERITAGE PARK

RECREATION CENTER

RETAIL PLAZA

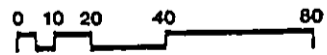
PAWAA
REDEVELOPMENT
PROJECT

Figure 10
KING STREET ELEVATION



ARK

2 MARKET TOWER

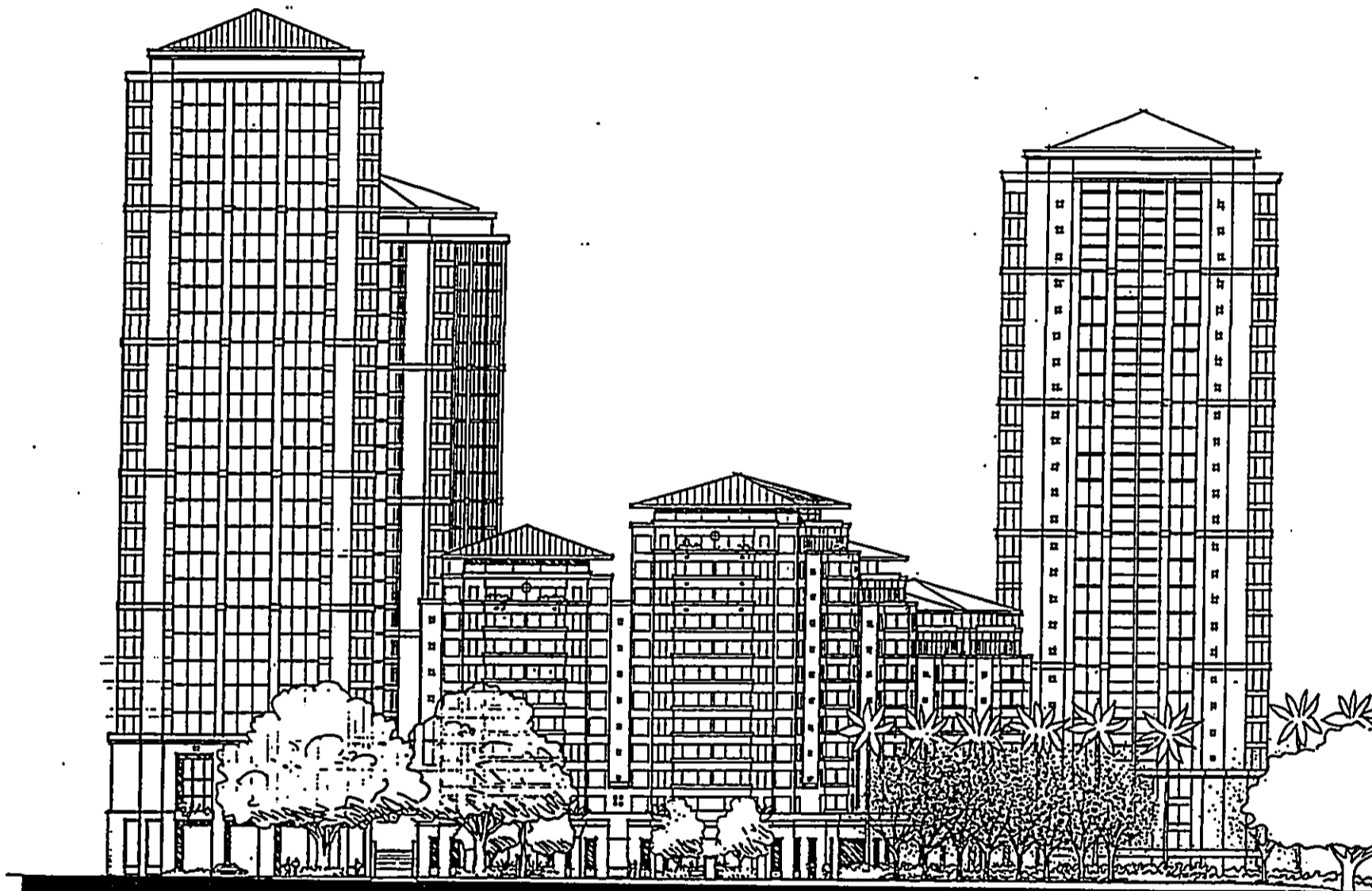


Source: Kober/Hanssen/Mitchell Architects

ELEVATION

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



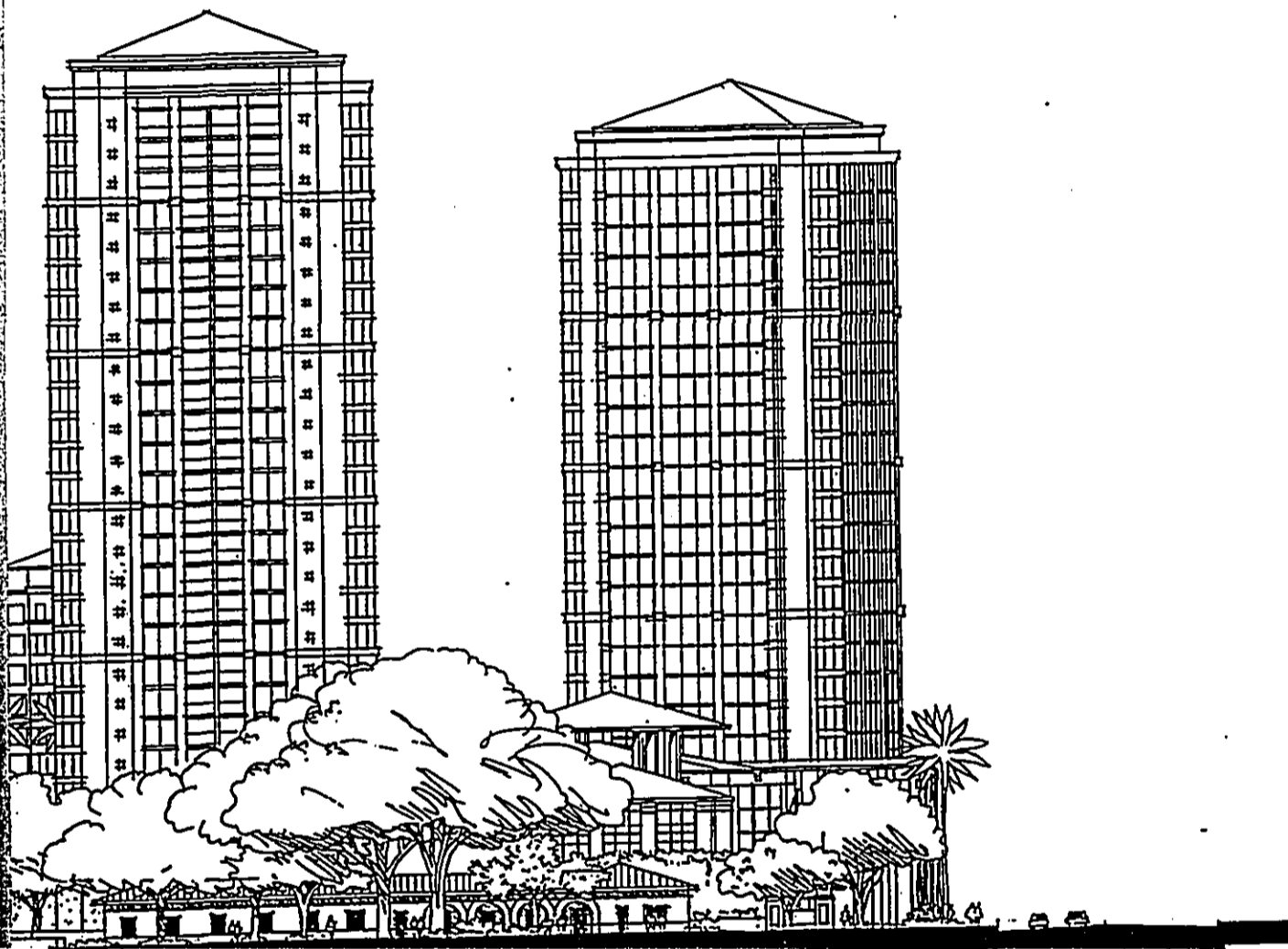
3 AFFORDABLE TOWER

6 AFFORDABLE MIDRISE

PARK

P A W A A
REDEVELOPMENT
PROJECT

Figure 11
BERETANIA STREET ELEVATION



ENTRY

HERITAGE PARK

KING STREET

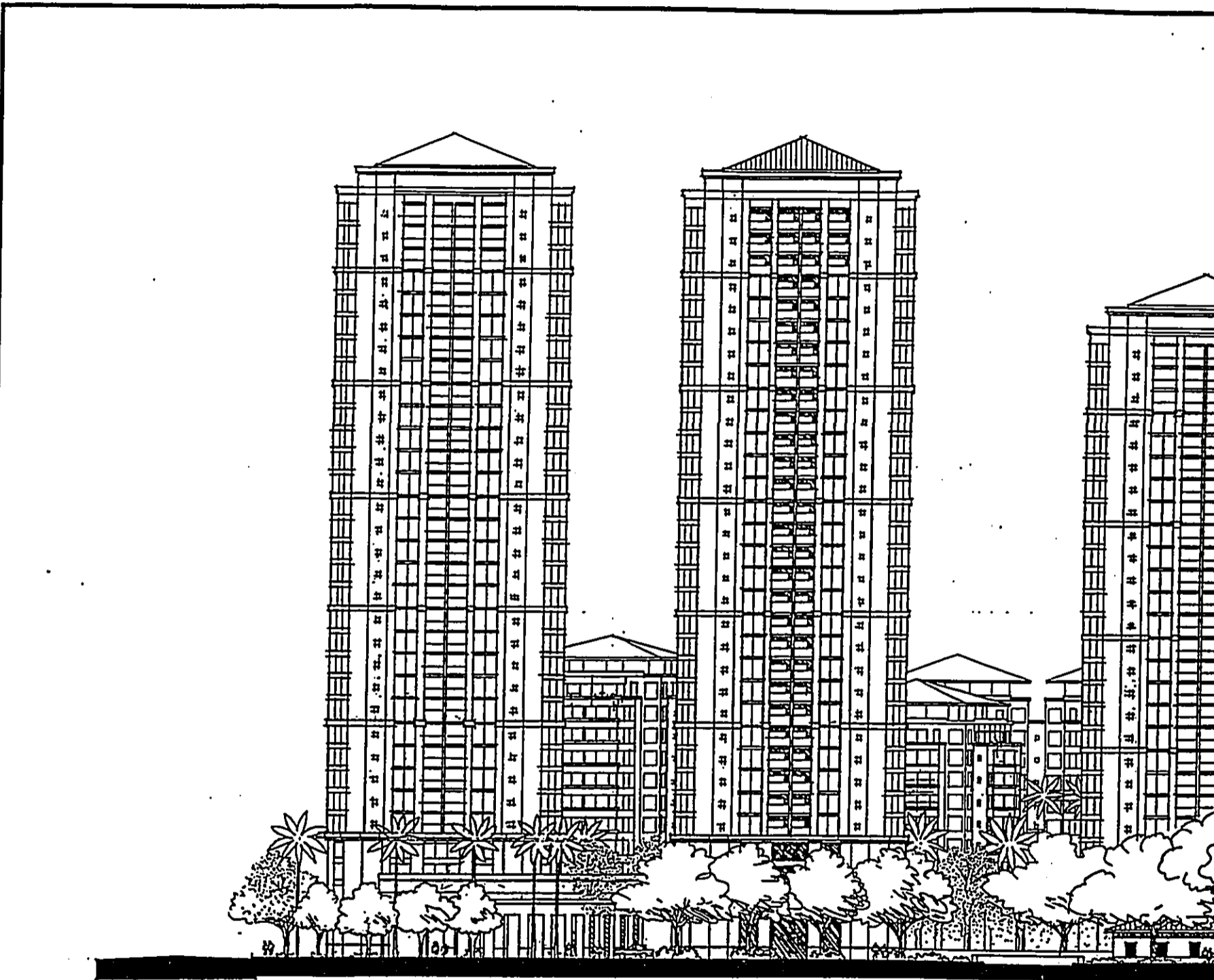


Source: Kober/Hanssen/Mitchell Architects

ELEVATION

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



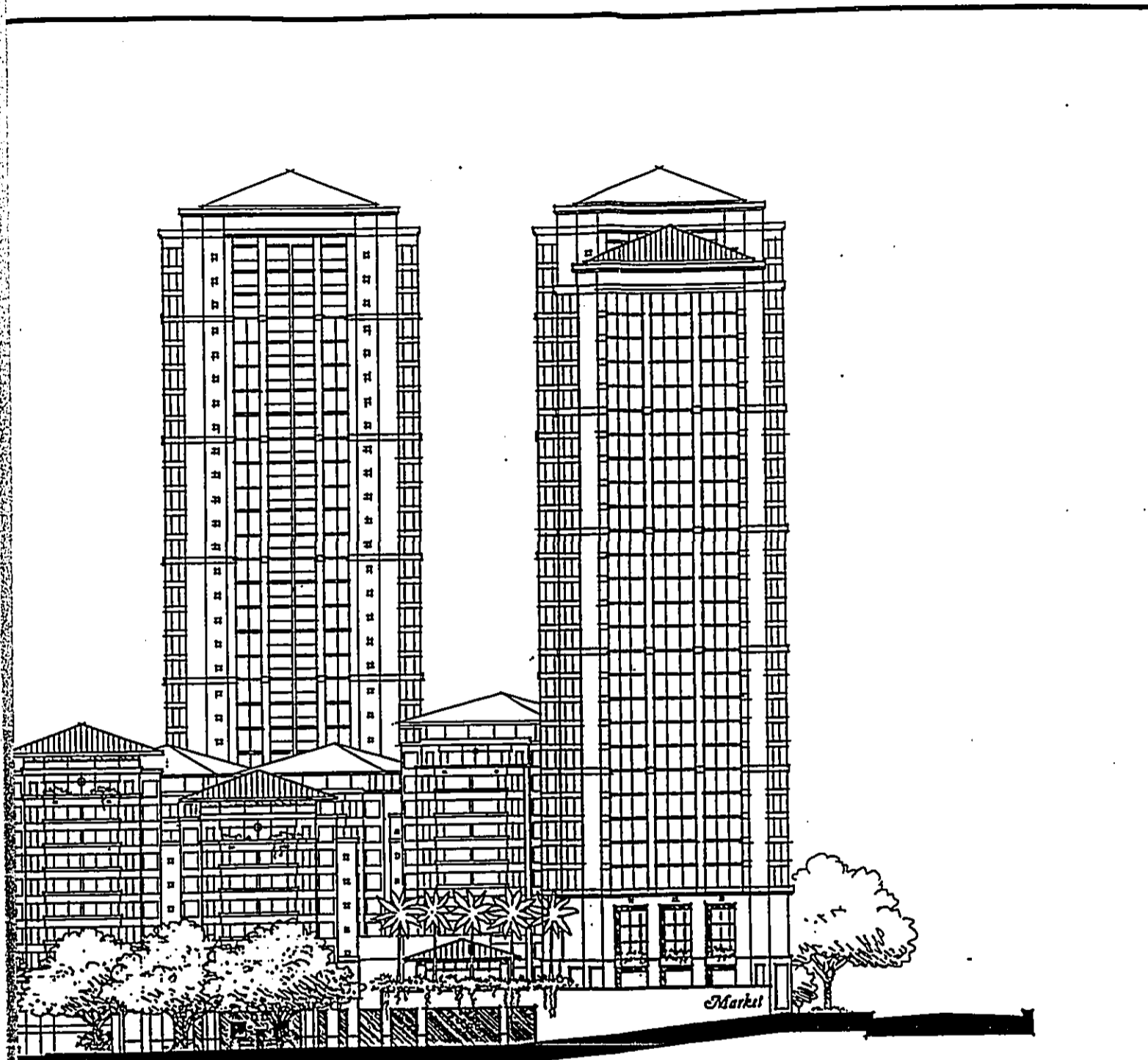
BERETANIA STREET

1 MARKET TOWER

YOUNG STREET ENTRY

PAWAA
REDEVELOPMENT
PROJECT

Figure 12
KEEAUMOKU STREET ELEVATION

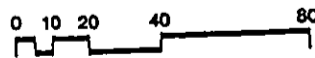


Market

S AFFORDABLE TOWER

BERETANIA STREET

ENTRY
MIDRISE

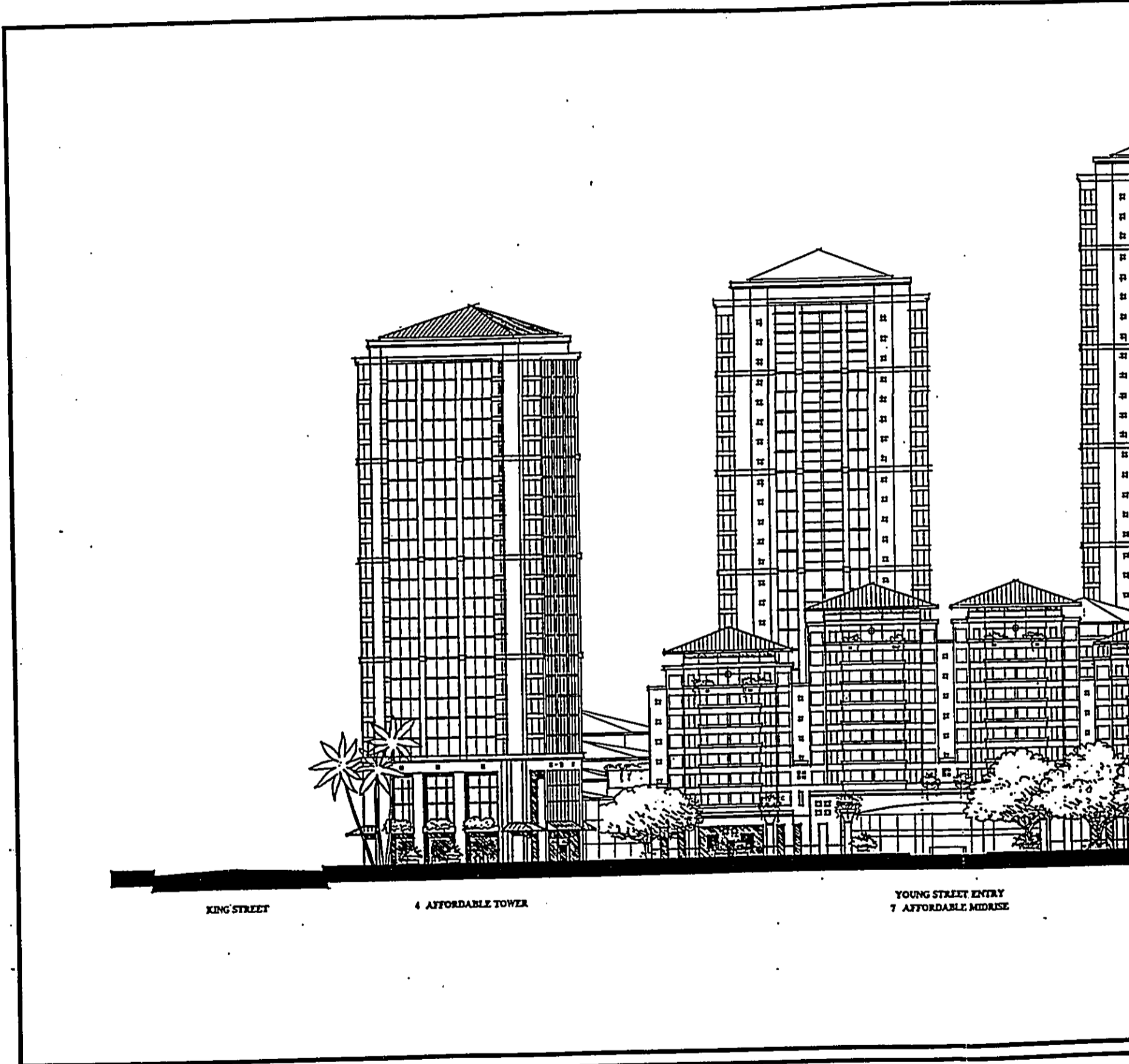


Source: Kober/Hanssen/Mitchell Architects

ELEVATION

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



KING STREET

4 AFFORDABLE TOWER

YOUNG STREET ENTRY
7 AFFORDABLE MIDRISE

PAWAA
REDEVELOPMENT
PROJECT

Figure 13

KAHEKA STREET ELEVATION

private recreation area. The third tower, at a height of approximately 250 feet, is centrally located within the project site, adjacent to the open park space. This location also provides residents with views in all directions, as well as views of the on-site open park space. In addition, the proximity of community and retail spaces around the base of the tower creates a more active living environment. Residents of this tower may share the Level 7 recreation deck with the affordable units, or may share the recreation deck located between the two market rate towers in the northwest corner of the site.

To complement the existing street front retail character, a commercial/retail complex is located at King Street. The complex consists of two levels of retail space; one street level and one below-grade level which opens into a recessed plaza. The commercial/retail complex flanks a vertical transport system to the below-grade establishments. Retail shops are also provided on street level beneath the centrally located market-rate residential tower and the affordable high-rise residential tower located at the corner of King Street and Kaheka Lane. Resident access to the commercial/retail area is via the pedestrian streets and walkways, and/or by vertical circulation cores. Pedestrian access to the retail shops is from King Street or from the two levels of retail parking.

An 8-plex cinema is located below the commercial/retail components. A vertical marquis element on King Street is envisioned to announce current features of the below-grade cinema complex. Entry to the cinema complex is from the recessed plaza and a separate vertical transport system for controlled access.

A supermarket, with its entry facing the common retail parking area in the project's interior, is situated along Beretania Street. Parking for the supermarket fronts its main entry.

A community recreation center with gymnasium is provided on-grade adjacent to the existing Department of Agriculture building. The community center is flanked on its mauka and ewa end by the open park area, and on its makai and Diamond Head end by the commercial/retail areas and residential towers, making it the center of community activity. Residents will access the community center by way of pedestrian streets and walkways or through the park. A storage and service area for the center is located one level below-grade. A pedestrian walkway connects parking for off-site users of the community center, located one level above the center. Vehicular access to the parking area is from Beretania Street. This parking area is also shared by the Kindergarten through Grade 2 public elementary school.

The Kindergarten through Grade 2 public elementary school occupies one level above the commercial/retail complex. The school's entrance is accessible from the interior of the

project site. A school playground fronts a portion of the school and provides the students with an outdoor recreation space. Parking for school personnel and a drop-off area for students is provided adjacent to the school. For safety and security purposes, vehicular and pedestrian access to the school is limited to this one area. Students residing in the project site will have access to the school via pedestrian walkways leading to the school's main entry. Service-oriented vehicles to the school will access the same level as the school's parking.

Except for the area under the existing landscaped grounds at the corner of King and Keeaumoku Streets, parking for the project's residents is located throughout the site within the two lowest below-grade parking levels and a portion of below-grade parking Level 3. Residential guest parking is provided on the first above-grade level, along with parking for the community recreation center and the K-2 school. Street level parking for the commercial/retail complex is situated within the central-eastern portion of the site. A supermarket service area is accessible from this level off of Kaheka Lane. A second area of commercial/retail and cinema parking is located one level below-grade, adjacent to the recessed plaza.

In addition to serving as the main residential vehicular entryway into the project, Young Street remains a through street within the project site. Most of Young Street maintains its existing at-grade level through the site except at the landscaped open park, where it transitions to below-grade. Vehicular access points into the project site from Young Street are provided to designated parking areas. An on-grade bikepath flanks both sides of Young Street. The bikepath continues its on-grade elevation between the two vehicular ramps along the Young Street alignment.

D. ESTIMATED PROJECT SCHEDULE

Preconstruction site activities are anticipated to commence in late 1993. The site activities will include implementation of the asbestos abatement plan and demolition and clearance of the Pawaa Annex building. The City's Honolulu Police Department's Vehicle Maintenance Division is anticipated to relocate from the project site by mid-1994. Asbestos removal at the Pawaa Annex building is scheduled to begin in mid-November 1993, with completion by mid-August 1994. Subsurface hazardous waste abatement plans and site demolition and clearance will commence in July 1994. Land acquisition by the City of the privately-owned parcels within the Phase 1 site is anticipated by late 1993/early 1994. Demolition and site clearance of the remaining properties within the Phase 1 site is tentatively scheduled to commence by the end of 1994.

Construction of site improvements, including development of the affordable residential towers, the commercial/retail component, the community recreation center, the Kindergarten through Grade 2 public elementary school, the Phase 1 parking complex, and necessary on-site and off-site improvements, is anticipated to begin in late 1995. The City and State will initiate the request for proposals (RFP) process for development of the Phase 1 market-rate tower upon acquisition of the privately-owned lands. Construction of the Phase 1 development is expected to be completed within three years, at which time the first affordable rental units are anticipated to be ready for occupancy. The City and State will initiate the RFP process for private operation/ownership of the completed improvements of the commercial/retail component prior to completion of construction of Phase 1.

The acquisition by the City of the privately-owned lands within the Phase 2 site is anticipated by late 1994 or early 1995, at which time the RFP for development of the two market-rate towers and the remainder of the parking facility will be initiated. Upon acceptance of a proposal and depending upon prevailing market conditions, completion of the Phase 2 development is anticipated within 2-1/2 years for a total project buildout of ten years.

E. ESTIMATED PROJECT COST

Total development cost for the affordable residential towers, the commercial/retail component, the Phase 1 parking structure, and the community facilities is estimated to be \$290,000,000. The individual cost components are estimated as follows: \$30,500,000 for land acquisition of privately-owned parcels and relocation payments; \$5,500,000 for hazardous waste remediation and site demolition; \$227,000,000 for direct and indirect construction costs; and \$27,000,000 for project financing.

Financing for the project will be provided by a combination of City, State and private resources. City contributions will include its land, cash equity, debt financing through general obligation bonds, and project management services. The State will contribute its land, cash equity, rent subsidy funds, and a waiver of general excise tax for the project. The commercial/retail component will be developed as part of the project and sold to the private sector. Development rights to the market-rate residential towers, common space, and the Phase 2 parking facilities will be sold to private developers through the Request for Proposals (RFP) process in exchange for cash contributions.

Total project revenue is estimated at \$290,000,000. The project's commercial component is estimated to generate revenues of approximately \$41,500,000 in commercial premiums. Parking revenues generated by the sale of parking stalls to the market-rate residential and commercial/retail components are estimated at \$17,500,000.

SECTION II

DESCRIPTION OF THE PROPOSED PROJECT

Market residential sales are estimated to generate revenues in the amount of \$52,000,000.

Total project equity for the City and State is estimated at \$65,000,000. The debt service capacity is estimated at \$114,000,000.

DESCRIPTION OF THE EXISTING ENVIRONMENT

III. DESCRIPTION OF THE EXISTING ENVIRONMENT

A. CLIMATE

The climate of the Honolulu area is typical of the leeward coastal lowlands of Oahu. The area is characterized by abundant sunshine, persistent tradewinds, relatively constant temperatures, moderate humidities, and the infrequency of severe storms.

The prevailing wind throughout the year is the northeasterly tradewind, although its frequency varies from more than 90 percent during the summer months to 50 percent in January. The average annual velocity of the wind is approximately 10 miles per hour.

The mean temperature in Honolulu ranges from 73 degrees Fahrenheit in the winter to 82 degrees in the summer. The mean annual rainfall is 23 inches with most of the rainfall occurring between November and April. Relative humidity ranges between 56 and 72 percent.

B. GEOLOGY AND HYDROLOGY

Oahu's south central coast, geographically referred to as the Honolulu Plain, is underlain by a broad elevated coral reef which has been partly covered by alluvium carried down from the mountains. Core samples reveal that lava flows of the Honolulu Volcanic Series are interbedded with these reef deposits which were formed when sea level was higher than it is now.

The same interbedding of coral and alluvial deposits which play an important role in Oahu's geology also influenced the hydrological character of Oahu's leeward coastline. The interface between upper sedimentary layers and the underlying basalt constitutes a zone of low permeability known as caprock. This caprock extends along the coastline about 800 to 900 feet below sea level, forming an impervious zone which prevents the seaward movement of potable water from the basaltic aquifers. The width and thickness of the caprock suggests that the basal potable water supply will be relatively unaffected by modifications near the coastline.

There are no surface water bodies within the project site. The nearest surface water body is Makiki Stream which is located east of the project site. Makiki Stream courses beneath the mauka-bound lane of Kalakaua Avenue, then is exposed again in an open channel on the makai side of King Street where it runs parallel to Kalakaua Avenue. Makiki Stream is an intermittent tributary to the Ala Wai Stream system, a perennial stream, and is channelized in the urban sections of Honolulu for drainage purposes. It outlets into the Ala Wai Canal approximately 3,000 feet south of the project site. Except

SECTION III

DESCRIPTION OF THE EXISTING ENVIRONMENT

in its relation to the Ala Wai Stream system, the Hawaii Stream Assessment does not mention Makiki Stream in any other category. No information on Makiki Stream regarding gaging, water quality, aquatic resources, riparian, cultural, or recreational values is available in the Hawaii Stream Assessment document.

According to the Flood Insurance Rate Map (FIRM, Community Panel Number 150001 0120C revised September 4, 1987) prepared by the Federal Emergency Management Agency (FEMA), the entire project site is designated as Zone X, an area of minimal flooding outside the 500-year floodplain. The site is not in a designated tsunami zone.

C. TOPOGRAPHY

The project site and surrounding areas are relatively flat and contain no unique or unusual topographic features. The site elevations range from approximately 17 to 28 feet above sea level, with an average slope of 0 to 2 percent. The project site is approximately eleven feet higher on the Beretania Street and Kalakaua Avenue side of the site than the King Street and Keeaumoku Street side.

D. EARTHQUAKE

Implementing a recommendation by the Seismic Zonation Committee of the Structural Engineers Association of Hawaii, the Honolulu Building Code was recently revised to upgrade the seismic zone for Oahu from Zone 1 to Zone 2A. Zone 2A acknowledges a greater seismic threat to buildings than Zone 1. All structures within the project site will be designed to meet Zone 2A requirements.

E. SOILS

According to the U.S. Department of Agriculture Soil Conservation Service, the Pawaawai Redevelopment Project site consists of soil classified as Makiki clay loam (MkA) with 0 to 2 percent slopes. This soil occurs on smooth fans and terraces. The surface layer is a dark brown clay loam that has a subangular blocky structure. It contains cinders and rock fragments. The subsoil is underlain by similar material approximately 24 inches thick. Volcanic cinders are located below the subsoil. The soil is strongly acid to medium acid. Permeability is moderately rapid, runoff is slow, and the erosion hazard is slight. The available water capacity is about 1.7 inches per foot.

The Detailed Land Classification - Island of Oahu published by the University of Hawaii Land Study Bureau (LSB), evaluates the quality or productive capacity of certain lands on Oahu for selected crops and overall suitability in agricultural use. A five-class productivity rating system was established with "A" representing the highest productivity

and "E" the lowest. The project site is classified as "U" or Urban and is not rated for agricultural productivity.

F. FLORA AND FAUNA

Generally, the project site and surrounding area is a highly altered urban environment providing little habitat for any terrestrial flora and fauna. The site is generally occupied by buildings or covered by asphalt or concrete pavement. The major vegetation on the project site is located within the State Department of Agriculture parcel at the corner of King and Keeaumoku Streets. A total of 34 mature trees are located on the park grounds and in the courtyard of the Department of Agriculture parcel. Two banyan trees are located within the parking lot adjacent and east of the Pawaa Annex building. The remaining landscaped areas within the project site include plant material found within most developed lots.

Located on the grounds of the State Department of Agriculture parcel are four trees which are listed in the Register of Exceptional Trees (City Ordinance No. 91-38) and are protected by State of Hawaii Legislative Act 105 of 1975. The Jamaica Wood, commonly referred to as Earpod or Elephant's Ear (*Enterolobium cyclocarpum*), is located on the grounds adjacent to Keeaumoku Street. The three other trees include the Mammee Apple (*Mammea americana*), the West Indian Elm (*Guazuma ulmifolia*), and the Kapok or Silk-Cotton (*Ceiba pentandra*) which are located Ewa of the Department of Agriculture's main office building.

Species of cats and mice common to inner city environments are present at the site. The site does not provide a habitat for native or endangered avifauna, although species common to Hawaii's urban areas such as mynahs, finches, and doves are seen in the area.

G. AIR QUALITY

An air quality study of the project area was conducted by B.D. Neal & Associates in July 1993. The study is included in Appendix B of this document and portions of it are summarized below.

Ambient concentrations of air pollution are regulated by both national and State of Hawaii ambient air quality standards (AAQS). AAQS have been established for six air pollutants which include particulate matter, sulfur dioxide, nitrogen dioxide, carbon monoxide, ozone, and lead.

National AAQS are stated in terms of primary and secondary standards. National primary standards are designed to protect the public health with an "adequate margin of safety". National secondary standards define levels of air quality necessary to protect the public welfare from "any known or anticipated adverse effects of a pollutant". In contrast to the national AAQS, Hawaii State AAQS are given in terms of a single standard that is designed "to protect public health and welfare and to prevent the significant deterioration of air quality".

The AAQS specify a maximum allowable concentration for a given air pollutant for one or more averaging times to prevent harmful effects. Averaging times vary from one hour to one year depending on the pollutant and type of exposure necessary to cause adverse effects. In the case of the short-term (i.e., 1- to 24-hour) AAQS, both national and State standards allow one exceedance per year. State of Hawaii AAQS are considerably more stringent than comparable national AAQS, except for the sulfur dioxide standards which are the same. In particular, the State of Hawaii 1-hour AAQS for carbon monoxide is four times more stringent than the comparable national limit.

Present air quality in the project area is mostly affected by air pollutants emitted by motor vehicles and perhaps to a lesser and occasional extent from emissions originating from distant industrial, natural and/or agricultural sources.

Particulate Matter

Total suspended particulate concentrations were monitored at the State Department of Health building in downtown Honolulu, located about one mile northwest of the project site. Average daily concentrations were about 25 to 30 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). No exceedances of the State AAQS for this parameter were recorded.

Sulfur Dioxide

Sulfur dioxide is monitored by the State Department of Health at an air quality station located in Campbell Industrial Park at Barbers Point, several miles west of the project site. Concentrations monitored during the last five years reported were consistently low with daily mean values at or below $5 \mu\text{g}/\text{m}^3$.

Carbon Monoxide

Spot-check measurements of carbon monoxide concentrations were made in the project vicinity near traffic-congested areas during the morning and afternoon peak traffic hours on April 2, 1992. Instantaneous concentrations measured ranged between about 1 and 12 milligrams per cubic meter (mg/m^3). Prevailing meteorological conditions at the time

of these measurements likely do not represent maximum concentrations that occur in the area. Worst-case present concentrations of carbon monoxide in the project area were based on air quality modeling of vehicular emissions.

Based on this modeling, the highest estimated 1-hour concentration during 1993 within the project vicinity was 30.8 mg/m³. This was projected to occur during the morning peak traffic hour near the intersection of Beretania Street and Keeaumoku Street. The next highest value, 29.8 mg/m³, was estimated to occur during the afternoon peak traffic hour near King Street at Keeaumoku Street. Concentrations at other locations and times studied ranged from 29.6 mg/m³ during the afternoon near King Street at Punahou Street to 9.2 mg/m³ during the morning near Young Street at Kalakaua Avenue. These estimated worst-case 1-hour carbon monoxide levels are within the national AAQS of 40 mg/m³. It appears likely, however, that existing concentrations of carbon monoxide may exceed the State of Hawaii 1-hour AAQS of 10 mg/m³ on occasion at several locations in the project area.

The worst-case 8-hour carbon monoxide concentrations were estimated by multiplying the worst case 1-hour values by a persistence factor of 0.5. The estimated highest worst-case 8-hour carbon monoxide concentration was 15.4 mg/m³ at the intersection of Beretania Street and Keeaumoku Street. Other locations ranged downward from 14.9 mg/m³ near King Street at Keeaumoku Street to 5.6 mg/m³ near Young Street at Kalakaua Avenue. In comparing the predicted values for the 1993 scenario to the AAQS, it appears that both the State and national 8-hour standard may presently be exceeded occasionally at several locations in the project vicinity. As the State standards are set low, they are probably currently exceeded at many intersections in the State that have even moderate traffic volumes.

Ozone

The nearest available ozone measurements were obtained by the Department of Health at Sand Island located about 2.5 miles west of the project site. Except for 1990, the maximum 1-hour concentration each year during the past few years has averaged about 90 µg/m³. During 1990, a maximum concentration of 116 µg/m³ was measured. Two exceedances of the State AAQS were recorded in 1990, while none were measured during the previous four years.

Lead

The closest and most recent measurements of ambient lead concentrations that have been reported were made at the downtown Honolulu monitoring station between 1986 and 1987. Lead concentrations at this location had a downward trend, most probably

reflecting the increased use of unleaded gasoline. Average quarterly concentrations were near or below the detection limit. No exceedances of the State AAQS have ever been recorded.

Nitrogen Dioxide

Nitrogen dioxide is no longer monitored by the Department of Health anywhere in the State. Concentrations of this pollutant were measured from 1971 through 1976 at Barbers Point, and annual mean values were found to vary from 11 to 29 $\mu\text{g}/\text{m}^3$, safely within the State and national AAQS.

Based on the data presented above, it appears likely that the State of Hawaii AAQS for particulate matter, sulfur dioxide, nitrogen dioxide, and lead are currently being met at the project site. Carbon monoxide readings from urban Honolulu indicate that the State AAQS for carbon monoxide may be exceeded at a rate of one to three times per year in traffic congested areas. Ozone concentrations may also occasionally exceed the State standard.

H. NOISE

A noise study was conducted for the proposed project by Y. Ebisu & Associates in July 1993 and is included in Appendix C. In the vicinity of the project site, ambient sound levels are influenced primarily by vehicular traffic.

The noise indicator generally used to assess environmental noise is the Day-Night Average Sound Level (Ldn), which incorporates the average sound level over a period of 24 hours with recognition of a greater human sensitivity for evening noise. In general, Ldn levels range from 55 to 65 Ldn in urbanized areas which are shielded from high volume streets. Residences which front major roadways are generally exposed to levels of 65 Ldn, and as high as 75 Ldn when the roadway is a high speed freeway. For commercial and other non-noise sensitive land uses, exterior noise levels as high as 75 Ldn are generally considered acceptable, except when naturally ventilated office and other commercial establishments are exposed to exterior levels which exceed 65 Ldn. For the purposes of determining noise acceptability for funding assistance from federal agencies (Federal Housing Administration (FHA), Housing and Urban Development (HUD), and the Veterans Administration (VA)), an exterior noise level of 65 Ldn or lower in urban residential areas is considered acceptable. The 65 Ldn noise descriptor was used in the noise study as the acceptable standard.

Existing traffic noise levels were measured at four locations within the project vicinity. The locations of the measurement sites were along the frontages of King, Keeaumoku and

SECTION III

DESCRIPTION OF THE EXISTING ENVIRONMENT

Beretania Streets and Kalakaua Avenue. The existing traffic noise levels along these streets are in the "Significant Exposure, Normally Unacceptable" category at 65 to 70 Ldn. The study indicates noise levels decrease in areas where line-of-site obstructions occurred. In the interior portions of the project site, where existing buildings obstruct traffic noise from major thoroughfares, the existing traffic noise levels are in the "Moderate Exposure, Acceptable" category below 65 Ldn.

The existing noise levels along the roadways bordering the project site (at ground receptor level) are relatively high. Measurements of 70 Ldn are generally present along the entire perimeter of the project site. The FHA/HUD Standard of 65 Ldn is currently exceeded within approximately 90 feet from the centerline of Beretania Street, within 81 feet from the centerline of Kalakaua Avenue, within 80 feet from the centerline of King Street, and within 65 feet from the centerline of Keeaumoku Street (see Table 3). At

TABLE 3
EXISTING DISTANCES TO 60, 65, AND 70 Ldn CONTOURS

STREET SECTION	60 Ldn SETBACK (FT)	65 Ldn SETBACK (FT)	70 Ldn SETBACK (FT)
King St. Fronting Project	173	80	37
Beretania St. Fronting Project	194	90	42
N. Keeaumoku St. Fronting Project	140	65	30
S. Keeaumoku St. Fronting Project	135	63	29
Kalakaua Ave. N. of Young Street	165	76	35
Kalakaua Ave. S. of Young Street	174	81	37

NOTES:

- (1) All setback distances are from the roadways' centerlines.
- (2) Ldn assumed to be equal to PM Peak Hour Leq plus 1.5 dB along Beretania Street.
- (3) Ldn assumed to be equal to PM Peak Hour Leq minus 1.0 dB along King Street.
- (4) Ldn assumed to be equal to PM Peak Hour Leq plus 1.8 dB along Kalakaua Avenue.
- (5) Ldn assumed to be equal to PM Peak Hour Leq plus 0.5 dB along Keeaumoku Street.
- (6) Setback distances are for unobstructed line-of-sight conditions.
- (8) Soft ground conditions assumed along all roadways.

Source: Y. Eblsu & Associates, July 1993.

higher elevations (the 100-foot receptor level) where increased unobstructed line-of-sight conditions to the roadways exist, the 65 Ldn contour moves toward the interior portion of the project site. At 100 feet up, the 65 Ldn contour is 150 feet from King Street, 240 feet from Kalakaua Avenue, 200 feet from Beretania Street, and 170 feet from Keeaumoku Street.

The existing traffic noise levels should be reduced by 3 to 5 dB (or Ldn) if partial shielding (line-of-sight obstruction) exists between the roadway and the receptor location. Major obstructions such as large buildings further reduce noise levels by 5 to 10 dB.

I. ACCESS AND UTILITIES

1. Access and Traffic

Existing vehicular access to the project site is provided from King, Beretania and Young Streets and Kaheka Lane. Aside from pedestrian walkways located along most of the perimeter of each of the two project blocks, established pedestrian easements through the project site are nonexistent.

The Pawa Redevelopment Project site incorporates portions of two blocks and is bounded by King, Keeaumoku and Beretania Streets and Kaheka Lane. Young Street, which bisects the project site, is a two-way, two-lane street running in the Ewa-Diamond Head direction. On-street parking is provided in designated areas along both sides of Young Street within the project site. King Street is a major six-lane one-way arterial running in the Diamond Head direction with on-street parking in designated areas along both sides of the street.

Beretania Street is a five-lane one-way major arterial running in the Ewa direction. On-street parking is provided in designated areas along both sides of Beretania Street adjacent to the project site. Keeaumoku Street extends from Kapiolani Boulevard to the Makiki area mauka of the project site and provides a connection to the major east-west streets serving the area. In the vicinity of the project site, Keeaumoku Street provides two through-lanes in both the mauka and makai directions, in addition to turn lanes for left-turn movements at its intersections with Young, Beretania and King Streets.

Kaheka Street is a two-way, two-lane street makai of King Street which serves mauka and makaibound traffic. Mauka of King Street, Kaheka Lane continues as a narrow single-lane, maukabound road which extends to Young Street.

Other key streets in the project vicinity include Kalakaua Avenue and Kinau and Punahou Streets.

SECTION III

DESCRIPTION OF THE EXISTING ENVIRONMENT

Located east of the project site is Kalakaua Avenue, a two-way, four-lane road running in both the mauka and makai directions, with left-turn lanes at its intersections with Beretania, Young, and King Streets. On-street parking is provided along the Diamond Head side of Kalakaua Avenue.

Kinau Street is a one-way, two-lane street located one block north of Beretania Street. On-street parking is provided in designated areas along both sides of the street. Punahou Street is a two-way, four-lane arterial located east of Kalakaua Avenue with left-turn pockets at its intersections with King, Young and Beretania Streets.

A traffic study was conducted in July 1993 by Wilbur Smith Associates for the Pawa'a Redevelopment Project. The traffic analysis focuses on conditions at the eleven key signalized intersections within the vicinity of the project site: Keeaumoku and King Streets, Keeaumoku and Young Streets, Keeaumoku and Beretania Streets, Keeaumoku and Kinau Streets, Kaheka and King Streets, Kalakaua Avenue and King Street, Kalakaua Avenue and Young Street, Kalakaua Avenue and Beretania Street, Punahou and King Streets, Punahou and Young Streets, and Punahou and Beretania Streets. It should be noted that new traffic counts for the Punahou Street intersections at King, Young and Beretania Streets were conducted in May 1993. For the remaining intersection locations, traffic counts initially conducted in May 1991 for the original Pawa'a Redevelopment Project were adjusted to reflect the vacancy of the Pawa'a Annex building. The traffic study is included in Appendix D and is summarized below.

Existing Levels of Service

Intersection capacity analysis was performed using methods presented in the Highway Capacity Manual. The concept of Level-of-Service (LOS) describes various operational characteristics of an intersection on a letter basis from A to F, indicating a range of traffic conditions from excellent to unacceptable, respectively. Each level of service category corresponds to a range of anticipated delay encountered by the average driver passing through the intersection. The concept of volume-to-capacity ratio (V/C) is a measure of the critical lane flows compared to the overall theoretical capacity of an intersection. Volume-to-capacity ratios in excess of 1.00 (LOS F) are considered unacceptable.

According to the traffic study, most of the roadways and key intersections adjacent to the project site are operating at acceptable Level-of-Service (LOS) ratings of B and C with a volume-to-capacity ratio of less than 0.90 during the AM and PM peak hours (see Table 4). As shown in Table 4, three of the intersections experience operational problems primarily due to heavy peak hour through traffic.

**TABLE 4
EXISTING INTERSECTION LEVELS-OF-SERVICE**

INTERSECTION	AM PEAK HOUR			PM PEAK HOUR		
	DELAY	V/C	LOS	DELAY	V/C	LOS
King Street/ Keeaumoku Street	12.9	0.649	B	N/A	0.966	E/F
Beretania Street/ Keeaumoku Street	N/A	1.048	F	N/A	0.963	E/F
Beretania Street/ Kalakaua Avenue	10.1	0.613	B	24.4	0.749	C
King Street/ Kalakaua Avenue	12.4	0.591	B	23.5	0.910	C
Young Street/ Keeaumoku Street	13.2	0.653	B	11.3	0.641	B
Young Street/ Kalakaua Avenue	8.3	0.482	B	8.2	0.575	B
Punahou Street/ King Street	15.4	0.528	C	26.6	0.860	D
Punahou Street/ Young Street	9.1	0.562	B	9.7	0.600	B
Punahou Street/ Beretania Street	17.5	0.704	C	N/A	0.768	E/F
Keeaumoku Street/ Kinau Street	11.9	0.775	B	12.6	0.746	B
Kaheka Street/ King Street	7.5	0.460	B	11.3	0.739	B

Source: Wilbur Smith Associates, July 1993

Delay figures shown are in seconds.
V/C - Volume-to-capacity ratio
LOS - Level of Service

Significant problems occur along Keeaumoku Street during the PM peak hour, most notably involving the left-turn movement from Keeaumoku Street onto Beretania Street, and the maukabound through movement from King Street to Beretania Street. Actual conditions on Keeaumoku Street are not fully described by the theoretical level of service calculations alone. Along Keeaumoku Street, the traffic signal offsets are such that

maukabound traffic flow is inefficient. This traffic signal timing results in queues forming at the Young Street intersection, stacking back through the King Street intersection. Observed delay along Keeaumoku Street at the intersection of King Street exceeded the calculated delay on the maukabound approach during the PM peak hour. At the height of the PM peak hour, the observed average delay of about 60 seconds per vehicle for the maukabound through movement was substantially greater than the calculated delay of 40 seconds. Since maukabound traffic was unable to consistently clear each intersection on Keeaumoku Street during the PM peak hour, the observed characteristics of this street correspond to LOS F.

During the AM peak hour at the intersection of Keeaumoku and Beretania Streets, the conflict between the heavy Ewabound through traffic versus the makaibound through traffic and the left-turn movements along Keeaumoku Street results in the failure of the intersection. For the maukabound left-turn movement which has a permitted/protected phase, vehicles were observed to stack, requiring a wait through multiple signal cycles before clearing the intersection. This condition also prevailed during the PM peak hour.

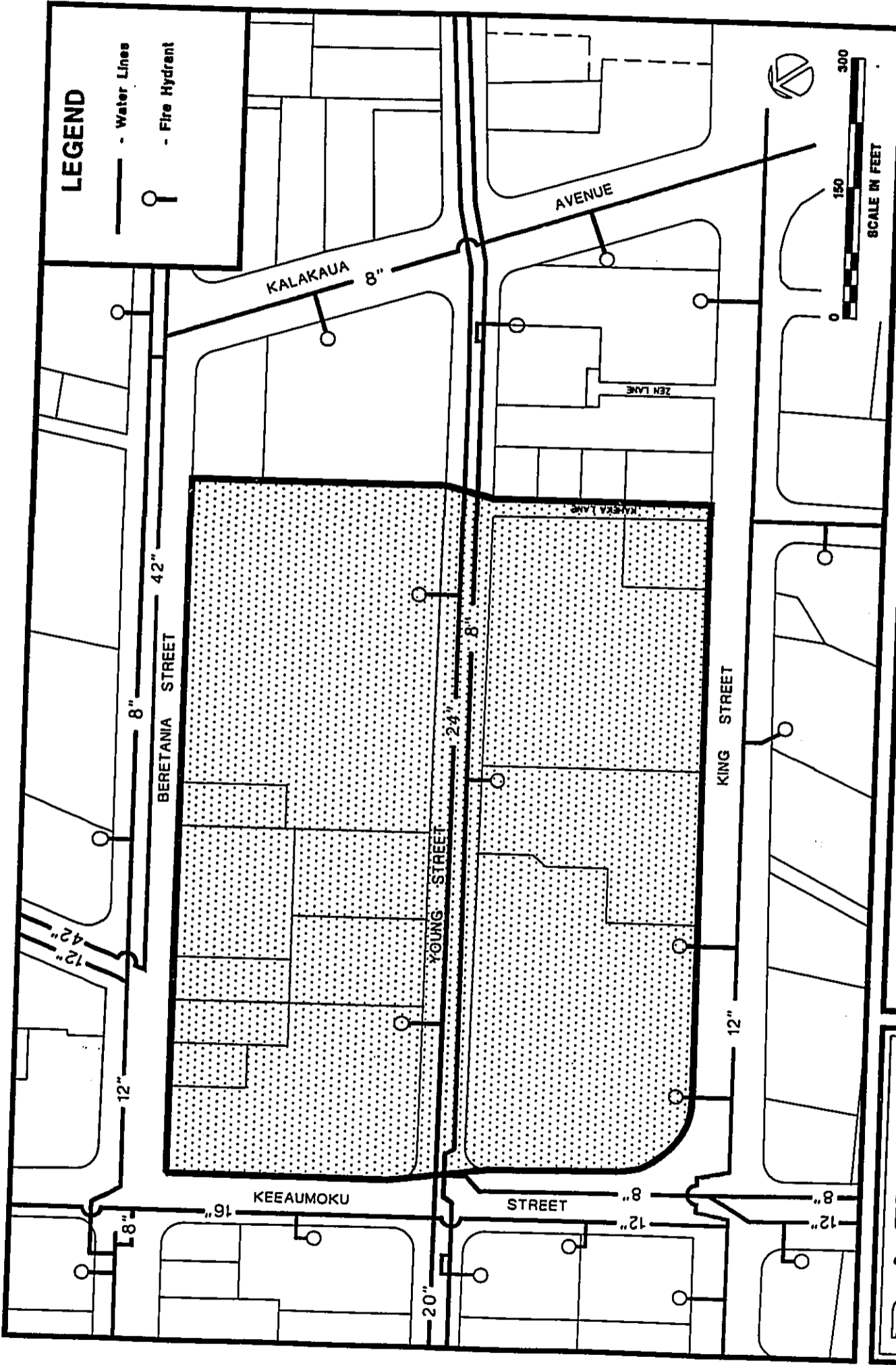
During the PM peak hour, a similar condition occurs at the intersection of Punahou and Beretania Streets with the maukabound left-turn movement. Although other movements at the intersection were observed to function at acceptable levels of service, the condition at the maukabound left-turn lane corresponds to LOS E/F.

2. Public Transportation

Bus service within the project vicinity is provided by TheBUS, a municipal islandwide bus system. The project is conveniently serviced by major bus routes running in the Diamond Head direction on King Street and in the Ewa direction on Beretania Street. Bus routes are also available along Keeaumoku Street, Kalakaua Avenue, and Punahou Street.

3. Water System

The project site is served by potable water from the Board of Water Supply's Honolulu District through a network of lines within the area. The existing water system within the project area consists of a 12-inch water transmission main along King Street, an 8-inch water line and a 24-inch water line along Young Street, a 12-inch water line along Beretania Street, an 8-inch water line and a 16-inch water line along Keeaumoku Street, and an 8-inch water line along Kalakaua Avenue (see Figure 14). A 42-inch water transmission main is located mauka of the project site along Beretania Street. Approximately 40 existing water meters are located within the project site and in its immediate vicinity.



LEGEND

- - Water Line
- - Fire Hydrant



PAWAAA
 REDEVELOPMENT
 PROJECT

Figure 14
EXISTING
WATER SYSTEM

Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII
 Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

4. Wastewater System

The existing municipal sewer system servicing the project area consists of an 8-inch sewer main along Beretania Street, a 6-inch sewer main along Kalakaua Avenue which connects with an 8-inch sewer main along Young Street, and a 6-inch sewer main along Kalakaua Avenue which connects with a 14-inch sewer main along King Street (see Figure 15). Sewage also flows makai along Keeaumoku Street via a 15-inch sewer line which connects to an 18-inch sewer line at Young Street. Sewage is ultimately conveyed to the Sand Island Sewage Treatment Plant.

5. Drainage System

Surface runoff from the project site is collected at a drainage culvert system located Ewa of the project site along Keeaumoku Street (see Figure 16). Runoff from the project site is collected at four drain inlets located adjacent to the project site at the corner of Beretania and Keeaumoku Streets, at the two corners of Young Street at its intersection with Keeaumoku Street, and at the corner of Keeaumoku and King Streets. The four drain inlets are connected to a box culvert system located along Keeaumoku Street by an 18-inch drain line and a 24-inch drain line.

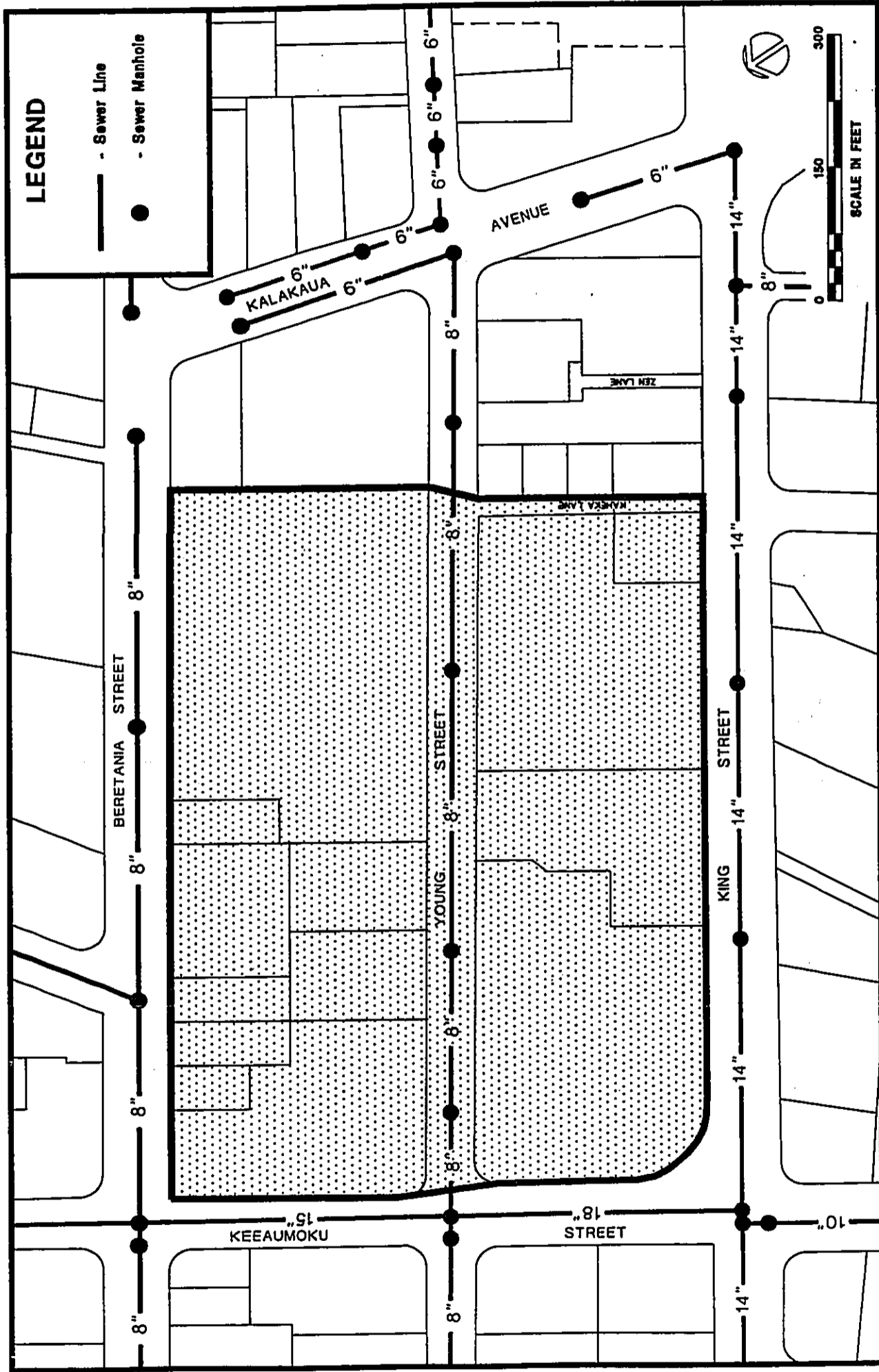
Surface runoff is also collected through an 18-inch drain line along King Street between Kaheka Lane and Keeaumoku Street. The 18-inch drain line increases in diameter to a 24-inch drain line and connects to the box culvert system at the corner of King and Keeaumoku Streets. The box culvert along Keeaumoku Street connects to a 48-inch drain line which eventually discharges into the Ala Moana Park Drainage Canal.

6. Other Utilities

Gas, electric and telephone lines, and cable conduits are presently available at the project site.

Gas: The project area is served by a 6-inch gas line along Young Street, a 4-inch gas line along King Street, and a 10-inch gas main and a 4-inch gas line along Beretania Street.

Electricity: The project area is served by a 12-kilovolt (kV) overhead electrical line along Young Street, underground cables along King, Beretania and Keeaumoku Streets, and overhead and underground 12kV lines along Kaheka Street.

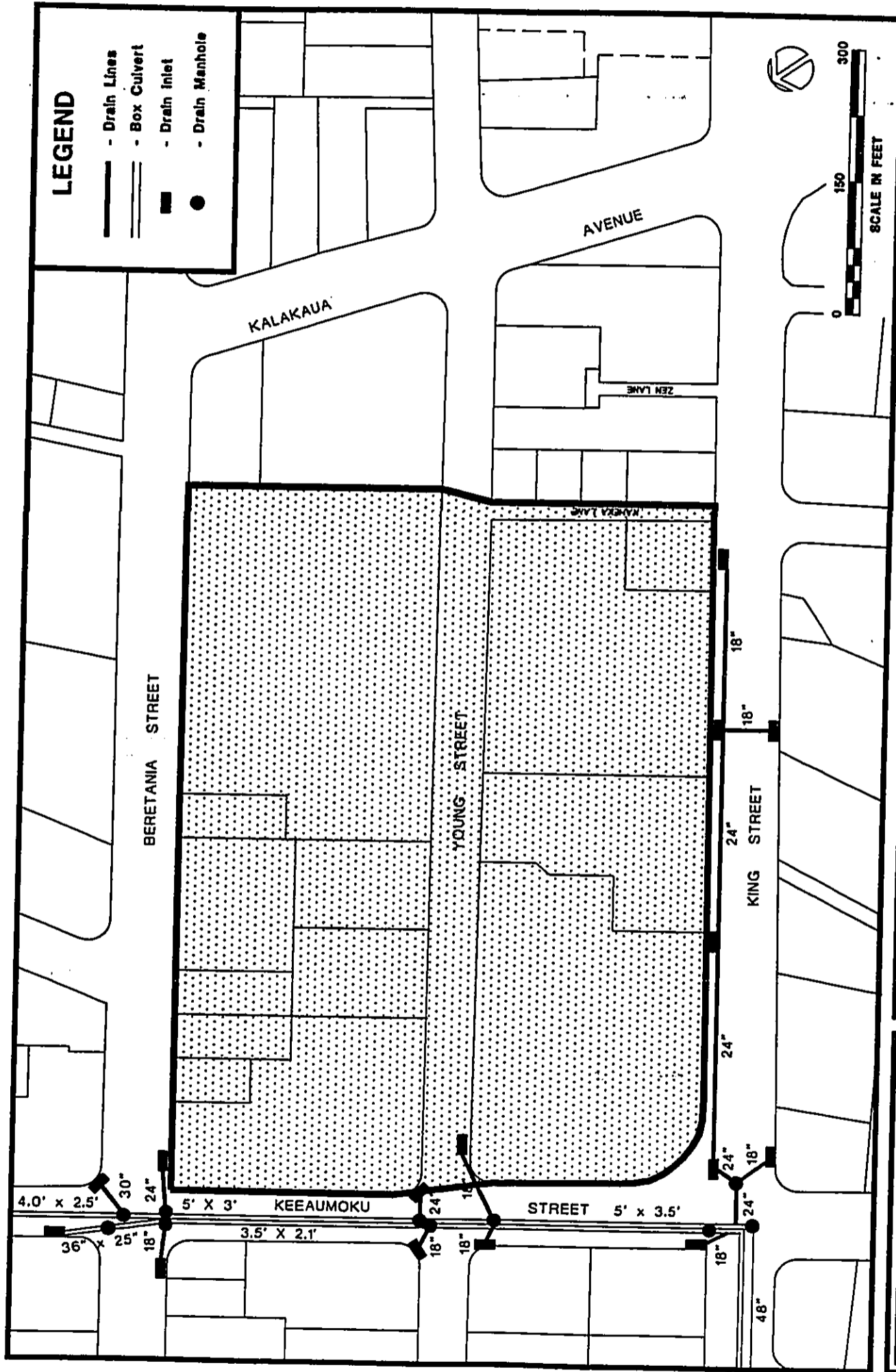


Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

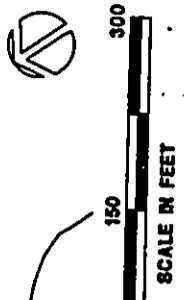
Figure 15
 EXISTING
 SEWER SYSTEM

P A W A A
 REDEVELOPMENT
 PROJECT



LEGEND

- Drain Lines
- Box Culvert
- Drain Inlet
- Drain Manhole



PAWAAA
REDEVELOPMENT
PROJECT

Figure 16
EXISTING
DRAINAGE SYSTEM

Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

SECTION III

DESCRIPTION OF THE EXISTING ENVIRONMENT

Telephone: The project area is served by underground telephone lines located along Kalakaua Avenue, and King, Beretania and Keeaumoku Streets. Aerial lines are located along Young Street and Kaheka Lane.

Cable Television: The project area is served by overhead cable television lines located along Young and Beretania Streets. An underground cable main runs along Young Street. A second underground cable main originates near the intersection of Beretania and Keeaumoku Streets and connects with the Young Street cable main in the vicinity of Young and Keeaumoku Streets.

J. SOLID WASTE

Solid waste in the project vicinity is collected by the City and County of Honolulu Refuse Collection and Disposal Division or by private collection companies. The solid waste is transported to the Kapaa Transfer Station and then to the Honolulu Program of Waste Energy Recovery (H-POWER) facility where it is converted to electricity. Presently, the refuse station has a capacity to handle about 500 tons of solid waste per day. Alternative disposal sites include the Kapaa Sanitary Landfill, the Waimanalo Gulch Sanitary Landfill near the Kahe Power Plant, and the Waipahu Incinerator.

K. ARCHAEOLOGICAL/HISTORICAL RESOURCES

A historical and archaeological review was conducted by Bishop Museum in April 1992 for the Pawa'a Redevelopment Project. An addendum to the historical and archaeological review was conducted by Aki Sinoto Consulting in December 1991. The reports are included in Appendix E with findings from the reports summarized below.

The project site is located in the Pawa'a Ahupua'a in the Kona District, island of Oahu. The following is a summary of events leading up to modern developments within the project site.

Land records prior to the 1850's indicate that the Diamond Head side of the project site consisted of fenced pasturage and walled house sites in the area known as "Kulaokahua Plains" of Waikiki. Lots originally owned by the Hawaiian Government as "Crown Land" were given to natives during the 1830's. George W. Hyatt, a favored foreign retainer of King Kamehameha III, secured the southwest end of the proposed site by Land Claim Award 529 in 1850. Little is known of the utilization and activities which occurred within this portion of the project site.

A large section of the property occupied by the Pawa'a Annex building and adjacent parking area is located within the original Crown Lands that were sold by grants and

developed into the Robinson Estate in the 1880's. The Robinson Estate occupied the Ewa corner of the property fronting Young Street which included residences and servants quarters. In January 1940, Sears, Roebuck and Company acquired the deed to the Robinson Estate and the Sears building was built soon thereafter. The Sears Garden and Supply building was subsequently constructed on a parcel located makai of Young Street. In 1958, the City and County of Honolulu purchased the Sears building and underlying properties and subsequently remodeled the building which became the headquarters for various Honolulu governmental departments. The former Sears Garden Center was remodeled for occupancy by the Police Department's Juvenile Crime Prevention Division.

In 1916, a permanent lot fronting Kaheka Lane (mauka of South King Street and Diamond Head of the State Department of Agriculture parcel) was purchased for the Shinshu Kyokai Mission (founded in 1914). Completed in late 1916, a second level was added to the temple in 1920. Diagrammed in 1930, the Mission premises included two lots with a stonewall fronting Kaheka Lane. The Mission structure included a work area, a bath, and a kitchen in the rear. On March 19, 1951, the lots were sold to Sears, Roebuck and Company and the Mission was moved to a new site in 1952. Currently, the area is occupied by the Honolulu Police Department for parking and vehicle maintenance facilities.

The Chinese area termed "Pake Patch" was generally located makai of King Street along Kaheka Lane. The mauka fringes of the Pake Patch consisted of small stores and social service buildings associated with the banana farms and rice paddies of Waikiki. Later developments which occurred between 1940 to 1954 replaced the Pake Patch. The area currently provides commercial/retail establishments.

Beginning in the early 1900's, residential dwellings and estates within the area bounded by Beretania, Keeaumoku and Young Streets were replaced by local businesses. In 1917, Rawley's Ice Cream & Dairy Products Company, Ltd., which later became the site of The Honolulu Dairymen's Association, began operations on the site at the corner of Keeaumoku and Beretania Streets. The operations included the Purity Inn restaurant, an ice cream factory, a cold storage building, an ice machine shed, a creamery, storage buildings, and parking areas for The Honolulu Dairymen's Association. Subsequent mergers resulted in the change of name of the operations to Meadow Gold Dairies in 1962.

The Susannah Wesley Home & Training School for Japanese & Korean Women & Children occupied an area along King Street and adjacent to the Department of Agriculture grounds from 1907 through 1918. The site was subsequently occupied by a restaurant and is currently utilized as a 30-stall parking lot.

In 1882, a government nursery was established on land located at the northeast corner of King and Keeaumoku Streets. The purpose of the nursery was to test and acclimate foreign fruit trees, in addition to providing free distribution of trees to the public and for use on school grounds. On June 19, 1886, a notice of intent was filed with the Interior Department to establish a Bureau of Agriculture and Forestry. The Bureau was reestablished as the Board of Commissioners of Agriculture and Forestry of the Territory of Hawaii on May 18, 1903. By Executive Order No. 123 dated August 29, 1922, the site was set aside for a government nursery and arboretum under the control and management of the Board of Agriculture and Forestry.

A new three-unit stone building constructed in a modified Mediterranean style on the Board of Agriculture and Forestry site was formally opened on August 9, 1930. Designed by Honolulu architect Louis Davis, the architecture of the structure included a patio and lanai or courtyard. A major renovation was undertaken in 1948 with a second story addition to the building's wing fronting Young Street. The building was recently listed on the Hawaii Register of Historic Places and has been recommended to the National Register of Historic Places.

In March 1946, requests were made for additional lands along Young and Keeaumoku Streets to be used for repair shops and office buildings. Executive Order No. 1254 dated April 14, 1948 designated the site adjacent to the Board of Agriculture and Forestry parcel.

Section 106 of the Federal Historic Preservation Act protects properties over 50 years old which meet one or more of four specific criteria for preservation. In addition to the modified Mediterranean-style Department of Agriculture building constructed in 1930, several buildings within the project site which were constructed prior to 1940 have either been recently demolished or extensively remodeled.

A total of 34 mature trees are currently located on the grounds and in the courtyard of the State Department of Agriculture parcel. Four of the trees are listed in the Register of Exceptional Trees (City Ordinance No. 91-38) and are protected by State of Hawaii Legislative Act 105 of 1975. A Jamaica Wood or Elephant's Ear (*Enterolobium cyclocarpum*) was planted on the park ground in 1885. The three other trees include the Mammee Apple (*Mammea americana*), the Kapok or Silk-Cotton tree (*Ceiba pentandra*), and the West Indian Elm (*Guazuma ulmifolia*). A West Indies Mahogany (*Swietenia mahagoni*) tree which is located adjacent to the Jamaica Wood was planted in 1885; however, it is not listed in the Register of Exceptional Trees.

L. HAZARDOUS WASTE

A Preliminary Site Survey of the Pawaaw Redevelopment Project site was conducted by Unitek Environmental Consultants, Inc. in April 1992, and is included in Appendix F. The purpose of the survey was to identify the immediate and most recognizable environmental concerns relative to asbestos-containing building materials, polychlorinated biphenyls (PCBs) containing electrical equipment, hazardous chemical materials, hazardous chemical wastes, underground storage tank systems, and potential surface/subsurface contamination. A historical research of prior land uses within the project site which may have contributed to the release of petroleum or hazardous substances was also included in the preliminary site survey. The findings of the preliminary site survey are summarized below.

In 1910, the project parcels identified as TMKs: 2-4-05: 18 and 19 were occupied by the Board of Commissioners of Agriculture and Forestry of the Territory of Hawaii and a school, respectively. During the 1950's, a portion of the current State Department of Agriculture parcel was occupied by a small maintenance shop. Parcel 19 was subsequently leased to the State Department of Accounting and General Services for use as a parking lot.

During the 1940's and 1950's, Sears, Roebuck and Company acquired land ownership of parcels 14, 19, 21, and 23 and the Sears building was subsequently built within parcel 21.

Records dating back to 1914 indicate that parcels 22, 27, 28, 29, and 30 were occupied by dwellings and commercial businesses, including a poi factory on the former parcel 30.

In the 1940's and 1950's, an ice cream factory, creamery and restaurant were located on parcel 26, while parcels 31 and 46 supported dwellings and businesses, including upholstery, radio, and furniture stores.

Several gas stations were located adjacent to the project site during the 1940's and 1950's, including one at the corner of King Street and Kalakaua Avenue, one at the corner of Keeaumoku and Beretania Streets, and another at the corner of Makiki and Beretania Streets. An auto sales and repair business was located adjacent to the gas station at the corner of Makiki and Beretania Streets. Located adjacent and northeast of the project site was an auto repair shop and gasoline station. This site was later occupied by a Chevron service station which was subsequently demolished in the early 1980's. Another auto repair shop and gas station occupied the site at the northwest corner of King Street and Kalakaua Avenue. Residential dwellings and business establishments occupied the area Diamond Head of Kaheka Lane.

Asbestos-Suspect Building Materials

A visual inspection of the public buildings within the project site was conducted to identify asbestos-suspect building materials.

The survey of the former Police District 1 headquarters building revealed the presence of friable materials within the canec and acoustic canec wall tiles, ceiling panels, and acoustic spray-on ceiling material. Non-friable materials were identified within floor tiles, linoleum sheet vinyl, and acoustic canec wall tiles throughout the building. Other asbestos-suspect building materials were observed in various roofing materials, coatings, membranes, HVAC materials, thermal pipe insulations, and above the dropped ceilings. The building's elevator is also thought to contain possible asbestos-suspect materials used for insulation and fire retardant purposes. Non-friable materials were found in the floor tiles within the building formerly occupied by the Police Juvenile Crime Prevention Division.

Suspect asbestos-containing building materials were identified throughout the buildings located within the State Department of Agriculture parcel. Non-friable materials were located within the floor tiles and friable materials were observed within the acoustic canec wall tiles of the one-story office building. Within the two-story office building, non-friable materials were identified within the floor tiles and dropped ceiling. A water heater located within the building contained suspect insulation materials. Friable materials were identified in some of the acoustic ceiling tiles, floor tiles, and canec sheeting within the first and second floors of the three-story office building. The survey of the one-level Hale Waiolama building revealed the presence of friable material in the acoustic ceiling tiles and non-friable material in the floor tiles.

An evaluation of the privately-owned buildings within the project site for potential suspect asbestos-containing building materials was conducted as part of the preliminary site survey. The evaluation included a visual assessment of the exterior of the buildings and a research of the City and County of Honolulu Real Property Assessment Division records to obtain the respective building construction dates. Generally, buildings constructed prior to 1980 have a greater likelihood of containing asbestos building materials. Of the six privately-owned buildings within the project site, three were constructed prior to 1980 and one was constructed after 1980. Building construction dates for the remaining two buildings were not available.

PCB Electrical Equipment

Nine (9) dielectric fluid-filled transformers, including two vault types and seven utility pole mounted types, were observed within the project site during the site inspection. One

transformer is customer-owned and the remaining eight are owned by Hawaiian Electric Company (HECO). The dielectric fluid in the customer-owned transformer was replaced with a non-PCB oil in February 1989. The HECO-owned transformers are considered PCB-suspect.

Other PCB-suspect equipment observed within the project site included the use of fluorescent lighting in all of the public buildings and piston-type hydraulic lifts within the Police vehicle maintenance facility.

Hazardous Chemical Materials

Within the Police Department's vehicle maintenance facility, various solvents and lubricants associated with automobile maintenance were stored in individual 55-gallon drums. Oil stains were observed on the asphalt in the area of the stored drums. A 1,000-gallon underground storage tank for used oil was observed within the maintenance facility. The used oil is removed from the drums and storage tank three or four times a year. Small quantities of cleaners, paint materials, and insecticides and related building maintenance products were observed in custodian closets throughout the former Police District 1 headquarters building.

Seven 55-gallon drums containing used oil were observed in the area adjacent to the Department of Agriculture's service garage. The soil and asphalt within the area of the drums appeared to be heavily stained with oil. Four 55-gallon drums containing various quantities of transmission fluid, grease and oil were observed within the garage, and three portable liquified petroleum gas tanks were observed adjacent to the quarantine laboratory. Two 55-gallon underground storage tanks are reportedly used to mix sodium hypochlorite with effluent water for the wastewater treatment program established for the Department of Agriculture's insectary. Various quantities of paint materials, cleaners, seals and finishers, pesticides, solvents, and furniture polish were observed stored within the various Department of Agriculture buildings.

Due to the various types of private businesses within the project site, several are assumed to store and use hazardous chemical materials on site, including the Meadow Gold Dairies facility and the photo shops. The remaining private businesses do not appear likely to store or use significant quantities of hazardous materials on site.

Hazardous Chemical Wastes

Approximately nine 55-gallon drums and several smaller drums were observed within the Police vehicle maintenance facility. One drum was labeled as waste oil. Spillage onto the asphalt within the area of the drums was visually evident. Discarded used car

batteries and three solvent parts washers were also observed within the maintenance facility.

The Department of Agriculture generates small quantities of chemical wastes, including the disposal of diluted chemicals into the public sewer system by the commodities lab, seed lab, insectary and insect quarantine department, and the plant pathology department.

No hazardous chemical wastes were observed within the areas of the privately-owned buildings within the project site. According to the EPA Region IX database, approximately seventeen businesses which generate various quantities of hazardous waste are located within a one-half mile radius of the project site.

Underground Storage Tank Systems

Indicators of approximately six (6) underground storage tanks were located within the project site during the site inspection. One 1,000-gallon capacity waste oil tank and three gasoline tanks with a 5,000-gallon capacity each are located within the Police vehicle maintenance facility. Records of a tank tightness test conducted on the waste oil tank indicated a slight leak that is within the EPA's criteria for tank tightness. Test records were not available for the gasoline tanks.

One 2,000-gallon capacity fuel tank was observed in the garage area of the Department of Agriculture parcel. Records of a tank tightness test indicated a leak that is within the EPA's criteria for tank tightness. One 7,000-gallon capacity underground storage diesel tank located at the Meadow Gold site is registered with the Department of Health.

Approximately 84 underground storage tanks registered with the State Department of Health are located within a one-half mile radius of the project site.

Surface/Subsurface Contamination

On site sources of potential surface or subsurface contamination include leaking waste oil drums and underground storage tanks within the Department of Agriculture garage and Police vehicle maintenance facility. Soil and asphalt in these areas appeared to be stained. Three piston-type hydraulic lifts were observed in the maintenance area of the Police vehicle maintenance facility. One single-piston type hydraulic lift appeared to have been removed and is no longer in use. Piston type hydraulic lifts generally use hydraulic fluids which are stored in the piston below-grade. The fluid may contain PCBs and has the potential to leak undetected into the surrounding soil. Piston type hydraulic lifts were not observed in the Department of Agriculture garage. The underground

SECTION III

DESCRIPTION OF THE EXISTING ENVIRONMENT

storage tank located at the Meadow Gold site is also a potential contributor to subsurface site contamination from product release.

The groundwater beneath the project site is classified as basal water floating on salt water. Five wells located within the vicinity of the project site are registered with the State of Hawaii Department of Land and Natural Resources. The wells were drilled in 1886, 1891, 1894, and 1910 and all five have been sealed. Information on groundwater quality was unavailable for review.

SOCIO-ECONOMIC ENVIRONMENT

IV. SOCIO-ECONOMIC ENVIRONMENT

A Social Impact Assessment of the project site and surrounding area was conducted by Earthplan in July 1993 (see Appendix G). The primary study area for the social impact assessment is bounded by the H-1 Freeway to the north, Kapiolani Boulevard to the south, and extends east to west from McCully Street to Pensacola Street. The study area was divided into sub-areas which generally coincide with census tract designations (see Figure 17). This area includes three whole census tracts and a portion of two more tracts and is divided into four sub-areas as follows:

- o Ewa-Mauka

The project site is located in this sub-area which is coterminous with Census Tract 35. This tract extends from the H-1 Freeway to King Street, and from Punahou Avenue to Ward Avenue. For the purposes of the social impact assessment, the focus is only on the portion which extends to Pensacola Street.

- o Ewa-Makai

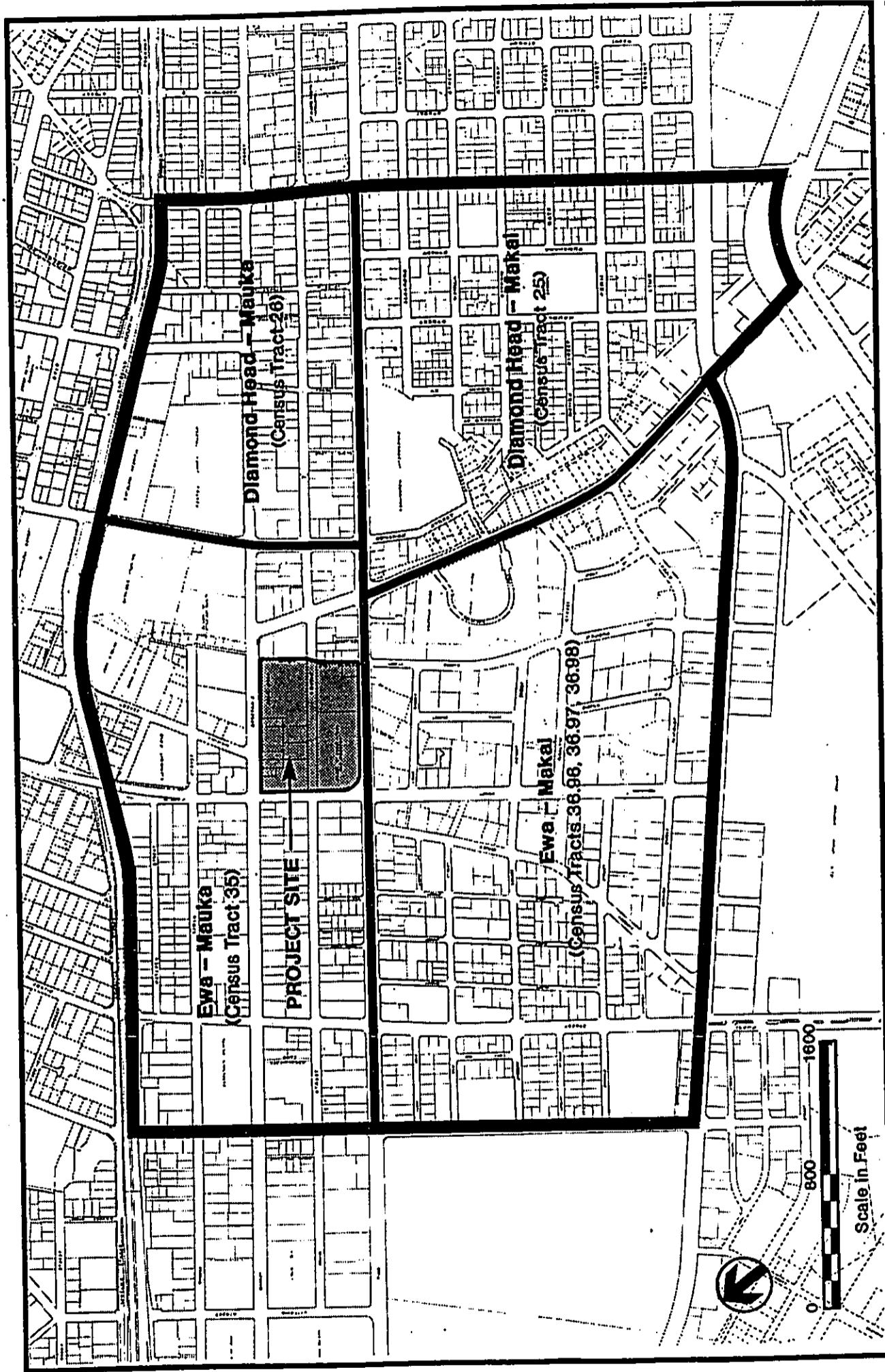
This sub-area is located makai of the project site and is coterminous with Census Tracts 36.96, 36.97 and 36.98. Tract 36.96 contains no residential units or population. Collectively these tracts extend from King Street to Kapiolani Boulevard, and from Kalakaua Avenue to Pensacola Street.

- o Diamond Head-Mauka

This sub-area is located east or "Diamond Head" of the project site and extends from the H-1 Freeway to King Street and from Punahou Avenue to the Manoa-Palolo Drainage Canal. Since much of this tract is far removed from the project site, the study focus is on the portion which extends to McCully Street. This sub-area is coterminous with Census Tract 26.

- o Diamond Head-Makai

This sub-area is located east and makai of the project site. It extends from King Street to the Ala Wai Canal, and from Kalakaua Avenue to McCully Street and is coterminous with Census Tract 25.



Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

Figure 17
SUB-AREAS

P A W A A
 REDEVELOPMENT
 PROJECT

H O N O L U L U

The project site is within the boundaries of the Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10 and is located within the 12th Senatorial District and the 22nd Representative District.

A. POPULATION

In 1990, an estimated 18,000 people lived in the study area. Most of the residents lived in two sub-areas, including 7,604 persons residing in the Ewa-Makai area and 4,229 persons living in the Diamond Head-Makai area. The Ewa-Makai sub-area is comprised primarily of high-rises as well as elderly housing complexes, while the Diamond Head-Makai sub-area includes mostly mid-rise and single-family units.

In comparison to the islandwide community, the study area contained proportionally more females than males, with almost 54 percent of the area being female. The highest proportion of females at 56 percent were located within the Ewa-Makai sub-area.

In terms of ethnicity, the study area has a high proportion of residents of Japanese ancestry in comparison to the islandwide community. Over 38 percent were of Japanese ancestry in the study area as compared to 23 percent islandwide. The highest proportion of ethnic Japanese was in the Ewa-Makai sub-area with nearly 48 percent.

The study area includes a population which is considerably older than the islandwide population. About 4.2 percent of the area's population is under five years of age as compared to 7.4 percent islandwide. Over one-fifth of the area's population are elderly, whereas 11 percent of Oahu's residents are age 65 years or older. As expected, the study area's median age is consistently higher than the islandwide median age of 32.2 years, with the highest median age of 41.1 years found in the Ewa-Mauka sub-area.

Overall, the study area residents share educational characteristics similar to that of the islandwide population, with the exception of high school completion. Almost 24 percent of the study area population did not receive a high school diploma, which is higher than the islandwide proportion of 19 percent. Major variations were reflected in educational characteristics within the different sub-areas. In a portion of the Ewa-Makai sub-area, almost 68 percent of the population attended and/or completed college. Within the Diamond Head-Makai sub-area, over 54 percent of the resident population attended and/or graduated from high school, but did not attend college.

B. HOUSING

In 1990, the study area contained 9,745 housing units. The Ewa-Makai sub-area contained the highest number of units at 4,596 units, followed by the Diamond Head-Makai sub-area with 2,236 units.

Housing in the vicinity is in great demand due to the convenient location of the study area. Overall, vacancy rates were low in the study area, with only 3.9 percent of the housing units being vacant at the time of the 1990 Census. Most of the vacant units were for rent. In comparison, the islandwide vacancy rate was at 5.8 percent. The exception to the area's low vacancy rate occurred in the Ewa-Mauka sub-area within which the project site is located. The vacancy rate for this area was at 6.1 percent.

The study area is a medium- to high-density residential area, although most of the units are small. On the average, the median number of rooms per unit was two, in comparison to the islandwide median of four.

The study area has a significantly high proportion of renters, with over three-fourths of the housing units occupied by renters as compared to 48 percent islandwide. The highest proportion of renters were in the Ewa-Mauka sub-area at 87 percent. In all of the census tracts within the study area, the median monthly cash rent was lower than the islandwide median of \$615. The median monthly cash rent within the study area ranged from a high of \$606 within a portion of the Ewa-Mauka sub-area, to a low of \$468 within the Diamond Head-Makai sub-area.

Household sizes in the study area are considerably smaller than the islandwide average. On the average, 1.92 persons occupied units in the area compared to 3.02 persons per household islandwide.

In 1990, the median value of owner-occupied housing units on Oahu was \$283,600. Generally, the study area housing units had a higher median value than the Oahu housing stock. The median value of the study area ranged from a high of \$450,000 in the Ewa-Makai sub-area to \$237,500 in the Ewa-Mauka sub-area.

C. HOUSEHOLD AND FAMILY CHARACTERISTICS

The study area is generally less family-oriented than the Oahu-wide population. In 1990, over three-fourths of households on Oahu were family households compared to only 44 percent of the study area's total households being family households. The lowest proportion was found in a portion of the Ewa-Makai sub-area, in which only 34 percent were family households.

A further variation in the study area is the proportion of families with married couples. Approximately 69 percent of the family households in the study area is comprised of married couples, compared to 81 percent islandwide. The primary reason for this difference is attributed to the study area containing a high proportion of households headed by a single female. Almost 24 percent of the families in the study area are within this category, which is significantly higher than the islandwide proportion of 13 percent.

This latter characteristic is an indicator of possible poverty as the study area reveals very low median income levels. The Oahu median family income was \$45,313 in 1990. Except for a portion of the Ewa-Mauka sub-area which had a median family income of \$47,431, the remaining sub-areas had median household and family incomes which were well below the islandwide median.

D. LABOR FORCE CHARACTERISTICS

In 1990, less than one percent of the study area residents were employed by the military, compared to 8.2 percent islandwide.

The study area experienced a very low unemployment rate in 1990, with almost all of the sub-areas having unemployment rates well below the Oahu-wide rate of 3.5 percent. The lowest unemployment rate was in a portion of the Ewa-Mauka sub-area at 0.9 percent. Only the other portion of the Ewa-Mauka sub-area had an unemployment rate which was slightly higher than the islandwide rate, at 3.8 percent.

The occupation profile for the overall study area was similar in comparison to the islandwide profile, although the sub-areas varied from each other. The majority of study area residents are in technical or sales occupations. The Diamond Head-Mauka and a portion of the Ewa-Mauka sub-areas had higher proportions of residents employed in executive/professional and technical/sales jobs at 25.7 percent and 41.5 percent, and 31.2 percent and 49.3 percent, respectively, when compared to the islandwide proportions of 27.7 percent and 34.6 percent, respectively. In comparison, high proportions of residents with service occupations resided in the other portion of the Ewa-Mauka sub-area at 22.2 percent, as well as in the Diamond Head-Makai and a portion of the Ewa-Makai sub-areas at 23.0 percent and 21.3 percent, respectively. The islandwide profile of service occupations is 16.8 percent.

E. SCHOOLS

Primary and secondary public schools which serve the project site are Kaahumanu Elementary School, Washington Intermediate School and McKinley High School. Kaahumanu Elementary School is located along Beretania Street between Piikoi and

Pensacola Streets. Washington Intermediate School is located on the block southeast of the project site on King Street. McKinley High School is located on the corner of King and Pensacola Streets, adjacent to the Neil Blaisdell Center.

F. PARKS AND RECREATIONAL FACILITIES

The Pawa'a Redevelopment Project is in proximity to existing parks and open space areas with facilities for both active and passive recreation. Active recreational areas are provided by Cartwright Field (2.373 acres) and Makiki District Park (8.705 acres), both of which are located within walking distance of the project. Facilities at Cartwright Field include a softball field, a basketball court, play equipment, and one comfort station. Makiki District Park is a major recreational resource for the Makiki community and includes several buildings for community activities and events, a library, four tennis courts, a basketball court, playing fields, and a community garden area.

Washington Intermediate School, with its open field and basketball courts, is another recreational resource. Sheridan Park provides a basketball court for active recreational activities, as well as open space for passive recreation. Passive recreational areas are provided at the existing landscaped grounds of the State Department of Agriculture parcel within the project site and at Thomas Square located west of the site adjacent to Victoria Street.

Regionally, Ala Moana Beach Park provides active and passive recreational opportunities such as swimming, jogging, tennis courts, picnic areas, and open landscaped space.

G. POLICE AND FIRE PROTECTION

Police Protection

The project area is located within Beat 53 of the Honolulu Police Department District 1 which extends from Kalihi Street to Punahou Street and comprises 21 beats. District 1 headquarters is located at its new facility on Alapai Street.

Typically, three police officers are assigned to the vicinity of the project area per beat, or one officer per eight-hour watch. Depending on the density and requirements, some beats have additional officers. The officers patrol the general area in Cushman vehicles and automobiles.

Fire Protection

Fire protection service for the project area is provided by the Pawaa Fire Station located makai of the project site on Makaloa Street at the intersection of Makaloa and Kaheka Streets. The Pawaa Station is equipped with engine, ladder and rescue companies and is considered the primary fire station in the project vicinity.

Three secondary fire stations also service the project area. The McCully Fire Station located at the corner of University Avenue and Date Street is equipped with engine and ladder companies. The Makiki Fire Station provides an engine company and is located at the corner of Piikoi Street and Wilder Avenue. The Kakaako Fire Station located on Queen Street near South Street is equipped with engine and ladder companies.

H. HEALTH CARE FACILITIES

Major health care facilities near the site include the following:

<u>Facility</u>	<u>Location</u>	<u>Distance from Project</u>
Queen's Medical Center	Punchbowl Street	1.25 miles
Straub Clinic and Hospital	King Street	0.70 mile
Kapiolani Medical Center	Punahou Street	0.20 mile

These medical facilities are located less than 10 minutes by car from the project site and provide a full range of services, including 24-hour emergency service.

Mobile emergency care on Oahu is provided by the City's 16 ambulance units. The City ambulance unit nearest the project site is located at Queen's Medical Center. However, proximity is not the only factor in determining emergency response to the project site. Emergency response is also determined by ambulance availability. Any of the City's 16 ambulance units may respond to emergency crisis throughout the island.

**RELATIONSHIP TO PLANS,
POLICIES AND CONTROLS**

SECTION V

V. RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

This section discusses the State of Hawaii and City and County of Honolulu plans, policies, and controls which affect the proposed project.

A. HAWAII STATE PLAN

The Hawaii State Plan, embodied in Chapter 226, Hawaii Revised Statutes, serves as a guide for goals, objectives, policies and priorities for the State. The State Plan provides a basis for determining priorities, allocating limited resources, and improving coordination of State and County plans, policies, programs, projects and regulatory activities.

The proposed Pawaawaa Redevelopment Project will help increase and encourage physical, social and economic opportunities in the State of Hawaii. The Pawaawaa Redevelopment Project is consistent with the following State Plan objectives, policies, and priority guidelines:

Section 226-6 Objectives and policies for the economy--in general.

(a)(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawaii's people.

The Pawaawaa Redevelopment Project will create numerous short-term and long-term employment opportunities. Short-term employment will be available during the construction period. In the long-term, increased social and economic opportunities will result with the development of new residential and commercial/retail spaces.

Section 226-13 Objectives and policies for the physical environment--land, air, and water quality.

(b)(7) Encourage urban developments in close proximity to existing services and facilities.

The Pawaawaa Redevelopment Project is located in an area which is served by existing infrastructure and is in close proximity to existing schools, parks, and other community services.

SECTION V

Section 226-18 Objectives and policies for facility systems - energy/telecommunications.

(c)(3) Promote prudent use of power and fuel supplies through conservation measures including: (A) Development of cost-effective demand-side management programs; (B) Education; and (C) Adoption of energy-efficient practices and technologies.

The Pawaa Redevelopment Project will incorporate efficient use of energy resources through conservation and recycling measures. The project will utilize energy-efficient equipment to minimize energy costs. Further, the project's design will consider incorporating waste diversion and reduction activities into facility design. Such design measures could include providing centralized storage and processing facilities in all buildings.

Section 226-19 Objective and policies for socio-cultural advancement - housing.

(b)(2) Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income, and gap-group households.

(b)(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.

(b)(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.

(b)(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.

Part III. Priority Guidelines

The purpose of establishing priority guidelines is to address areas of statewide concern. The proposed development supports or conforms to the following priority guidelines.

Section 226-106 Affordable housing. Priority guidelines for the provision of affordable housing:

- (1) Seek to use marginal or nonessential agricultural land and public land to meet housing needs of low- and moderate-income and gap-group households.*

SECTION V

- (4) *Create incentives for development which would increase home ownership and rental opportunities for Hawaii's low- and moderate-income households, gap-group households, and residents with special needs.*

The Pawa'a Redevelopment Project will provide for a more intensive use of the site. Both publicly-owned and privately-owned parcels will be consolidated to allow a contiguous mixed-use development for residential housing, commercial/retail uses, a community recreation center, and a Kindergarten through Grade 2 public elementary school. The Pawa'a Redevelopment Project will offer approximately 1,061 of its 1,768 new housing units to gap group households earning between 81 and 120 percent of the median income, and to low and moderate income households earning below 80 percent of the median income. Approximately 177 of these affordable units will be designated for elderly housing. The remaining 707 units will be provided at market rates. The project will include a range of studio and one-, two-, and three-bedroom residential units. Residing adjacent to Downtown Honolulu, residents will have convenient access to employment, services and shops.

The Pawa'a Redevelopment Project is a joint venture between the City and County of Honolulu and State of Hawaii governments. Both City and State funds will be used in the development of the affordable residential component.

B. STATE FUNCTIONAL PLANS

The Statewide planning system requires the development of State Functional Plans which are approved by the Governor of Hawaii. The State Functional Plans guide the implementation of State and County actions in the areas of agriculture, conservation lands, education, energy, health, higher education, historic preservation, housing, recreation, tourism, water resources development, transportation, and the recently included plans on employment and human services. The following are related objectives, policies, and implementing actions:

STATE HOUSING FUNCTIONAL PLAN

OBJECTIVE B: SUFFICIENT AMOUNT OF AFFORDABLE RENTAL HOUSING UNITS BY THE YEAR 2000 SO AS TO INCREASE THE STATE'S RENTAL VACANCY RATE TO AT LEAST 3%.

Policy B(1): Direct State, County and Federal resources toward the financing and development of rental housing projects.

SECTION V

RELATIONSHIP TO PLANS,
POLICIES AND CONTROLS

Implementing Action B(1)(a): Participate in the development of below-market rental projects.

The City and State propose to develop approximately 1,061 affordable rental units on the project site. Low and moderate income and gap group households earning below 80 percent and below 120 percent of the median income, respectively, are expected to benefit from the below-market rental units. Financing for the affordable residential component of the project will be primarily through City and State funds.

OBJECTIVE C: INCREASED DEVELOPMENT OF RENTAL HOUSING UNITS FOR THE ELDERLY AND OTHER SPECIAL NEED GROUPS TO AFFORD THEM AN EQUAL ACCESS TO HOUSING.

Policy C(1): Effectively use public resources to provide rental housing projects for elderly and handicapped persons.

Implementing Action C(1)(a): Develop affordable rental projects for elderly and handicapped persons.

About 177 of the approximately 1,061 affordable units proposed for the project will be reserved for elderly households. All residential units within the project site will be handicapped accessible.

OBJECTIVE E: ACQUIRE AND DESIGNATE LANDS SUITABLE FOR HOUSING DEVELOPMENT IN SUFFICIENT AMOUNT TO LOCATE THE DEFICIT IN HOUSING UNITS BY THE YEAR 2000.

Policy E(1): Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, employment and other concerns of existing communities and surrounding areas.

Implementing Action E(1)(a): Assess, delineate, and where feasible, acquire, master plan and develop lands suitable for future residential development.

The Pawa'a Redevelopment Project is located within the City and County of Honolulu's Primary Urban Center near major businesses, services, public facilities, and recreational areas. The project area is serviced by the City's bus system which provides residents with easy access to and from the City core. Commercial/retail space, a community recreation center, and open and park space are planned for the project which will provide increased economic and leisure opportunities for residents in the area.

SECTION V

**RELATIONSHIP TO PLANS,
POLICIES AND CONTROLS**

Policy E(2): Wherever practical, develop affordable housing projects on public lands.

Implementing Action E(2)(a): Survey and reserve for future development State and county owned lands which are suitable for housing development.

Of the total project area of approximately 461,090 square feet, 303,681 square feet, or about 66 percent of the project site, is currently public land. The remaining privately-owned parcels within the project area are planned to be incorporated with these public lands and redeveloped to provide affordable and market-housing as well as commercial/retail space, a community recreation center, open and park space, parking, and a Kindergarten through Grade 2 public elementary school.

Policy E(3): Where feasible, acquire privately owned lands that are suitable for housing development.

Implementing Action E(3)(b): Locate privately owned lands suitable for residential development and either purchase or condemn for future housing development.

In order to create a successful integrated mixed-use residential development, the City and State plan to acquire and consolidate eight (8) privately-owned parcels within the project site. This will maximize site planning and open space to ensure a pleasant urban setting.

STATE EDUCATION FUNCTIONAL PLAN

A(4): SERVICES AND FACILITIES

Policy: Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.

Implementing Action A(4)(c): Pursue actions with other agencies which will insure adequate and appropriate services and facilities on a timely basis.

Classroom facilities for a Kindergarten through Grade 2 public elementary school will be developed in the Pawaa Redevelopment Project. The school is intended to relieve the overcrowding conditions of the public schools in the area by accommodating students from the project and surrounding area. The City and State will be coordinating the provision of classroom facilities with the State Department of Education.

STATE ENERGY FUNCTIONAL PLAN

OBJECTIVE A: MODERATE THE GROWTH IN ENERGY DEMAND THROUGH CONSERVATION AND ENERGY EFFICIENCY.

Policy A(1): Promote and stimulate greater energy efficiency and conservation in non-transportation sectors.

The project will incorporate energy-efficient equipment and designs into the redevelopment where feasible. Such design measures may include the use of individual meters for the residential and commercial/retail units to provide incentive for energy conservation, high-efficiency motors and chillers, energy-efficient ballasts for all fluorescent lamps, building design which maximizes indoor light without increasing indoor heat, use of insulation and double-glazed doors, and energy-efficient metal halide lights for outdoor lighting.

STATE HISTORIC PRESERVATION FUNCTIONAL PLAN

OBJECTIVE C: MANAGEMENT AND TREATMENT OF HISTORIC PROPERTIES.

Policy C.2.: Encourage the preservation and maintenance of historic properties through economic incentives and support.

Implementing Action C.2.d.: Encourage State and County agencies to maintain and preserve historic buildings under their administration.

The existing Mediterranean-style building located within the State Department of Agriculture parcel is listed on the Hawaii Register of Historic Places and has been recommended to the National Register of Historic Places. The one-level portion of the building will be preserved and incorporated within the redevelopment.

STATE RECREATION FUNCTIONAL PLAN

OBJECTIVE II-C: IMPROVE AND EXPAND THE PROVISION OF RECREATION FACILITIES IN URBAN AREAS AND LOCAL COMMUNITIES.

Policy II-C(1): Meet the demand for recreational opportunities in local communities.

Implementing Action II-C(1)c: Work with government agencies and developers to provide urban trails and walkways.

SECTION V

RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

The existing landscaped grounds located at the corner of King and Keeaumoku Streets will adjoin a landscaped park located mid-block between Young and Beretania Streets. These landscaped areas will create an urban greenbelt that will encourage pedestrian movement across the site and provide an opportunity for passive and informal active recreational activities. Active recreational opportunities for the residents and surrounding community will be afforded with the provision of an on-site community recreation center.

C. STATE LAND USE DISTRICT CLASSIFICATION

Pursuant to the Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes, all land in the State is classified into four districts by the State Land Use Commission: Urban, Agricultural, Conservation, and Rural. The project site and the surrounding area are within the Urban District. The project is consistent and compatible with this land use designation.

D. CITY AND COUNTY OF HONOLULU GENERAL PLAN

The General Plan for the City and County of Honolulu provides a statement of the long-range social, economic, environmental, and design objectives for the general welfare and prosperity of the people of Oahu. Using a 20-year time horizon, broad policies are also specified to facilitate attainment of the objectives of the Plan. The Pawaa Redevelopment Project will be consistent primarily with the following objectives and policies of the General Plan:

POPULATION

OBJECTIVE C: To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.

POLICY 1: Facilitate the full development of the primary urban center.

The proposed development, located in the Primary Urban Center Development Plan area, will replace underutilized public, commercial, residential, and parking facilities, and will increase residential and employment opportunities in the area. The project's master plan design maximizes the mass-to-open space ratio in order to create pleasing and inviting pedestrian areas and street frontages which will promote a more compatible working and residential environment.

SECTION V

HOUSING

OBJECTIVE A: To provide decent housing for all the people of Oahu at prices they can afford.

POLICY 3: Encourage innovative residential development which will result in lower costs, added convenience and privacy, and the more efficient use of streets and utilities.

POLICY 12: Encourage the production and maintenance of affordable rental housing.

The proposed redevelopment will include approximately 1,061 new affordable rental units, approximately 707 market rate units, commercial/retail establishments, a supermarket, a cinema complex, a community recreation center, a Kindergarten through Grade 2 public elementary school, and parking in a self-contained neighborhood environment. The mixed-use development will maximize residential and commercial opportunities by using the existing and available infrastructure.

PHYSICAL DEVELOPMENT AND URBAN DESIGN

OBJECTIVE A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.

POLICY 5: Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.

POLICY 8: Locate community facilities on sites that will be convenient to the people they are intended to serve.

The project intends to develop a prototype community which will serve as a model for future mixed-use residential developments in the area. Underutilized parcels will be replaced by residential, commercial/retail, community facilities, and parking to provide for a more intensive and efficient use of the area.

OBJECTIVE B: To develop Honolulu (Waiialae-Kahala to Halawa), Aiea, and Pearl City as the Island's primary urban center.

POLICY 3: Encourage the establishment of mixed-use districts with appropriate design and development controls to insure an attractive living environment and compatibility with surrounding land uses.

SECTION V

POLICY 4: Provide downtown Honolulu and other major business centers with a well-balanced mixture of uses.

The proposed Pawaa Redevelopment Project provides for the redevelopment of an area which is currently underutilized. The project incorporates a mixture of residential and commercial/retail space. The park, additional open spaces, and landscaping are intended to create an attractive living environment.

OBJECTIVE D: To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.

POLICY 4: Require the consideration of urban-design principles in all development projects.

POLICY 6: Provide special design standards and controls that will allow more compact development and intensive use of lands in the primary urban center.

POLICY 8: Preserve and maintain beneficial open space in urbanized areas.

The project will maximize the development potential of the area that for the most part is considered underutilized. Design considerations such as variations in building heights and massing, minimization of sightline impacts from and through the site, as well as diversification of uses within the project site will be incorporated into the project to provide an attractive, meaningful, and stimulating environment. The existing landscaped grounds and trees located on the State Department of Agriculture parcel will be maintained and incorporated into the redevelopment.

CULTURE AND RECREATION

OBJECTIVE D: To provide a wide range of recreational facilities and services that are readily available to all residents of Oahu.

Policy 3: Develop and maintain urban parks, squares, and beautification areas in high density urban places.

The landscaped grounds located on the Department of Agriculture parcel will be preserved and additional open and green space will be provided. Passive and informal active recreational opportunities will be provided by the park and open space, and by entertainment facilities located within the commercial/retail complex. The project will also incorporate a community recreation center for active recreational opportunities for

project residents and the community. In addition, recreational facilities within the residential structures will be provided for residents as well as guests.

E. CITY AND COUNTY OF HONOLULU DEVELOPMENT PLAN

The Development Plans help to implement the objectives and policies of the General Plan by providing relatively detailed development schemes for geographical regions of the island. Eight Development Plans have been adopted covering the entire island. Each Development Plan Ordinance consists of Common Provisions applicable to all Development Plan areas, Special Provisions for each area, Land Use Map, and Public Facilities Map. The Development Plan Land Use Maps depict land use patterns which are consistent with the objectives and policies of the General Plan.

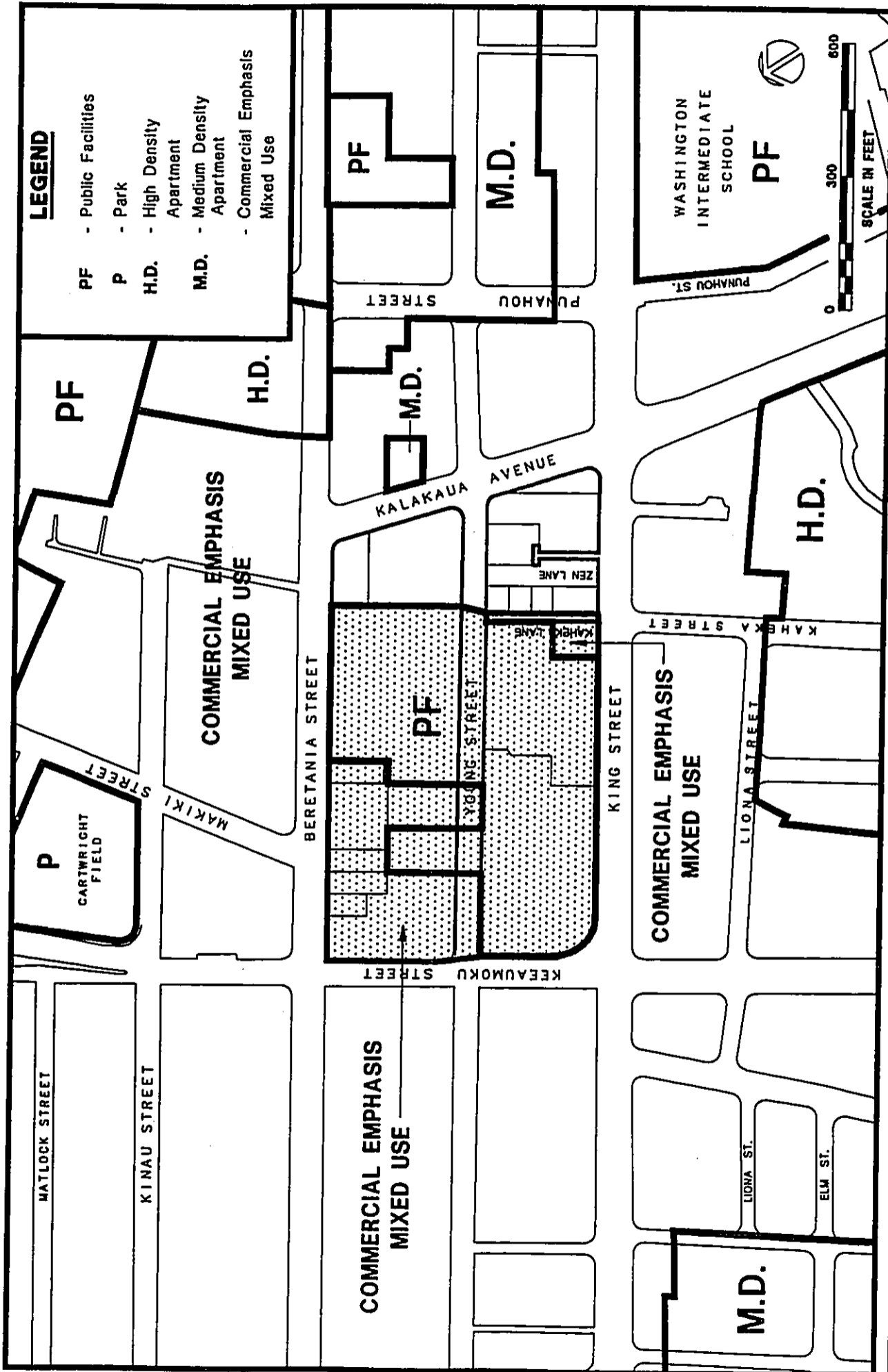
The Pawaa Redevelopment Project site is located within the Primary Urban Center (PUC) Development Plan which includes the communities from Waialae-Kahala to Pearl City. It is the most populated part of the State of Hawaii and is Oahu's largest employment center. The PUC Land Use Map designates the project site as Commercial Emphasis Mixed Use, with the exception of the City and State-owned properties (TMKs: 2-4-05:14, 18, 19, 21, 23) which are designated as Public Facility (see Figure 18). The Pawaa Redevelopment Project conforms in principle with the Land Use Map designation of Commercial Emphasis Mixed Use:

(n) *Commercial Emphasis Mixed Use.*

Commercial uses may be the predominant type of development. Where appropriate, the ground floor may be designed primarily for commercial uses which support establishing a new or maintaining an existing pedestrian-oriented environment. Housing may also be provided.

Although the land use designation of a portion of the project site is Public Facility, mixed-use developments are allowed in areas which are adequately served by public facilities and are accessible to major transportation corridors under the Development Plan Special Provisions.

The Development Plan (DP) Public Facilities Map identifies public and private proposals for parks, streets and highways, major public buildings, utilities, terminals, and drainage. The DP Public Facilities Map for the PUC designates the former City and County of Honolulu Police Department District 1 headquarters site previously located on the mauka



LEGEND

- PF - Public Facilities
- P - Park
- H.D. - High Density Apartment
- M.D. - Medium Density Apartment
- Commercial Emphasis Mixed Use

PAWAA
 REDEVELOPMENT
 PROJECT

Figure 18
 DEVELOPMENT PLAN
 LAND USE MAP

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

block of the project site as Police Station/Modify Existing Facility (PS/M) (see Figure 19). The Police Department District 1 headquarters has since relocated to its new facility on Alapai Street in September 1992.

The Pawaaw Redevelopment Project will primarily conform with the following common and special provisions of the PUC Development Plan, although the project's 300-foot maximum building height limit will exceed the established allowable limit.

Common Provisions

Public Views.

Public views include views along streets and highways, mauka-makai view corridors, panoramic, and significant landmark views from public places, views of natural features, heritage resources, and other landmarks, and view corridors between significant landmarks.

Such public views shall be protected by appropriate building heights, setbacks, design and siting controls established in the LUO. These controls shall be determined by the particular needs of each view and applied to public streets and to both public and private structures.

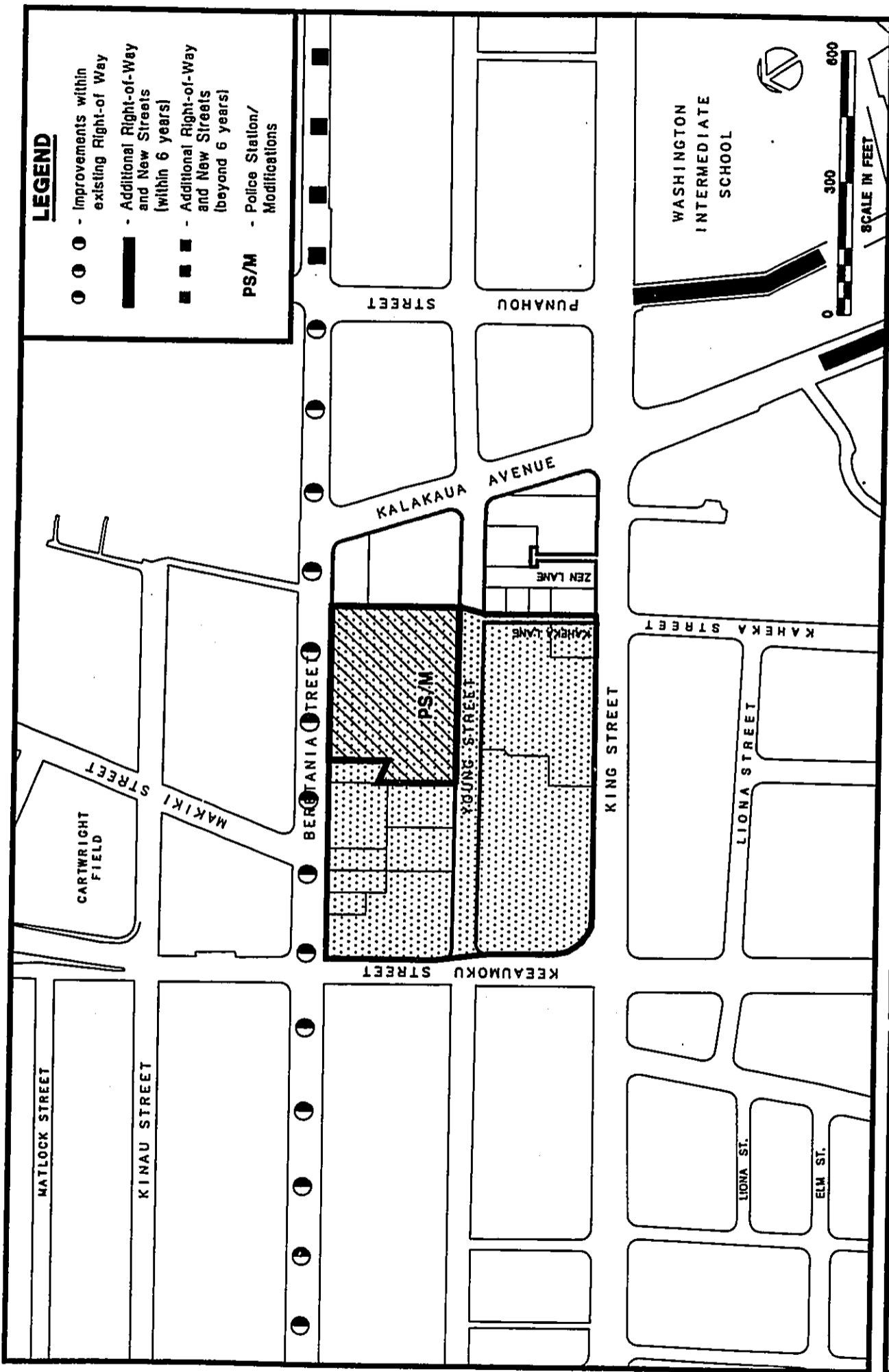
The design and siting of all structures shall reflect the need to maintain and enhance available views of significant landmarks. No development shall be permitted that will block important public views.

Open Space.

Open space areas consist of, but are not limited to, the ocean, beaches, parks, plazas, institutional properties with park-like grounds, streams, inland bodies of water, significant land forms,..... The functions of open space areas are to provide visual relief and contrast to the built environment, to serve as outdoor space for public use and enjoyment. The preservation and enhancement of areas that are well suited to perform these functions shall be given high priority.

Vehicular and Pedestrian Routes.

Landscaping shall be provided along major vehicular arterials and collector streets as a means to increase the general attractiveness of the community and the enjoyment of vehicular travel for visitors and residents. The following streetscape elements shall be



PAWAAA
REDEVELOPMENT PROJECT

Figure 19
DEVELOPMENT PLAN
PUBLIC FACILITIES MAP

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

considered in the design of the landscaping: plantings, street furniture, utility fixtures, sidewalk paving treatments, small parks, signs, and building setback and facades. Different themes appropriate to the particular character of different communities may be provided.

Pedestrian corridors shall be provided in heavy traffic areas, such as in resort, commercial, and apartment districts. Such elements as shade trees and other plantings, street furniture, attractive building frontages, and other pedestrian oriented elements shall be part of the design of pedestrian corridors. Pedestrian corridors shall be designed to be safe, minimize conflicts between people and vehicular movements, and shall be integrated with or provide access to open spaces. Provisions for bikeways shall also be made.

General Height Controls.

Maximum allowable heights for structures in each land use classification and for designated special areas are specified in the special provisions of each development plan. They are intended to establish a general policy for the maximum overall height in the area rather than set specific zoning standards. Lower zoning height limits may be established where the protection of any important views or other design considerations indicate they would be appropriate. The determination of zoning height limits shall take into consideration all applicable urban design policies and controls and the nature of existing land uses in the area.

Mixed Use Areas.

(1) Purpose

Mixed use areas are intended to implement General Plan objectives and policies in the following areas of concern:

- (A) Provide for mutually supportive combinations of residential and commercial and/or industrial uses that optimize the use of both land in urban centers and of already available support facilities and services.*
- (B) Encourage walking and bicycling activities, especially walking to and from jobs, thus reducing automobile dependency and demands upon the transportation system.*

SECTION V

- (C) *Promote development designs and land use arrangements that save energy.*
- (D) *Provide greater opportunities for variety in urban experiences for pedestrians.*
- (E) *Encourage greater social interaction within communities.*
- (F) *Permit the adaptive reuse of existing structures and the preservation of older buildings.*

Special Provisions

Special provisions apply to several areas within the Primary Urban Center. The Pawa'a Redevelopment Project site is located within the Alapai-Sheridan Special Area which is the area "generally bounded by Alapai Street, Lunalilo Freeway, Punahou Street, Makiki Drainage Ditch, Kapiolani Boulevard, Piikoi Street, and King Street". The Alapai-Sheridan Special Area provides that "Growth within this area shall be generally characterized by medium-density and high-density apartments in combination with commercial and mixed-use developments."

Principles and controls in the Alapai-Sheridan area provide that:

- (A) *General height limits for this area shall be as follows:*
 - (iii) *150 feet for all other areas, including all Medium Density Apartment areas and the mixed use areas along King, Hotel, Young, and Beretania Streets.*
- (B) *In addition to the above, special height, design and use controls may be applied where necessary to ensure the preservation of important views, landmarks and historic structures, and the compatibility of the permitted mixture of uses within the area.*

The proposed Pawa'a Redevelopment Project will be developed within a maximum height limit of 300 feet, with five of the residential towers exceeding the established 150-foot height limit. An exemption from the 150-foot height limit will be sought pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS). Section 201E-210 of the Hawaii Revised Statutes (HRS) provides that:

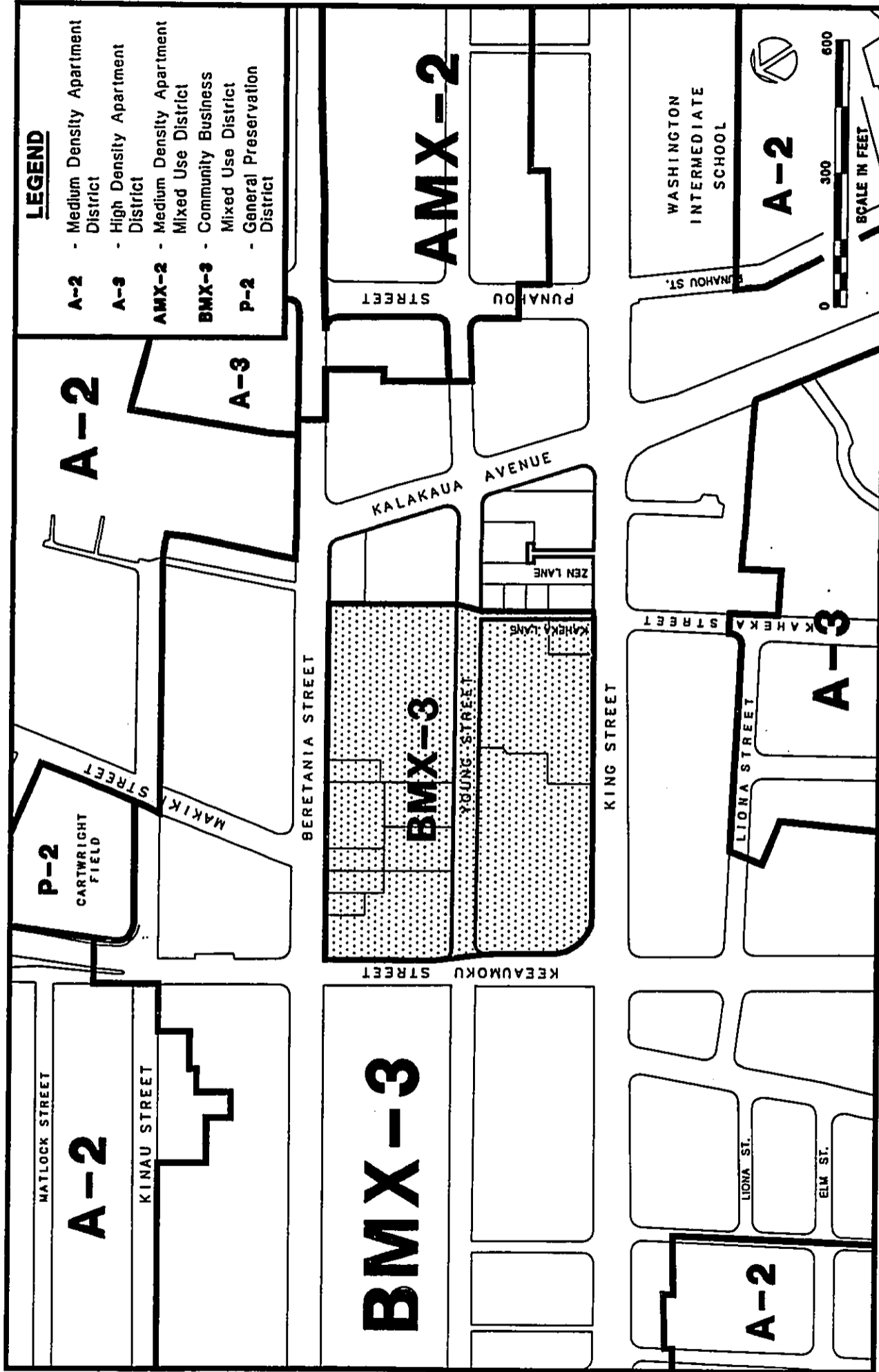
Housing development; exemption from statutes, ordinances, charter provisions, rules.
(a) The corporation may develop, on behalf of the State or with an eligible developer, or may assist under a government assistance program in the development of housing projects which shall be exempt from all statutes, ordinances, charter provisions, and rules of any governmental agency relating to planning, zoning, construction standards for subdivisions, development and improvement of land, and the construction of units thereon;...

The 300-foot height limit was established to achieve the fundamental design objectives of integrating compatible uses, maximizing open space, and preserving views and vistas. Development of the uses proposed for the project within the 150-foot height limit would result in a massive, dense placement of buildings, with little open space. The 300-foot height limit provides greater flexibility for tower placement and vertical massing and optimizes the provision for open space, wider view corridors, and the retention of the Punchbowl-Diamond Head view. To achieve this, the number of project towers has been reduced from seven in the original master plan to five in the current plan. Maximum retention of significant view corridors have also been established with the reduction in the maximum building height limit from 350 feet in the original master plan to 300 feet in the current plan. In addition, three of the project's high-rise towers are sited in line with the Punchbowl/Diamond Head axis to provide selected view corridors. Although there is some visual density at the lower elevations with the inclusion of mid-rise towers, there would be greater density at the lower levels with the 150-foot height limit.

F. CITY AND COUNTY OF HONOLULU LAND USE ORDINANCE

The City and County of Honolulu Land Use Ordinance (LUO) regulates land use in accordance with adopted land use policies, including the Oahu General Plan and the Development Plans.

The project area is zoned BMX-3 Community Business Mixed-Use District with a standard maximum density of 2.5 Floor Area Ratio (FAR) and a maximum FAR with open space bonuses of 3.5 (see Figure 20). The maximum height for the project area is 150 feet as set by Zoning Map 4 - Nuuanu-McCully. The purpose of the business mixed-use districts is to "*recognize that certain areas of the City have historically been mixtures of commercial and residential uses, occurring vertically and horizontally and to encourage the continuance and strengthening of this pattern. It is the intent to provide residences in very close proximity to employment and retail opportunities, provide innovative and stimulating living environments and reduce overall neighborhood energy consumption*". The intent of the BMX-3 Community Business Mixed-Use District is to provide areas for both commercial and residential uses outside of the Central Business



PAWAAA
REDEVELOPMENT PROJECT

Figure 20
ZONING MAP

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

SECTION V

Mixed Use (BMX-4) District and at a lower intensity than the BMX-4 District. Some of the principle allowable uses in the BMX-3 District include multi-family dwelling units, retail establishments, indoor recreation facilities, theaters, and elementary schools. This zoning is appropriate for the proposed uses.

The proposed project will conform to the BMX-3 District development standards, with the exception of the zoning's maximum height limit, the street setback requirements, and the parking requirements for the affordable residential units. The project will be developed within the maximum FAR with open space bonuses of 3.5 established for the BMX-3 District for a total development density of approximately 1,613,815 square feet.

The Pawaa Redevelopment Project conforms in principle with the purpose and intent of the BMX-3 District with its predominant mixture of residential and commercial uses, in addition to community facilities and amenities which contribute to the project's "sense of community". In keeping with the spirit of the BMX-3 District, the project site is located in close proximity and within walking distance to major businesses and services, providing residents convenient access to employment and retail opportunities. Although the project will provide for a more intensive use of the site, the self-contained mix of uses provides a stimulating environment for the project residents. Underutilized parcels will be replaced by residential and commercial/retail uses and community facilities for a more efficient use of the area. Recognizing that the primary objective of the project is to maximize much needed affordable housing, the availability of publicly-owned lands within the project site affords an opportunity to achieve this objective, while providing residents the opportunity to reside in the urban center, close to the employment and transportation core. The effective implementation of the project's development program necessitates development within the maximum FAR with open space bonuses of 3.5, as well as exceedance of the LUO development standards for the maximum height limit, the street setback requirements, and the parking requirements for the affordable housing component.

Of the approximately 145,000 square feet of commercial/retail space within the project, approximately 71,268 square feet will be located on-grade, with the remaining approximately 73,732 square feet located below-grade. The on-grade retail area complies with the permitted LUO building density, and the remainder, because it is below-grade, is exempted from the LUO density requirement. Of the 145,000 square-foot commercial/retail area, approximately 40,000 square feet is planned for a supermarket and another approximately 40,000 square feet planned for a below-grade cinema complex. The remaining approximately 65,000 square feet is designated as "in-line" retail and is intended to provide the critical mass necessary to support this community.

An exemption from the zoning's 150-foot height limit will be sought through the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS) to allow for the proposed 300-foot height limit for the project's high-rise residential towers. An exemption from the street setback requirements will also be required for the buildings which exceed the project's allowable building envelopes pursuant to Chapter 201E, HRS.

The principal rationale for exceeding the 150-foot height limit and street setback standards established in the LUO is that the allowable density for a mixed-use development within the project cannot otherwise be achieved. Prior to developing the plan currently under review, the City and State conducted a building height analysis and massing study of the Pawa project site. The analysis included an assessment of the building setbacks and allowable building envelopes for height limits of 150 feet, 250 feet, and 350 feet. Project parameters were based on the number of affordable rental units, supportive market-rate units, and commercial/ retail space programmed for the project. The analysis indicated that development within the 150-foot and 250-foot height limits using standard street setbacks resulted in a densely-built environment with minimal open space. The lower heights did not allow for maximum development flexibility and afforded only minimum mass-to-open space ratios, both at ground level and at the higher elevations. The creation of massing variations across the site is also highly improbable with the 150-foot height limit, less so with the 250-foot height limit. The lower height limits also restrict the siting of buildings in order to afford project residents mauka-makai views, as well as optimize mauka-makai and Punchbowl-Diamond Head view channels throughout the site.

Upon evaluation of the three building height limits, the 350-foot height limit was selected since it provided flexible development phasing, optimal open space and landscaping, and minimal street wall solutions. The project's height limit was subsequently revised to 300 feet due to concerns expressed by the community to the 350-foot height limit.

Parking for the approximately 707 market-rate residential units, the commercial/retail component, the Kindergarten through Grade 2 public elementary school, and the community recreation center will be in compliance with the LUO requirements. Based on the LUO requirements for multi-family dwelling units of 1 space per 600 square feet or less, 1.5 spaces per 600 to 800 square feet, and 2 spaces per 800 square feet and over, a total of about 1,237 parking stalls will be provided for the market-rate units. About 670 parking stalls will serve approximately 145,000 square feet of commercial/retail space, or approximately 400 square feet per parking stall for the supermarket and leasable retail space, and one stall per five (5) fixed seats for the cinema complex. The approximately 10,000 square-foot Kindergarten through Grade 2 public elementary school will be allocated about 12 parking stalls, or about 1 stall for each 20 students of design

SECTION V

capacity, plus 1 per 400 square feet of office floor space. Based on the LUO parking requirement of 1 stall per 200 square feet, about 50 parking stalls will be provided for the approximately 10,000 square-foot community recreation center.

A total of about 928 parking stalls will be provided for the approximately 1,061 affordable residential units. This corresponds to a parking ratio of 1 stall per affordable rental unit and 1 stall per four (4) elderly rental units which is in noncompliance with the LUO parking requirements. An exemption from the LUO parking requirements pursuant to the affordable housing provisions of Chapter 201E, HRS, will be sought to allow for the affordable component parking requirements.

Based on the City's prior experience with other Downtown affordable rental projects, such as the Chinatown Gateway and Hale Pauahi projects, the exemption from the LUO parking requirements is based on an average of 70 percent utilization of the allocated parking spaces for tenants. Another factor is that about 177 of the approximately 1,061 affordable residential units will be designated for the elderly. In analyzing the usage of cars by tenants of seven City elderly housing projects, it is established that an average of about 15 percent of the tenants have vehicles. The number of allocated parking stalls for the seven elderly housing projects is provided at an average ratio of one stall per seven units. On the average, about 90 percent of the allocated tenant parking stalls are actually used by the elderly tenants. Furthermore, the project will also provide a self-contained mix of uses and is located in close proximity and within walking distance to employment, shopping and recreational opportunities, including public transportation.

Overall, adequate parking within the Pawa project site will be provided to accommodate residents, guests and commercial patrons so as to avoid any impacts to on-street parking in the project vicinity.

As indicated in the study entitled *The Punchbowl District - A Proposal for the Revised Historic, Cultural and Scenic District No. 3*, prepared by the City and County of Honolulu Department of Land Utilization (1978), the project site falls within two major regional view corridors: 1) from the Punchbowl Lookout and Memorial to Diamond Head; and 2) from Ala Wai Boulevard to Punchbowl Crater. A primary objective of the study is to: *Preserve and enhance significant views to and from Punchbowl, especially those within highly developed and heavily traveled areas.*

Although the project site is not located within the respective boundaries of the Diamond Head Special District and the Punchbowl Special District as set forth in the LUO, the project site does fall within the purview of the objectives of these Special Districts. Special Districts are designated by the LUO to guide development for certain areas of

the community. These are areas which are in need of restoration, preservation, redevelopment, and/or rejuvenation to protect and/or to enhance the physical and visual aspects of the area for the benefit of the community as a whole. An objective of the Diamond Head Special District is: *To preserve existing prominent public views and the natural appearance of Diamond Head by modifying construction projects that would diminish these resources.* The Punchbowl Lookout is identified as a prominent public vantage point from which significant public views of Diamond Head exist. Within the Punchbowl Special District, a specific objective is to: *Preserve and enhance significant public views to and from Punchbowl, especially those from the Punchbowl lookouts and long-range views of Punchbowl, by modifying construction projects that would diminish those views.*

The project primarily conforms to the aforementioned objectives of the Department of Land Utilization study dated 1978 and the Diamond Head and Punchbowl Special Districts. As viewed from the Punchbowl Lookout, the view of Diamond Head will not be significantly affected by the project. Set against a backdrop of existing high-rise structures in the McCully/Moiliili and Waikiki areas, the rooftops of the project's towers fall below this skyline of structures, retaining the existing view of Diamond Head. However, the project contributes to an increase in the visual density within this view corridor which is unavoidable. From the McCully/Moiliili area, the project's high-rise residential towers will alter the skyline. Depending on the vantage point, view channels will be afforded between the project's towers, minimizing any visual obstruction of Punchbowl.

Special design considerations have been implemented to mitigate the visual impact of the project within the major view corridors. In contrast to the project's original master plan concept developed in 1992, the design of the current plan is approximately 25 percent smaller with respect to site area and development density. Part of this is due to a reduction in the number of project towers, from seven in the original plan to five in the current plan. The maximum building height limit has also been reduced from 350 feet in the original design to 300 feet for the current plan. Reductions in building height and the number of towers better preserve the existing view of Diamond Head from Punchbowl Crater. The placement of three of the project's high-rise towers in line with the Punchbowl/Diamond Head axis allows for retention of wider view corridors through the project site. In addition, 32 percent of the total residential unit count is located within the two mid-rise towers, an increase of 10 percent above the 1992 design. Although it creates visual density at lower elevations, the inclusion of mid-rise towers within the project allows for the opening of Punchbowl-Diamond Head viewing vistas.

The Pawaaw Redevelopment Project is not located within the City's Special Management Area (SMA).

G. REQUIRED PERMITS, VARIANCES AND APPROVALS

A number of major permits and approvals must be obtained before development of the project can commence. Necessary approvals for project design, development agreements, and project funding have not been established at this time.

The following is a list of permits and approvals that may be required prior to project construction:

Federal

- o Hazardous Waste Disposal, Hazardous Materials Disposal, Closure and Decommissioning of Underground Storage Tanks, and Site Remediation Requirements

State of Hawaii

Department of Health (DOH)

- o Noise Variance Permit
- o Permit for Air Emissions
- o Storm Water National Pollutant Discharge Elimination System (NPDES) Permit for Construction Activities
- o Non-Storm Water National Pollutant Discharge Elimination System (NPDES) Permit for Construction Dewatering
- o * Non-Storm Water National Pollutant Discharge Elimination System (NPDES) Permit Authorizing Discharge of Treated Effluent from Leaking Underground Storage Tank Remedial Activities
- o Demolition/Construction-Related Permits
- o Hazardous Waste Disposal, Hazardous Materials Disposal, Closure and Decommissioning of Underground Storage Tanks, and Site Remediation Requirements

* Possibly required

SECTION V

**RELATIONSHIP TO PLANS,
POLICIES AND CONTROLS**

Department of Land and Natural Resources (DLNR)

- o Archaeological Recovery Plan
- o Compliance pursuant to the State Historic Preservation Laws, Chapter 6E, Hawaii Revised Statutes (HRS)

City and County of Honolulu

City Council

- o Exemptions pursuant to the affordable housing provisions of Chapter 201E of the Hawaii Revised Statutes (HRS) from the height limit, street setback and affordable residential parking requirements

Board of Water Supply (BWS)

- o Water and Water System Requirements for Developments

Department of Land Utilization (DLU)

- o Subdivision Permit for consolidation and/or resubdivision of parcels or a Conditional Permit-Type 1 for joint development
- o Demolition Permit

Department of Public Works (DPW)

- o Grading and Drainage Permits
- o Demolition Permit
- o Excavation Permit
- o Permit to Excavate Public Right-of-Way
- o Ordinance No. 2412
- o Construction Permit
- o Construction Dewatering Permit

Department of Wastewater Management

- o Wastewater Permits
- o Sewer Connection Permits
- o Sewer Extension, Oversizing and Relief Sewer Requirements

Department of Transportation Services (DTS)

- o Street Usage Permit

Building Department

- o Building Permit
- o Electrical Permit

SECTION V

- o Plumbing Permit
- o Sidewalk/Driveway Work Permit
- o Demolition Permit
- o Certificate of Occupancy

Department of Parks and Recreation

- o Compliance with Provisions of the Park Dedication Ordinance

Other

Utility Companies

- o Utility Service Requirements
- o Permit Regarding Work on Utility Lines

H. PARK DEDICATION ORDINANCE

Since the proposed project will include rental housing units, the project will be subject to compliance with Park Dedication Ordinance No. 4621. The requirements may be satisfied through the provision of park land, payment of fees equal to the land area required, provision of privately maintained parks and playgrounds, or any combination equal to the dedication requirements.

Based on the park dedication requirement of 10 percent of the project's maximum permitted total floor area, approximately 161,382 square feet of park area is required for the development. Proposed open park areas include the existing State Department of Agriculture landscaped grounds located on the corner of King and Keeaumoku Street, and a landscaped park located mid-block between Young and Beretania Streets and adjoining the Department of Agriculture landscaped grounds. In addition, the approximately 10,000 square-foot community recreation center, sized to accommodate a basketball court, will provide residents and the community with active recreation space. Recreational decks for on-site residents will provide passive recreational opportunities. The project's open park area of approximately 164,454 square feet exceeds the park dedication requirements. While every attempt will be made to comply with the requirements, exemptions may need to be sought pursuant to the affordable housing provisions of chapter 201E, Hawaii Revised Statutes (HRS).

***ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES***

SECTION VI

**ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES**

VI. ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

A. SHORT-TERM CONSTRUCTION RELATED IMPACTS

1. AIR QUALITY

During the construction phase, two potential types of air pollution emissions will likely occur, resulting in short-term air quality impacts: 1) fugitive dust from demolition work and from vehicle movement and soil excavation; and 2) carbon monoxide and nitrogen oxide emissions from on-site construction equipment and from construction workers and equipment travelling to and from the worksite.

The short-term effects on air quality during construction will be mitigated by compliance with the Department of Health Administrative Rules, Title 11, Chapter 60, Air Pollution Control. Control measures to reduce fugitive dust include frequent wetting down of loose soil areas with water, use of wind screens, covering of open-bodied trucks during materials transport, and the washing down of roads and tires on construction equipment. Paving and establishment of landscaping early in the construction schedule will also help to control dust.

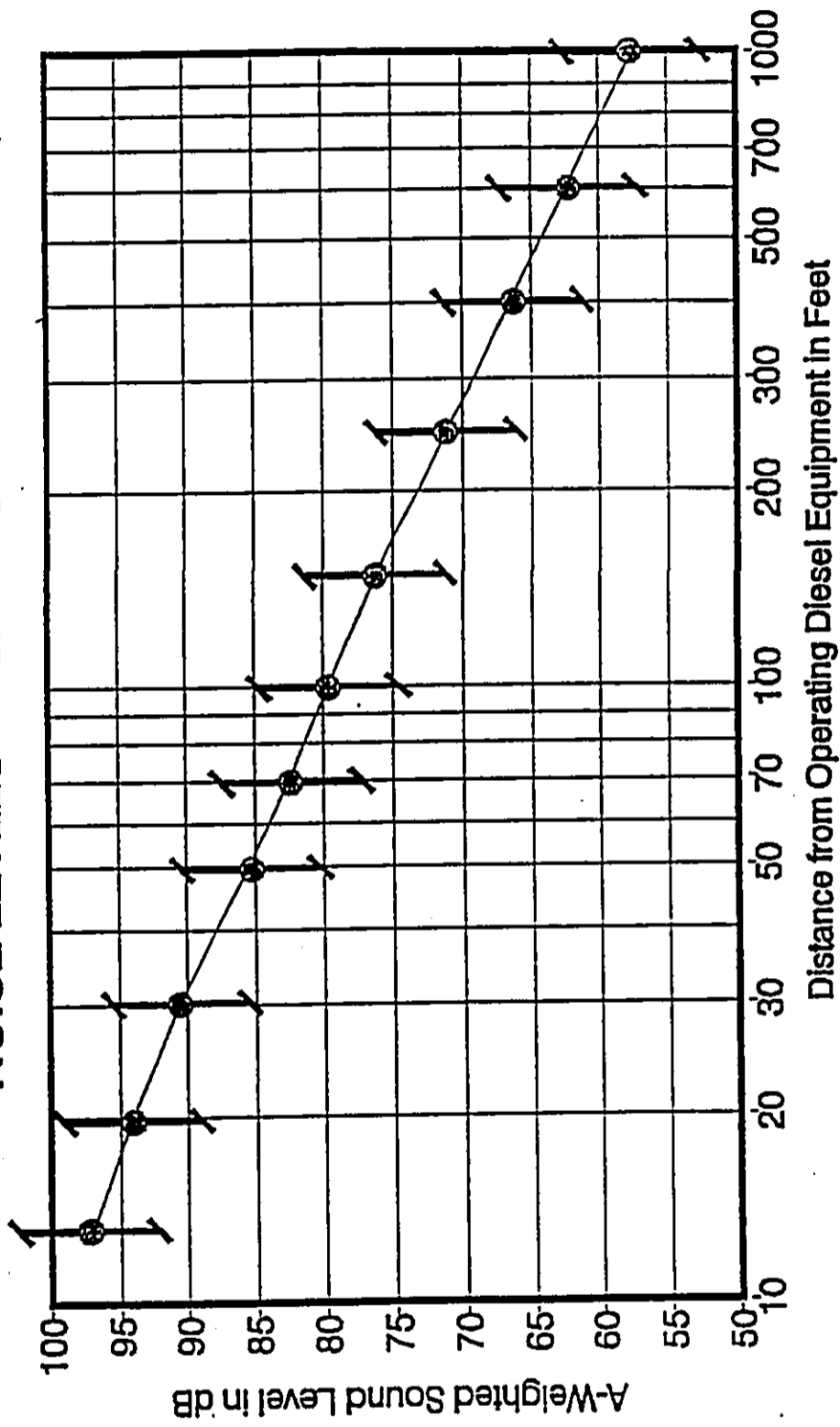
Emissions of volatile contaminants from contaminated media such as soil and groundwater by construction activities may also contribute to the short-term impact on air quality. Prior to commencement of project construction, monitoring will be conducted to ensure that activities such as excavation, earth moving and dewatering will not contribute to exceedances of national and State ambient air quality standards.

Increased vehicular emissions due to disruption of traffic by construction equipment and/or commuting construction workers can be alleviated by moving the equipment and personnel to the site during off-peak hours. As such, most potential short-term air quality impacts from project construction can be mitigated.

2. NOISE

Development of the project site will involve demolition, excavation grading and the construction of buildings. Noise from construction activities will likely be unavoidable during the entire project construction period. During this period, it is anticipated that the actual construction work will move from one location within the project site to another. Actual length of exposure to construction noise at any receptor location will likely be less than the total construction period for the project. Typical levels of exterior noise from construction activity (excluding pile driving activity) are shown in Figure 21.

ANTICIPATED RANGE OF CONSTRUCTION NOISE LEVELS VS. DISTANCE



Source: Y. Ebisu & Associates

P A W A A
REDEVELOPMENT
PROJECT

Figure 21
Construction Noise
Levels Vs Distance

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

The impulsive noise levels of impact pile drivers are approximately 15 dB higher than the levels shown in Figure 21, while the intermittent noise levels of vibratory pile drivers are at the upper end of the noise level ranges depicted in the figure. Typical levels of construction noise inside naturally ventilated and air-conditioned structures are approximately 10 and 20 dB less, respectively, than the levels shown in Figure 21.

Adverse noise levels during construction are expected to be highest within the existing Mediterranean-style State Department of Agriculture building and the neighboring buildings surrounding the project site. Noise levels are anticipated to reach 80 to 90 dB within 50 feet of the construction site. Adverse impacts are not expected to be in the "public health and welfare" category due to the temporary nature of the work, the business/commercial character of the neighborhood, the prevalent use of air-conditioning within the neighboring buildings, and due to construction noise mitigation.

Mitigative measures include compliance with the State Department of Health Administrative Rules on Vehicular Noise Control for Oahu (Title 11, Chapter 42) and Community Noise Control for Oahu (Title 11, Chapter 43). The State of Hawaii Department of Health's noise control regulation requires a permit for construction activities which emit noise in excess of 95 dB. Other mitigation measures to minimize construction noise include the use of muffled equipment and adherence to the guidelines for the hours of heavy equipment operation as set forth by the State Department of Health noise control regulations.

Vibration from Pile Driving

It is anticipated that pile driving will probably be necessary to implant sheet and concrete piles into the ground during building construction. Induced ground vibrations from these pile driving operations have the potential to cause architectural and structural damage to structures. Of special concern is the stone building located on the Department of Agriculture parcel. The one-level portion of the building, which is listed on the Hawaii Register of Historic Places and has been recommended to the National Register of Historic Places, will be retained and incorporated within the redevelopment.

Ground vibrations generated during pile driving operations are generally described in terms of peak particle (or ground) velocity in units of inches per second. The human being is very sensitive to ground vibrations, which are perceptible at relatively low particle velocities of 0.01 to 0.04 inches per second. Damage to structures occur at even higher levels of vibration. A conservative limit of 0.2 inches per second is the suggested damage criteria due to the repetitive nature of pile driving operations which can increase

risks of damage due to fatiguing, and the historic classification of the adjacent stone building.

Due to the presence of the existing buildings adjacent to or within 250 feet of the project site and the potential for damage to these buildings from vibration during pile driving operations, vibration monitoring may be required during close-in pile driving operations where vibration levels are expected to exceed 0.2 inches per second. It is anticipated that the supporting piles and construction methods for the project buildings will be designed to minimize risks of damage to adjacent structures from settling or heaving. A vibration limit of 2.0 inches per second will not be exceeded at adjacent buildings. If these limits are expected to be exceeded, modifications to the buildings' foundation and pile driving plans will be undertaken prior to design and construction.

3. TRAFFIC AND PARKING

During construction of the Pawaaw Redevelopment Project, short-term construction-related traffic impacts will occur during the duration of the project's Phase 1 and Phase 2 buildout. Since the majority of the project components are included in Phase 1, most of the construction-related traffic impacts will occur during development of this phase and for a longer duration. It should be noted that certain construction activities may overlap during development of the two project phases, most notably with construction of the privately-developed market-rate residential tower in Phase 1. It is also likely that construction of the affordable residential towers will be completed and occupied by residents prior to completion of the Phase 2 development. These residents will be subject to the same construction-related traffic impacts as the residents and businesses in the adjacent vicinity. As such, the construction-related traffic impacts are discussed in terms of the overall project development.

During construction of the project, various types of construction vehicles such as earthmovers and heavy trucks transporting equipment, building materials, and excavated materials will use the adjacent streets to access the project site. Construction vehicles could impede traffic flow since they are relatively slow and difficult to maneuver. Furthermore, it may be necessary to close portions of the curb lanes of King, Keeaumoku and Beretania Streets immediately adjacent to the project site during certain operations, such as delivering large pieces of equipment. The increased traffic from construction-related vehicles and the potential closure of curb lanes along the adjacent streets should not be significant, but may cause inconveniences to the residents and businesses in the vicinity. To avoid potential traffic congestion, movement of such vehicles to and from the project site and any lane closures will be restricted during the morning and afternoon peak traffic hours.

Commuting construction workers will add to vehicular traffic during the peak traffic periods. Their contribution will be offset, however, by the elimination of traffic from the existing uses on the project site when they are vacated.

During construction of the Phase 1 development, the portion of Young Street between Kaheka Lane and Keeaumoku Street will be temporarily closed to through traffic to allow transition of the street to below-grade and construction of site improvements. This temporary closure will require motorists to use an alternate route, and will likely result in increased traffic on the roadways in the vicinity of the project site. Construction of the widening improvements of Kaheka Lane within Phase 1 will also necessitate the temporary closure of this road to through traffic. This will require motorists to also use an alternate route, although the resulting impact to adjacent streets should be minimal due to the low vehicle usage of this lane. Flagmen or off-duty police officers will be employed to direct traffic during significant phases of the project to minimize traffic congestion.

The existing public parking stalls at the parking lot adjacent to the Pawaa Annex building, which are currently being leased to the University of Hawaii for temporary student parking, will be lost during construction of the proposed project. On-street parking along Young Street between Keeaumoku Street and Kaheka Lane will also be lost during project construction. Recommended roadway improvements also necessitate removal of selected on-street parking stalls along King and Beretania Streets immediately adjacent to the project site.

In the long-term, the proposed project will increase the number of public parking stalls. During construction, however, the displacement of parking stalls would not impact existing businesses within the project site since the businesses will be simultaneously displaced. The temporary shortage of stalls could hurt businesses in the immediate area during construction.

During project construction, it is anticipated that all construction-related vehicles will park within the project site and, thus, will not affect street parking in the vicinity. In the event that parking on the site is precluded during some phases of construction, competition for street parking in the vicinity could increase. Occasional restrictions on street parking may also be necessary to accommodate delivery of construction materials.

Construction of Phase 1 of the project will require temporary elimination of the portion of the existing bike route along Young Street between Keeaumoku Street and Kalakaua Avenue. This temporary disruption will require cyclists to use an alternate route in the

interim. In the long-term, an improved on-grade bikepath will be incorporated along both sides of Young Street within the project site.

4. WATER QUALITY AND DRAINAGE

The dominant soil type for the area is Makiki clay loam. The soil on site will determine procedures and techniques in the construction of the foundation. The soils also have good bearing capabilities and can easily be trenched for drainage and underground utilities. An investigation of soils will be conducted to assess geotechnical characteristics for supporting proposed structures.

During the short-term construction period, storm runoff may carry increased amounts of sediment into the storm drain system due to erosion from exposed soils. This runoff could potentially impact the water quality of nearshore coastal waters in the area. Adherence to the requirements of the Grading Ordinance should adequately mitigate this impact. In addition, a storm water National Pollutant Discharge Elimination System (NPDES) permit will be required by the State Department of Health Clean Water Branch since the area of soil disturbance resulting from activities such as clearing and grubbing, grading and stockpiling will be in excess of five (5) acres. Appropriate or applicable structural or non-structural best management practices (BMP) will be established and implemented to reduce and control discharge of sediment-laden runoff and pollutants resulting from construction activities, thus significantly reducing impacts to the Ala Moana Park Drainage Canal.

Dewatering may be required during excavation and construction of the project's parking complex and any attendant foundation work. Geotechnical specialists will be retained to assure that appropriate measures are taken to protect surrounding buildings from damage due to ground settlement. A construction dewatering permit will be required by the City Department of Public Works. Construction dewatering activities within the project site may be impacted by the presence of potential contaminated groundwater and will require a non-storm water National Pollutant Discharge Elimination System (NPDES) permit from the State Department of Health Clean Water Branch. Appropriate or applicable structural or non-structural best management practices (BMP) will be established and implemented to reduce and control discharge of effluent resulting from dewatering activities.

The discharge of treated ground water or effluent to surface waters from any on-site leaking underground storage tank (UST) remedial activity will require the UST owner or operator to obtain a non-storm water National Pollutant Discharge Elimination System (NPDES) permit from the State Department of Health Clean Water Branch.

It is not anticipated that a stream channel alteration permit, a stream diversion works construction permit, a stream diversion works alteration permit, or a petition to amend interim instream flow standard would be required for the project.

Since the project does not include work in navigable waters or adjacent wetlands, a Department of the Army permit is not required.

5. HAZARDOUS WASTE

To determine appropriate demolition and construction methods for the proposed Pawa Redevelopment Project, the Preliminary Site Survey prepared by Unitek Environmental Consultants, Inc. included recommendations for removal of asbestos-containing building materials, polychlorinated biphenyls (PCBs) containing electrical equipment, hazardous chemical materials, hazardous chemical wastes, underground storage tank systems, and potential surface/subsurface contamination.

Asbestos-Containing Building Materials

Suspect asbestos-containing building materials were identified throughout most of the public buildings within the project site. Given the limited assessment of the preliminary site survey, further investigation of the existing buildings within the project site will be required to determine the presence of suspect asbestos-containing building materials. All suspect asbestos-containing building materials will be sampled and analyzed for asbestos content and an asbestos abatement plan established prior to renovation or demolition of the affected buildings. Removal of all asbestos-containing building materials will be conducted in accordance with applicable Federal and State regulations.

Although the preliminary site survey addressed only building materials, it should be noted that other products such as automobile brake shoes, engine gaskets, heat resistant gloves/pads, cement, and various roofing and siding materials may also contain asbestos. These products are usually not fibrous unless damaged. All fibrous materials will be considered as potentially containing asbestos and handled accordingly until laboratory analysis proves otherwise. Removal of asbestos in the Pawa Annex building is scheduled to begin in mid-November 1993 and be completed by mid-August 1994.

PCB Electrical Equipment

Eight (8) dielectric fluid-filled transformers owned by Hawaiian Electric Company (HECO) were observed within the project site. Several of the HECO transformers are considered to be PCB-suspect due to their purchase dates. Through coordination with

HECO, the transformers will be tested for PCB contents and removed and disposed of in accordance with applicable Federal and State regulations.

The use of fluorescent lighting was observed in all of the public buildings within the project site. Fluorescent light ballasts may contain PCBs. Proper disposal of any ballasts containing PCBs will be in accordance with Federal and State regulations.

The fluids within the piston-type hydraulic lifts located in the Police vehicle maintenance facility will be sampled and analyzed for PCBs. Additional recommendations are provided in the surface/subsurface category of this section.

An investigation of the remaining buildings within the project site will be required prior to demolition to detect the presence of any PCB-contaminated equipment or fluorescent light ballasts. Removal and disposal of any PCB-contaminated equipment will be in accordance with Federal and State regulations.

Hazardous Chemical Materials and Wastes

Hazardous chemical materials and wastes, such as drums containing transmission fluid, motor oil, and waste oil were observed within the Police vehicle maintenance facility and State Department of Agriculture garage areas. Soil and asphalt in these areas appeared to be stained with oil. Smaller quantities of various cleaning agents and paint materials were observed and appeared to be properly stored within the buildings. Three solvent parts washers were also observed within the Police vehicle maintenance facility.

The landowners and tenants of businesses and residences within the project site will be required to remove any hazardous materials when vacating the site. All hazardous materials and wastes will be removed and properly disposed of in accordance with applicable Federal and State regulations upon termination of the existing uses within the project site.

Underground Storage Tank Systems

Indicators of approximately six (6) underground fuel storage tanks were located within three parcels of the project site, including the Police vehicle maintenance facility, the garage area of the Department of Agriculture parcel, and the Meadow Gold parcel. An investigation will be conducted prior to site work to confirm the exact number and locations of underground storage tank systems within the project site. In coordination with the owners and/or operators of the USTs, the tank systems will be decommissioned

**ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES**

SECTION VI

and removed from the project site in accordance with applicable Federal, State and local regulations.

The standard method for decommissioning a UST is to empty, excavate, degas, and remove the tank and associated piping from the ground. As a requirement of Federal regulations, an assessment of the immediate environment around the USTs for soil and/or water contamination will be conducted upon removal of the tanks. The assessment is accomplished through sampling of soils collected from designated areas around the tank and an analysis for any contamination by the tank's product. Additional recommendations are provided in the surface/subsurface category of this section.

Surface/Subsurface Contamination

On-site sources of potential surface or subsurface contamination included leaking waste oil drums and underground storage tanks in the vicinity of the Police vehicle maintenance facility and the Department of Agriculture garage, and three double piston-type hydraulic lifts in the maintenance area of the Police vehicle maintenance facility. The underground storage tank located within the Meadow Gold parcel may be a potential contributor to subsurface site contamination from product release.

A subsurface and groundwater investigation will be conducted prior to site work to assess and determine the extent of any soil or groundwater contamination within the project site. The subsurface investigation would consist of soil borings and installation of monitoring wells to facilitate groundwater sampling. The sampling analysis will focus on petroleum product constituents, solvents, pesticides, and PCBs. The subsurface investigation will also include an assessment of the project site boundaries adjacent to off-site underground storage tank locations.

If soil contamination is detected, appropriate remediation will be conducted in accordance with applicable Federal and State regulations prior to disposal of the soils. Remediation could be accomplished either at the site or at another location, depending on the nature and extent of contamination. Potential remediation could involve aeration of volatile components or bio-remediation using bacteria capable of breaking down petroleum products into safe components. If toxic materials such as PCBs are encountered, stringent disposal requirements may be imposed, including containment and transshipment to toxic waste disposal sites on the Mainland.

6. ARCHAEOLOGICAL RESOURCES

Potential subsurface archaeological features and remains in two areas of the project site are likely to be encountered during redevelopment. The archaeological resources within the two areas include early house site outline features, remains of adobe walls or fences, artifactual depositions in activity or disposal areas, *hale li'ili i* ("Little House"/privies), and the 1840's streambed associated with the house sites. Initial archaeological testing to determine the nature and integrity of archaeological resources in these two areas is recommended. Testing of potentially sensitive areas, indicated by historical research, will be conducted following the removal of existing structures and pavement. These areas are:

- 1) diagonally oriented, backhoe-assisted test trenches within the Ewa end of the site bordered by Beretania, Keeaumoku and Young Streets and currently occupied by Meadow Gold Dairies; and
- 2) backhoe-assisted test trenches within the Diamond Head side of the project site bordered by Young Street, Kaheka Lane, and King Street and currently occupied by a parking lot.

The three-story Pawaa Annex building which includes a basement, has undergone extensive prior subsurface disturbance and is not anticipated to be archaeologically sensitive.

Located Ewa and adjacent to the Pawaa Annex building is a financial institution and underground parking facilities. Archaeological remains and resources within this area of the site are determined to have been removed and are nonexistent.

If significant subsurface historic sites are found during the archaeological inventory survey, a data recovery plan will be prepared and submitted to the Department of Land and Natural Resources State Historic Preservation Division for review and approval. If a final mitigation plan is required, no excavation of the site will take place until the plan has been approved.

All phases of demolition, surface removal and excavation will be monitored by an archaeologist to minimize potential impacts to archaeological features. Subsurface material such as foundation piers and utility pipe systems will be left in situ pending appropriate review and testing. During demolition and any excavations, the project site will be secured to deter the destruction of irretrievable archaeological data by unauthorized artifact collectors.

SECTION VI

ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

Section 106 of the Historic Preservation Act protects properties over 50 years old which meet one or more of four criteria for preservation. Constructed in 1930, the modified Mediterranean-style building located on the grounds of the State Department of Agriculture parcel is listed on the Hawaii Register of Historic Places and has been recommended to the National Register of Historic Places. The one-level portion of the building will be retained and incorporated within the redevelopment. Within the project site, several other buildings which were constructed prior to 1940 have either been recently demolished or extensively remodeled. Except for the Mediterranean-style building, no other buildings within the project site appear to meet the criteria of the National Register of Historic Places.

Four trees which are listed in the Register of Exceptional Trees (City Ordinance No. 91-38) and are protected by State of Hawaii Legislative Act of 1975 are located on the grounds of the State Department of Agriculture parcel. The trees will be preserved and incorporated within the Pawaaw Redevelopment Project.

7. SOLID WASTE

During site demolition, site clearing, and construction of the proposed project, a waste reduction plan will be developed and implemented in an effort to reduce the amount of material in the waste stream. Concrete rubble and asphalt paving generated during site demolition will be recycled for use as base course or inert fill material. Recycling of any refrigerants for air-conditioning systems, scrap metal recovery, and non-PCB fluorescent bulbs and ballasts will be also be implemented. All other non-recyclable hazardous materials and wastes, including PCB-contaminated equipment and ballasts, will be removed and properly disposed of in accordance with applicable Federal and State regulations upon termination of the existing uses within the project site.

Remaining non-recyclable materials will likely be transported and either landfilled or disposed of at the H-POWER energy recovery incinerator facility at Campbell Industrial Park where it will be converted into electricity. Alternative disposal sites include the Waimanalo Gulch Landfill near the Kahe Power Plant and the Waipahu Incinerator.

8. EMPLOYMENT

Short-term economic impacts resulting from construction include the provision of jobs to local construction personnel and increased business to local material suppliers. Retail businesses may also benefit through a multiplier effect from increased construction activities.

SECTION VI

ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES

Short-term employment will be created by the proposed development in the form of construction jobs. The number of construction jobs generated may be roughly estimated from the construction costs involved in the proposed development. In 1989, there was one direct construction job per year for each \$107,000 of construction, based on construction job counts and the State general excise tax base for contracting (DBED, 1990).

The estimated construction cost for the project's affordable housing and commercial/retail components, the parking structure, and community facilities is \$290,000,000. The direct employment to be generated by the proposed development is therefore approximately 271 construction jobs per year, assuming a ten-year construction timetable.

9. PUBLIC HEALTH AND SAFETY

Necessary measures to assure public health and safety will be provided throughout all phases of construction. During construction, standard barriers and posted signs will be erected for pedestrian safety. During non-work hours (nights, weekends and holidays), construction areas will be secured by adequate warning signs and other safety devices as required by State and City and County of Honolulu regulations.

Coordination with the Police Department during construction to ensure public safety in the areas of parking, traffic congestion, noise and dust control are recommended. Additional off-duty police officers to direct traffic for construction equipment moving in and out of the project site may be required.

B. POTENTIAL LONG-TERM IMPACTS

1. FLORA AND FAUNA

The landscaped grounds within the existing State Department of Agriculture parcel, including most of the trees, will be preserved and incorporated within the redevelopment. The preservation of trees will include four which are listed in the Register of Exceptional Trees and are protected by State legislation. These trees are identified as the Jamaica Wood or Elephant's Ear (*Enterolobium cyclocarpum*), the Mammee Apple (*Mammea americana*), the Kapok or Silk-Cotton (*Ceiba pentandra*), and the West Indian Elm (*Guazuma ulmifolia*). The West Indies Mahogany tree (*Swietenia mahagoni*) which is located within the landscaped grounds and adjacent to Keeaumoku Street will also be preserved, although it is not included in the Register of Exceptional Trees.

Other significant trees on site will be relocated either to other areas within the project site or to other City or State project locations. As a result, no other mitigative measures are required.

Landscaping of the proposed park, as well as incorporation of landscape features throughout the redevelopment, will introduce new plant species to the area. These are expected to attract birdlife common to urban areas.

2. HISTORIC BUILDING

The modified Mediterranean-style stone building located within the State Department of Agriculture parcel is listed on the Hawaii Register of Historic Places and has been recommended to the National Register of Historic Places. The one-level portion of the building will be retained in the redevelopment and may be converted back to its original arcade design. At this time, potential options include the development of this building in conjunction with the community recreation center, the commercial/retail complex, or both. The second-story addition above the building's wing fronting Young Street will be demolished and a community recreation center will be constructed.

No adverse impacts on the historic building are anticipated with the proposed development. The possible concept restoration of converting the building back to its original arcade design will ensure compatibility with the building's original architectural intent. While the actual proposed use of the building is yet undetermined, the City and State are intent on retaining its architectural character for the established use. The second-story addition proposed for demolition will be replaced with a community recreation center responsive to the architectural character of the historic building. Any proposed alterations or improvements to the building will be undertaken pursuant to the State Historic Preservation Laws of Chapter 6E, Hawaii Revised Statutes (HRS).

3. TRAFFIC

The Pawaawaa Redevelopment Project is not expected to significantly affect the overall future traffic conditions in the vicinity of the project site. Table 5 summarizes the existing and future traffic conditions from the intersection analyses. The traffic study conducted by Wilbur Smith Associates analyzes the projected traffic impacts from the redevelopment and includes proposed and recommended mitigation measures to improve traffic flow at the adjacent intersections (see Appendix D).

TABLE 5
TRAFFIC ANALYSIS SUMMARY

INTERSECTION	EXISTING INTERSECTION LEVELS-OF-SERVICE						NO PROJECT ALTERNATIVE YEAR 2004 INTERSECTION LEVELS-OF-SERVICE						FUTURE CONDITIONS WITH PROJECT YEAR 2004 INTERSECTION LEVELS-OF-SERVICE					
	AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR		
	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS
King Street/ Keeaumoku Street	12.9	0.649	B	N/A	0.966	E/F	15.5	0.921	C	N/A	1.205	F	16.0	0.828	C	81.6	1.098	F
Beretania Street/ Keeaumoku Street	N/A	1.048	F	N/A	0.963	E/F	N/A	1.182	F	N/A	1.149	F	71.9	1.055	F	33.5	0.976	D
Beretania Street/ Kalakaua Avenue	10.1	0.613	B	24.4	0.749	C	11.1	0.696	B	43.6	0.847	E	11.1	0.698	B	44.9	0.915	E
King Street/ Kalakaua Avenue	12.4	0.591	B	23.5	0.901	C	13.4	0.679	B	68.8	1.027	F	13.5	0.699	B	75.3	1.056	F
Young Street/ Keeaumoku Street	13.2	0.653	B	11.3	0.641	B	41.2	0.814	E	N/A	1.031	F	39.0	0.848	D	N/A	1.280	F
Young Street/ Kalakaua Avenue	8.3	0.482	B	8.2	0.570	B	9.6	0.568	B	8.7	0.643	B	9.8	0.575	B	9.2	0.655	B
Punahou Street/ King Street	15.4	0.528	C	26.6	0.860	D	18.0	0.589	C	N/A	0.943	E/F	17.9	0.597	C	N/A	0.951	E/F
Punahou Street/ Young Street	9.1	0.562	B	9.7	0.600	B	10.3	0.635	B	11.0	0.668	B	10.7	0.640	B	14.7	0.745	B
Punahou Street/ Beretania Street	17.5	0.704	C	N/A	0.768	E/F	31.3	0.818	D	N/A	0.860	E/F	32.2	0.826	D	N/A	0.871	E/F
Keeaumoku Street/ Kinai Street	11.9	0.775	B	12.6	0.746	B	23.4	0.987	C	21.8	0.965	C	23.9	0.991	C	25.7	1.006	D
Kaheka Street/ King Street	7.5	0.460	B	11.3	0.739	B	8.0	0.532	B	14.9	0.844	B	8.1	0.528	B	17.9	0.884	C

Source: Wilbur Smith Associates, July 1993

Delay figures shown are in seconds.
V/C - Volume-to-capacity ratio
LOS - Level of Service

YEAR 2004 TRAFFIC CONDITIONS WITHOUT THE PROJECT

The following is an assessment of future traffic conditions if no development occurs on the project site. The purpose of this analysis is to provide a baseline from which to assess future impacts of the planned Pawaa Redevelopment Project. For the purpose of this analysis, traffic associated with the Honolulu Police Department District I headquarters and the City's Motor Vehicle and Licensing Division formerly located at the Pawaa Annex building is included. Although these activities have since relocated from the Pawaa Annex, inclusion of the associated traffic is intended to simulate non-development of the Pawaa project, in which the Pawaa Annex building would likely be re-occupied by similar uses.

In recent years, area streets have experienced relatively low levels of traffic increases, with the average increases typically amounting to about one percent per year or less. It is assumed that this traffic growth rate would represent future increases which result from general increases in area activity. Area traffic volumes were also increased to reflect the following existing and planned developments in the project vicinity:

- o the planned Keeaumoku Superblock project located southwest of the Pawaa site adjacent to Keeaumoku Street and Kapiolani Boulevard;
- o the planned Hawaii Medical Service Association (HMSA) expansion project located southwest of the Pawaa site adjacent to Keeaumoku and Rycroft Streets;
- o the planned Hale Kewalo housing development located southwest of the Pawaa site adjacent to Pensacola Street and Kapiolani Boulevard;
- o the Nauru project, Phase I (existing) and Phase II (currently under construction) located southwest of the Pawaa site adjacent to Ala Moana Boulevard and Piikoi Street;
- o the proposed Convention Center project, assuming its development at the Aloha Motors site located southeast of the Pawaa site, adjacent to Kapiolani Boulevard and Kalakaua Avenue;
- o the existing Waikiki Landmark project located southeast of the Pawaa site adjacent to Ala Wai Boulevard and Kalakaua Avenue;

SECTION VI

ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

- o the proposed Ala Moana Shopping Center expansion located south of the Pawaa site adjacent to Ala Moana Boulevard and Piikoi Street; and
- o the planned One Kalakaua project located adjacent and east of the Pawaa site adjacent to Kalakaua Avenue and Beretania Street.

Each of the proposed/planned projects is expected to be developed by the year 2004, therefore contributing traffic to the streets within the study area.

Roadway Improvements

No roadway improvements are anticipated to occur on the streets adjacent to the project site without development of the Pawaa Redevelopment Project. As part of the Keeaumoku Superblock project, the section of Keeaumoku Street adjacent to the project site between Makaloa and Rycroft Streets will be widened to provide exclusive left-turn lanes.

Traffic Growth

Based on recent trends in the project area, it is assumed that general background traffic would increase by an average compounded rate of 1 percent per year, or by about 11.5 percent over the next 11 years. In addition to this background growth, traffic generated by the previously mentioned existing and proposed/planned projects was also factored into the estimate of future traffic flows. As shown in Table 6, the combined traffic increases from both the previously mentioned existing and proposed/planned projects in the vicinity and general area growth would result in significant increases in both AM and PM peak hour traffic on the major streets adjacent to the Pawaa project site. Estimated traffic increases range from 12 percent along Young Street during AM and PM peak hours to 32 percent along Keeaumoku Street at Young Street during the PM peak hour.

Levels-of-Service With No Project

With the sizable traffic increases projected for the area as reflected in Table 5 (page VI-14), future intersection levels of service would deteriorate by a significant degree by year 2004 even without the Pawaa Redevelopment Project. Most notable are the projected levels of service at the intersections of Keeaumoku Street at King, Young, Beretania and Kinau Streets. Traffic at these four intersections would continue to deteriorate in terms of volume-to-capacity (V/C) ratio, vehicle delay and level-of-service (LOS) without the project. At the intersection of King Street and Kalakaua Avenue, PM peak hour conditions are forecast to deteriorate from the present calculated V/C ratio of

TABLE 6
TRAFFIC INCREASES WITHOUT PROJECT

LOCATION	PEAK HOUR	EXISTING	YEAR 2004 WITHOUT PROJECT	PERCENT INCREASE
Keeaumoku Street at Young Street	AM	1,824	2,342	28%
	PM	2,643	3,491	32%
King Street	AM	1,956	2,384	22%
	PM	3,253	3,831	18%
Beretania Street	AM	2,518	2,843	13%
	PM	2,230	2,626	18%
Young Street	AM	623	695	12%
	PM	718	807	12%

Source: Wilbur Smith Associates, July 1993

0.901 to 1.027 by year 2004. The PM peak hour conditions at the intersection of King Street and Punahou Street would deteriorate from the existing V/C ratio of 0.840 to 0.943 (LOS E/F) without the project. Traffic at the intersection of Punahou and Beretania Streets would also deteriorate during the PM peak hour.

It is important to note that the significant delays currently encountered in the maukabound direction along Keeaumoku Street would continue to worsen under conditions without the project due to the traffic signal off-sets. The level of service calculation methodology does not accurately reflect this condition. Maukabound traffic on Keeaumoku Street in the PM peak hour would experience LOS F conditions at the King Street intersection, with longer average vehicle delays than at present.

YEAR 2004 TRAFFIC CONDITIONS WITH THE PROJECT

Project Description

Within the proposed Pawa'a Redevelopment Project, Young Street will remain open to through traffic within the project site, descending to one-level below-grade at midblock. The street will be built to City standards as a two-way, two-lane street with turn lanes. On-street parking will not be allowed on Young Street between Kaheka Lane and Keeaumoku Street. Kaheka Lane will be converted to a two-way traffic flow between King and Young Streets. The lane will also be widened to minimally provide a

SECTION VI

**ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES**

three-lane cross section, including turn lanes at its intersections with King and Young Streets.

Access points to the project's driveways will be primarily located off of Young Street, with other access points provided along Beretania Street and Kaheka Lane. Key driveway features within the project include:

- o Entry/exit to the commercial/retail parking on Level 3 would be via one or two driveways located along the depressed segment of Young Street. These driveways would also provide access to residential parking areas located on Levels 1 and 2.
- o A direct entry ramp to residential parking on Level 2 would be located from Young Street, opposite of Kaheka Lane.
- o A direct exit ramp from the residential parking area on Levels 1 and 2 would connect to Beretania Street at the mauka-Diamond Head corner of the project.
- o A one-way circulation driveway in the makai direction would be provided from Beretania Street to Young Street along the Diamond Head end of the project site.
- o A two-way driveway connection would be provided from the Level 5 parking area to Beretania Street.
- o A one-way driveway in the mauka direction would be provided from Young Street opposite of Kaheka Lane, to the supermarket delivery/loading area. The exit would be via the one-way circulation driveway from Beretania Street to Young Street.

Roadway Improvements With the Project

To accommodate the projected increase in traffic flow with the Pawa project, the following roadway improvements are proposed:

1. Remove on-street parking along the mauka side of King Street to provide a left-turn deceleration lane to the project site at Kaheka Lane. Additional right-of-way will be required for provision of the left-turn lane.

SECTION VI

ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

2. Widen Beretania Street by 10 feet at its approach to the Keeaumoku Street intersection to add a new left-turn lane onto Keeaumoku Street. The left-turn lane will require additional right-of-way.
3. Widen the portion of Keeaumoku Street between Young and Beretania Streets by 10 feet to accommodate a second mauka-bound left-turn lane onto Beretania Street. Additional right-of-way will be required for provision of the second turn lane.
4. Re-stripe Keeaumoku Street between Young and King Streets to accommodate a second makai-bound left-turn lane onto King Street. Restriping of the lanes within this segment of Keeaumoku Street may be accomplished within the existing right-of-way.

Trip Generation

The estimated amount of traffic anticipated to be generated by the Pawa'a Redevelopment Project was based on standard trip generation equations developed by the Institute of Transportation Engineers (ITE) and published in Trip Generation (Fifth Edition). Based on these applications, the Pawa'a Redevelopment Project would generate an estimated 763 AM peak hour trips, 1,385 PM peak hour trips, and 15,063 daily trips.

Prior to assigning trips to the roadway system, the Pawa'a Redevelopment trip generation estimates were reduced to account for several key factors. These factors include less frequent use of vehicles by the residents due to the mixed-use nature of the project, the peak hour trip rates represent the highest one-hour trip generation over a two-hour period, and pass-by retail trips. The residential trip generation was reduced by a conservative 5 percent to account for these occurrences. The resulting number of new trips assigned to the roadway system amounted to 713 AM peak hour trips and 1,329 PM peak hour trips.

In addition, some of the vehicle trips stopping off at the project's retail component would be passing the site as part of their trip to or from another destination. These "pass-by" trips are not considered new trips on the adjacent roadways, although they would introduce additional turning movements at the project's driveways. As a result, the retail and supermarket trip generations were reduced by 41.5 percent to account for these "pass-by" trips.

Traffic Distribution and Assignment

Vehicle trips generated by the Pawa'a Redevelopment Project were distributed onto the adjacent roadway system on the basis of particular project uses which have specific designated parking locations and driveways. Below is the distribution of project-generated vehicle trips onto the adjacent roadway system:

- o 34 percent to and from the Ewa direction;
- o 14 percent in the mauka direction (8 percent on Keeaumoku Street and 6 percent on Punahou Street);
- o 14 percent in the Diamond Head direction; and
- o 38 percent in the makai direction (Waikiki, Kapiolani, Ala Moana Center, and Kakaako areas).

The resulting traffic assignment with the project traffic indicates that the largest increases would occur in the PM peak hour. The estimated increases resulted in the following approximate increases in PM peak hour traffic flows as compared to conditions without the project:

- o King Street (Ewa of Keeaumoku Street): 5 percent increase;
- o Keeaumoku Street (between Young Street and Beretania Street): 3 percent increase;
- o Beretania Street (Ewa of Keeaumoku Street): 4 percent increase;
- o Kalakaua Avenue (between King Street and Young Street): 9 percent increase;
- o Punahou Street (mauka of Beretania Street): 2 percent increase; and
- o Young Street (between Keeaumoku Street and Kaheka Lane); little change, with the street continuing to carry about 800 vehicles per hour.

Intersection Service Levels With the Project

The year 2004 levels of service are listed in Table 5 (page VI-14) for the 11 key intersections adjacent to the project site. The calculated service levels reflect both the increased background and project traffic, and the planned roadway modifications.

During the AM peak hour, 10 of the 11 study intersections are expected to operate within intersection capacities. The intersection of Keeaumoku and Beretania Streets would operate over capacity; however, the V/C ratio of 1.055 with the project would be an improvement over the 1.182 V/C ratio without the project. The two turn lanes proposed

at this location would more than offset the estimated increase in traffic. The intersection of Keeaumoku at Young Streets would also experience an operational improvement.

On Keeaumoku Street adjacent to the project site, the PM peak hour traffic is expected to result in similar or improved intersection conditions when compared to the future conditions without the project. At the Keeaumoku and Kinau Street intersection, however, an increase in Diamond Head-bound right-turns from Kinau Street would result in an increase in the overall intersection V/C ratio from 0.965 without the project to 1.006 with the project. Also in the PM peak hour, the project generated traffic would result in slight worsening of conditions at the intersections of Kalakaua Avenue and King Street, and Punahou and Beretania Streets. Conditions would be at LOS E/F or LOS F, both with and without the addition of the project traffic.

Project Traffic Increases on Freeway Ramps

Approximately 15 percent of the project trips are forecast to use the H-1 Freeway for travel to or from the project. Given this distribution of trips between specific on- and off-ramps, the number of trips generated by the project would not be large enough to result in a substantial increase on any individual freeway ramp. Table 7 reflects the increase in the number of vehicle trips and the resulting percentage increase in ramp traffic resulting from the project. As indicated in Table 7, most of the freeway ramps would experience an increase of about one percent or less. During the PM peak hour, the H-1 Freeway eastbound off-ramp to Kinau Street would experience a 3.4 percent increase. With the relatively low levels of traffic increases at these ramps, no measurable degradation of operations of these facilities would be expected.

Access Point Operating Conditions

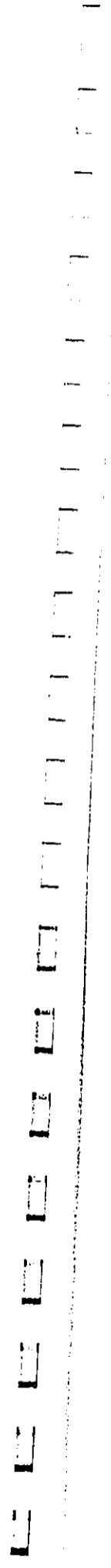
The analyses of the anticipated traffic volumes and roadway characteristics indicate that the intersection of Young Street with the access driveway located off of its depressed segment and with Kaheka Lane could potentially experience operational problems. No other access points are anticipated to experience operational problems due to comparatively low traffic levels.

Based on unsignalized intersection analyses, all of the movements at the Young Street intersections with the access points and with Kaheka Lane would operate at LOS E or better, with most functioning at LOS C or better. The projected intersection operating conditions at the access driveway off of the depressed portion of Young Street and at Kaheka Lane indicate that both of these intersections would experience LOS E conditions

TABLE 7
PROJECT TRAFFIC INCREASES ON FREEWAY RAMPS
PAWAA REDEVELOPMENT PROJECT

RAMP	MORNING PEAK HOUR						AFTERNOON PEAK HOUR					
	EXISTING	YEAR 2004		PROJECT TRIPS	PROJECT INCREASE	EXISTING	YEAR 2004 W/O PROJECT	YEAR 2004		PROJECT TRIPS	PROJECT INCREASE	
		W/O PROJECT	WITH PROJECT					W/O PROJECT	WITH PROJECT			
Eastbound Ramps												
Kinai Street Off-Ramp	1,743	2,072	2,097	25	1.2%	1,656	1,954	2,022	68	3.4%		
Pikoi Street On-Ramp	694	787	791	4	0.5%	1,111	1,290	1,295	5	0.4%		
Punahou Street Off-Ramp	2,096	2,374	2,379	5	0.2%	1,904	2,136	2,148	12	0.6%		
Westbound Ramps												
Lunalilo Street On-Ramp	2,464	2,802	2,832	30	1.1%	2,533	2,964	2,996	32	1.1%		
Lunalilo Street Off-Ramp	966	1,078	1,078	0	0.0%	716	799	799	0	0.0%		
Punahou Street On-Ramp	1,045	1,168	1,177	9	0.8%	787	955	964	9	0.9%		
Alexander Street On-Ramp	1,301	1,458	1,467	9	0.6%	1,551	1,745	1,754	9	0.5%		
Wilder Street Off-Ramp	956	1,117	1,122	5	0.4%	846	991	1,003	12	1.2%		

Source: Wilbur Smith Associates, July 1993



SECTION VI

ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES

for one left-turn movement. These conditions indicate that traffic volumes at one or both locations may reach levels necessitating installation of traffic signal controls.

When unwarranted, introduction of new traffic signals could introduce longer average intersection delays, require more vehicles to slow or stop and thus impacting air quality and noise levels, and result in increased incidents of traffic accidents. Monitoring may be conducted at these intersections to determine if signalization would be appropriate in the future. If signalization is warranted, a determination will be made if one or both of the intersections should be signalized.

The intersection of the access driveway leading to the retail/cinema and residential parking areas with Young Street is proposed for location within the depressed portion of Young Street. Grades on either side of this intersection could limit sight distance and pose a problem whether the intersection is controlled by a STOP-sign or traffic signal. Consideration will be given to sight distance requirements at this intersection and along adjacent roadway segments during the project's design phase.

To accommodate inbound traffic turning movement into the project, left-turn bays at the access points along Young Street may be provided. This may be accommodated within the street's 40-foot width.

Traffic Progression Through Keeaumoku Street Traffic Signals

Although the project intersections have been evaluated individually as if isolated from one another, traffic signals in close proximity to one another often act as a system. Ideally, traffic signals are phased and timed such that through movements on arterials are facilitated along a corridor of traffic signals. This coordination of traffic signals is identified as progression. One of the most commonly applied analysis technique used to measure progression is PASSER II-90, a microcomputer program which assists traffic engineers in analyzing both individual signalized intersections and progression operations along an arterial street. The program has the capability to simulate timings or optimize a signalization problem having a wide range of user-specified options.

A progression analysis using PASSER II-90 was run for the segment of Keeaumoku Street between Rycroft and Kinau Streets due to poor existing progression, and to determine the project's impact on the progression.

The measures of effectiveness for progression analysis are efficiency and attainability. Efficiency refers to how well traffic is served, while attainability refers to the magnitude of improvements necessary to realize better progression.

For year 2004, the progression analyses revealed that during the AM and PM peak traffic hours, Keeaumoku Street would experience better efficiency with the project and proposed roadway improvements than without the project. This indicates that the band widths, which is the time duration (in seconds) during which arriving vehicles can flow freely through all five intersections along Keeaumoku Street, are larger with the project than without the project.

Attainability values decrease as a result of the project. Attainability is the measure of how much of the signal green time on Keeaumoku Street is within the progression band (or band width). The reduction in attainability despite the increase in band widths on Keeaumoku Street, indicates that although the signal green time is increased on Keeaumoku Street, a larger portion of the green time falls outside of the progression band within which traffic flows non-stop through all five intersections.

Perhaps the most useful value for comparison in this analysis is the Total System Delay. Total System Delay, expressed in vehicle-hours per hour, is the cumulative delay experienced by all vehicles traveling through these intersections. An analysis of the project indicates that the Total System Delay values are lower with the project for the AM peak hour and about equal for the PM peak hour.

Based on this analysis, overall traffic flow through Keeaumoku Street would be better with the project and proposed roadway improvements than without the project.

Mitigation Action

Both AM and PM peak hour operating conditions on Keeaumoku Street may be improved with minor widening and operational modifications. These may include the following:

- o Cycle lengths along Keeaumoku Street may be extended to 90 seconds with the bulk of the additional time allocated to movements along Keeaumoku Street.
- o At the intersection of Keeaumoku Street at Young Street, a mauka/makai left-turn phase may be added.
- o Young Street, on its Diamond Head approach to Keeaumoku Street, may be widened to a 44-foot width to accommodate a westbound left-turn lane.

- o At the intersection of Keeaumoku Street at Kinau Street, the existing Diamond Head-bound through lane may be converted to a shared through/right-turn lane.

With these modifications, the intersections of Keeaumoku Street with King, Young and Beretania Streets would continue to experience operational problems. However, all of the intersections would experience some improvement and would function more efficiently than projected conditions without the project.

At the intersection of Kalakaua Avenue at King Street, the conversion of the Diamond Head-bound left-turn lane to a shared through/left-turn lane would improve the PM peak hour V/C ratio to 0.993.

At the intersection of Punahou Street at Beretania Street, the provision of a mauka-bound protected left-turn phase would improve to a V/C ratio of 0.709 during the PM peak hour.

Potential Long-Range Improvements to Keeaumoku Street

The improvements addressed in the previous section would mitigate project impacts by improving intersection operating conditions relative to the conditions estimated for the year 2004 without the project. However, projected year 2004 conditions at the Keeaumoku Street intersections adjacent to the project site would still operate at undesirable service levels due to traffic increases from other projects. Further improvements would likely be necessary to improve conditions along Keeaumoku Street. A description of these improvements and resulting intersection operating conditions is provided for informational purposes and should not be viewed as mitigation for the Pawa'a Redevelopment Project.

In order to address future capacity needs along Keeaumoku Street, the City should secure a right-of-way for an eventual widening of the street to provide three mauka-bound through lanes between Liona and Young Streets, and three makaibound through lanes between Kinau and Young Streets. In order to accomplish this, it would be necessary to obtain a 10-foot right-of-way on the Diamond Head side of Keeaumoku Street between Liona and King Streets, and on either side between King and Young Streets, and on the Ewa side between Beretania and Kinau Streets.

With these additional lanes, the estimated volume-to-capacity ratios indicate that all the Keeaumoku Street intersections would function within capacity. Delay values would also be significantly reduced with most of the intersections functioning at LOS C or better

conditions, with the exception of Keeaumoku Street at King Street which would function at LOS D during the PM peak hour.

Prior to acquiring the additional right-of-way needed to facilitate the improved operation along Keeaumoku Street, it would be possible to accommodate the lane additions discussed within the existing roadway widths. However, it would require restriping the lanes within Keeaumoku Street to nine feet between King and Young Streets. In addition, a 9-foot wide lane would be required on the mauka bound approach of Keeaumoku Street to King Street. While 10-foot lane widths are usually considered the minimum acceptable lane width, the City may want to consider the allowance of 9-foot lanes as an interim improvement on Keeaumoku Street.

Effect of Increased Retail Space

The traffic analyses previously presented were based upon 120,000 square feet of retail space within the project. Subsequent to the traffic analyses, the project's total retail square footage was increased to 145,000 square feet. Accordingly, a supplemental traffic analysis was performed to estimate the traffic generated by the additional 25,000 square feet of retail space, and to determine whether these vehicle trips would affect traffic conditions or necessitate any additional traffic mitigation measures.

The additional 25,000 square feet of retail space would increase PM peak hour vehicle trips to or from the project by about 11 percent. The intersections most directly affected by the additional retail traffic would be Keeaumoku Street with Young, King and Beretania Streets. These intersections were analyzed for the PM peak traffic hour since the retail space would add a much larger number of trips during the afternoon. In addition, traffic conditions are generally worse at these intersections in the PM peak hour than during the AM peak hour. The analysis assumes the mitigation previously described.

For year 2004, the increased traffic to and from the additional retail space would result in a slight worsening of traffic conditions during the PM peak hour at the intersections of Keeaumoku Street with Young, King and Beretania Streets. However, the conditions with these increases and the planned project mitigation actions would still be better than the conditions projected for year 2004 without the project. Based on these results, no additional mitigation measures appear necessary with the increased retail space.

Rapid Transit

The traffic study forecast does not reflect the rapid transit system previously proposed by the City and County of Honolulu. Under the previously proposed transit route, the location of the project site would afford convenient transit bus access along Keeaumoku Street and Kalakaua Avenue for residents of the project. Transit stations were previously proposed at Kapiolani Boulevard near the Ala Moana Shopping Center and at Kapiolani Boulevard near the intersection of Kalakaua Avenue.

4. AIR QUALITY

The primary air quality impact associated with the Pawa'a Redevelopment Project will be emissions from increased traffic. To assess this impact, the air quality study (Appendix B) used traffic data generated in the project's traffic study. The air quality study estimates increases in vehicular emissions of carbon monoxide using a computerized model for emissions and atmospheric dispersion. The results are discussed with respect to State of Hawaii and Federal air quality standards.

On a larger scale, the air quality study identifies potential impacts from projected electrical demand and potential disposal of solid wastes generated by the project. In each of these cases, the potential for marginally increased air pollution exists.

Roadway Traffic

After completion of construction, use of the project's facilities may result in increased motor vehicle traffic on nearby roadways, potentially causing long-term impacts on ambient air quality in the project vicinity. Major potential air pollutants include carbon monoxide and nitrogen oxides. The use of leaded gasoline in new automobiles is now prohibited, and lead in the atmosphere from automobiles is not considered to be a problem anywhere in the State.

To evaluate the potential long-term indirect ambient air quality impact of increased roadway traffic associated with the project, computerized emission and atmospheric dispersion models were used to estimate ambient carbon monoxide concentrations along roadways leading to and from the project. Carbon monoxide was selected for modeling because it is the most stable and abundant of motor vehicle pollutants, and is generally considered to be a microscale problem which can be addressed locally. Nitrogen oxides air pollution is most often a regional issue that cannot be addressed by a single new development.

Four scenarios were selected for the carbon monoxide modeling study: year 1993 with existing traffic, year 2004 without project traffic, year 2004 with project traffic and with planned roadway improvements, and year 2004 with project traffic and planned roadway improvements plus additional roadway improvements. Nine key intersections were selected for air quality analysis:

- o Beretania Street at Kalakaua Avenue
- o Beretania Street at Keeaumoku Street
- o King Street at Kalakaua Avenue
- o King Street at Keeaumoku Street
- o Young Street at Kalakaua Avenue
- o Young Street at Keeaumoku Street
- o Punahou Street at King Street
- o Punahou Street at Young Street
- o Punahou Street at Beretania Street

Both morning and afternoon peak-hour traffic volumes were obtained from the project traffic study. Other factors used in the computer modeling included present and projected vehicle mix (i.e. percent light, heavy, and diesel powered vehicles), cold/hot start fractions, ambient temperatures of 59 and 68 degrees Fahrenheit, assumed speed limits, worst-case meteorological conditions, and roadway geometry, physical dimensions and operating characteristics. Existing background concentrations of carbon monoxide in the project vicinity are believed to be at moderate levels. As such, background contributions of carbon monoxide from sources or distant roadways not directly considered in the analysis were accounted for by adding a background concentration of 1 ppm to all predicted concentrations for both the 1993 and 2004 scenarios. Resulting current and projected levels of maximum 1-hour average carbon monoxide concentrations were compared to national and State AAQS standards of 40 milligrams per cubic meter (mg/m^3) and 10 mg/m^3 , respectively, to determine their significance.

Predicted Worst-Case 1-Hour Concentrations

In the year 2004 without the proposed project, a worst-case 1-hour concentration of 25.6 mg/m^3 was predicted to occur during the afternoon peak traffic hour near the intersection of King and Keeaumoku Streets (see Table 8). This compares to the highest estimated 1-hour concentration during 1993 within the project vicinity of 30.8 mg/m^3 . Peak morning and afternoon worst-case values at the other locations analyzed for the 2004 without project scenario ranged between about 9 and 25 mg/m^3 . Compared to the 1993 scenario, concentrations are estimated to decrease somewhat at most locations in the project area even though traffic volumes are expected to increase and no roadway

TABLE 8
ESTIMATED WORST-CASE 1-HOUR CARBON MONOXIDE CONCENTRATION
ALONG ROADWAYS NEAR PAWAA REDEVELOPMENT PROJECT
(milligrams per cubic meter)

INTERSECTION	YEAR/SCENARIO/PERIOD							
	1993/		2004/		2004/		2004/	
	PRESENT		W/O PROJECT		W/ ROADWAY IMPROVEMENTS		W/ ADDITIONAL ROADWAY IMPROVEMENTS	
	AM	PM	AM	PM	AM	PM	AM	PM
King Street at Keeaumoku Street	25.0	29.8	21.5	25.6	20.1	28.1	20.4	27.4
Beretania Street at Keeaumoku Street	30.8	27.4	23.2	23.4	25.2	24.4	23.4	22.4
Beretania Street at Kalakaua Avenue	20.6	20.6	17.0	17.7	16.8	18.5	---	---
King Street at Kalakaua Avenue	22.4	26.7	15.1	26.9	15.3	27.1	14.5	24.7
Young Street at Keeaumoku Street	17.0	16.9	14.6	15.3	12.9	16.2	12.8	16.4
Young Street at Kalakaua Avenue	9.2	11.2	9.0	9.9	9.0	10.7	---	---
King Street at Punahou Street	21.8	29.6	15.8	24.0	16.1	24.4	15.9	24.5
Young Street at Punahou Street	12.2	12.4	9.8	10.9	9.9	10.9	---	---
Beretania Street at Punahou Street	28.4	22.5	21.3	18.9	21.4	18.8	21.4	20.2

Source: B. D. Neal & Associates, July 1993

Hawaii State AAQS: 10

National AAQS: 40

improvements were assumed. The projected reduced concentrations are due to the effects of older, more polluting vehicles leaving the State's roadways during the intervening 11 years. Today, Federal air pollution control regulations require that new motor vehicles

be equipped with emission control devices that reduce emissions significantly compared to a few years ago.

Predicted 1-hour worst-case concentrations for the year 2004 with project scenario, including planned roadway improvements, ranged from 28.1 mg/m³ during the afternoon at King and Keeaumoku Streets down to 9.0 mg/m³ during the morning at Young Street and Kalakaua Avenue. Compared to the without project case, predicted worst-case concentrations were generally only slightly higher and in some cases slightly lower. Compared to the 1993 scenario, predicted concentrations with the project and with the planned roadway improvements range from somewhat lower to slightly higher.

In comparison to the 2004 with planned roadway improvements scenario, the results of the air quality impacts of the additional roadway improvements indicate that maximum 1-hour concentrations would remain mostly unchanged or decrease slightly at most locations.

All estimated worst-case 1-hour carbon monoxide levels for all scenarios are within the national AAQS of 40 mg/m³. It appears likely, however, that existing concentrations of carbon monoxide as well as future concentrations either without or with the project may exceed the State of Hawaii 1-hour AAQS of 10 mg/m³ on occasion at several locations in the project area. The State standards are set so low, however, they are probably currently exceeded at many intersections in the State that have even moderate traffic volumes.

Predicted Worst-Case 8-Hour Concentrations

Worst-case 8-hour carbon monoxide concentrations were estimated by multiplying the worst-case 1-hour values by a persistence factor of 0.5. This accounts for two factors:

1) traffic volumes averaged over eight hours are lower than peak 1-hour values, and 2) meteorological dispersion conditions are more variable over an 8-hour period than they are for a single hour. Based on monitoring data, 1-hour to 8-hour persistence factors for most locations generally vary from 0.4 to 0.8 with 0.6 being the most typical. Considering the location of the project and the traffic pattern for the area, a 1-hour to 8-hour persistence factor of 0.5 is probably most appropriate for this application.

The predicted maximum values for the year 2004 without and with project scenarios were 13.4 mg/m³ at King Street and Kalakaua Avenue and 14.0 mg/m³ at King Street and Keeaumoku Street. Other locations were generally in the 5 to 13 mg/m³ range with or

without the project. With the additional roadway improvements, the highest 8-hour concentrations in the project vicinity would remain about the same or decrease slightly.

Without the project, 2004 concentrations would likely decrease somewhat compared to existing concentrations. With the project, concentrations would probably remain at about their present levels. In 2004 with or without the project, worst-case concentrations will likely continue to exceed both State and Federal 8-hour standards on occasion. The State standards are set so low, however, they are probably currently exceeded at many intersections in the State that have even moderate traffic volumes.

Options available to mitigate long-term, traffic-related air pollution from increased project motor vehicle traffic include improving roadways, reducing traffic, or reducing individual vehicular emissions. With the proposed roadway improvements, it appears that any additional traffic generated by the project will not have any significant impact on air quality. Other mitigation measures to reduce traffic-related air quality impacts from this development are probably either unnecessary or beyond the control of the developer. Carbon monoxide concentrations in the project area may be monitored periodically to determine if any remedial action is warranted. If such is indicated, many other traffic-congested areas of the city will likely be similarly affected, and any corrective action would probably have to take the form of a county- or state-wide inspection and maintenance program for automotive emission control equipment.

Parking Facilities

Although there are no specific air pollution standards pertaining to underground parking structures, the State Department of Health specifies ventilation design guidelines for enclosed parking garages in Chapter 11-39 of the Hawaii Administrative Rules. These guidelines require that each level of an enclosed parking structure be mechanically vented, unless: 1) more than half the wall area will be open along at least 40 percent of the perimeter, 2) there are no employees who normally work in the space, and 3) there is adequate natural ventilation. Mechanical ventilation equipment, either supply or exhaust, must provide a minimum of 1.50 cubic feet per minute (cfm) of outdoor air per square foot of space over the entire floor area. More ventilation capacity is required at locations where traffic congestion may occur, such as at exits.

In 2004, motor vehicles will emit an average of about 6 grams per minute each of carbon monoxide while idling or operating at low speeds in the parking garage in the cold-start mode. Parking facilities typically require a minimum of about 350 square feet per parking stall. Thus, assuming 1.5 cfm of outdoor air per square-foot of space is provided within enclosed parking areas of the project, each stall will generate

approximately 525 cfm of ventilation. Assuming uniform distribution of air within the garage, and that 25 percent of the parking capacity of the garage operates continuously with 100 percent of these vehicles in the cold-start mode, a ceiling concentration of approximately 100 mg/m³ will occur within the structure. In all probability, fewer vehicles would be operating in the garage at any given time and a portion of these would emit at lower emission rates. Hence, concentrations would likely be substantially less than 100 mg/m³.

The Occupational Health and Safety Administration (OSHA) defines limits of air pollution in the workplace which are applicable to indoor air. They stipulate a ceiling concentration of 229 mg/m³ (200 ppm), or the concentration which must not be exceeded at any time. The anticipated ceiling concentration of 100 mg/m³ of the proposed project's parking garage is well within OSHA's ceiling concentration limit of 229 mg/m³ even with the minimum required ventilation.

To comply with the State design guidelines, as well as provide an adequate margin of safety, a minimum ventilation capacity of 1.50 cfm per square foot of floor space will be provided within the proposed enclosed parking facilities. Higher ventilation capacity may be appropriate for high-volume traffic areas. If approved by the Department of Health, carbon monoxide sensors may be used to appropriately reduce actual ventilation rates and thereby decrease energy consumption while maintaining carbon monoxide concentrations below accepted limits.

Fresh air intakes will be located away from outdoor traffic congested areas so as to avoid intaking already contaminated air. Exhaust vents will be located as far away from pedestrian areas as is practicable so as to obtain a dilution factor of at least five to ten. Sufficient ingress/egress capacity will further lessen air pollution impacts from queued vehicles entering and leaving the parking facility. Emergency procedures and equipment will be provided to counter any potential problems arising from power outages and/or ventilation failure.

Electrical Demand

Long-term impacts on air quality are also possible due to indirect emissions from power generating facilities as a result of electrical power usage. The annual electrical demand of the project when fully developed is not expected to exceed about 100 million kilowatt-hours, some of which will be offset by the existing electrical demand of facilities currently located on the project site. Although these emissions will be relatively small in relation to total emissions on Oahu, they could likely be further reduced by incorporating energy-saving features into project design requirements.

Features which may be considered during project design include the sensor-controlled garage ventilation system, use of solar water heaters, positioning of windows to maximize light while reducing indoor heat, use of landscaping to increase shade and reduce air-conditioning needs, controlled openings for ventilation at opportune times, various forms of insulation, and automated room occupancy sensors.

Solid Waste

The project is expected to generate approximately 18 tons of refuse per day. Presently, the refuse district has a capacity to accommodate about 500 tons per day. Most project refuse will likely be hauled away and burned at the H-POWER facility at Campbell Industrial Park to generate electricity. Burning of the waste to generate electricity will result in emissions of particulates, carbon monoxide, and other contaminants. These emissions, however, will be offset to some extent by reducing the amount of fuel oil that would be required to generate electricity for the project. H-POWER has a high level of particulate emission control, and emission quantities from the burning of project solid waste would be relatively small. The promotion of conservation and recycling programs within the proposed development will be considered in further reducing solid waste-related air pollution.

5. NOISE

Traffic is the major noise impact affecting the proposed Pawa'a Redevelopment Project. As shown in Table 9, most of the noise increase is not project related, but will occur as a result of regular traffic increases over time.

Following project buildout by the year 2004, traffic noise levels along King Street are expected to increase by 0.2 Ldn as a result of both project and non-project traffic. Along Beretania Street, traffic noise levels are expected to increase by 0.7 Ldn, with no increase attributable to project traffic. Along Keeaumoku Street and along Kalakaua Avenue mauka of Young Street, traffic noise levels are expected to increase by approximately 0.5 to 1.2 Ldn as a result of non-project traffic, and by approximately 0.0 to 0.2 Ldn as a result of project-related traffic. These increases resulting from project generated traffic are not considered to be significant. Because of the business/commercial character of the project area, the predicted moderate increases in traffic noise levels are not expected to generate adverse noise impacts.

Traffic noise is likely to impact units within the two affordable mid-rise and two affordable high-rise towers and the three market rate towers. Units which may be particularly affected by traffic noise include those which front Beretania, King or

Keeaumoku Streets. Units within the upper floors of the mid-rise affordable tower facing Kalakaua Avenue may also be exposed to traffic noise levels greater than 65 Ldn. Units within the upper and lower floors whose windows or lanai doors are directed toward the interior of the project site are not likely to be exposed to traffic noise levels greater than 65 Ldn. This is due in part to the expectation of these units having limited field-of-views to the four roadways adjacent to the project site.

TABLE 9 CALCULATIONS OF PROJECT AND NON-PROJECT TRAFFIC NOISE CONTRIBUTIONS (CY 2004)		
STREET SECTION	NOISE LEVEL INCREASES NON-PROJECT TRAFFIC	(Ldn) DUE TO PROJECT TRAFFIC
King St. Fronting Project	0.1	0.1
Beretania St. Fronting Project	0.7	0.0
N. Keeaumoku St. Fronting Project	1.1	0.1
S. Keeaumoku St. Fronting Project	1.2	0.2
Kalakaua Ave. N. of Young Street	0.5	-0.1
Kalakaua Ave. S. of Young Street	0.5	0.1
Source: Y. Ebisu & Associates, July 1993.		

It will not be possible to obtain adequate setback of the project's market-rate and affordable residential towers from the centerlines of the four bordering roadways so as to meet the 65 Ldn FHA/HUD noise standard. Because of this, impacts from traffic noise are possible at the proposed project's residential units. Mitigation of high traffic noise levels through the use of sound attenuating windows or total closure and air-conditioning may be implemented for those units which are expected to be exposed to traffic noise levels greater than 65 Ldn. A noise level of 45 Ldn is the maximum recommended level of interior noise which minimizes risks of adverse health and welfare effects.

The planned location of the Kindergarten through Grade 2 public elementary school does not have adequate setback distance from King Street to meet existing noise criteria for naturally ventilated classroom use. The location of the proposed community recreation center may cause adverse noise impacts at the centrally located market-rate residential tower. Closure and air-conditioning or partial closure and mechanical ventilation of the school and recreation center will be considered to mitigate future noise impacts.

The proposed vertical and horizontal separation of the parking complex and commercial/retail areas from the residential towers should be adequate to minimize potential noise conflicts within this mixed-use development. Noise from service areas can be reduced to acceptable levels at the closest noise-sensitive buildings by using appropriate acoustical treatments. Risks of adverse noise impacts from the parking complex are also expected to be low due to the containment of tire squeal primarily below grade. The recommended use of asphalt, or brush concrete finish on the circulation driveways within the parking garage should minimize the occurrences of tire squeal noise. On-site mechanical equipment such as air conditioners or garage exhaust fans may require sound attenuation treatment for compliance with the State Department of Health Administrative Rules on Community Noise Control for Oahu (Title 11, Chapter 43).

6. WATER QUALITY AND SUPPLY

There are no long-term impacts anticipated on ground or surface water quality from the proposed project. Water for the project site is provided by the Honolulu Board of Water Supply (BWS) through a network of water lines in the surrounding roadways.

Preliminary flow calculations indicate that the proposed project's estimated water demand will be 743,661 gallons per day (gpd). The project's maximum daily and peak hour demands were calculated at 1,115,492 gpd and 2,230,984 gpd, respectively. Based on preliminary consultation, the BWS has indicated that the existing water system within the project area is presently adequate to accommodate the proposed development.

A water master plan will be prepared for the Pawa'a Redevelopment Project which will determine the water requirements for the project. Water availability will be determined at the time of building permit application. The proposed project is subject to applicable water system facility charges and any applicable meter installation charges imposed on all new developments. The proposed project will be subject to cross-connection control requirements prior to issuance of the building permit. Reduced pressure principle backflow prevention devices will be installed as necessary.

SECTION VI

ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

Based on preliminary consultation with the BWS, the portion of the existing 8-inch water line within Young Street between Keeaumoku Street and Kaheka Lane will be abandoned and removed. The remainder of the 8-inch water line between Kalakaua Avenue and Kaheka Lane will require a connection along Kaheka Lane to the 12-inch water transmission line along King Street. The portion of the 24-inch water line along Young Street between Keeaumoku Street and Kaheka Lane will be relocated to King Street. The remainder of the 24-inch water line between Kaheka Lane and Kalakaua Avenue will require a connection to the relocated 24-inch water line within King Street through Kaheka Lane.

7. WASTEWATER

According to the Department of Wastewater Management's design standards, the average wastewater flow for the proposed project is estimated at 446,406 gpd. The maximum wastewater flow is estimated at 1,894,603 gpd and the peak flow is estimated at 1,936,188 gpd.

Based on preliminary consultation with the Department of Wastewater Management, the following existing sewer lines serving the project site do not have sufficient capacity to accommodate the proposed Pawa Redevelopment Project: the 14-inch sewer line along King Street between Keeaumoku and Piikoi Streets, the 12-inch sewer line along Piikoi Street between King and Rycroft Streets, and the 10-inch and 12-inch sewer lines along Keeaumoku Street between King and Rycroft Streets. To accommodate the increased flows from the proposed development, a parallel sewer relief line would be required to be constructed within Keeaumoku Street between King and Rycroft Streets. This relief line would connect to the existing 48-inch sewer line along Rycroft Street, which eventually disposes at the Sand Island Wastewater Treatment Plant. Further discussion with the Department of Wastewater Management will be pursued during the design phase of the project regarding details of the sewer relief line.

Based on recommendations of the Department of Wastewater Management, the portion of the 8-inch sewer line along Young Street between Kaheka Lane and Keeaumoku Street will be abandoned and removed. The 6-inch sewer line located within the Ewa portion of Kalakaua Avenue, along with the portion of the 8-inch sewer line along Young Street between Kaheka Lane and Kalakaua Avenue, will require a connection through Kaheka Lane to the existing 14-inch sewer main within King Street.

SECTION VI

8. DRAINAGE

Due to the already developed nature of the project site, the storm runoff from the proposed development will be reduced due to the increased landscaped areas within the redeveloped site.

Runoff will be directed towards existing drainage culverts and drain inlets located at the corners of Keeaumoku Street where it intersects with King, Young and Beretania Streets, as well as along King Street. Surface runoff from the proposed development will flow into a box culvert system located along Keeaumoku Street for eventual discharge into the Ala Moana Park Drainage Canal.

As may be necessary in consultation with the Department of Public Works, a drainage report will be developed to determine whether any necessary on-site drainage improvements will be required.

9. UTILITIES

Preliminary consultation will be initiated with the Hawaiian Electric Company (HECO), Gasco, Inc., and Hawaiian Telephone Company (HTCO) to determine the adequacy of utility services to serve the needs of the proposed project. HECO has preliminarily indicated that the estimated electrical load for the project is 5,880 KVA and will require installation of new ducts and service at a distribution voltage of 25 kV.

Hook-ups to the respective systems will be coordinated with the utility companies to minimize any potential conflicts within the proposed development. Required relocation of HTCO facilities will be done prior to the demolition and construction phase. Main lines will require disconnection before proceeding with the demolition and construction phase.

10. SOLID WASTE DISPOSAL

Because of Oahu's diminishing disposal capacity for solid waste, both the State of Hawaii and the City and County of Honolulu have set aggressive waste reduction goals for the next 10 years. The State, through Act 324, has determined to reduce solid waste 25 percent by 1995, and 50 percent by the year 2000. The County, through Bill No. 71, has resolved to reduce solid waste 30 percent by 1995 and 75 percent by the year 2000.

Once construction is completed, the Pawa'a Redevelopment Project will generate an estimated 18 tons of solid waste per day (about three 6-ton truckloads per day). In order

to meet the waste reduction goals of the State and the City and County of Honolulu, the project's design will consider incorporating waste diversion and reduction activities into facility design. Such design measures could include providing centralized storage and processing facilities in all buildings for recyclable materials. In addition, composting of greenwaste shall be considered for the existing and proposed park space as well as any landscaped areas.

Non-recyclable project-generated solid waste will likely be collected by private refuse collection service. The solid waste will likely be transported to the Kapaa Transfer Station and then disposed of at the H-POWER plant at Campbell Industrial Park where it will be converted to electricity. Alternative disposal sites include the Waimanalo Gulch Sanitary Landfill near the Kahe Power Plant and the Waipahu Incinerator.

The Pawa project will not have a significant impact on the operations of the Kapaa Transfer Station which has a capacity of 500 tons per day. Effective April 1, 1993, commercial haulers are restricted from disposing solid waste at the Kapaa Sanitary Landfill. The majority of the refuse generated by the project will likely be converted to electricity at the H-POWER plant and will not be deposited in landfills.

11. VIEW PLANES

Given the intensity of the building program, the design concept for the proposed Pawa Redevelopment Project is attentive to retaining maximum mauka-makai and Punchbowl-Diamond Head views. The placement of the slender vertical high-rise towers and the inclusion of mid-rise buildings maximize the open space and optimize mauka-makai views.

As viewed from Punchbowl, views of the Lower Makiki area and Diamond Head will not be significantly affected by the project (see Figures 22, 23, 24). From this elevated mauka vantage point, the existing Banyan Tree Plaza and Hale Kaheka high-rise condominiums which are both in the approximately 300-foot height vicinity, provide a visual transition to the project's high-rise residential towers. The project towers are further set against a backdrop of existing high-rise structures in the McCully/Moiliili and Waikiki areas. The rooftops of the project towers fall below the skyline of these highrise structures, consequently retaining the existing view of Diamond Head from Punchbowl. The project, however, will contribute to an increase in the visual density within the Punchbowl-Diamond Head view corridor which is unavoidable. To mitigate this visual impact, the project's high-rise towers have been sited apart to maximize view penetration. The siting of three of the project's high-rise towers in line with the Punchbowl/Diamond Head axis allows for retention of greater view corridors through the

project site. The inclusion of the two mid-rise towers within the project, although creating more visual density at lower elevation viewing levels, allows for the opening of Punchbowl-Diamond Head viewing vistas.

Views of the southeastern coastal shore from the elevated mauka vantage point of Tantalus will not be significantly affected by the project (see Figures 25 and 26). As viewed from Tantalus, the project towers are set amidst mid- to high-rise structures located north, east, and south, respectively, of the project site. The view of the coastal shore is spared the intrusion of the project buildings as the rooftops of the high-rise towers skirt the coastal edge.

As viewed from the area approximately 0.5 mile northwest of the project site, the prominence of the development's five high-rise towers will be evident (see Figures 27 and 28). Existing high-rise structures in the adjacent areas, primarily the Banyan Tree Plaza and Hale Kaheka condominiums, will provide visual transition to the project towers. Further, the rooftops of three of the project's tallest residential towers will not eminently protrude above the existing skyline in the background. The visual impact of the project's mid-rise towers will be minimal as they are in concert with the heights of the low- to mid-rise structures in the immediate area.

From the Ala Moana area approximately one-half mile south of the project site, all five of the project's high-rise towers will be visible over the existing mid-rise buildings in the area (see Figures 29 and 30). Depending on the vantage point, mauka views from several buildings in the Ala Moana area will be partially obstructed by the project towers. However, the siting of the project's three market rate high-rise towers in relation to the Hale Kaheka condominium high-rise allows retention of mauka views through the site. The two affordable high-rise towers are "in line" with the Hale Kaheka condominium, minimizing intrusion of the mauka-makai views. The varying building heights of the two affordable high-rise towers provide a less intrusive appearance.

As viewed approximately 0.2 miles southwest of the project site, the market-rate residential towers and a portion of the affordable high-rise tower located at the northeast portion of the project site will predominate the skyline (see Figures 31 and 32). Mauka views will be partially impeded, although retention of some mauka view channels will be afforded between the two market rate high-rise towers at the northwest portion of the project site and the centrally located market-rate high-rise tower. A mauka view channel will also be retained between the affordable high-rise tower and the Banyan Tree Plaza condominium. The location of the project's open park between the market-rate high-rise towers and the affordable mid-rise tower also contributes to maintaining a sizeable mauka view corridor.

From the McCully/Moiliili area, the skyline will be altered with the prevalence of the project's high-rise residential towers (see Figures 33 and 34). Given the heights of the towers, this impact will be unavoidable. The existing high-rise structures in the adjacent areas, primarily the Hale Kaheka and Banyan Tree Plaza condominiums, will provide a degree of visual transition to the project towers. Depending on the vantage point, view channels will be afforded between the project towers and will minimize any visual obstruction of Punchbowl. Two of the market-rate towers and the affordable high-rise tower located at the southeast portion of the project site are sited in a visually contiguous manner, allowing the opening of view corridors within the remainder of the site.

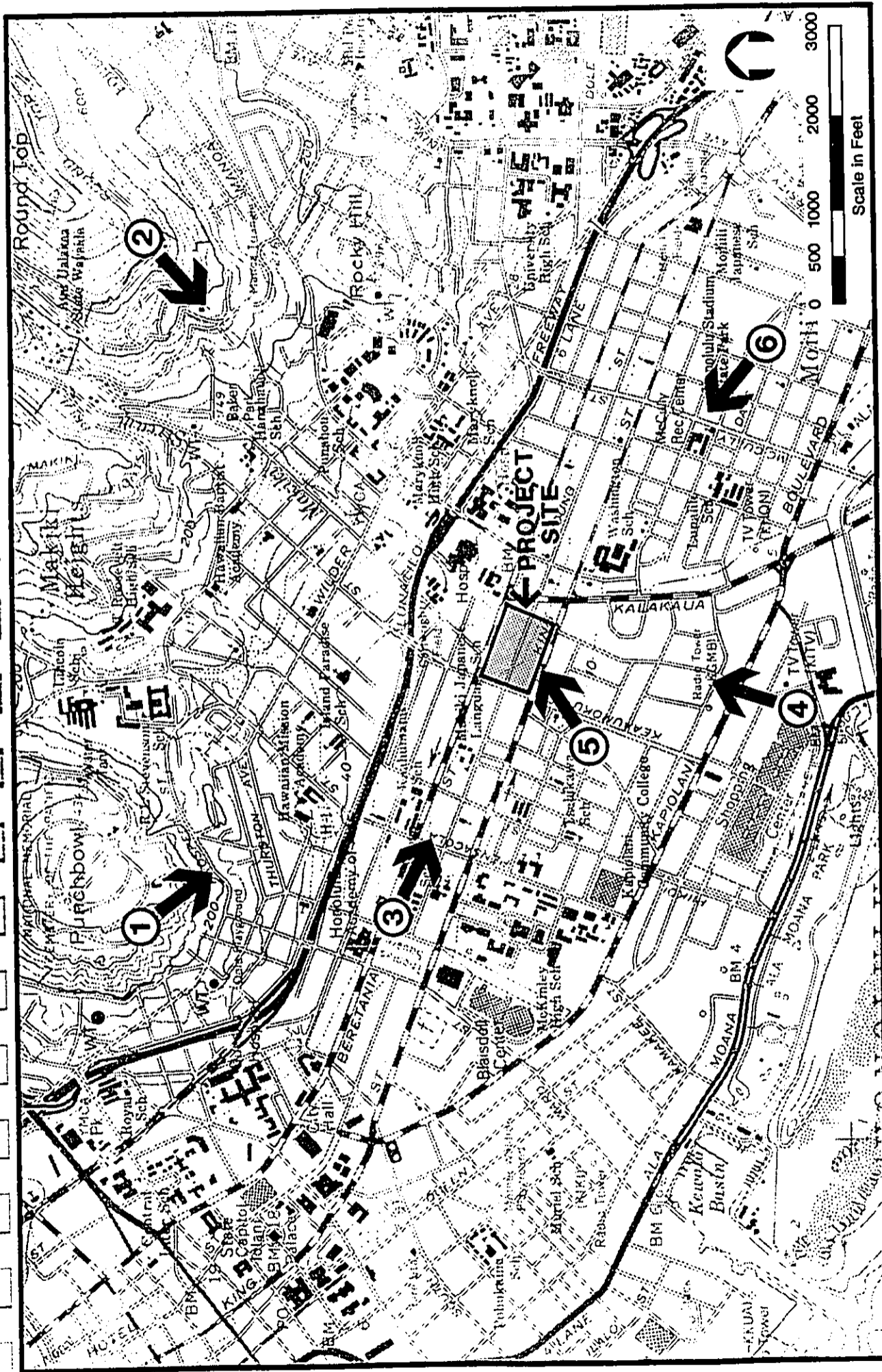
12. SHADOW

A Shadow Study was conducted by Kober/Hanssen/Mitchell Architects in June 1993 for the Pawa'a Redevelopment Project. The purpose of the study was to determine the extent and location of shadows originating from the proposed development onto the project site and adjacent properties. The study determines whether any significant implications are evident from the shadows onto the proposed Pawa'a development and adjacent properties. The study is included in Appendix H with findings from the report summarized below.

Light and shadow patterns were analyzed through a computer-simulated three-dimensional model of the proposed Pawa'a project and adjacent parcels. Sun paths were constructed for March 21 and September 21 (Spring and Fall Equinoxes), June 21 (Summer Solstice) and December 21 (Winter Solstice). In analyzing June 21st, computer images were evaluated at two-hour intervals from 6:00 AM to 6:00 PM. Due to the shorter sunrise-to-sunset period for the months of March, September and December, an analysis was made of two-hour intervals from 8:00 AM to 4:00 PM on the twenty-first day of each of these months.

A major portion of the existing project site and immediate adjacent areas are exposed to direct sun, interspersed with small pockets of shade created by existing buildings and landscaping. The Banyan Tree Plaza and Hale Kaheka buildings located northeast and south of the project site and at heights of approximately 300 feet and 350 feet, respectively, currently cast the most significant shadows.

Generally, shadows cast for each of the months analyzed in this study are most prevalent during the early and late periods in the day when light and heat are least intense. As a result, no appreciable shading value occurs in the morning from the project's residential towers. However, portions of the community recreation center, the commercial/retail complex, the upper deck, and the park are in shade up to mid-morning. Shading from the high-rise towers become dominant at 2:00 PM. At 4:00 PM, shading from the



Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

Figure 22
 VIEW PLANES

P A W A A A
 REDEVELOPMENT
 PROJECT

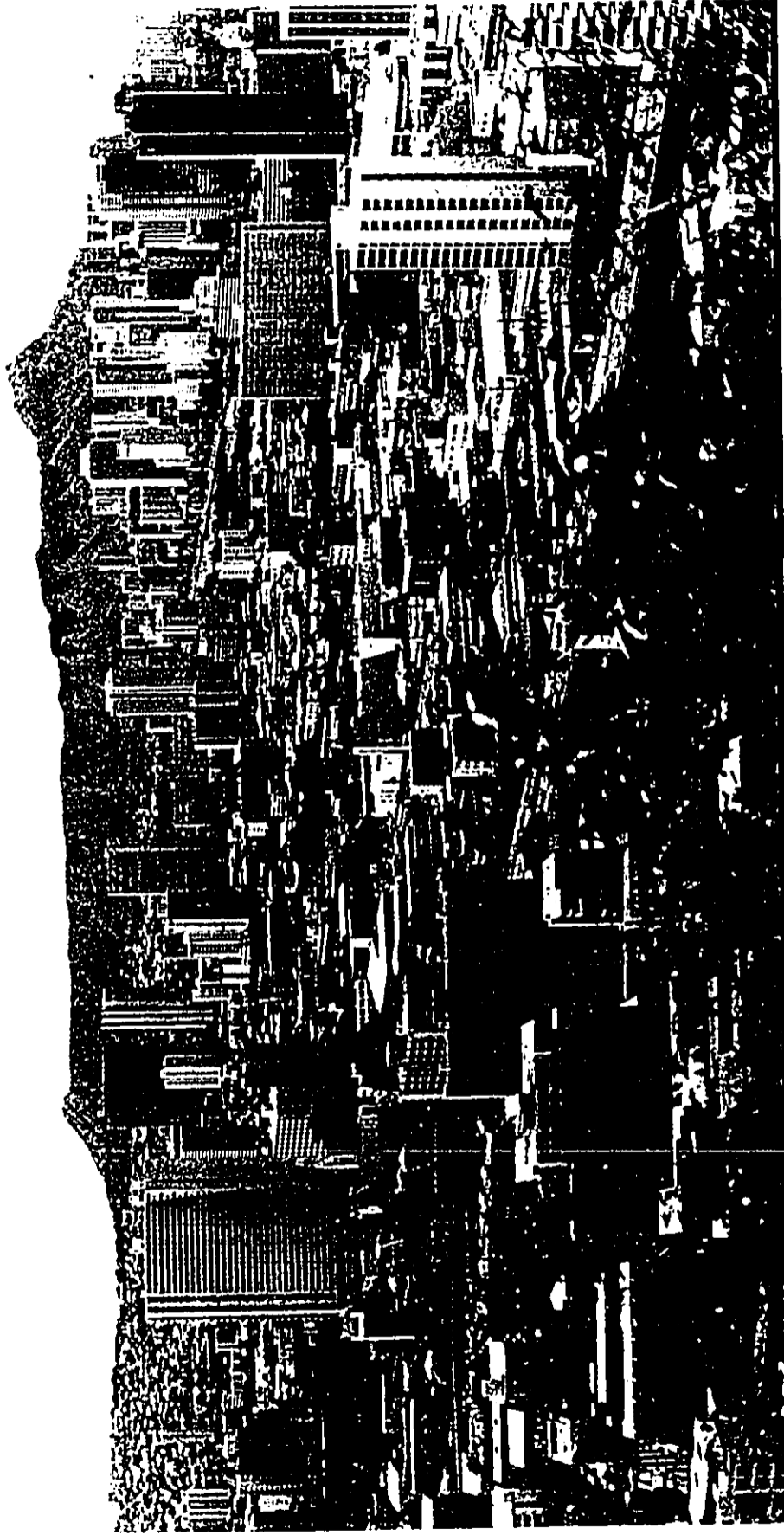
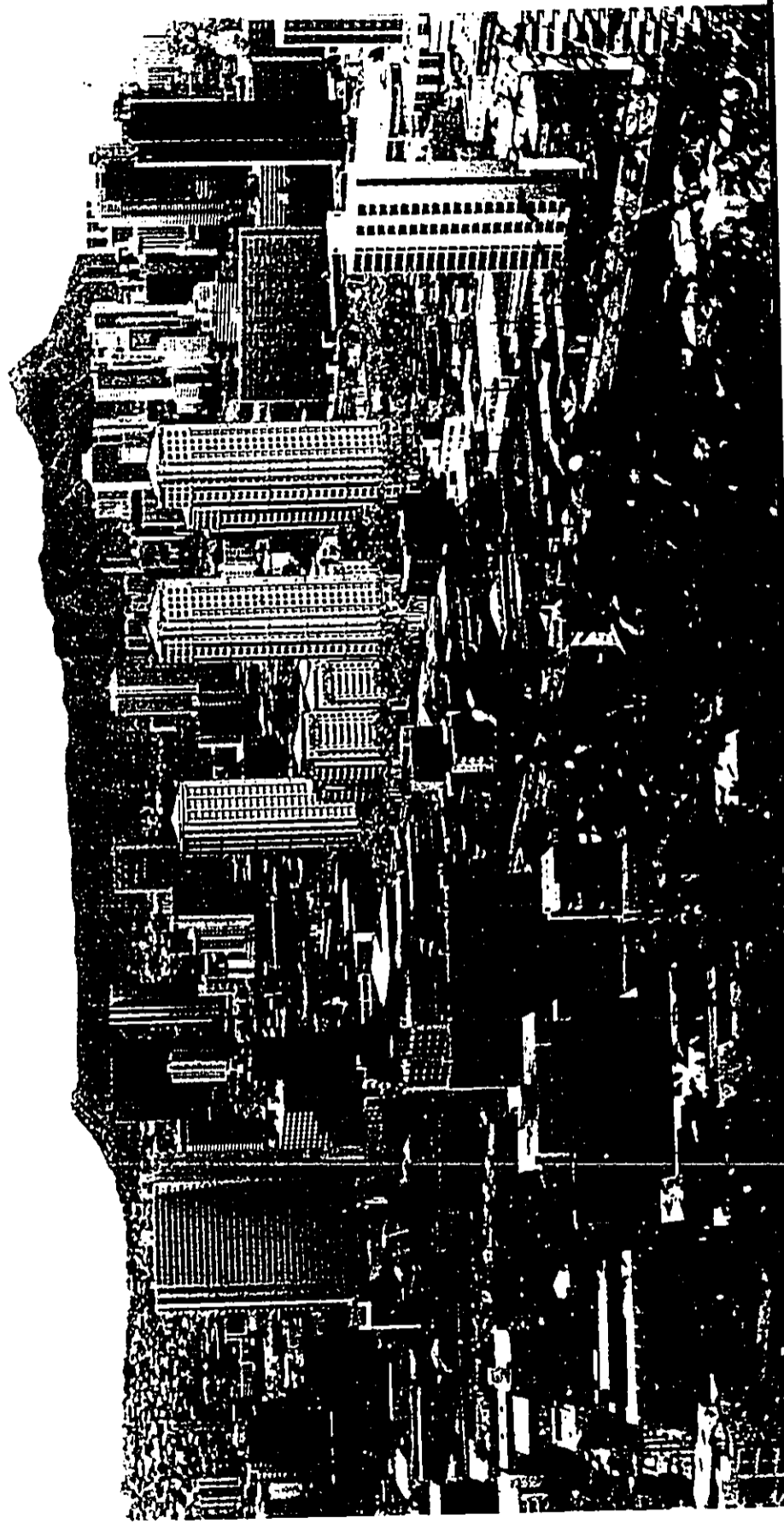


Figure 23
EXISTING VIEW
FROM PUNCHBOWL

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

P A W A A
REDEVELOPMENT
PROJECT

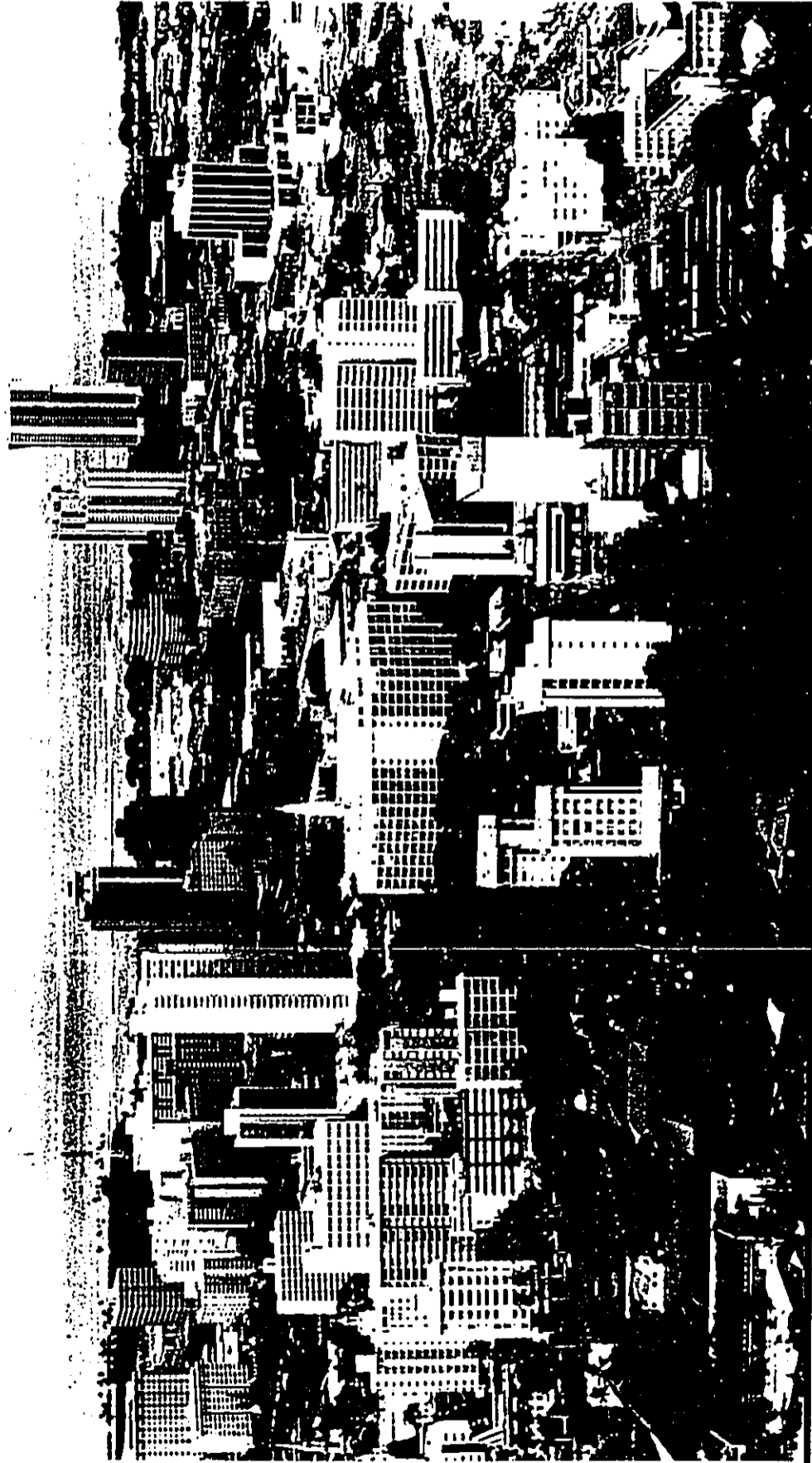


Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

Figure 24
PROPOSED VIEW
FROM PUNCHBOWL

PAWAA
REDEVELOPMENT
PROJECT



PAWAA
REDEVELOPMENT
PROJECT

Figure 25
EXISTING VIEW
FROM TANTALUS

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

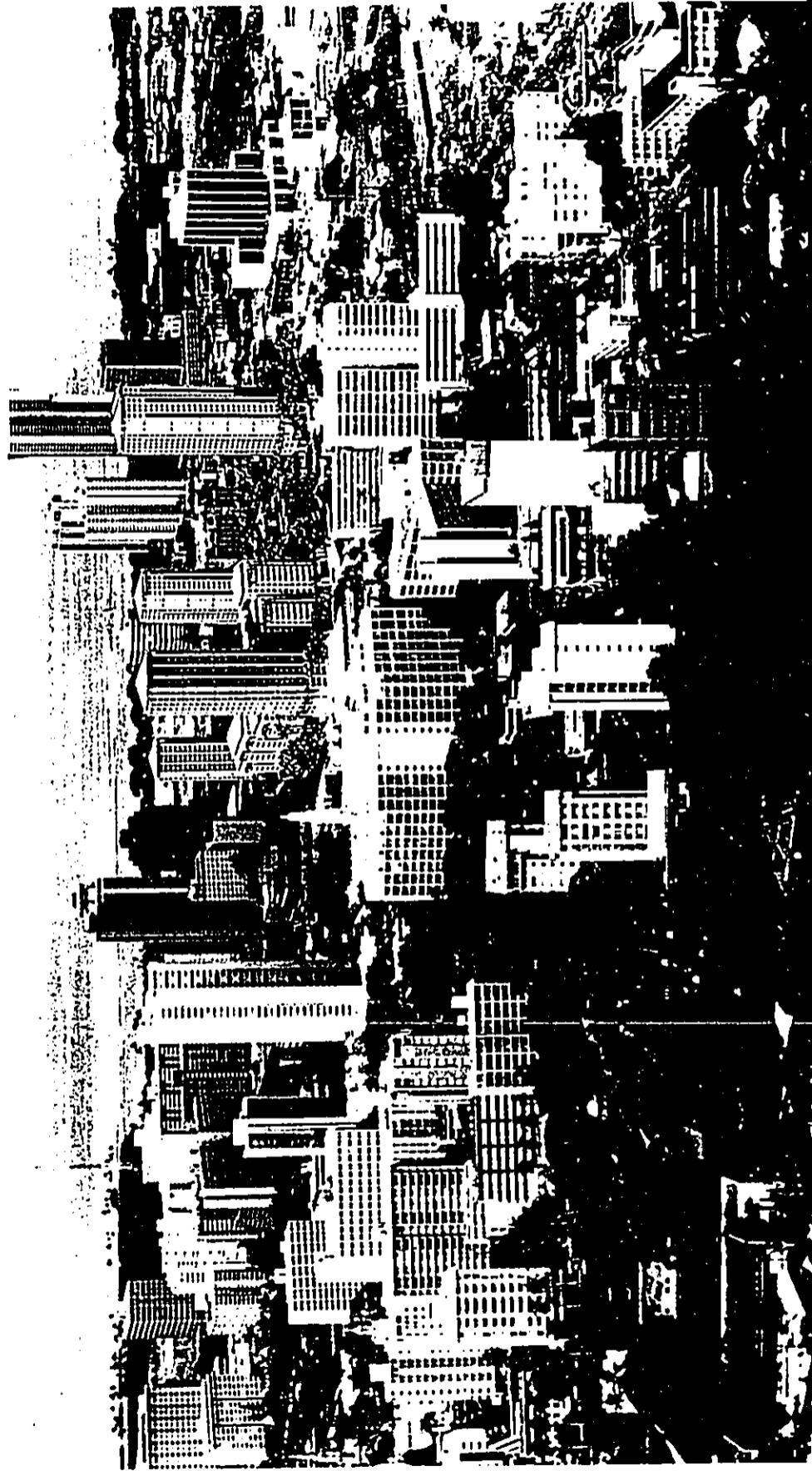
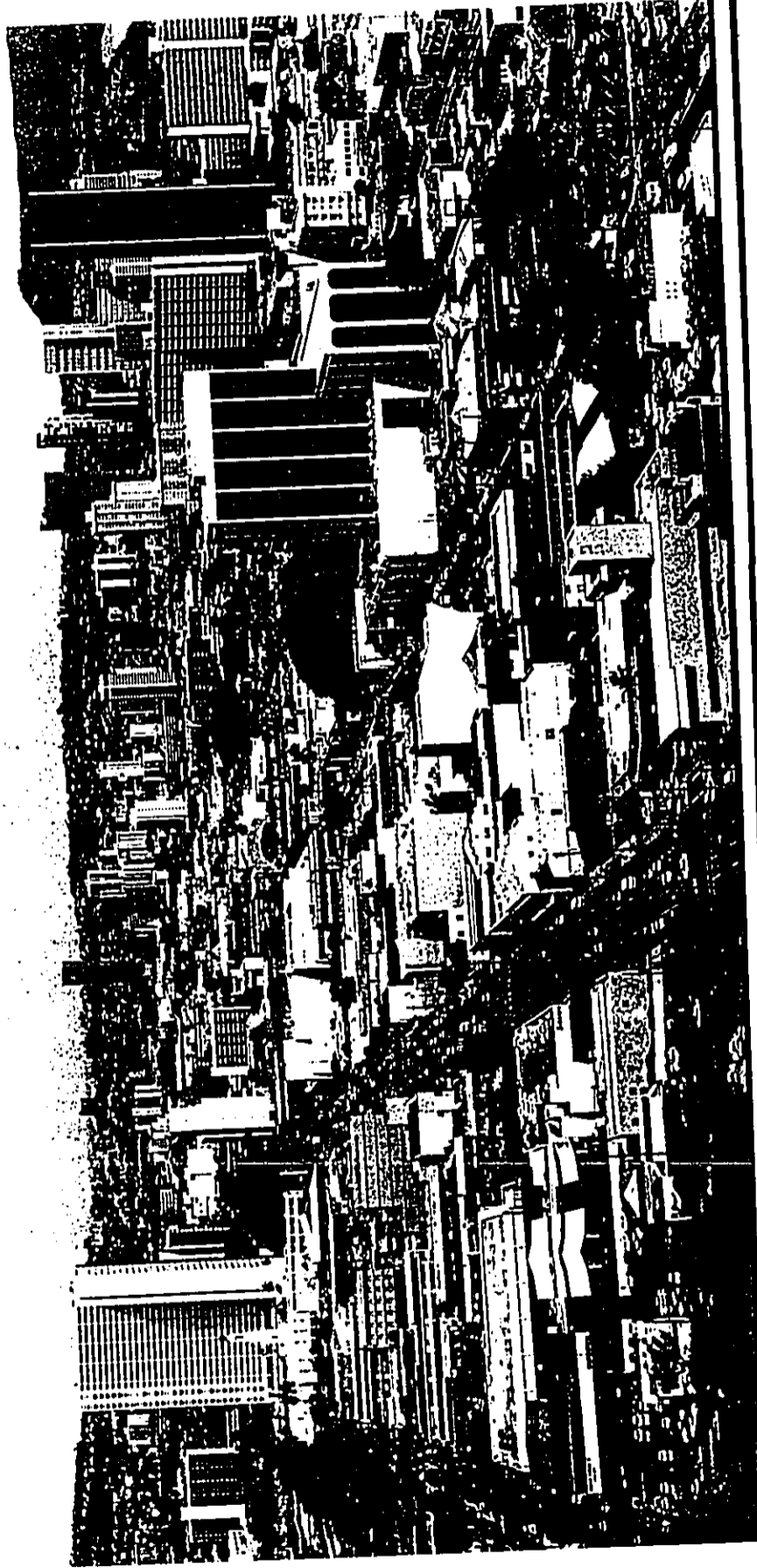


Figure 26
PROPOSED VIEW
FROM TANTALUS

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

PAWAA
REDEVELOPMENT
PROJECT



P A W A A A
**REDEVELOPMENT
PROJECT**

Figure 27
EXISTING VIEW FROM
0.5 MILE NORTHWEST OF SITE

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hansen/Mitchell Architects



Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

Figure 28
PROPOSED VIEW FROM
0.5 MILE NORTHWEST OF SITE

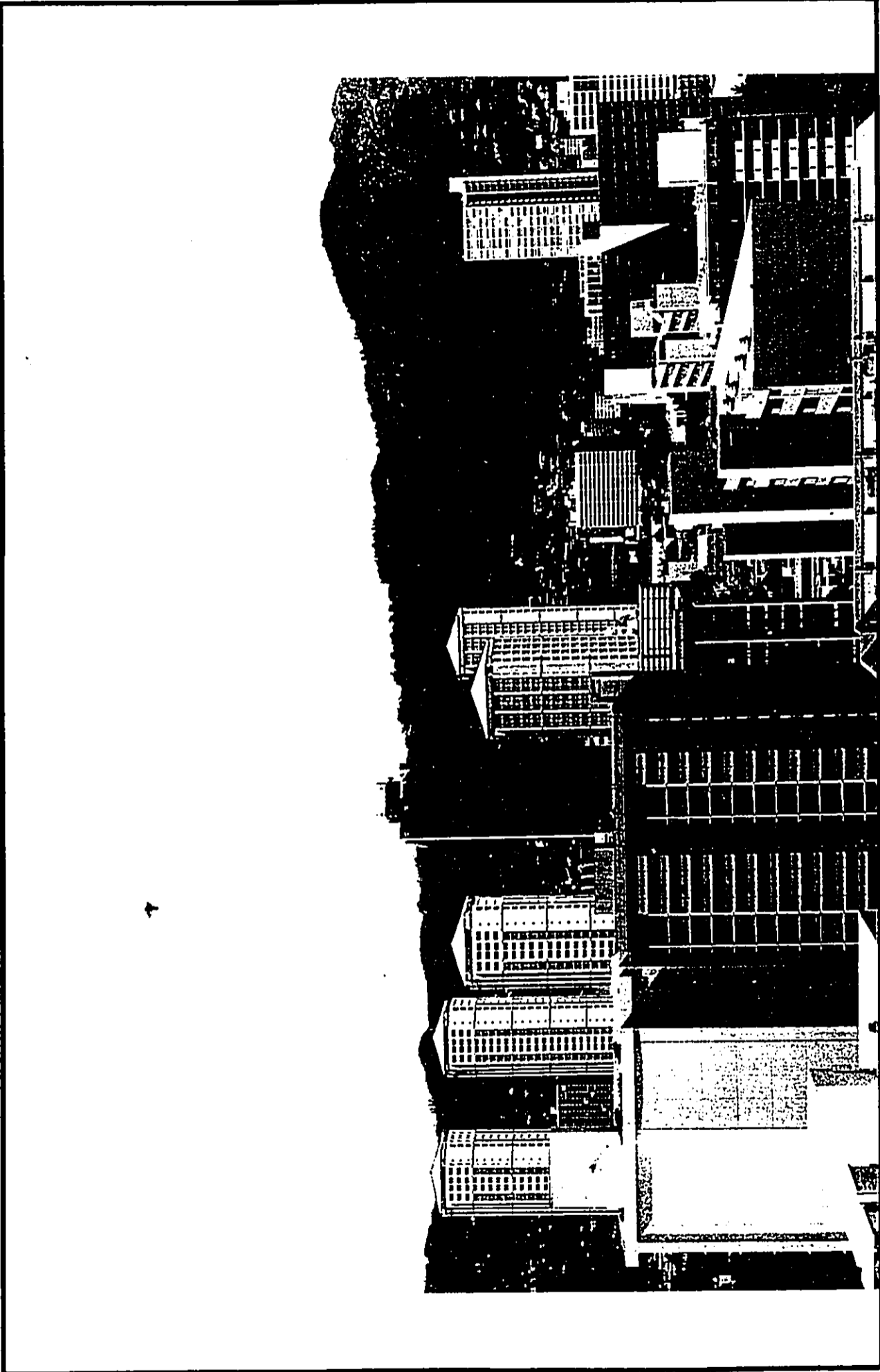
P A W A A
REDEVELOPMENT
PROJECT



Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

Figure 29
EXISTING VIEW
FROM ALA MOANA AREA

P A W A A
REDEVELOPMENT
PROJECT

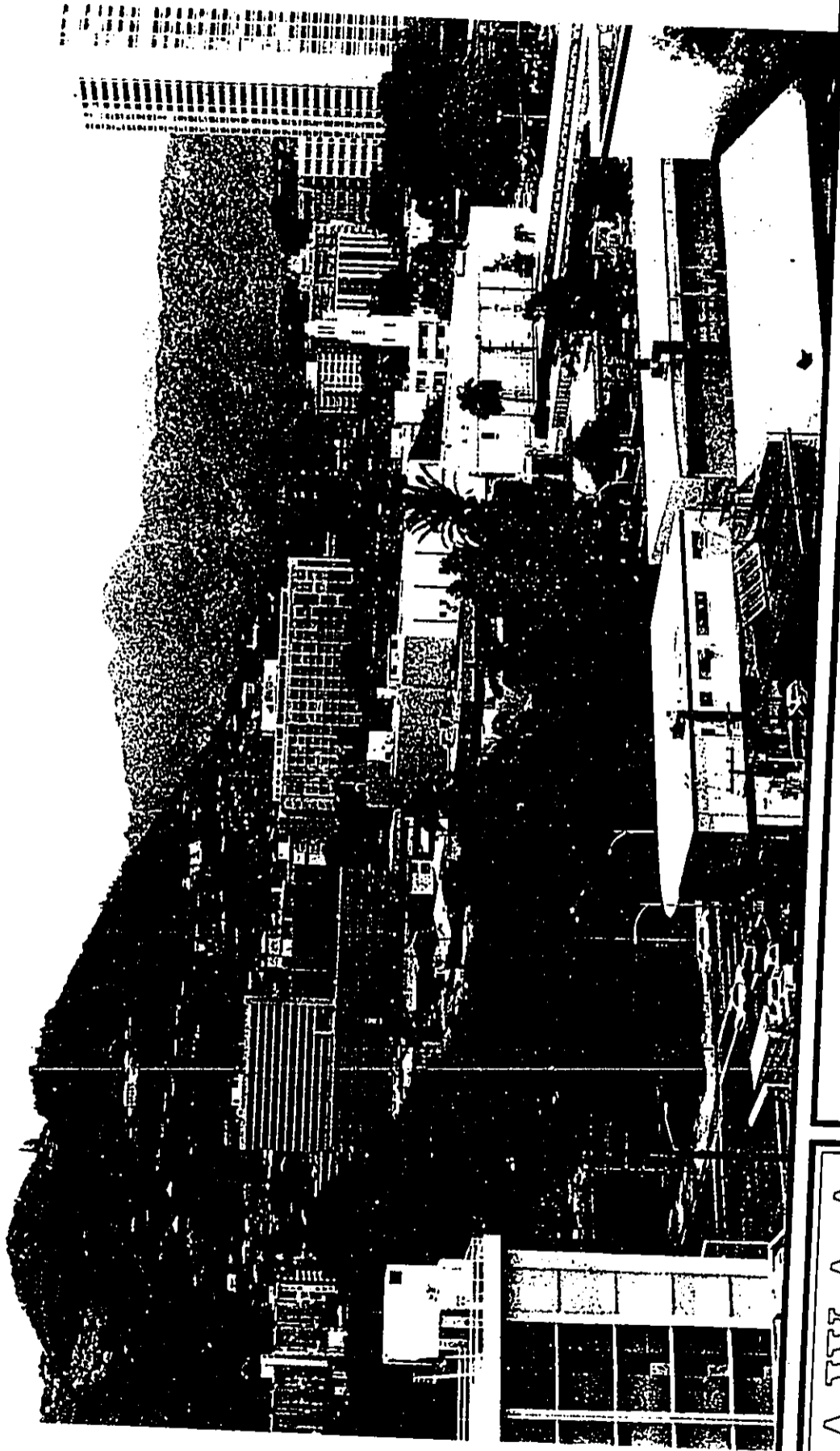


P A W A A
REDEVELOPMENT
PROJECT

Figure 30
PROPOSED VIEW
FROM ALA MOANA AREA

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

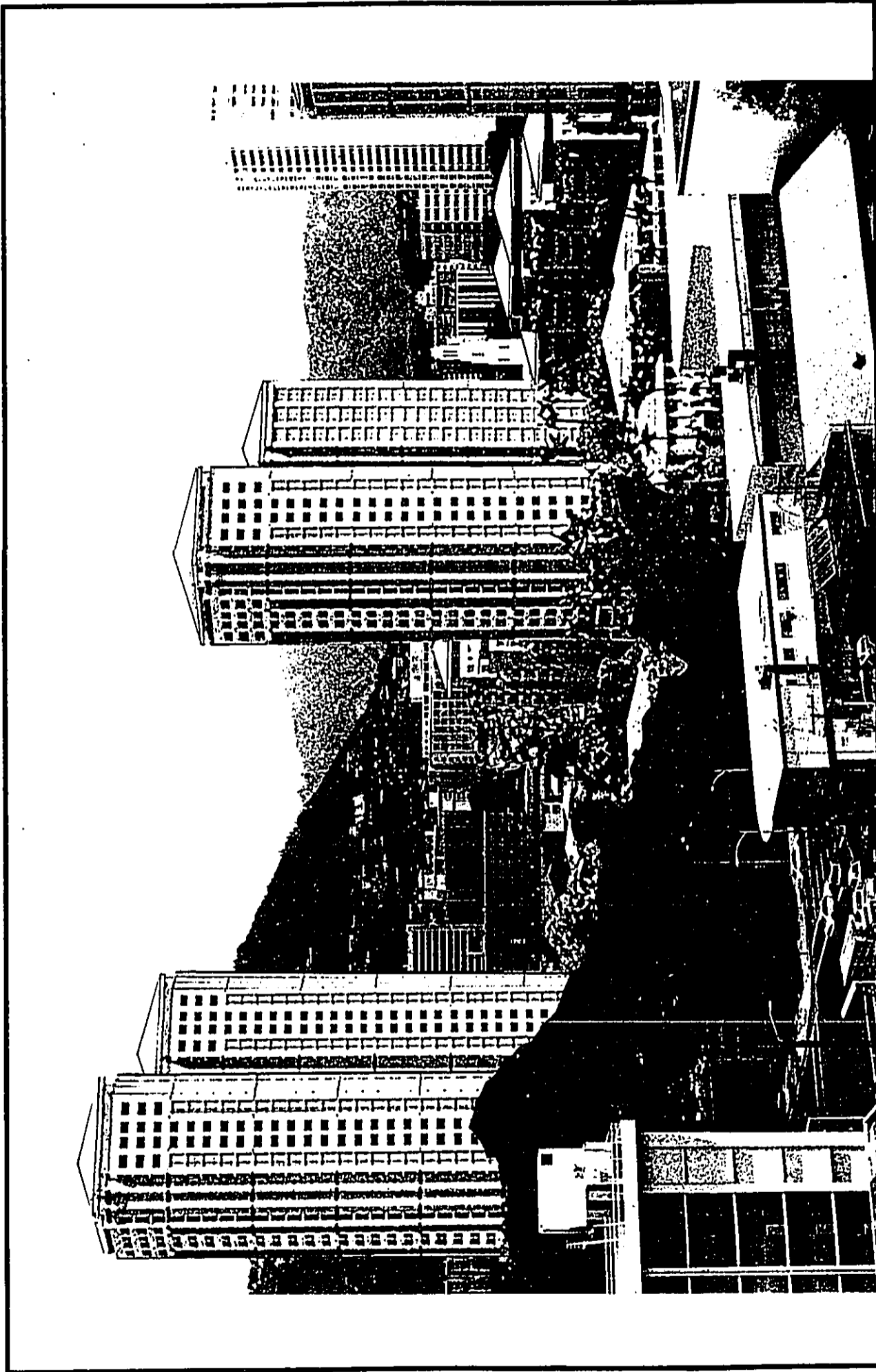


PAWAA
REDEVELOPMENT
PROJECT

Figure 31
EXISTING VIEW FROM
0.2 MILE SOUTHWEST OF SITE

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

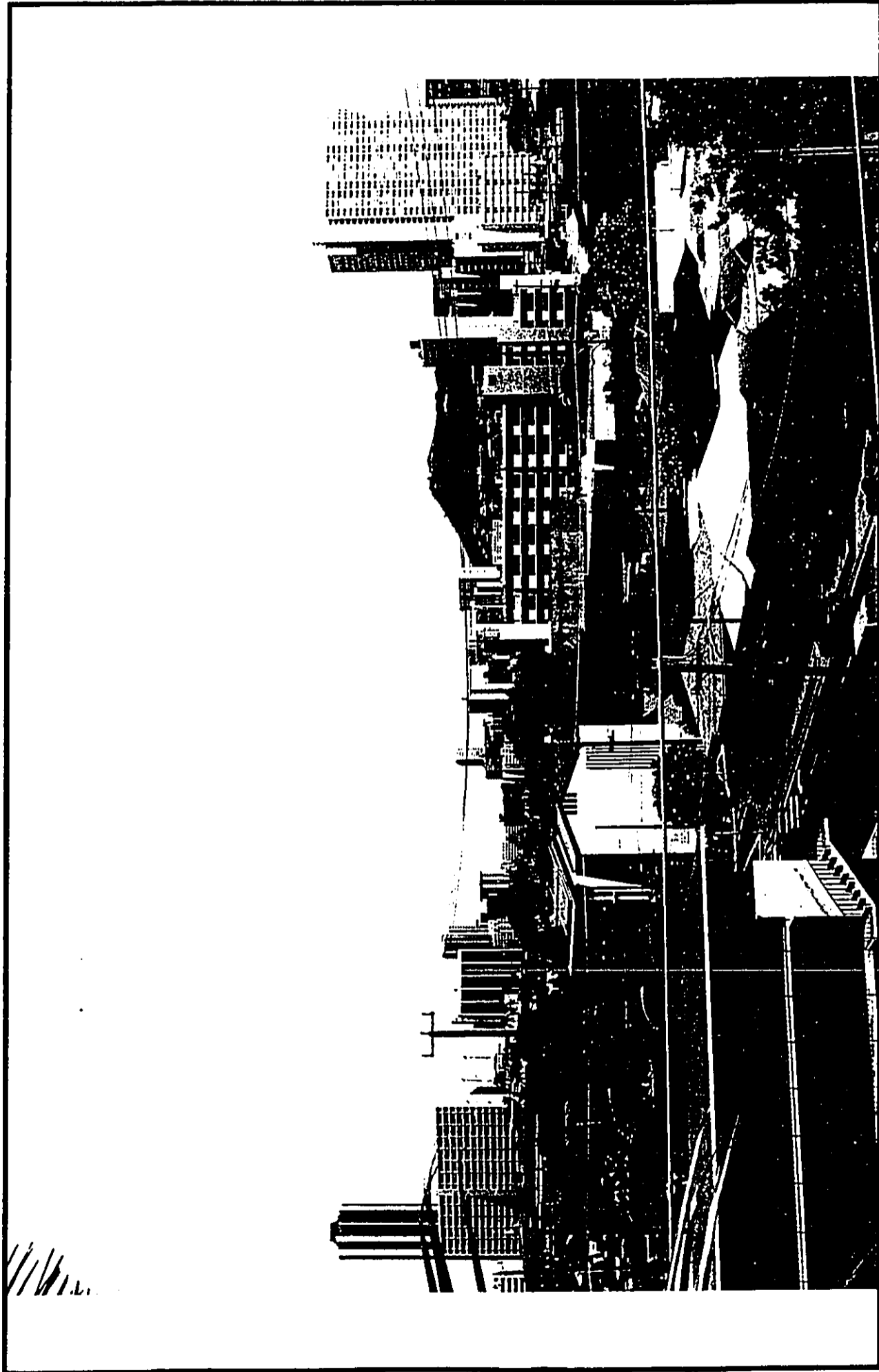
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects



P A W A A
REDEVELOPMENT
PROJECT

Figure 32
PROPOSED VIEW FROM
0.2 MILE SOUTHWEST OF SITE

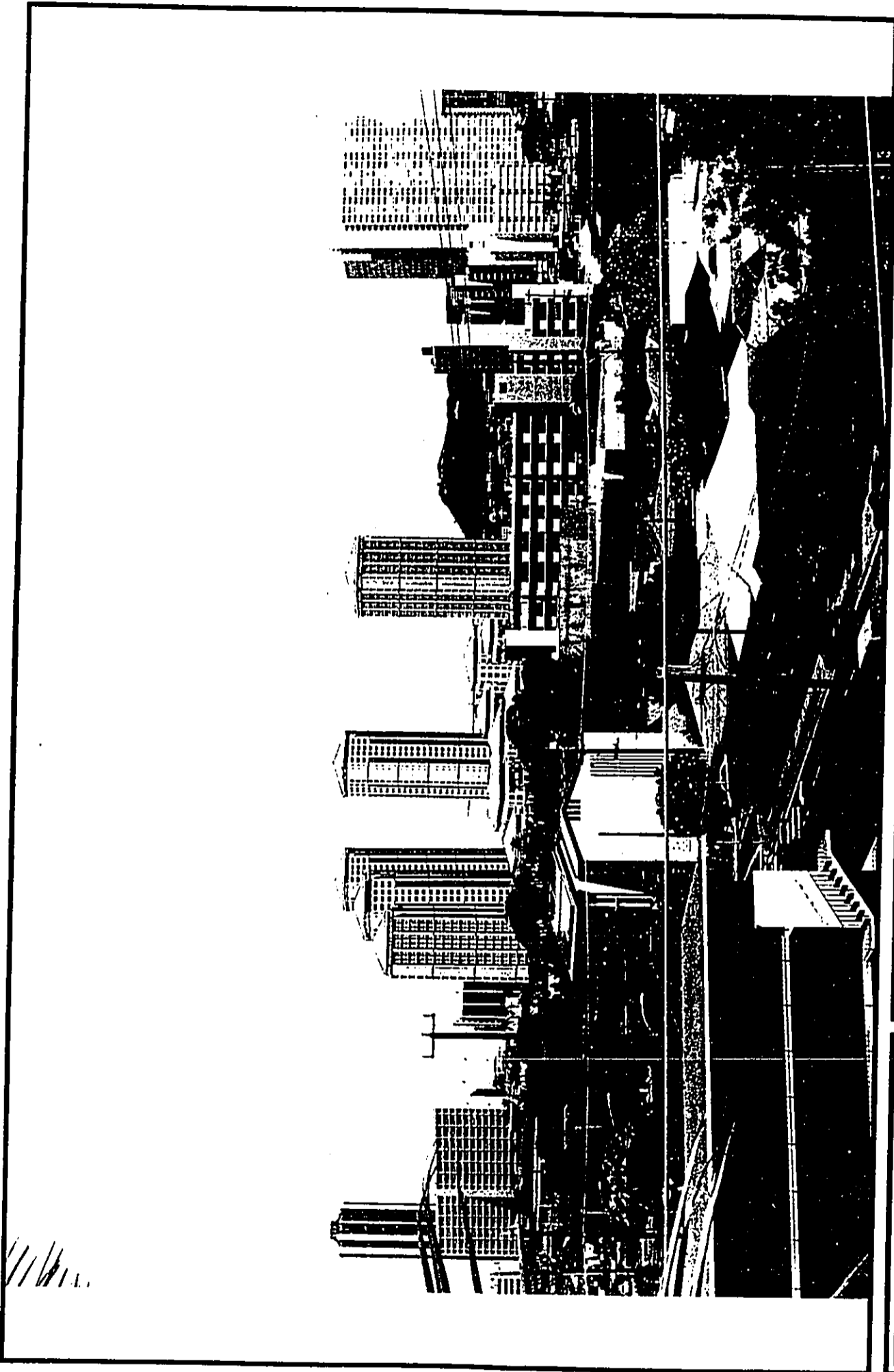
Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects



PAWAA
REDEVELOPMENT
PROJECT

Figure 33
EXISTING VIEW
FROM MCCULLY/MOILILI AREA

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects



P A W A A
REDEVELOPMENT
PROJECT

Figure 34
PROPOSED VIEW
FROM MCCULLY/MOILIILI AREA

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII
Prepared by: WILSON OKAMOTO & ASSOCIATES, INC
Source: Kober/Hanssen/Mitchell Architects

mid-rise towers adds to the elongated high-rise shadows, creating a high shading value in the late afternoon. Similarly for the adjacent sites, shading occurs up to 8:00 AM along the Keeaumoku Street frontage, and along the frontages of Beretania Street and Kaheka Lane from about 3:00 to 6:00 PM.

During the month of June, distinct shadow patterns within the project site occur from 6:00 AM to 8:00 AM and from 4:00 PM to 6:00 PM. The most intense shadows are cast either in the early morning hours or during the late afternoon, with minimal shading value between mid-morning and late afternoon. For adjacent areas, shading occurs up to 8:00 AM along the Keeaumoku Street and King Street frontages and from 3:00 PM to 6:00 PM along the Kaheka Lane frontage.

During the month of December, shadows are much more exaggerated due to the low sun angles. As a result, maximum on-site shading value occurs during the early morning and late afternoon due to the evenly spaced towers within the project site. At 2:00 PM, shading is extensive with most shadows being cast on adjacent buildings. At 4:00 PM, shading covers much of the project's built areas, leaving the existing landscaped grounds at the corner of King and Keeaumoku Streets and the adjacent open park space in direct sunlight. With the lower sun angles during the winter months, shadows are evenly cast along Keeaumoku Street, Beretania Street, and Kaheka Lane from about 8:00 AM through 4:00 PM. The frontages along Beretania Street to the north of the project site receive the greatest shading value between 10:00 AM and 4:00 PM.

The Pawaā Redevelopment Project will introduce shadows similar to those of the existing Banyan Tree Plaza and Hale Kaheka residential towers with a relatively even dispersment of daylight and shadow. In the context of energy conservation, any shading on adjacent buildings contributes to the reduction of heat gain and building operational costs. Given the need for energy conservation, any shading on buildings immediately adjacent to the project contributes to the reduction of heat gain and building operational costs.

13. SOCIO-ECONOMIC IMPACTS

A Social Impact Assessment study for the Pawaā Redevelopment Project area was conducted by Earthplan in July 1993 and is summarized in this section (see Appendix G). The study updates the initial Social Impact Assessment (SIA), herein referred to as the 1992 SIA, which was prepared for the Pawaā Redevelopment Project Draft Environmental Impact Statement dated June 1992. The current study assesses the community issues and potential social impacts resulting from the revised Pawaā Redevelopment Project.

mid-rise towers adds to the elongated high-rise shadows, creating a high shading value in the late afternoon. Similarly for the adjacent sites, shading occurs up to 8:00 AM along the Keeaumoku Street frontage, and along the frontages of Beretania Street and Kaheka Lane from about 3:00 to 6:00 PM.

During the month of June, distinct shadow patterns within the project site occur from 6:00 AM to 8:00 AM and from 4:00 PM to 6:00 PM. The most intense shadows are cast either in the early morning hours or during the late afternoon, with minimal shading value between mid-morning and late afternoon. For adjacent areas, shading occurs up to 8:00 AM along the Keeaumoku Street and King Street frontages and from 3:00 PM to 6:00 PM along the Kaheka Lane frontage.

During the month of December, shadows are much more exaggerated due to the low sun angles. As a result, maximum on-site shading value occurs during the early morning and late afternoon due to the evenly spaced towers within the project site. At 2:00 PM, shading is extensive with most shadows being cast on adjacent buildings. At 4:00 PM, shading covers much of the project's built areas, leaving the existing landscaped grounds at the corner of King and Keeaumoku Streets and the adjacent open park space in direct sunlight. With the lower sun angles during the winter months, shadows are evenly cast along Keeaumoku Street, Beretania Street, and Kaheka Lane from about 8:00 AM through 4:00 PM. The frontages along Beretania Street to the north of the project site receive the greatest shading value between 10:00 AM and 4:00 PM.

The Pawaa Redevelopment Project will introduce shadows similar to those of the existing Banyan Tree Plaza and Hale Kaheka residential towers with a relatively even dispersment of daylight and shadow. In the context of energy conservation, any shading on adjacent buildings contributes to the reduction of heat gain and building operational costs. Given the need for energy conservation, any shading on buildings immediately adjacent to the project contributes to the reduction of heat gain and building operational costs.

13. SOCIO-ECONOMIC IMPACTS

A Social Impact Assessment study for the Pawaa Redevelopment Project area was conducted by Earthplan in July 1993 and is summarized in this section (see Appendix G). The study updates the initial Social Impact Assessment (SIA), herein referred to as the 1992 SIA, which was prepared for the Pawaa Redevelopment Project Draft Environmental Impact Statement dated June 1992. The current study assesses the community issues and potential social impacts resulting from the revised Pawaa Redevelopment Project.

SECTION VI

ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

The project currently under review represents several departures from the previous plan which was assessed in the 1992 SIA. Revisions which are particularly relevant to this social impact assessment include:

- o A decrease in the project's land area by approximately 154,000 square feet. In decreasing the project site, the City is bypassing several privately-owned parcels and small businesses.
- o The current count of residential units represents an 18 percent decrease from the previous proposal of 2,148 units.
- o The office component has been eliminated.
- o Young Street will remain open.
- o Plans for the Kindergarten through Grade 2 public elementary school, including the school's playground, are more definitive.
- o On-site recreational amenities have increased with the addition of the gymnasium, thereby allowing for on-site active recreational activities.

A. MAJOR FORCES FOR CHANGE IN THE STUDY AREA

Current Development Activity In and Around the Study Area

Current and proposed development activities within the study area, as shown in Figure A of the Social Impact Assessment, are mostly privately-developed.

Adjacent to the project site is the development of the One Kalakaua condominium project located along Kalakaua Avenue between Beretania and Young Streets. The planned project will consist of a 15-story senior retirement condominium, including a 42-bed nursing wing and retail space. Construction is projected to begin in early 1994.

Within the study area, construction of The Courtyards at Punahou is in its final phase on the Bingham Tract School site. Thirty-four one- and two-bedroom residential units are being developed with construction anticipated for completion in September 1993.

The largest study area project being planned is the Keeaumoku Superblock, located one-half mile southwest of the Pawa Redevelopment site. The Keeaumoku Superblock encompasses approximately 10.5 acres bounded by Keeaumoku, Rycroft, Sheridan and

SECTION VI

ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

Makaloa Streets. Developer Keeaumoku Partners proposes to develop 400,000 square feet of retail space, 4,000 parking spaces, 460,000 square feet of office space, and more than 200 residential units. The project site is currently undergoing soil remediation. Construction is expected to begin in late 1994 and will occur over a three-year period.

In the makai-Ewa corner of the study area, Asahi Jyuken proposes to develop 1230 Kapiolani, a mixed-use high-rise complex. The project site is bounded by Piikoi, Pensacola and Kamaile Streets and Kapiolani Boulevard. The complex will offer a combination of residential units and commercial space. The construction date has not yet been determined.

Just outside of the study area, development activity along the Kapiolani Boulevard corridor includes the recently completed 1601 Kapiolani Boulevard which is currently being leased. The proposed Honolulu Convention Center at the old Aloha Motors site has received some City approvals, but the form and financial structure of the development continues to be discussed by the City and State.

Immediately Ewa of the study area, the Hawaii Community Development Authority is currently planning development of the twin-tower Hale Kewalo project at the former Kapiolani Community College site on Pensacola Street. The project will provide 538 affordable apartments, half of which will be faculty housing for the University of Hawaii.

Based on land transaction activity last year, there are indications of development interest near the project site. It is emphasized that specific plans have not been publicized at this time, and these activities are presented only to indicate possible development interest.

1. Mauka of the project site, Pflueger Acura recently entered into a year-to-year revocable agreement with lessee Foodland. This indicates a possible interest in site development.
2. Parcels in the vicinity of Cinerama Theater were recently purchased, although further plans are unknown.
3. A parcel located Ewa of Keeaumoku Street near Beretania Street was purchased by a financial institution. Plans for the parcel are unknown.

Possible Future Scenario Without the Pawaa Redevelopment Project

The Study Area is and will continue to undergo changes regardless whether the Pawaa project site is redeveloped. The following are possible changes which may occur:

1. Slow Pace of Development Along Kapiolani Boulevard and In Kakaako

Five years ago, Kapiolani Boulevard was termed the "Wilshire Boulevard of Honolulu". Today, some of the projects have been built, others are behind schedule and the "fevered pitch" of investor interest has cooled. However, if proposed projects such as the Honolulu Convention Center and the Asahi Jyuken project proceed, further development interest in the study area will be stimulated. The redevelopment of Kakaako may also increase development interest in the study area. The Hawaii Community Development Authority is offering incentives to interested developers to ensure that development continues throughout the Kakaako Community Development District.

2. Even Slower Pace of Development in the Interior Portions of the Study Area

The only major project being proposed in the interior portion of the study area is the Keeaumoku Superblock. As previously discussed, land transactions are occurring in the interior portions and near the project site, although no other plans have been proposed. It is possible that as the Keeaumoku Superblock becomes more of a reality, other developers will come forward with new proposals for the interior areas.

3. Gradual Change in Community Character

Although the isolated pocket of development would be somewhat consistent with the current land use pattern of the area, the overall character of the area would likely evolve. As individual parcels are developed, setbacks and open space requirements would change the storefront quality of some areas. Land use density will likely increase as developers and landowners seek to increase the value of their property. Further, community members and public officials are trying to limit hostess bars in the area. If successful, the character of Keeaumoku would change.

4. Change in Community Makeup

The residential projects proposed for the area are mostly luxury and upscale condominiums, likely bringing in people who are more affluent. Since most of the buyers of such units are residents of Oahu, the ethnic composition may change to be similar to the islandwide composition. Furthermore, the overall region may "become younger" with the introduction of more residents.

B. POTENTIAL SOCIAL IMPACTS OF THE PAWAA REDEVELOPMENT PROJECT**1. Residential Population**

The Pawaa Redevelopment Project would add approximately 1,768 residential units to the study area. Based on the 1990 study area's average household size of 1.92 persons and the islandwide average household size of 3.02 persons, the project would increase the study area population by approximately 3,395 to 5,339 persons. In terms of the overall Primary Urban Center (PUC) Development Plan area, the project would not contribute to a significant increase in population. The project would account for about 1 percent of the total 2010 population in the PUC.

In 1990, almost 18,000 people lived in the study area from Pensacola to McCully Streets and between the H-1 Freeway and Kapiolani Boulevard. If the project is developed as proposed, the study area population would increase by about 19 to 30 percent.

In comparison to the original project plan, the revised project has lessened the population impact by about 1,000 persons. This decrease is generally a positive one since there would be less demand for certain public services and facilities.

2. Character of the Neighborhood

The character of the neighborhood is an important social resource for people who live, work and own land in this area. The predominant uses, the impressions left on pedestrians and motorists, the physical characteristics, and social networks all contribute to the area's character.

The City and State propose to transform an area characterized by government structures and uses, low-rise office buildings and light industrial uses into a planned community. In a planned community, buildings are deliberately placed, the various project components are linked by pathways, and open space areas are well-manicured. What currently appears to be a non-conducive mixture of land uses will become an integrated urban community centering around a development concept which will be reflected in the architecture and design.

Essentially, the planned community will provide physical orderliness to this neighborhood. Depending on one's personal perspectives and taste, this transformation could be a social asset or a diminishing influence on this neighborhood.

The redevelopment of the project site may be welcomed by people who feel that the development would be an effective way to "clean up the area". These people may feel that a superblock would be more attractive, and with the provision of more open space at ground level, would not mind the taller buildings. They may see the opportunity for new experiences and new facilities on the site. Further, they may view this project as good business for the neighboring establishments which depend on walk-in business.

Some people have grown accustomed to the diversity of the adjacent and surrounding neighborhood. Others who like this place may have grown up in the area, been long-time customers of adjacent businesses, or prefer the low-rise informality of the present setting. Those interviewed for the 1992 SIA expressed a similar appreciation for the area's character.

The proposed project will affect the existing character of the neighborhood by introducing a planned development in the midst of this diverse neighborhood. This development will alter the way the area looks, and to some extent the vehicular patterns and pedestrian orientations, bring a contemporary focus. Further, the proposed project will increase the types of activity and intensify usage of the area.

It is emphasized, however, that the project's neighborhood impacts are considerably less under the current plan than the original project plan. The City and State have initiated major revisions which help mitigate impacts to the character of the area, such as:

- o. In re-siting the project site, the City and State have bypassed numerous small businesses which contribute to the ambience of the area. These retail and service establishments will remain and continue their functions.
- o. The project design calls for the establishment of storefront commercial establishments along King Street. While these obviously will differ from the existing businesses, they will be designed to be harmonious with the character of the existing neighborhood.

Given the indicators that properties in the vicinity of the project site may be developed in the future, such as the Keeaumoku Superblock and the One Kalakaua, the Pawaaw redevelopment may serve to facilitate the pace of development in the area. As the project proceeds through the land use approval and financing stages, nearby landowners and interested investors will likely position themselves to take advantage of the increased property values and capitalize on the economic potential. The informal storefront images and mom-and-pop stores will be replaced by office towers and commercial establishments. Although the present arrangement of land uses appear to have occurred

SECTION VI

arbitrarily, the new mixed-use areas will seem much more formal and have less opportunity for spontaneity.

3. Impacts of Specific Project Components

Residential: The primary social benefit of the Pawaia Redevelopment Project is the provision of affordable rental units. The project will offer two types of housing, including affordable rentals and market-rate condominium units.

The project's market assessment indicates that the current demand for affordable housing is estimated at 30,000 units. In the next five years, less than 10,000 housing units will be added to the housing stock even if all of the proposed housing projects were built. Evidence of the supply and demand imbalance is found in the number of applicants for affordable housing units for sale or rent. Typically, there are ten times more applicants than available units.

The proposed project will benefit islandwide residents by increasing the supply of affordable rental units. These rentals will provide a solution for families who are unable to afford to buy a home or have been unable to purchase an affordable unit due to the inadequate supply. Further, the affordable rentals will provide housing for people who choose to reside within urban Honolulu in proximity to major transportation corridors and employment generators.

Parking: Parking is a major problem in this community as indicated in the 1992 SIA interviews and in the analysis of Neighborhood Board minutes. The proposed project will address this problem by providing an approximately 2,897-stall on-site parking facility. If the parking rates are comparable to current rates, the project should help in alleviating the existing parking problem. Furthermore, existing businesses in the surrounding community may benefit from the on-site parking.

The project meets parking requirements, with the exception of the spaces allocated for the affordable housing component which will be less than that normally required by the City. According to City housing officials, this allocation was made due to their experience with other City Chinatown housing projects wherein residents have been using only 70 percent of the parking spaces allocated to them. It is noted, however, that the demographic make-up of the Chinatown facilities may differ from that of Pawaia. In Pawaia, 30 percent of the residential units will be allocated for families with low and moderate incomes, and another 30 percent will be for gap group incomes. In the Chinatown projects, however, there are a higher proportion of people with low-moderate

SECTION VI

**ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES**

incomes. The affordable units in the Pawaa Redevelopment Project will target a higher proportion of gap group families who may be able to afford automobiles.

Retail and Commercial Space: The project's commercial component is proposed to absorb certain retail and commercial operations currently serving the district and to incorporate uses that support the anticipated increase in the population base resulting from the project. The potential social impacts of the project's commercial component are as follows:

- o Business may increase for existing commercial and retail establishments in the surrounding areas. The project will increase the population density and, therefore, expose these businesses to more potential clientele.
- o The small business environment which prevails in the neighborhood will be altered with the introduction of a new shopping area. However, the adjacent "mom-and-pop" atmosphere will remain.
- o Since a primary intent of the project is to revitalize the area, the Pawaa development will likely increase property values in the area, or increase development pressures on surrounding parcels of land. Eventually, business rents in the area may increase, resulting in the displacement of some businesses.

Open Space, Recreational Facilities and Educational Facilities: The project's open space component will provide an attractive, visual relief from the structural environment. The open space areas may also be used for passive recreational activities. The existing landscaped grounds within the Department of Agriculture parcel and the planned landscaped area will also serve as outdoor alternatives for people to relax and get together. Present plans consider the one-level portion of the Department of Agriculture building to be used for a community center.

The recreational component of the proposed project comprises two parts. First, there is the community recreation center which centers around a multi-purpose gymnasium. Second, a recreation deck will be provided to serve the affordable housing component and will be available to the public. These facilities will benefit the on-site community by providing convenient amenities within the complex.

The proposed gymnasium will be a significant addition to the recreational facilities in the area, given that the study area has limited facilities and the proposed project will benefit the regional community. Since the project does not include outdoor active recreational

facilities, such as ballfields and ballcourts, competition for such facilities in the study area will increase.

The proposed Kindergarten through Grade 2 public elementary school will serve both on- and off-site residents, and will be an additional resource for the community.

4. Displacement

Direct impacts will result from the complete redevelopment of the project site. A total of 35 businesses will need to leave the site, including 33 which are located within Phase 1 of the project. Nineteen residential units will be removed, of which an estimated 37 residents will be displaced. All of the residences are scheduled for displacement in Phase 2 of the project. In addition, the State's Department of Agriculture and Department of Accounting and General Services are scheduled to be displaced as part of Phase 1.

The following businesses/tenants will be affected by the Pawa'a Redevelopment Project:

- o TMK: 2-4-05: 13
Keo's at King Street; Eve's Boutique; Electric Shaver Shop; Bete, Inc.; Creative Ads; and Arlean R. Lodge Acupuncture.
- o TMK: 2-4-05: 22
The Associates Financial Services; Hyotan Restaurant; Tropi-color Photo Labs; Miyagi Enterprise; Akane Enterprises Hawaii, Inc.; QMC Corp.; Headworks; Termite Inspection Reports Inc.; Sansei Design Architects; East West Global Tours; Bill T. Ho, Attorney; Peter Wachter Designs; CBI Inc.; World Century Inc.; Shin Investment; Merit Properties; Rocky's Limo Service; New Star Travel; Sunny Isles Properties; Ikeda Corp.; and four other businesses.
- o TMK: 2-4-05: 26
Meadow Gold Dairies Inc.
- o TMK: 2-4-05: 29
First Federal Savings and Loan Association
- o TMK: 2-4-05: 31
International Association of Machinists, and Davidson International Photography.

SECTION VI

ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES

- o TMK: 2-4-05: 46
Sign of the Crab

Social Impact: Project revisions have significantly reduced the magnitude of displacement impacts. Most of the businesses which would have previously been affected are now excluded from the project site, enabling continuation of their respective operations. Furthermore, six residential units are no longer part of the project site and will not be subject to demolition. Potential social impacts on the remaining displacees resulting from the proposed project are as follows:

- o **Moving and Change of Neighborhood:** The need to plan on moving and adjusting to a new neighborhood will create stress and anxiety for most residents, particularly if they have lived in this area for many years. Although they will receive assistance from the government, they will likely be concerned about the availability of another place to live.
- o **Disruption of Government Agencies and Businesses:** On-site business tenants will be disrupted by the redevelopment. In addition to experiencing economic impacts, business owners and operators will need to undergo a number of activities to relocate, including finding a new location which is comparable in rent. Their clientele's preferences and convenience will also be a contributing influence in this process. At least one business has special relocation needs.

Government agencies will be inconvenienced. In addition to undergoing all of the activities of private businesses, the State Department of Agriculture will need to find ways to provide continuous service to the public.

- o **Landowners and Condemnation:** Landowners will either have the option of friendly condemnation or have the court decide on a price for their parcel. Some landowners may view this as another business transaction. For other landowners, condemnation may mean having lands removed from the family ownership, or being unable to realize business ventures which have been planned for some time.
- o **Possibility of No Relocation:** The City and State are obligated to find a place of residence for the displaced residents. For the businesses, however, displacement does not necessarily mean relocation. Some business owners may find that they may not be able to afford another site

in the same location. Others may have been paying low rents for years and may be unable to afford current lease rates. Still others may choose not to relocate and may opt to retire instead or may simply not want to do business elsewhere.

Relocation Benefits: The Uniform Relocation Assistance and Real Property Acquisition Policies Act entitles all displaced persons to relocation services and payments. Although it is not anticipated at this time, in the event that Community Development Block Grant (CDBG) funds are used for the project, applicable Federal relocation regulations would apply. The Housing and Community Development Act of 1974, which governs all CDBG-funded relocations, requires that all low-moderate income dwelling units demolished or converted to other uses must be replaced on a one-for-one basis within three years, and must remain as low-moderate units for ten years.

Tenants and businesses who receive relocation benefits must be of record. Displaced residential tenants who lived in the unit at least 90 days before negotiation are entitled to have the City pay for moving expenses either through reimbursement or according to a graduated scale of payments based on the number of rooms. Such tenants can also receive down payment assistance payments or rental assistance. If a displaced tenant lived in the unit less than 90 days, he or she is entitled to moving expenses only.

Displaced businesses have two options. One option is to have the City reimburse all actually incurred and reasonable moving expenses. The other option is to be paid an amount equal to the average annual net earnings, before taxes for the last two years, not to exceed \$20,000.

The City is required to prepare a relocation plan prior to issuance of eviction notices. The plan must address the needs of all displacees, identify potential relocation sites, and state other benefits displacees are entitled to. Both residents and businesses are entitled to relocation services. These include determining the relocation needs of each displacee and providing assistance such as market or rental information and referrals to replacement housing or business sites.

5. Considerations for On-Site Social Interactions

The residential component of the Pawaa Redevelopment Project will target households in the low, moderate and gap group incomes, as well as those in the market-rate group. The target group is wide, and overall, the project will create a community which will provide opportunities for social and economic integration.

Full integration will occur in the affordable rental towers with residents of various backgrounds and different income levels. There will be no distinction based on income. Residents within the rental units will have an opportunity to interact with people of similar backgrounds, as well as with those who may have different social interests.

Income-wise, the market-rate towers will tend to be less heterogeneous. These residents will generally be in the upper income ranges. There is no evidence to indicate that specific social distinctions within these high-rise buildings will occur.

Thus, within each set of towers, there does not appear to be any inherent potential for social problems. Residents will likely have a sense of community within their own buildings, and there is likely to be vertical social integration.

In the overall community, or on a "horizontal" orientation, there is a potential for social conflict due to economic differences between the renters and the market-rate tower residents. The market-rate unit residents may have more recreational amenities than the renters, with less residents competing for those amenities. Further, the market-rate unit residents will have better views from the towers, and will have more parking spaces within a secured area. People may feel that these amenities are justified since the market-rate unit residents are paying for these privileges. Others, however, may resent the distinctions as they may not want to be excluded from the facilities.

Diversity in the overall housing mix is the key to working towards social integration. Currently, there are no for-sale units in the affordable component within the project. Thus, there will be two categories of residents at Pawaa, the renters and the market unit residents. The City and State will explore options to sell some of the affordable units to help bring residential stability to the affordable units, and to diversify the overall on-site housing mix.

6. Public Facilities and Services

Parks and Recreation: The project is in proximity to Cartwright Field and Makiki District Park. Cartwright Field contains one comfort station, one basketball court, one softball field, and play equipment. Makiki District Park is a major recreational resource for the Makiki community. The park contains several buildings for community activities and events, a library, four tennis courts, a basketball court, playing fields, and a community garden area. Both parks are within walking distance from the project site. The facilities at Washington Intermediate School, which is located within the block southeast of the project site, contains a playing field and ball courts which are often used by the general public during non-school hours.

SECTION VI

**ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES**

The project will increase the demand for recreational facilities by increasing the population by between 3,400 to 5,300 persons. A population of 5,000 persons should have a neighborhood park in the range of four to six acres. The City Department of Parks and Recreation standards indicate that a population of 5,000 persons should have basketball and volleyball courts, a softball field, and a comfort station within one-half mile of the site.

The project will partially mitigate impacts on recreational facilities by providing a multi-story gymnasium for the general public and a recreational deck for on-site residents. The project also includes large open spaces. This does not, however, alleviate pressures for the use of outdoor active recreational facilities, such as ball parks.

Educational Facilities: The Pawa'a Redevelopment will impact the public education facilities by increasing the student population of nearby schools. The project is estimated to generate an enrollment of about 216 Kindergarten through Grade 6 students, 74 seventh and eighth graders, and 115 high school-aged students. Primary and secondary public schools which service the project area include Kaahumanu Elementary School, Washington Intermediate School and McKinley High School. Kaahumanu Elementary, Washington Intermediate and McKinley High Schools are currently operating at capacity. The highest level of impact will be at the elementary school level. The inclusion of the Kindergarten through Grade 2 public elementary school within the project site will help to alleviate the impact of the project.

Previously, the Department of Education (DOE) recommended that the City and State construct classrooms to accommodate the projected secondary school enrollment. The Department of Education will actively participate in the planning and design phases of the on-site school facilities and necessary modifications will be incorporated to the extent possible. Further, the City and State will coordinate with the Department of Education to ensure that the needs of the students generated by the Pawa'a project are met.

Police Protection: The proposed project will increase the need for police protection services in the area as it will contribute to the area population and increase the density of people and activities. The City and State can partially mitigate this situation with the following:

- o Ease traffic during and after construction by measures, such as siting of driveways and avoid blocking intersections.
- o There should be appropriate signage to ensure construction and public safety during construction.

SECTION VI

**ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES**

- o The project should have on-site security personnel to monitor the different areas.
- o The project should be designed to minimize crime by featuring effective security devices and by avoiding secluded dark areas.

Fire Protection: Fire protection services will be impacted by the proposed project due to the increase in the density of people and activities and the extensive structural development. Impacts can be mitigated by complying with all fire code requirements.

Analysis: The anticipated increase in need for public services and facilities due to the redevelopment raises issues to be considered by the City and State.

- o **Implications of Creating a New Community**

The project will address a major need by adding a substantial number of affordable housing units to the housing supply. For some people, these units may be the difference between being homeless and having shelter. The project's housing component will therefore be a major social benefit for the State of Hawaii.

In providing a substantial number of housing units and other uses, the Pawaaw Redevelopment is also creating a planned community which could have 5,000 residents. These residents will have the same social needs as residents in a planned community in Ewa, including the need to go to school, to play, have spaces for leisure time, and to have social services.

The analysis of schools and parks indicates that the area's services and facilities are already strained. As previously indicated, major growth is anticipated in nearby Kakaako and along Kapiolani Boulevard. Unless existing facilities are expanded or new ones are added, the strain on such facilities will be increased.

The proposed project has made some effort to accommodate its residents' on-site needs, with the kindergarten through grade 2 public elementary school, open space and recreational facilities. These components, however, will only mitigate part of the impact. The regional cumulative impact, which is not just attributable to the Pawaaw project, has yet to be addressed. From a regional perspective, crowded schools, lack of playgrounds, no place to gather and socialize; these are environmental factors which are part of how one feels about oneself and relates to others. Ideally, most people will adapt to the limitations of dense urban areas.

SECTION VI

**ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES**

For those who are unable to adapt, continual frustrations about these daily needs could lead to social conflict and unrest.

The project's social impacts extend beyond the provision of housing. The Pawa'a Redevelopment Project needs to find ways to meet the other social needs of those who will live in this community and in the surrounding area.

o Coordination Within Government

Being developed as a government-initiated project through the joint effort of the City and State administrations, the Pawa'a Redevelopment Project has the opportunity to serve as an example of how a new urban community can work internally, yet function in the larger community.

The project is part of the regional growth planned for the Kakaako and Kapiolani Boulevard areas. The impacts of individual developments on public facilities should not be evaluated separately, but should be analyzed in the context of regional issues. There is a need for regional plans to indicate how the educational and recreational needs of future residents will be met; infrastructure plans also need to be developed so growth can occur in an orderly fashion. These plans should not be the efforts of individual departments, but should reflect the plans of the overall administration.

The Pawa'a Redevelopment has the potential to stimulate this type of internal coordination. It is recommended that the Pawa'a Redevelopment project team evolve into an interdisciplinary group which includes not just members of State and City housing agencies, but also representatives of agencies which will eventually serve the project residents, such as police, education, parks and public works. In planning for this project, which is a catalyst for further revitalization of the area, these public officials would also be planning for the growth of the overall region.

C. PRELIMINARY COMMUNITY ISSUES

Whereas social impacts are social changes which are likely to occur, social issues are reactions to community events, changes and problems. Issues change over time, as people's priorities and values change. The following represents an overview and analysis of issues related to the Pawa'a Redevelopment Project.

1. Community Interview Process

In both the 1992 current SIAs, interviews were conducted for issue identification and analysis. This type of analysis assists both the developer and policy makers in ascertaining community reaction to a project, and in assessing the need and types of mitigation which may be acceptable to the community.

The interview process for the current SIA was modified primarily to follow-up with previous interviewees to compare previous issues to concerns which relate to the current plan. As such, the current SIA interviews were conducted to "test" the extent to which project revisions addressed previous concerns.

1992 SIA Interviews: In the 1992 SIA, a total of 54 interviews were conducted with people who lived or worked on or near the project site, or who were active in regional affairs. To identify a broad range of concerns on the Pawaia Redevelopment effort, the selection of people was based on achieving a cross-section of interests.

Interviews Conducted for the Current SIA: A total of 31 people were interviewed for the current SIA, most of whom were interviewed for the 1992 SIA. These interviewees represented the same categories as in the 1992 SIA, including off-site businesses, on-site residences, residents of nearby apartments, and members of three Neighborhood Boards. Some of those interviewed were members of the advisory committee convened by the City to address community concerns.

2. Independent Community Issues

The current SIA included a review and analysis of Neighborhood Board minutes to understand some of the issues and concerns addressed by the residential communities. The project site is located in the Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10. The review included minutes of meetings from January 1991 through May 1993. Because of the project sites' proximity to other Neighborhood Board areas, minutes of meetings within the same period were reviewed for the McCully/Moiliili Neighborhood Board No. 8 and the Ala Moana/Kakaako Neighborhood Board No. 11.

The Makiki/Lower Punchbowl/Tantalus Neighborhood Board addresses issues relating to both the urban and the natural environment. Members are supportive of change, but also stress the need to retain the neighborhood qualities of the different areas. Frequent issues covered over the last year included the Makiki District Park, development and maintenance of undeveloped areas, and development proposals such as the Pawaia Redevelopment Project and the proposed Hale Kewalo project.

The McCully/Moiliili Neighborhood Board deals with issues related to the region's relationship with other areas, particularly Waikiki. This Board has been supportive of social service efforts through its support of the Philip Street Elderly Housing and the Hale Pua complex for homeless single parents. Frequent issues covered over the last year included Waikiki development, traffic and circulation patterns, and public projects such as the bikeway extension to Kapiolani Boulevard and the University of Hawaii Special Events Arena.

The Ala Moana/Kakaako Neighborhood Board is a community in transition and must constantly deal with change. The Hawaii Community Development Authority is present at most meetings to discuss new projects in Kakaako. Frequent issues over the past year are the Ala Moana Park; Kakaako Redevelopment such as the Hale Kewalo, Keeaumoku Superblock, and the Pawaa Redevelopment projects; and parking and traffic.

3. Issues Raised in the 1992 SIA

1992 SIA ISSUES RAISED BY BUSINESS AND LANDOWNERS

Good Things About the Existing Community: The most common positive aspect of the existing community is its location and proximity to Ala Moana, Downtown and Waikiki, and major transportation corridors. Other advantages cited are the relatively low-density area despite its proximity, and low rent.

Problems in the Existing Community: Problems identified include the inadequate number of parking spaces, loitering in parking lots both on- and off-site, and the high business rents due to convenience and proximity to major transportation corridors. A problem which has concerned business people in the area has been an uncertain future. Business owners claimed that it was difficult for them to rent out space because prospective tenants heard about the Pawaa Redevelopment efforts. On-site businesses also put their own plans for improvement on hold due to uncertainty with respect to the proposed project.

PAWAA REDEVELOPMENT

In the 1992 SIA, on-site business tenants and landowners unanimously felt that the original project had no positive or redeeming value. Off-site businesses felt that the project might improve the appearance of the area, and possibly increase their own business. These comments were few, however, and people generally focused on what they felt were the negative aspects of the original Pawaa Redevelopment Plan.

Specific issues raised by business people in the 1992 SIA are:

Displacement and Condemnation: All of the on-site business interests opposed having to leave their present location, or having to sell their land. Others also questioned the legality of the condemnation process, resenting having their businesses and lands condemned so that other businesses in the new commercial complex can take their place.

Attitude Toward Government: Both on- and off-site business people felt that the project symbolized the insensitivity and arrogance of "government". Basic to this negative attitude was general skepticism about the efficiency of bureaucracy and the responsiveness of elected officials.

Community Input Process: Those interviewed felt that the community input process prior to the 1992 SIA had been inadequate, citing inadequate follow-up efforts after initial project meetings and the infrequent contact made with respective individuals. The business people also tended to believe that public officials would proceed with the original project, regardless of community input.

Traffic and Parking: Surrounding businesses expressed concern with the magnitude of the project, indicating that the shopping area and residential uses will increase traffic beyond the capacity of the roadways. They also felt that the on-site parking spaces would not adequately meet the increased need for parking.

New Residents: Off-site business people were concerned with their perception of the new residents, expressing apprehension about having "low-income people" move into this community, particularly as related to property values and crime.

Need for Project Amenities: Although those interviewed agreed that housing was a priority, disagreement was expressed with the extent of amenities because the project was perceived as "low-income" housing development.

Increased Business Rents and Possible Increase in Business: Off-site businesses saw the potential for more business due to the increase in residents, although they feared that land values will increase and subsequently increase business rents.

1992 SIA ISSUES RAISED BY RESIDENTS AND COMMUNITY ORGANIZATIONS

Good Things About the Existing Community: Residents generally liked living in this area, citing convenience as the major plus. Elderly people were especially appreciative that the area is near bus lines and shopping centers. Community organization members

liked the neighborhood quality of Pawaa, feeling that the area offered "a sense of history".

Problems in the Existing Community: Traffic was identified as a major problem for residents and Neighborhood Board members alike. They also expressed concern with the increase in personal crime, loitering, changes in the neighborhood, and lack of recreational areas.

PAWAA REDEVELOPMENT

In the 1992 SIA, residents and Neighborhood Board members tended to be slightly more optimistic about the project than the business people. They believed that the Pawaa Redevelopment will upgrade the overall area, and would improve the visual appearance. The on-site residents did see some good in the project, but they were more apprehensive about being displaced.

The following are issues raised by residents and Neighborhood Board members:

Increase in Density: Concern was expressed about adding a shopping area and the large number of residential units to the area. Concern was also expressed that the project would increase traffic and crowd schools and parks. The project's impacts on the sewage and water system were also of concern.

Change in the Area's Character: For those who like the area the way it is, the project meant destruction of the neighborhood. They expected that the project would change the visual character, and would remove the ground level commercial.

Community Input: Neighborhood Board members felt that the project team members did not really work with the community, even though the City and State expressed interest in doing so. They indicated that plans have not been modified to incorporate previous Board input, nor were there follow-up responses until very recently.

Project Design: Both residents and Neighborhood Board members did not want to see very tall buildings on this site and felt that the current height limit should be enforced. More open space was suggested. It was also suggested that the affordable units should be available for sale, as well as for rent. The City was also strongly urged to keep Young Street open.

Role of Government in Development: Although these informants were not as critical of government as the business people, it was felt that government should be building

SECTION VI

ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

affordable housing and not be involved in the development of either market residential units, a shopping center, or an office building. Another perception was that City and State officials are being unfair to the on-site landowners and businesses. They felt that government should not be able to condemn land to build competitive commercial establishments.

Construction: Nearby residents were concerned about the inconvenience and pollution associated with construction activities.

Effect on Property Values: Nearby residents hoped that the project would increase property values, but were concerned that this might not occur because of the affordable "low-mod" rentals.

INITIAL NEIGHBORHOOD BOARD ISSUES

The Makiki/Lower Punchbowl/Tantalus and the McCully/Moiliili Neighborhood Boards both took positions on the project prior to the publication of the 1992 SIA. Concerns of the Makiki/Lower Punchbowl/Tantalus Neighborhood Board included:

- o setting precedence for increasing height limits;
- o the effects of closing a portion of Young Street;
- o retention of street-level business;
- o the relocation of on-site businesses and residents in the new Pawaā project;
- o providing opportunities for landowners whose land will be condemned to own a condominium element in the new project;
- o base appraisals on recent comparable sales and not income flow; and
- o the deletion of the portion of the project Diamond Head of Kaheka street and mauka of Young Street.

The McCully/Moiliili Neighborhood Board wanted the EIS to disclose how the project will affect McCully and Moiliili communities, particularly in the areas of traffic, air quality and noise impacts.

4. Current Issues Related to the Pawaā Redevelopment

COMMUNITY PROCESS SUBSEQUENT TO THE 1992 SIA

Due to strong concerns expressed by community groups and on-site businesses to the original Pawaā Redevelopment plan, the City established a Community Advisory

SECTION VI

ANTICIPATED IMPACTS AND
PROPOSED MITIGATION MEASURES

Committee subsequent to publication of the project's Draft Environmental Impact Statement. The committee is comprised of 18 individuals consisting of landowners, tenants, legislative representatives, Neighborhood Board representatives, and public officials. Several meetings were convened, during which the following project-related issues were identified by the committee:

- o No forced acquisition
- o Reduce number of units
- o Provide affordable housing
- o Retain Heritage Park
- o Retain Young Street
- o Reduce building heights
- o Preserve Department of Agriculture building
- o Retain street front commercial
- o Incorporate recreation space
- o Incorporate Young Street bike route.

Subsequently, the City, State and the advisory committee evaluated three alternatives which addressed each issue to an extent. One alternative was the development of only the City- and State-owned parcels. Another was the development of City- and State-owned parcels without commercial space. The third alternative was to omit all parcels Diamond Head of the former police station and parking lot.

In 1993, the committee strongly favored the latter alternative. It was felt that this plan, upon which this report is based, addressed all of the issues of the committee.

ISSUES RAISED DURING THIS REPORT'S INTERVIEWS

In interviews conducted for this report, the prevailing sentiment is that the revised plan is a major improvement over the previous proposal. There was a strong sense of satisfaction, especially among those who served on the advisory committee. Specific positive aspects of the project cited are as follows:

Retention of Some Privately-Owned Lands: Those who were previously targeted for displacement expressed great relief at not having their properties condemned and felt this was a definite win-win situation.

Reduction of Residential Density and Commercial Space, and Elimination of Office Space: As a major issue in the 1992 SIA was the magnitude of the original residential component, reducing the number of units was therefore seen as an improvement. There

was agreement that affordable housing is needed, and no one wanted to see a further reduction in the residential density. The reduction in commercial space and the elimination of office space was also viewed as a positive move.

Keeping Young Street Open: Both business and resident informants were pleased that Young Street would remain a thoroughfare. They felt that this would lessen disruption and would continue easy access to nearby shops.

Recreation and Open Space: As it was often indicated that the region needs more open areas, organizational members and residents were impressed that the City was including a gymnasium and keeping open space as a major feature.

Community Dialogue Process: All those who were familiar with the advisory committee expressed strong appreciation for the process itself. They praised the City's willingness to look at options and continue its dialogue with the community.

Negative reactions were few and relatively mild. Half of those interviewed felt that there were no problems with the revised plan. They felt that the plan incorporates their previous concerns to the extent possible. The remaining half expressed concerns about the current project, but did not indicate that these concerns were severe enough to stop or oppose the project. These concerns are as follows:

Security and Safety of the Underground Portion of Young Street: Two people were concerned that the underground portion of the proposed project would not be a secure area. It was felt that the entrances to the project need to be monitored and secured since general traffic will be allowed to traverse through the middle of the project.

Mixed Reactions About the Commercial Component: Although it was still felt that the City should not be developing commercial projects, those interviewed felt that the down-scaling of the original commercial portion was generally acceptable. Two people preferred more commercial activities on-site.

Displacement and Condemnation Impacts: There are still concerns that government should not be condemning private lands. With the elimination of the privately-owned parcels located Diamond Head of the project site, this concern is less frequent.

Those who will be displaced tended to be more pragmatic in their outlook. Their perspective was not so much based on principle (i.e., government has no right to condemn private land), but rather on practical matters. It was also mentioned that the

lack of a schedule from the City made it difficult to plan for relocation. Further, some of those to be displaced have special needs.

Financial Feasibility: It was felt that the Draft Environment Impact Statement did not have an adequate discussion of the project's financial feasibility. Given the major changes in the revised plan, it was noted that such information is even more crucial.

Other Issues Which Are Consistent with the 1992 SIA: Those interviewed felt that traffic will still be worse in spite of the density decrease. They indicated that infrastructure and public facilities are already strained, and that the increased density resulting from the project would be a major contributor to this problem. There was both concern and anticipation regarding possible increases in land values of nearby properties. Furthermore, two people were concerned about the addition of government-sponsored housing in this area, fearing an increase in crime.

Those interviewed indicated no trend or consistent area of suggestions for improving the revised plan. The following is a summary of responses:

- o Go back to the original plan.
- o Make sure the recreation center is accessible to the general public.
- o Mix the affordable units with the market units.
- o Increase the residential units.
- o Increase the commercial space.
- o Build on government property first, and then see if this requires expanding to privately-owned lands.

For the most part, on-site residents felt that the project was good for the overall community and they were resigned to eventually moving. They did not seem upset at the potential displacement, but rather noted that " it was a matter of time". They expressed concern about finding comparable housing with the same level of convenience, and hoped that the City would assist them in relocation.

5. Analysis of Project-Related Issues

The Pawaa Redevelopment Project has been highly visible, one which elicited strong community reaction, both positive and negative. The following is an analysis of reactions and issues raised by on-site and surrounding businesses, and on-site and nearby residents.

1. The Revised Plan is Much More Acceptable to the Community

The revised plan appears to address community concerns. Organizational positions and information received in interviews indicate a very positive reception of the Pawaa Redevelopment plan. There are far fewer issues, and the strength of concern has diminished greatly.

It should be noted that at the time of the interviews, the informants were under the impression that the commercial component was significantly smaller than that currently proposed. It is possible that overall reaction to the plan may shift, particularly if the community believes that the lower figure was supplied merely to appease concerns.

2. The "Win-Win Plan" is the Result of an Effective Cooperative Planning Effort

Initially, there was suspicion regarding the intent and practices of public officials and government agency people on this project. There was a sense that "government will do whatever it wants" and that "there's nothing we can do about it". The controversy regarding displacement and property condemnation serves to heighten these feelings.

The community advisory committee and the City has effectively lessened these criticisms by working together to solve problems. The various committee members, City representatives and consultants spent many hours trying to reach compromise and the revised plan reflects the flexibility and openness of the various parties.

3. The Needs of the Remaining Displacees Should Still be given High Priority

There was a strong sense among those interviewed that everything is fine, that all is well. This is particularly so with those whose properties were excluded from the project site, and also prevalent among those who participated in the advisory committee.

It is stressed, however, that several businesses and residents will need to be relocated to implement the project. These people will need community support, and the advisory committee and Neighborhood Boards should monitor their progress to ensure that relocation occurs in a manner acceptable to all parties.

ALTERNATIVES TO THE PROPOSED ACTION

VII. ALTERNATIVES TO THE PROPOSED ACTION

Alternatives to the proposed action were developed and evaluated against the planning objectives of the City and State for the Pawa'a Redevelopment Project. As stated in Section I, the objectives of the proposed action are as follows: 1) optimize land uses and urban design, 2) maximize affordable housing; 3) achieve financial feasibility; and 4) conform to existing zoning densities.

A. NO ACTION ALTERNATIVE

Under the no-action alternative, there will be continued use of the State-owned parcels by the respective agencies. The recent vacancies by the respective City agencies from the Pawa'a Annex building and the City-owned parcel located within the project's makai block would afford an opportunity for the City to possibly develop special needs housing or other facilities as required by various City agencies. The Police Department's Vehicle Maintenance Division is tentatively scheduled to vacate their site within the project's makai block by mid-1994. The adjacent eight (8) privately-owned parcels within the project site will continue to be used by the landowners and tenants, retaining existing commercial and retail establishments and apartment units.

Given the impending vacancy by the Police Department's Vehicle Maintenance Division and the numbers and relatively small land areas of privately-owned parcels, it is probable that the area would continue to be underutilized. Construction-related environmental impacts, including those to traffic, air and noise, would be avoided. Furthermore, the high initial costs to construct the development would be avoided. However, the important benefits of the project would not be realized. These benefits include:

- o Provision of approximately 1,768 residential units in close proximity to public transportation and major employment and service destinations, including the provision of approximately 1,061 affordable rental units for gap group and low and moderate income households;
- o Provision of approximately 145,000 square feet of commercial/retail space to support the residential component of the development as well as serve the surrounding community;
- o Provision of a community recreation center and a Kindergarten through Grade 2 public elementary school to serve the needs of the residents and surrounding community;

SECTION VII

ALTERNATIVES TO THE PROPOSED ACTION

- o Provision of approximately 2,897 on-site parking stalls to replace existing parking and to adequately accommodate the parking needs of the project residents and commercial/retail establishments; and
- o Provision of increased open areas providing residents passive recreational opportunities and visual relief from the surrounding urban development.

City and County of Honolulu plans call for the development of the primary urban core to the fullest extent practicable to encourage urban growth in existing urban areas and to utilize existing resources efficiently. The no-action alternative would result in the reprogramming of project funds to other sites elsewhere. Further, it would continue to allow underutilization of valuable, highly visible parcels in the Makiki District of Honolulu, resulting in the loss of potential economic benefits to businesses in the area and tax revenues for the State and County governments.

B. ALTERNATIVE LOCATIONS

The development of the project at another location in the vicinity was not considered. The feasibility of redeveloping the Pawa project site is inherent in that approximately 66 percent of the site is currently owned by the City and State. The relocation of the Honolulu Police Department District 1 headquarters, the City's Health Services Division, and the City's Fire Department administrative division from the Pawa Annex building, the relocation of the Police Department's Juvenile Detention Center and radio shop from the makai parcel, and the planned relocation of the Police Department's Vehicle Maintenance Division from the makai block by mid-1994 affords an opportunity to revitalize the area through the proposed project. Further, the location of the site is well-suited for the proposed mid-town residential and commercial mixed-use redevelopment due to its proximity to community services, parks, schools, health and medical institutions, and public transportation.

C. ALTERNATIVE BUILDING HEIGHT LIMITS

A building height analysis and massing study of the Pawa project site was conducted prior to developing the plan currently under review. The study included an assessment of the building setbacks and allowable building envelopes for height limits of 150 feet, 250 feet, and 350 feet. The 350-foot height limit was proposed for the original master plan concept which was assessed in the Pawa Redevelopment Project Draft Environmental Impact Statement dated June 1992.

The basic setbacks and program height requirements were illustrated in diagrams of allowable building envelopes for four site options, each at the three height limits. These

envelopes assumed the development rights over Young Street. The four site options included: 1) development of the City- and State-owned parcels and three immediately adjacent privately-owned parcels for a contiguous site development (TMKs: 2-4-05: 13, 14, 18, 19, 21, 22, 23, and 31), and development rights over a portion of Young Street; 2) development of the City- and State-owned parcels and ten adjacent privately-owned parcels for a contiguous site development (TMKs: 2-4-05: 5 through 8, 13, 14, 18, 19, 21, 22, 23, 26, 27, 28, 31, and 46); and development rights over Kaheka Lane and a portion of Young Street; 3) development of the City- and State-owned parcels and fourteen adjacent privately-owned parcels for a contiguous site development (TMKs: 2-4-05: 5 through 8, 13, 14, 18, 19, 20 through 26, 27, 28, 29, 31, and 46), and development rights over Kaheka Lane and a portion of Young Street; and 4) development of the entire two-block site bounded by King, Beretania and Keeaumoku Streets and Kalakaua Avenue, including development rights over Young Street and Kaheka Lane (TMKs: 2-4-05: 1, 2, 4 through 8, 10, 13, 14, 18, 19, 20 through 26, 27, 28, 29, 31, 46, and 48).

Massing models were also developed and configured based on the allowable building envelopes of the original Pawaaw Redevelopment Project master plan concept. Figures 35 and 35-A show the massing models of the original master plan which are representative of the three alternative building height limits. The massing models were also proportionately assessed with respect to the other three site options.

Upon evaluation of specific criteria established for assessment of the three building height limits, the 350-foot height limit was selected essentially on the basis of providing flexibility in development phasing, optimizing open space and landscaping, and minimizing street wall solutions.

Due to concerns expressed by the community to the 350-foot height limit, the current project's height limit was subsequently revised to 300 feet. The basis of the building height analysis and massing study was re-evaluated with respect to the plan currently under review with the maximum height limit of 300 feet.

With the number of affordable rental units, supportive market-rate units, and commercial/retail space programmed for the project, development of the project within the 150-foot and 250-foot height limits would result in a densely-built environment with minimal open space. The lower height limits would not allow for maximum development flexibility and would afford minimum mass-to-open space ratios both at ground level and at the higher elevations. The creation of open street frontages would be highly improbable. The provision of maximum landscaped open space to satisfy the passive recreational needs of the residents will not be possible, resulting in a less desirable urban environment. The creation of massing variations across the site is highly improbable.



150-Ft



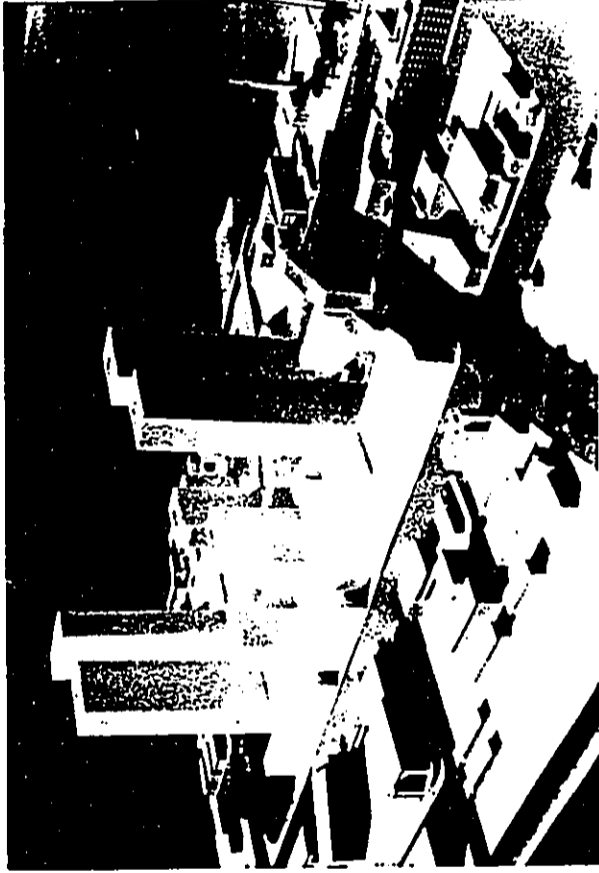
250-Ft

PAWAA
REDEVELOPMENT
PROJECT

Figure 35
Massing Models For 150-Ft
and 250-Ft Heights

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC



350-Ft

PAWAA
REDEVELOPMENT
PROJECT

Figure 35-A
Massing Model For
350-Ft Height

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

with the 150-foot height limit. This height limit also restricts the siting of buildings in order to afford project residents mauka-makai views, as well as maintain mauka-makai view channels throughout the site. Based on the previously mentioned evaluation of alternative building heights, development of the current project at a maximum height of 150 feet and 250 feet, respectively, was rejected.

The 300-foot height limit proposed for the current development optimizes open space and minimizes street wall solutions. The height limit further offers the highest potential for flexibility in development and allows for the creation of massing variations across the project site, particularly with the reduction in the number of high-rise towers from the original master plan.

D. COMMERCIAL FRONTAGE ALONG BERETANIA AND KEEAUMOKU STREETS

A land use concept plan was developed as part of the preliminary master planning process which considered the location of street shops along the Beretania Street frontage. While the existing uses along Beretania Street reflect a mixture of residential and commercial uses, the future trend indicates a predominance of residential development. Residential uses in the immediate vicinity include the existing Banyan Tree Plaza and Admiral Thomas condominiums and the Queen Victoria condominium. Furthermore, the existing street level commercial establishments along Beretania Street would not likely stimulate a high level of pedestrian activity due to the nature of the existing uses along its mauka frontage. Such uses include two service stations, a car dealership, a supermarket, and a church. There is some indication that the car dealership and supermarket sites will be redeveloped into a residential complex, further reinforcing the residential character along Beretania Street. The types of existing commercial establishments along Beretania Street, however, provide a logical street frontage siting for the project's supermarket.

Commercial frontage along Keeaumoku Street would be limited to the area between Young and Beretania Streets due to the preservation of the existing landscaped grounds at the corner of King and Keeaumoku Streets. Given the existing open space and the residential orientation along the project's Beretania Street frontage, contiguous residential use along Keeaumoku Street is most feasible.

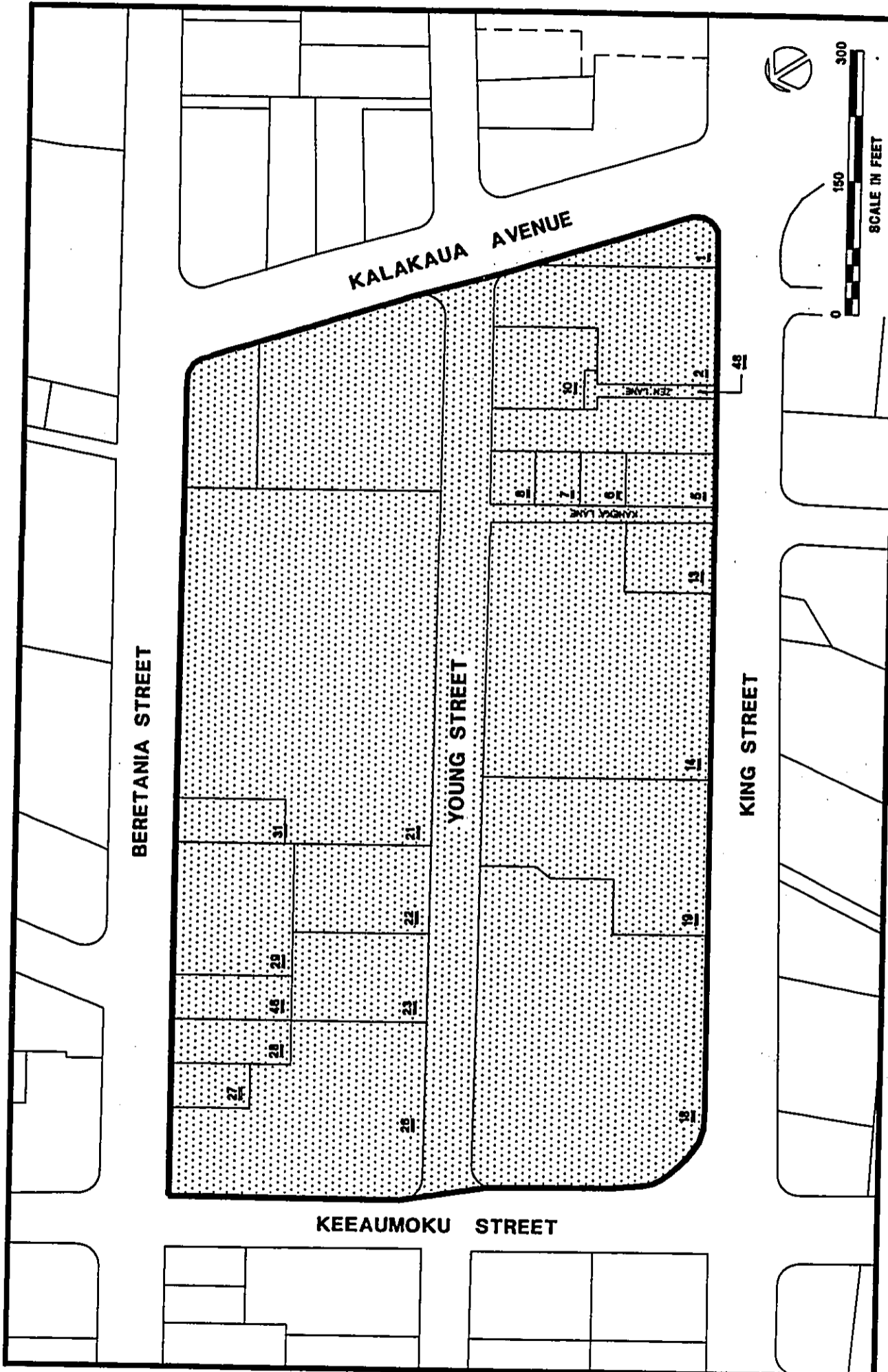
Current and future commercial/retail type of uses along the King Street corridor suggest the street's frontage as a logical location for the project's commercial/retail component. Siting of the project's commercial/retail component along King Street is intended to strengthen and enhance the existing retail activities along the street.

E. DEVELOPMENT OF THE ENTIRE TWO-BLOCK AREA BOUNDED BY KING, KEEAUMOKU AND BERETANIA STREETS AND KALAKAUA AVENUE

The original Pawa Redevlopment Project master plan concept, which encompassed the entire two-block area bounded by King, Keeaumoku and Beretania Streets and Kalakaua Avenue, was developed by the City and State in 1992. The plan included most of the land use components which are included in the plan currently under review, although in an increased allocation.

During the course of the planning process leading up to the project's original master plan, alternative master plan concepts were developed. Using the then-established building program as a basis, three concepts were developed during a three-day public charette held in June 1991. Standard design parameters incorporated into each concept included development within the previously proposed 350-foot height limit, maximum open space, inclusion of the one-level portion of the stone building and existing landscaped grounds of the State Department of Agriculture parcel, and inclusion of Young Street for development purposes. Upon further evaluation of the three concepts, one concept was selected by the City and State on the basis that it provided for maximum open landscaped areas. Further refinement of the selected concept was undertaken toward development of the original master plan. Subsequently, an Environmental Impact Statement Preparation Notice and a Draft Environmental Impact Statement were prepared for the original Pawa Redevlopment Project master plan and filed with the State Office of Environmental Quality Control (OEQC) in November 1991 and June 1992, respectively. An Addendum to the Draft Environmental Impact Statement, which included the Market Assessments and Development Program for the Pawa Redevlopment Project, was subsequently prepared and published in the State OEQC Bulletin on July 23, 1992. The following is an overview of the original master plan and its beneficial and adverse impacts.

The original master plan developed for the Pawa Redevlopment Project would be a mixed-use residential, commercial office/retail, and community service/day care facility development proposed for the two block area bounded by Kalakaua Avenue and King, Keeaumoku and Beretania Streets (see Figure 36). The redevelopment would consolidate all parcels within the approximately 600,793 square-foot two block site, including five (5) City- and State-owned parcels and 19 individual privately-owned parcels, to create a mixed-use and mixed-income urban community. The development would also propose the closure of Young Street between Keeaumoku Street and Kalakaua Avenue to allow for a contiguous development (see Figure 37). The entire project would be developed within the 350-foot height limit proposed for the site.



PAWAA
 REDEVELOPMENT
 PROJECT

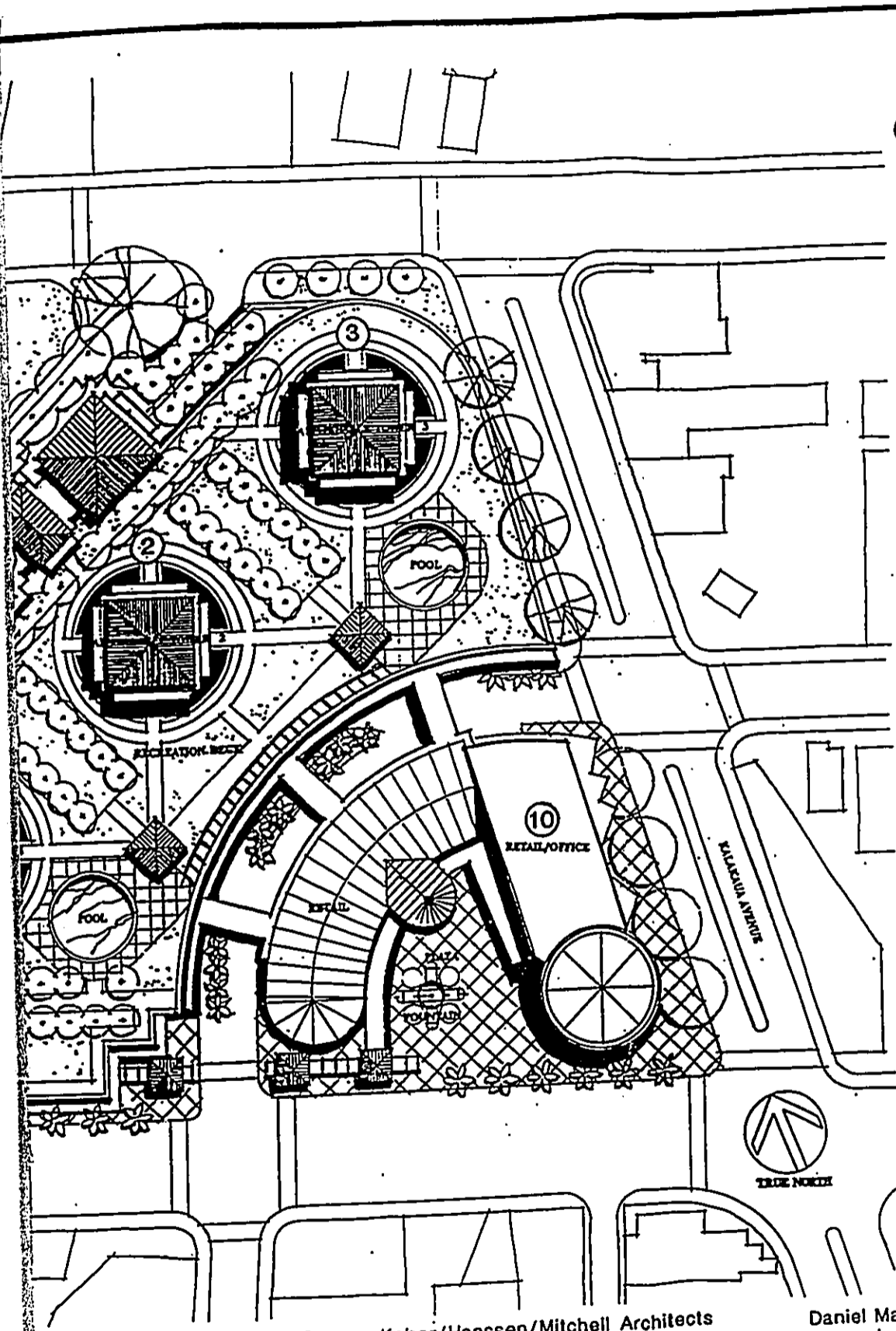
Figure 36
TAX MAP 2-4-05

Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII

Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

LEGEND

- ① Affordable High-Rise Residential Tower
- ② Affordable High-Rise Residential Tower
- ③ Affordable High-Rise Residential Tower
- ④ Affordable Mid-Rise Residential Tower
- ⑤ Affordable Mid-Rise Residential Tower
- ⑥ Market-Rate High-Rise Residential Tower
- ⑦ Market-Rate High-Rise Residential Tower
- ⑧ Market-Rate High-Rise Residential Tower
- ⑨ Community Facility
- ⑩ Commercial Office/Retail Complex



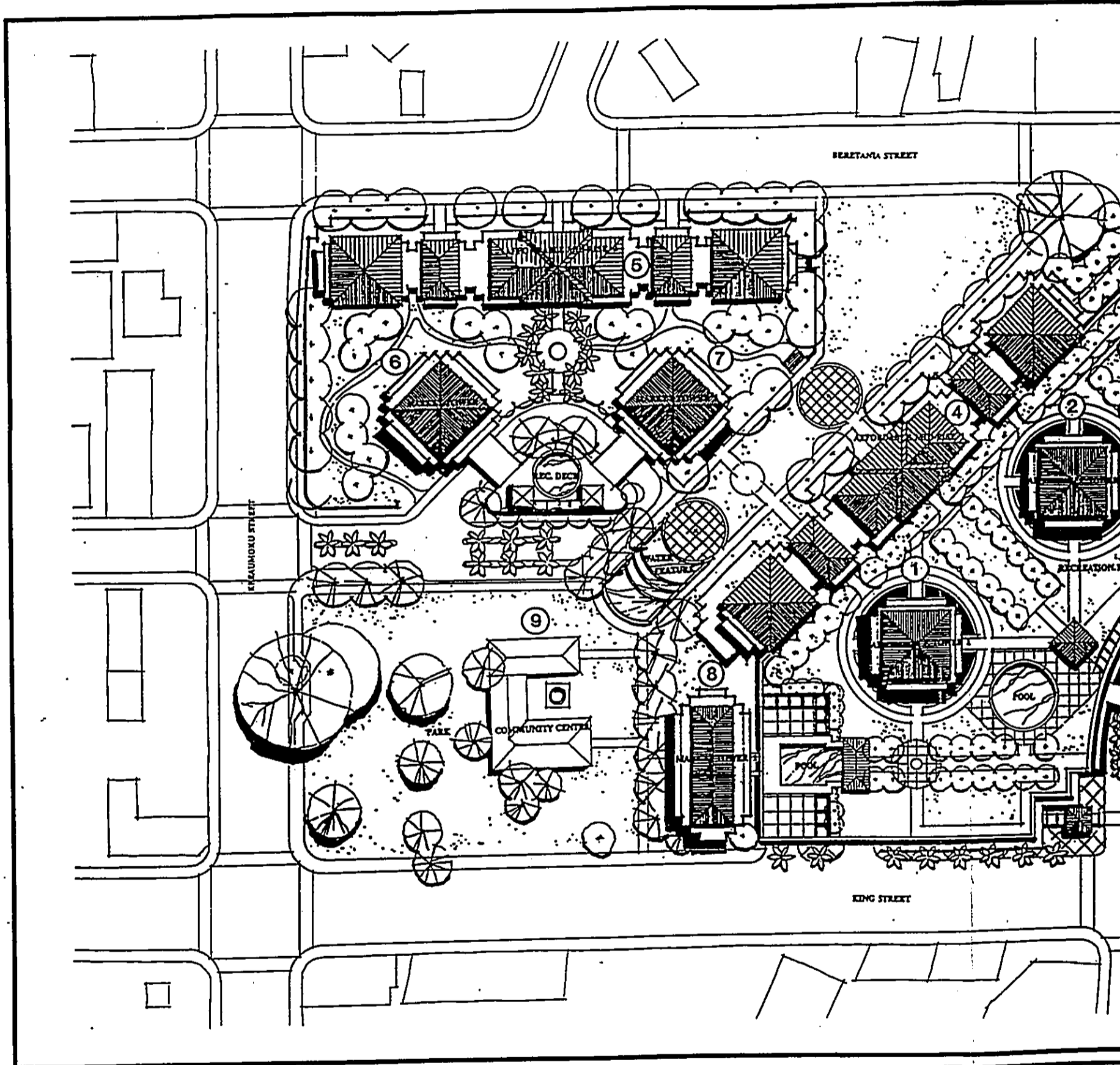
Source: Kober/Hanssen/Mitchell Architects

Daniel Mann Johnson Mendenhall Hawaii

Prepared for: DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
HOUSING FINANCE AND DEVELOPMENT CORPORATION
STATE OF HAWAII

Prepared by: WILSON OKAMOTO & ASSOCIATES, INC

AN-1992



PAWAA
 REDEVELOPMENT
 PROJECT

Figure 37
 ORIGINAL SITE PLAN-1992

Major elements of the original redevelopment plan included:

- o Approximately 2,148 residential units located within six high-rise residential towers and two mid-rise residential towers.

Sixty (60) percent of the residential units, or approximately 1,290 units, would be designated as affordable rental units. Approximately half of the affordable rental units would be offered to gap group households earning between 81 and 120 percent of the median income. The remaining half of the affordable rental units would be rented to low and moderate income households earning below 80 percent of the median income.

Approximately 10 to 20 percent of the affordable rental units are designated for the elderly. The affordable units would be located within three high-rise affordable residential towers varying in heights of up to 350 feet and two mid-rise affordable residential towers approximately 85 feet in height each.

The remaining approximately 858 residential units would be designated as market-rate units and sold in fee at prevailing market rates. These units would be located within three high-rise market-rate residential towers developed at the 350-foot height limit.

- o Approximately 245,000 square feet of commercial office/retail space, including approximately 100,000 square feet of leasable office space, approximately 75,000 square feet of leasable retail space, approximately 35,000 square feet for a supermarket, and approximately 35,000 square feet for an 8-plex cinema.

The commercial office and retail component would be located in an approximately 150-foot tall office tower located at King Street and Kalakaua Avenue and an adjacent three-level retail complex. Approximately half of the 100,000 square-foot leasable office space would be designated for City and State government agencies.

- o Approximately 15,000 square feet of community service/day care facility space located within the converted existing one-level stone building on the grounds of the Department of Agriculture parcel. The day care center and rooms to conduct neighborhood/community meetings would be developed to serve the needs of the project residents and surrounding community.

- o A total of approximately 3,320 on-site parking stalls, including approximately 1,416 stalls to accommodate the market-rate residential units, approximately 1,290 stalls for the affordable rental units, and approximately 614 parking stalls to accommodate the commercial office/retail component and the community service/day care facility.

Parking would be located within a multi-level parking facility, consisting of parking at street level, within a second level above-grade, and within two below-grade parking levels.

- o Closure and incorporation into the development of Young Street between Keeaumoku Street and Kalakaua Avenue, and Kaheka Lane and Zen Lane. Young Street would be closed to vehicular traffic between Keeaumoku Street and Kalakaua Avenue. The existing access points of Young Street at its intersections with Keeaumoku Street and Kalakaua Avenue would be retained to provide primary ingress/egress locations within the development.
- o Preservation and inclusion of the existing one-level portion of the stone building and landscaped grounds located within the existing State Department of Agriculture parcel at the corner of King and Keeaumoku Streets.
- o A landscaped open area located mid-block and adjacent to Beretania Street and linked to the landscaped grounds of the Department of Agriculture parcel via a landscaped linear park. This approximately 122,576 square-foot greenbelt would allow residents to enjoy passive and informal active recreational activities within an urban community.
- o A portion of the project site to be set aside for future development of classroom facilities for a Kindergarten through Grade 2 public elementary school.

The proposed project would conform to the BMX-3 District development standards set forth in the Land Use Ordinance (LUO), with the exception of the maximum height limit of 150 feet as established by Zoning Map 4, the building setback requirements, and the parking requirements for the affordable residential component. The project would be developed within the maximum Floor Area Ratio (FAR) with open space bonuses of 3.5 established for the BMX-3 District. The high-rise residential towers would also exceed the 150-foot height limit established for the Alapai-Sheridan Special Area of the Primary Urban Center.

Exemptions would be sought pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS) to allow development of the residential high-rise towers within the proposed 350-foot height limit. An exemption from the building setback requirements for the buildings which exceed the project's allowable building envelopes would be sought through Chapter 201E, HRS. The approximately 1,290 affordable residential units would be allotted one parking stall per unit, which is in noncompliance with the LUO parking requirements. An exemption pursuant to the affordable housing provisions of Chapter 201E, HRS, would be sought to allow for the affordable component parking requirements.

The principal rationale for exceeding the 150-foot height limit and street setbacks established in the LUO is that the allowable density for a mixed-use development within the project cannot otherwise be achieved. Given the exceedance of the height limit and intensity of the development program, special design considerations were implemented to minimize visual impacts to the major view corridors. This included the provision of slender, vertical "point" towers, the strategic siting of the project towers to maximize view channels, and the variation in building heights of the affordable high-rise towers.

The exemption from the LUO requirements for the affordable parking component is based on an average of 70 percent utilization of the allocated parking spaces for tenants of other Downtown affordable rental projects, such as the Chinatown Gateway and Hale Pauahi developments. In addition, approximately 10 percent of the affordable units would be designated for the elderly. Based on an analysis of car usage by tenants of seven City elderly housing projects, an average of 15 percent of the tenants have vehicles, while actual use of the allocated parking by the tenants is about 90 percent.

The original master plan would be developed in two major phases with construction of the project to encompass a total buildout of six years. Development of the affordable residential towers, the parking facility, and community service/day care facility would be undertaken by the City and State. The market-rate residential towers and the commercial office/retail component would be privately developed through the Request for Proposals (RFP) process.

Total development cost for the affordable residential towers, the parking structure, and the community service/day care facility is estimated to be \$375,000,000, inclusive of land acquisition costs for privately-owned properties, professional fees and project financing. Financing for the project would be provided by a combination of State, City and private resources. Development rights to the market-rate residential towers and the commercial office/retail component would be sold to private developers through the RFP process in exchange for cash contributions. Funding for the future development of

classroom facilities for the Kindergarten through Grade 2 public elementary school would be secured by the State Department of Education.

The original Pawa'a Redevelopment Project plan would generate the following long-term impacts and benefits.

Traffic: The original master plan is not expected to significantly increase the overall future traffic conditions in the vicinity of the project site. The project would result in significant changes to background traffic volumes and travel paths with the closure of Young Street between Keeaumoku Street and Kalakaua Avenue and the removal of existing traffic generators. To accommodate the projected increase in traffic flow, the following street modifications would be proposed:

- o Addition of a left-turn lane on King Street onto Kalakaua Avenue.
- o Addition of a left-turn lane on Beretania Street onto Keeaumoku Street.
- o Addition of a second mauka-bound left-turn lane on Keeaumoku Street onto Beretania Street.
- o Addition of a second makai-bound left-turn lane on Keeaumoku Street onto King Street.
- o Re-time the traffic signals at both of the Young Street intersections to provide more green time to Kalakaua Avenue and Keeaumoku Street traffic.

Generally, all six intersections adjacent to the project site are projected to operate at acceptable service levels during the AM peak hour. During the PM peak hour traffic, the Keeaumoku Street intersections with King and Beretania Streets are forecast to operate at capacity levels. Conditions are expected to improve at the Young Street intersections with Keeaumoku Street due to the low traffic volumes entering or exiting the project site at this location. The PM peak hour conditions at the Kalakaua Avenue intersections with King, Young and Beretania Streets are anticipated to remain at acceptable levels of service. The potential for undesirable traffic conditions would likely exist with the number of maukabound vehicles on Kalakaua Avenue which are projected to turn left onto the project site at the Young Street intersection. A possible mitigative measure may include elimination of the left-turn lane on Kalakaua Avenue onto King Street to allow for an increase in the length of the left-turn storage lane into the Young Street intersection of the project site.

Noise: Long-term impacts resulting from traffic noise and mechanical equipment within the building structures would be minimized through mitigative measures such as the use of sound attenuation devices and total enclosure and air conditioning of residential units.

Potential noise emanating from the parking garage should be minimized with appropriate finishes applied onto the circulation driveways.

Air Quality: Increased urban development within the area would result in impacts to the existing air quality. The project would adhere to Federal and State regulations governing air quality. Appropriate mitigative measures to conform to applicable permits from the U.S. Environmental Protection Agency and State Department of Health Environmental Management Division would minimize any of the potentially adverse impacts.

View Planes: Views of the Lower Makiki area and the southeastern coastal shore from elevated mauka vantage points such as Punchbowl and Tantalus would not be significantly affected by the project. However, as viewed from Punchbowl looking toward Diamond Head, the density within this view corridor would be increased with the development of the project. The prominence of the project's high-rise residential towers would also be evident from vantage points located northwest, southwest and southeast of the site. However, the siting of the project towers allow the retention of mauka view channels through the site depending on vantage points. The variation in building heights of the affordable towers also provide a gradual transition to the other high-rise structures in the area.

As viewed from the Ala Moana area, several of the high-rise residential towers would be visible over the existing mid-rise buildings in the area. From the McCully/Moiliili area, the view of Punchbowl would be partially obstructed by two of the project's high-rise residential towers. Given the height of the towers, this impact would be unavoidable. Depending on the vantage point, however, view channels would be afforded between the project towers.

Shadow: The project would introduce shadows on the magnitude of the existing Banyan Tree Plaza and Hale Kaheka residential towers which would conceivably impact the site and its adjacencies by virtue of its density. However, the placement and shape of the slender, vertical residential towers on the project site would tend to disperse daylight and shadow fairly evenly throughout the site.

Utilities: The existing water system within the project area is presently adequate to accommodate development of the original master plan. To accommodate the increased wastewater flows from the development, a parallel sewer relief line would be required to be constructed within Keeaumoku Street between King and Rycroft Streets. The existing drainage system is deemed adequate for the project. The electrical load anticipated for the project would require extensive installation of new ducts and service at a distribution voltage of 24.94 kV.

Solid Waste Disposal: Once construction is completed, the project would generate an estimated 18 tons of solid waste per day. The project's design would consider incorporating waste diversion and reduction activities into facility design in order to meet the waste reduction goals of the State and the City and County of Honolulu.

Social Impact: Direct socio-economic impacts would result from the complete redevelopment of the two-block project site. The project would increase the resident population by between 4,100 to 6,500 persons, correspondingly contributing to a significant increase in the population of the study area of between 23 to 36 percent. In terms of the Primary Urban Center Development Plan area, the project would not cause a significant increase in population, accounting for about one percent of the total 2010 population.

The individual project components would potentially result in the following impacts.

Residential: Overall, the project would address a major need by adding a substantial number of affordable housing units to the housing supply. For some people, these units may mean the difference between being homeless and having shelter. The project's housing component will therefore be a major social benefit for the State of Hawaii. In addition to increasing the supply of affordable rentals, the project would be expected to capture about half of the annual demand for the upscale condominium.

Parking: The project would also address the parking problem, identified as a major problem in the Pawa community, by providing a parking complex of about 3,320 on-site spaces. The existing businesses in the surrounding community would also benefit from on-site parking. However, the adequacy of the proposed number of parking spaces for on-site uses would be of concern given that the affordable rental units would be allotted less parking spaces than normally required by the City.

Commercial Office and Retail Space: A potential social impact of the commercial office/retail component is that the project would increase the population density and therefore expose businesses in the surrounding areas to more potential clientele. The small business environment which prevails in the neighborhood would be altered with the introduction of a new shopping and office complex. In revitalizing the area, the Pawa Redevelopment Project would likely increase the property values, or at least increase development pressures on surrounding parcels of land. Eventually, business rents may increase, and displacement of some businesses may occur.

Open Space and Recreational Facilities: The open space component of the project would provide an attractive, visual relief from the structural environment and may also be used for passive recreational activities. The project would benefit its on-site residents by

providing recreational facilities which have not yet been specifically identified at the master plan stage. However, the adequacy of such facilities would be limited since there would be no large active recreational areas, as in a park. As such, people would need to go off-site to meet their park needs, or confine their active recreation to the residential recreational decks. The on-site recreational areas would be designed for residents only, and would not impact off-site businesses or residences.

Community and Public Facilities: The proposed community center would be open to the general public and would be a benefit to the community. The proposed Kindergarten through Grade 2 public elementary school would serve both on- and off-site residents and would be an additional resource for the community.

Closure of Young Street: The closure of Young Street would disrupt the circulation pattern of people who frequently use this street. The project's traffic study includes specific alternatives to the existing circulation pattern and it appears that this impact can be mitigated. Although the establishment of the bike route through the project site was not yet set, the Pawaa project would disrupt this bike route by forcing cyclists to use an alternate route along more congested roadways, and in the long timeframe, this project may set a precedence for further disruption of bike routes.

The Pawaa Redevelopment Project would increase the need for public services and facilities.

Police and Fire Protection: The project would increase the need for police protection services in the area since it would add a large amount of people and increase the density of people and activities. However, partial mitigation would be possible through the provision of on-site security personnel and incorporating into the project's design effective security devices to minimize crime. The development would also impact fire protection services due to the increase in the number of people, activities, and extensive structural development. Impacts could be mitigated by meeting all fire code requirements.

Educational Facilities: The Pawaa development would impact the public education facilities by increasing the student population of nearby schools. The project is estimated to generate 195 elementary school aged children within grades kindergarten through five. Approximately 100 sixth through eighth graders and 120 high school aged students are estimated to live in the two-block Pawaa complex. The affected schools would include Kaahumanu Elementary, Washington Intermediate and McKinley High Schools. The highest level of impact would be at the elementary school level. The State Department of Education has proposed that the City and State be required to build an on-site school which would contain grades Kindergarten through two. Further, the Department of

Education recommends that the City and State construct classrooms to accommodate the projected secondary school enrollment.

Parks and Recreation: As the project would increase the population by between 4,100 to 6,500 persons, a population of 5,000 persons should have a neighborhood park in the range of four to six acres. Standards of the City Department of Parks and Recreation indicate that a population of 5,000 persons should have basketball and volleyball courts, a softball field, and comfort stations located within one-half mile. Although the existing parks in the vicinity collectively meet these criteria, it is noted that these facilities would need to be shared by existing park users. The Pawaa Redevelopment would increase regional demand for these facilities without increasing the supply of recreational facilities for the surrounding community. The inclusion of on-site recreational facilities may alleviate this demand.

A major impact which would result from the complete redevelopment of the two-block Pawaa site is displacement. A total of 56 businesses representing a wide variety of business and retail establishments and 25 residential households with an estimated 48 residents would be displaced by the redevelopment. Potential social impacts to displacees resulting from the project include: 1) moving and change of neighborhood, 2) disruption of business, 3) the option for landowners of either friendly condemnation or having the court decide on a price for their property, and 4) possibility of no relocation for displaced businesses. The impacts of displacement would extend well beyond financial ramifications.

This alternative fully attains all of the project objectives of the City and State as it optimizes land uses and urban design, maximizes affordable housing, achieves financial feasibility, and conforms to existing zoning densities.

However, upon completion of the original master plan by the City and State and public review of the project's Draft Environmental Impact Statement and the Addendum to the Draft Environmental Impact Statement, a number of concerns were expressed by the community to the proposed redevelopment. With the subsequent formulation of the Community Advisory Committee for the Pawaa Redevelopment Project, the committee proceeded in identifying a number of major community issues and concerns with respect to the project. The community issues and concerns identified are: no forced acquisition, retain Young Street, reduce building heights, preserve the Department of Agriculture building, retain Heritage Park, reduce the number of units, provide affordable housing, retain street-front commercial, incorporate recreation space, and incorporate the Young Street bike route.

In evaluating the master plan against the community issues identified by the advisory committee, the plan fully addressed only three issues, including the provision of affordable housing, the retention of Heritage Park, and the preservation of the Department of Agriculture Building. The plan was also found to only partially address the retention of street-front commercial and the incorporation of recreation space. The four community issues and concerns which the plan did not achieve were: no forced acquisition, the reduction in the number of units, the retention of Young Street, and the reduction in building heights.

In subsequent meetings intended to address these concerns, the City and State and project consultants consulted with the advisory committee on various alternative site development schemes which were subsequently developed toward achieving a feasibly attainable and acceptable master plan.

F. ALTERNATIVE SITE DEVELOPMENT SCHEMES

Alternative site development schemes were evaluated in the course of developing the master plan concept currently under review. These alternative development schemes were evaluated on the basis of the City and State project objectives and the concerns expressed by the Community Advisory Committee on the Pawa'a Redevelopment Project and the public to provide alternate site development analysis beyond the site options which were initially considered with the original master plan concept. The primary issues associated with the alternative development schemes were: 1) minimizing impacts related to condemnation of privately-owned property; and 2) respecting the adjacent planned One Kalakaua project at the northwest corner of Kalakaua Avenue and Beretania Street. During the course of the planning process leading up to the current conceptual plan, four alternative options were jointly evaluated with members of the City and State, the Pawa'a Advisory Committee, and the consulting team. The land use allocation for the respective alternative schemes are shown in Table 10. The following is an overview of the alternative development program for each scheme and the assessment associated with each.

1. DEVELOPMENT OF GOVERNMENT-OWNED PARCELS ONLY

Three alternative development schemes based on development of the City- and State-owned parcels within the project site were evaluated.

OPTION 2:

This alternative would involve development of the City- and State-owned parcels within the project site and the acquisition and incorporation of two immediately adjacent

SECTION VII

ALTERNATIVES TO THE PROPOSED ACTION

TABLE 10 PAWAA REDEVELOPMENT PROJECT LAND USE ALLOCATION (ALTERNATIVE DEVELOPMENT SCHEMES)				
	OPTION 2 LUO GUIDELINES	OPTION 2A 201E-WITH COMMERCIAL	OPTION 2B 201E-WITHOUT COMMERCIAL	OPTION 3 INCLUDES ONE KALAKAUA
Site Area (sf)	303,638	303,638	303,638	512,756
Floor Area Ratio (FAR)	3.5	3.5	3.5	3.5
Development Density (sf)	1,062,733	1,062,733	1,062,733	1,794,646
Projected Residential Units				
Market Priced Condos	434	451	473	792
Affordable:				
Affordable Rental	542	564	592	990
Elderly Rental	109	113	118	198
Subtotal Affordable	651	677	710	1,188
Total Units	1,085	1,128	1,183	1,980
Usable Floor Area Allocation (sf)				
Residential (Market)	376,495	391,243	410,328	687,060
Residential (Affordable)	403,620	419,740	439,890	736,560
Retail Commercial	80,000	80,000	0	120,000
Commercial Office	0	0	0	0
Community Recreation	10,000	10,000	10,000	10,000
K-2 School	10,000	10,000	10,000	10,000
Total Usable Floor Area	880,115	910,983	870,218	1,563,620
Building Efficiency	82.8%	85.7%	81.9%	87.1%
Parking Requirements (Stalls)				
Residential (Market)	835	868	911	1,386
Residential (Affordable)	863	897	621	1,040
Retail Commercial	453	453	0	587
Commercial Office	0	0	0	0
Community Recreation	50	50	50	50
K-2 School	12	12	12	12
Total Parking Stalls	2,213	2,280	1,594	3,075
Source: John Child & Company				

privately-owned parcels identified as TMKS: 2-4-05: 13 and 31 for a total land area of approximately 303,638 square feet (see Figure 38). Incorporation of these two privately-owned parcels is necessary in order to obtain a contiguous site layout which allows for maximum development flexibility. This option, however, prevents the contiguous development of the City-owned parcel identified as TMK: 2-4-05: 23 due to its separation from the remaining government-owned parcels. However, the density from this parcel is borrowed and included in this alternative. This option excludes Young Street and does not include its development rights nor that of Kaheka Lane. The development program for this option incorporates design in conformance to the BMX-3 District development standards established in the LUO, including the height limit of 150 feet as set by Zoning Map 4 - Nuuanu-McCully.

Based on the maximum FAR with open space bonuses of 3.5 established for the BMX-3 District, this option would provide for a maximum development density of 1,062,733 square feet. This density would allow development of about 1,085 residential units, including 542 affordable rentals, 109 units for the elderly, and 434 market-rate units. Developable area for the commercial/retail component would be approximately 80,000 square feet. Provision for office space is not included in this development option. Floor area allocation for the community recreation center and the Kindergarten through Grade 2 public elementary school would be approximately 10,000 square feet each. This option would provide a total of approximately 2,213 parking stalls, including 863 stalls for the affordable residential units, about 835 for the market-rate units, approximately 453 stalls for the commercial/retail component, 50 stalls for the community recreation center, and about 12 stalls for the K-2 school.

Development of this option would result in the displacement of only eight (8) private businesses. No residents would be displaced under this option. This development option would also likely result in traffic-related impacts. Assuming that the land uses adjacent to the project site remain unchanged, this option would not allow for street improvements to Beretania Street to accommodate any increases in project-related traffic. Given that the parcels fronting Beretania Street between the City-owned Pawaa Annex parcel and Keeaumoku Street are privately-owned, the opportunity to provide street improvements is precluded with this option.

Overall, the development program for this option does not fully meet the objectives of the proposed action. The allowable density and allocation of uses cannot be effectively integrated without exceeding the 150-foot height limit established for this district. The current LUO requirements afford minimum development mix and density, therefore precluding the opportunity for optimum land use, including the integration of the supportive uses which are critical to the physical, social and financial viability of the project.



Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII
 Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

Figure 38
 OPTIONS 2, 2A & 2B

PAWAAA
 REDEVELOPMENT
 PROJECT

The concept study indicates the necessity for placing high-rise towers on street-to-street parking garage podiums that encompass the entire site, offering little or no opportunity for open space. Option 2 also provides for the least number of affordable residential units of all the other alternative development schemes. Development of Option 2 would entail lower land acquisition cost in comparison to the plan currently under review given that only two privately-owned parcels would need to be acquired. However, the prorata cost per affordable residential unit would be higher due to the lower number of units in relation to the actual land cost.

OPTION 2A:

This alternative would involve development of the City- and State-owned parcels within the project site and the acquisition and incorporation of two immediately adjacent privately-owned parcels identified as TMKS: 2-4-05: 13 and 31 for a total land area of approximately 303,638 square feet (see Figure 38). Incorporation of these two privately-owned parcels is necessary in order to obtain a contiguous land configuration which allows for maximum development flexibility. Similar to option 2, this option precludes the contiguous development of the City-owned parcel identified as TMK: 2-4-05: 23 due to its separation from the remaining government-owned parcels. However, the density from this parcel is borrowed and included in this alternative. This option excludes Young Street and does not include its development rights nor that of Kaheka Lane. The development program for this option conforms to the BMX-3 District development standards established in the LUO, with the exception of the height limit, the street setback requirements, and the parking requirements for the affordable residential component. These exceptions to the LUO would require exemptions through the affordable housing provisions of Section 201E, HRS. The option proposes a maximum height limit of 300 feet.

Based on a maximum FAR with open space bonuses of 3.5 established for the BMX-3 District, this option would provide for a maximum development density of 1,062,733 square feet. This density would allow development of about 1,128 residential units, including 564 affordable rentals, 113 units for the elderly, and 451 market-rate units. Developable area for the commercial/retail component would be approximately 80,000 square feet. No provision would be made for the inclusion of office space within this option. Floor area allocation for the community recreation center and the Kindergarten through Grade 2 public elementary school would be approximately 10,000 square feet each. This option would afford a total of approximately 2,280 parking stalls, including 897 stalls for the affordable residential units, about 868 for the market-rate units, 453 stalls for the commercial/retail component, 50 stalls for the community recreation center, and about 12 stalls for the K-2 school.

Development of this option would result in the displacement of only eight (8) private businesses. No residents would be displaced under this option. This development option would also likely result in traffic-related impacts. Assuming that the land uses adjacent to the project site remain unchanged, this option would not allow street improvements to Beretania Street to accommodate any increases in project-related traffic. Given that the parcels fronting Beretania Street between the City-owned Pawaa Annex parcel and Keeaumoku Street are privately-owned, the opportunity to provide street improvements is precluded with this option.

Option 2A does not fully meet all of the objectives for the proposed action. Similar to Option 2, Option 2A does not optimize land uses and urban design and the maximizing of affordable housing. With the height limit exemption and a larger building envelope allowed under Section 201E, HRS, Option 2A provides greater density and the allocation of respective uses, but the street level "presentation" and the building massing remains much the same as in Option 2. Since it is the objective of the City and State to maximize open space, and to create a sense of identity and community, and pedestrian-friendly street frontages, Option 2A is not valued as a viable alternative.

Development of Option 2A would entail lower land acquisition cost in comparison to the plan currently under review given that only two privately-owned parcels would need to be acquired. However, the prorata cost per affordable residential unit would be higher due to the lower number of units in relation to the actual land cost.

OPTION 2B:

This alternative would involve development of the City- and State-owned parcels within the project site and also include acquisition and incorporation of two immediately adjacent privately-owned parcels identified as TMKS: 2-4-05: 13 and 31 for a total land area of approximately 303,638 square feet (see Figure 38). Incorporation of these two privately-owned parcels is necessary in order to obtain a contiguous land configuration to allow maximum development flexibility. This option also precludes the contiguous development of the City-owned parcel identified as TMK: 2-4-05: 23 due to its separation from the remaining government-owned parcels. However, the density from this parcel is borrowed and included in this alternative. This option excludes Young Street and does not include its development rights nor that of Kaheka Lane. The development program for this option conforms to the BMX-3 District development standards established in the LUO, with the exception of the zoning's maximum height limit, the street setback requirements, and the parking requirements for the affordable residential component. Exemptions from these latter design standards would be required through the affordable housing provisions of Section 201E, HRS. The option considers project development within a maximum height limit of 300 feet.

Based on a maximum FAR with open space bonuses of 3.5 established for the BMX-3 District, this option would provide for a maximum development density of 1,062,733 square feet. This density would allow development of about 1,183 residential units, including 592 affordable rentals, 118 units for the elderly, and 473 market-rate units. This option primarily differs from Option 2A in that commercial office or retail space is not included in this scenario. Floor area allocation for the community recreation center and the Kindergarten through Grade 2 public elementary school would be approximately 10,000 square feet each. This option would afford a total of approximately 1,914 parking stalls, including 621 stalls for the affordable residential units, about 911 for the market-rate units, 50 stalls for the community recreation center, and about 12 stalls for the K-2 school.

Development of this option would result in the displacement of only eight (8) private businesses. No residents would be displaced under this option. With respect to potential traffic-related impacts, Option 2B would likely contribute the least to project-related traffic in comparison to Options 2 and 2A. This is due to the elimination of the commercial/retail component which typically contributes to a higher trip generation rate. However, development of Option 2B would preclude the opportunity to provide for street improvements to Beretania Street to accommodate any increases in project-related traffic. As with Options 2 and 2A, given that the parcels fronting Beretania Street between the City-owned Pawa Annex parcel and Keeaumoku Street are privately-owned, there is little opportunity to provide for street improvements.

Similar to Options 2 and 2A, the development program for Option 2B does not fully meet all of the objectives for the proposed action. Option 2B provides for only a small increase in the number of affordable housing units in comparison to Options 2 and 2A. The opportunity for optimum mix of land uses is restricted with the exclusion of the commercial/retail component. As a result, the financial feasibility objective is the most critical deficiency of Option 2B. As in the other alternative development options, the mix of land uses included the commercial/retail component as a revenue source to partially subsidize the affordable housing component. Exclusion of any commercial/retail component will only increase the financial burden of the City and State government and eliminate much needed support services which are essential to the social integration and interdependency of viable mixed-use communities.

Development of Option 2B would entail lower land acquisition cost in comparison to the plan currently under review given that only two privately-owned parcels would need to be acquired. However, the prorata cost per affordable residential unit would be higher due to the lower number of units in relation to the actual land cost.

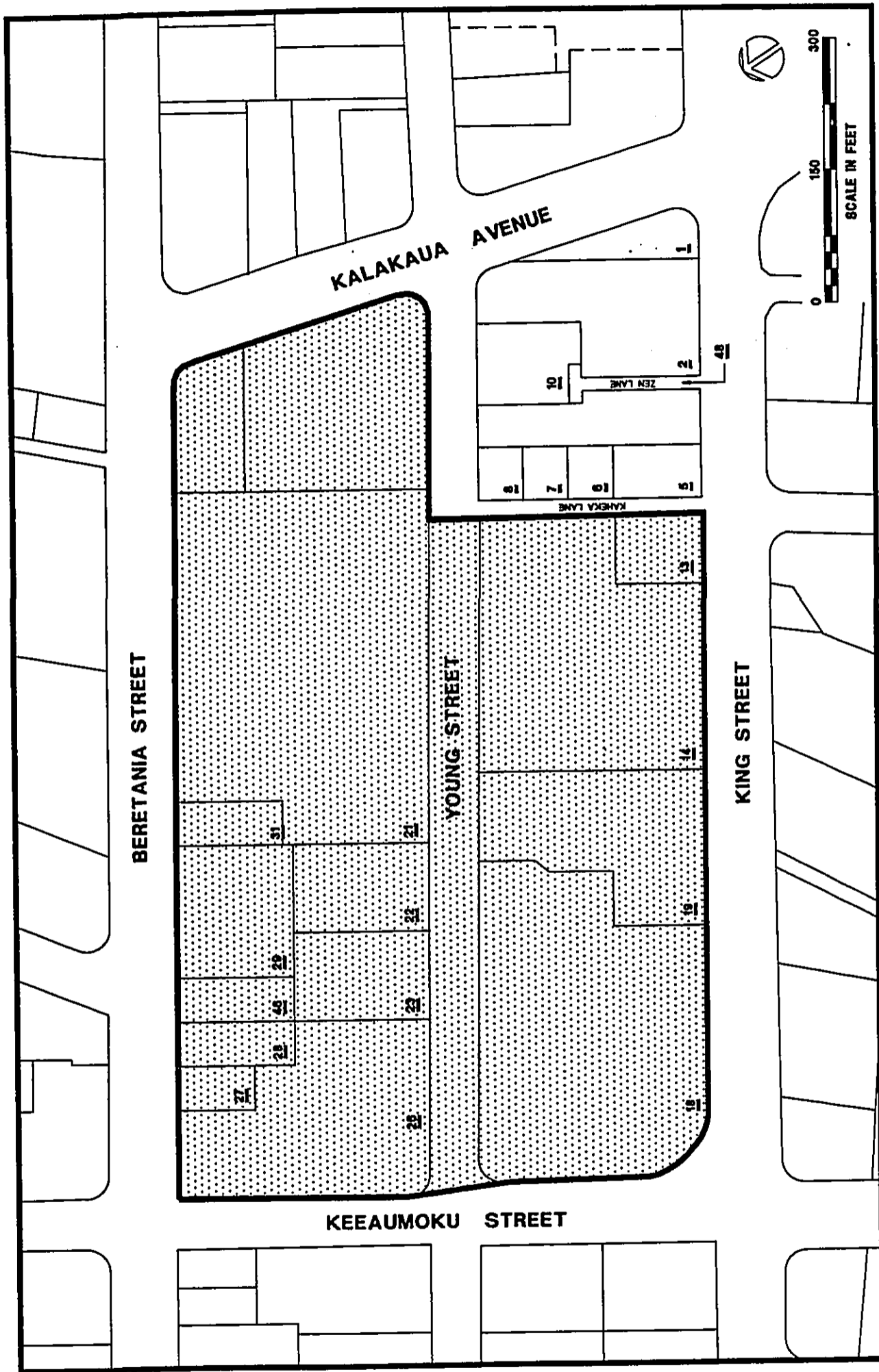
2. **OPTION 3 - DEVELOPMENT OF THE TWO-BLOCK AREA EXCLUSIVE OF TMKS: 2-4-05: 1, 2, 4 THROUGH 8, 10, and 48**

This alternative would involve development of the two-block area, with the exception of the portion bounded by King Street, Kaheka Lane, Young Street, and Kalakaua Avenue. In addition to the five City- and State-owned parcels, this option would also include acquisition and incorporation of nine (9) privately-owned parcels identified as TMKS: 2-4-05: 13, 20, 22, 26, 27, 28, 29, 31, and 46 for a total land area of approximately 512,756 square feet (see Figure 39). This option also includes development rights over Young Street, although it does not include development rights of Kaheka Lane. The development program for this option conforms to the BMX-3 District development standards established in the LUO, with the exception of the zoning's maximum height limit, the street setback requirements, and the parking requirements for the affordable residential component. Exemptions from these latter design standards would be required through the affordable housing provisions of Section 201E, HRS. The option considers project development within a maximum height limit of 300 feet.

Based on a 3.5 maximum FAR established for the BMX-3 District, and inclusive of open space bonuses, Option 3 provides a maximum development density of 1,794,646 square feet. This density would allow development of a total of approximately 1,980 residential units, including 990 affordable rentals, 198 units for the elderly, and 792 market-rate units. Developable area for the commercial/retail component would be approximately 120,000 square feet. Provision of office space is not included in this development option. Floor area allocation for the community recreation center and the Kindergarten through Grade 2 public elementary school would be approximately 10,000 square feet each. This option would provide a total of approximately 3,074 parking stalls, including 1,039 stalls for the affordable residential units, about 1,356 for the market-rate units, 587 stalls for the commercial/retail component, approximately 50 stalls for the community recreation center, and about 12 stalls for the K-2 school.

Development of this option would result in the displacement of approximately 42 businesses. Nineteen residential units would be removed of which an estimated 37 residents would be displaced. Traffic-related impacts resulting from development of Option 3 would likely be similar to that of the plan currently under review.

Option 3 has the contiguous site area which provides the planning and development flexibility necessary to achieve the project objectives. This flexibility optimizes the physical distribution of uses and affords planning and design choices associated with the analysis of alternative schemes. Provision of a sizeable contiguous site area similar to Alternative E facilitates incorporation of the following land use and urban design parameters: 1) flexibility in the placement of various uses to achieve the desired



PAWAAA
 REDEVELOPMENT
 PROJECT

Figure 39
OPTION 3

Prepared for : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU
 HOUSING FINANCE AND DEVELOPMENT CORPORATION
 STATE OF HAWAII
 Prepared by : WILSON OKAMOTO & ASSOCIATES, INC

SECTION VII

ALTERNATIVES TO THE PROPOSED ACTION

mass-to-open space ratio at the ground level and at higher elevations; 2) flexibility to optimize view corridors and minimize the apparent density of the project; 3) flexibility to achieve a "critical mass" of commercial/retail uses to support the financial feasibility of a mixed-use development; and 4) flexibility to develop a pedestrian-oriented environment to create a sense of place and enhance social synergy. Option 3 also achieves the project objectives of maximizing affordable housing and conformance to existing zoning densities. The primary basis for the rejection of this alternative resulted from the planned, privately-developed One Kalakaua project within the parcel identified as TMK: 2-4-05: 20.

**IRREVERSIBLE AND IRRETRIEVABLE
COMMITMENTS**

VIII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS

In the short-term, construction of the proposed development will require an irreversible and irretrievable commitment of a number of resources including land, capital, construction materials, manpower, energy, and water. Benefits will accrue to the State's construction industry. Financial, material, and manpower resources will also be irretrievably committed to the planning and design of the improvements.

Land committed to this project is already urbanized; therefore, the proposed action represents an intensified use of existing land resources rather than a commitment of any new land resources. However, in the long-term, the project development will result in a commitment of land which, once in a higher density residential/ commercial use, is not likely to be reverted to a lower intensity usage in the distant future. Development of the project will involve the long-term commitment of land for attaining housing, commercial/ retail uses, recreational, and educational objectives. Potential uses of the land would not be curtailed as the proposed uses, including residential, commercial, recreational, and educational, are considered appropriate uses in terms of planning and zoning. It is likely that this use would preclude future development of the site in the long-term during the economic and physically useful life of the project. The subject site has been in urban use for an extended period and any use proposed for the site should be appropriate in relation to the urban context of the surrounding environment.

Operation of the project when completed will also require the expenditure of certain irretrievable and irreversible commitments, including labor, materials, and resources (consumption of potable water, gas and petroleum-generated electricity) which will be required for effective operation and maintenance.

Short-term and long-term environmental and socio-economic impacts are expected to be created by redevelopment of the site. Demolition and construction will, in the short-term, generate unavoidable fugitive dust, noise, traffic, and parking inconveniences for surrounding businesses and residents.

In the long-term, a change in the visual landscape is unavoidable, since low-rise buildings will be replaced by taller structures. Certain views from designated vantage points surrounding the project site will be impacted due to the construction of the high-rise residential towers. The project will also contribute to an increase in vehicular traffic; however, this is expected to be partially offset by the provision of road improvements to accommodate project-related traffic. The increased residential population resulting from the project will further impact public facilities and services in the vicinity. The project will, however, provide community facilities, including a gymnasium, increased

SECTION VIII

**IRREVERSIBLE AND
IRRETRIEVABLE COMMITMENTS**

open park space, and a Kindergarten through Grade 2 public elementary school, which will partially mitigate this impact. Mitigative measures for both short-term and long-term impacts have been explored and are summarized in Section VI and presented in full in appendices referenced in the report.

Most trees within the project site, including those on the existing landscaped grounds of the Department of Agriculture parcel, will be retained. However, certain trees within the site will need to be relocated, either on-site or off-site. In the long-term, the displacement of these trees will be offset by landscaping in the expanded open space areas within the project site.

The project will result in the short-term displacement of existing residents and businesses who will need to relocate during construction of the project. However, the project will increase the long-term supply of permanent affordable rental housing for Hawaii residents, increase open space resources, and expand commercial opportunities for businesses. Revenues from residential and commercial rents and parking fees are expected to retire the construction debt and in the long-term generate additional revenues for the City treasury.

***THE RELATIONSHIP BETWEEN LOCAL
SHORT-TERM USES OF MAN'S ENVIRONMENT
AND THE MAINTENANCE OF ENHANCEMENT OF
LONG-TERM PRODUCTIVITY***

**THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES
OF MAN'S ENVIRONMENT AND THE MAINTENANCE OF
ENHANCEMENT OF LONG-TERM PRODUCTIVITY**

SECTION IX

IX. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE OF ENHANCEMENT OF LONG-TERM PRODUCTIVITY

A. SHORT-TERM USES

The proposed project will involve short-term uses of the environment during the construction phase of the project. These uses will have both positive and negative impacts. Construction activities associated with the proposed project will create some adverse impacts such as minor disruptions of traffic and parking and increased noise nuisances in the vicinity of the project site.

In the short-term, the project will also confer some positive benefits in the local area. Direct economic benefits will result from construction expenditures both through the purchase of material from local suppliers and through the employment of local labor. Indirect economic impacts may include benefits to local retail businesses resulting from construction activities.

While there are no existing plans for alternative uses of this site, development of the project will preclude continuing use of the site by the State's Department of Agriculture and Department of Accounting and General Services, the Police Department's Vehicle Maintenance Division, and the commercial and retail establishments and residential units. Potential uses of the land would not be curtailed, since the residential, commercial/retail, and community facilities proposed are considered appropriate uses in terms of planning and zoning.

B. LONG-TERM PRODUCTIVITY

Long-term productivity of the site should be enhanced by the proposed development. The development will result in a long-term commitment of land for the uses described in the plan. Once in a higher density use, it is unlikely that the land will be reverted to a lower intensity usage in the foreseeable future.

The most significant measure of the long-term productivity of this project is the affordable rental residential units, making more affordable housing available to the people of Hawaii. Also in the long-term, the project will result in the increased availability of market-rate fee units, additional commercial/retail space for private businesses, increased parking, and additional open space and community facilities, benefitting residents of the project and the community. The project will revitalize the existing area and provide an

**THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES
OF MAN'S ENVIRONMENT AND THE MAINTENANCE OF
ENHANCEMENT OF LONG-TERM PRODUCTIVITY**

SECTION IX

aesthetically pleasing environment for residents and pedestrians. Within the community, the businesses in the project vicinity can expect increased patronage from the additional resident population.

One identifiable trade-off of the Pawa'a Redevelopment Project involves the displacement of 35 existing businesses and 19 residential households in return for higher density residential and commercial development in an upgraded setting. Displacement of the existing on-site establishments will result in disruption of businesses and economic impacts. Displaced residents will likely need to adjust to a new neighborhood. Eligible businesses and residents, however, will be provided relocation benefits and services in compliance with applicable Federal and State requirements. Further, a relocation program for displacees is currently being developed by the City in anticipation of minimizing business and personal disruptions.

City and County of Honolulu plans call for the development of the primary urban core to the fullest extent practicable to encourage urban growth in existing urban areas and to utilize existing resources efficiently. The proposed action is expected to enhance the long-term vitality of this presently underutilized urban site by upgrading the infrastructure necessary for development and by providing additional improvements and amenities for the project residents and surrounding community. The project is not expected to pose any long-term risks to health or safety.

In addition, secondary long-term benefits can be expected from the additional tax base created by the additional employment and services provided by the construction and operation of the project.

***PROBABLE ADVERSE ENVIRONMENTAL
EFFECTS WHICH CANNOT BE AVOIDED***

SECTION X

**PROBABLE ADVERSE ENVIRONMENTAL
EFFECTS WHICH CANNOT BE AVOIDED**

**X. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE
AVOIDED**

Adverse impacts can be defined as short-term and long-term effects relative to the construction and implementation of a specific use. Short-term impacts are usually construction-related which will occur during the course of construction and cease upon completion of the project. Long-term impacts generally result from the implementation of the proposed project.

SHORT-TERM EFFECTS

Unavoidable short-term impacts during construction include noise, ground vibration from pile driving, and potential traffic and parking inconveniences.

Noise from construction activities will likely be unavoidable during the entire construction period and will occur particularly during the excavation and pile driving activities on the project site. The use of muffled equipment as well as adherence to Department of Health Community Noise Permit regulations will minimize construction-related noise levels. During construction, vibration monitoring during close-in pile driving operations will be conducted to determine the appropriate construction methods and materials to be used to mitigate vibration impacts on nearby structures.

Construction-related activities may adversely impact the streets adjacent to the project site. To avoid potential traffic congestion, movement of construction vehicles to and from the project site and any lane closures will be restricted during the morning and afternoon peak traffic hours. The increased traffic from construction-related vehicles and the potential closure of curb lanes along the adjacent streets should not be significant, but may cause inconveniences to the residents and businesses in the vicinity. The temporary closure of Young Street to through traffic to allow for transition of the street to belowgrade will require motorists to use an alternate route, likely resulting in increased traffic on the adjacent roadways. The use of flagmen or off-duty police officers to direct traffic during significant phases of construction will be implemented to minimize traffic congestion. Construction of the project will also require temporary elimination of the portion of the existing bike route along Young Street between Keeaumoku Street and Kalakaua Avenue, requiring cyclists to use an alternate route in the interim.

During construction, on-site parking and on-street parking along portions of Young, King and Beretania Streets will be lost. The temporary shortage of stalls could hurt businesses in the immediate area during construction. Although it is anticipated that

SECTION X

**PROBABLE ADVERSE ENVIRONMENTAL
EFFECTS WHICH CANNOT BE AVOIDED**

construction-related vehicles will park within the project site, competition for street parking in the vicinity could increase in the event that parking on the site is precluded. Occasional restrictions on street parking may also be necessary to accommodate delivery of construction materials.

LONG-TERM EFFECTS

Unavoidable long-term impacts resulting from development of the Pawaa project include air quality, noise, traffic, view planes, shadow, and social.

Air Quality: Upon completion of construction, use of the project's facilities may result in increased motor vehicle traffic on nearby roadways, potentially causing long-term impacts on ambient air quality in the project vicinity. If the Pawaa project is built and the planned roadway improvements are implemented, maximum concentrations in year 2004 will differ little from the year 2004 without project scenario. With or without the project, year 2004 worst-case carbon monoxide concentrations will likely continue to exceed the national 8-hour standard and the State 1-hour and 8-hour standards on occasion. With the proposed project-related roadway improvements, it appears that any additional traffic generated by the project will not have any significant impact on air quality. Carbon monoxide concentrations in the project area may be monitored periodically to determine if any remedial action is warranted.

Noise: Since it will not be possible to obtain adequate setback of all of the project's residential towers from the centerlines of the four adjacent roadways so as to meet the 65 Ldn noise standard, impacts from traffic noise are possible at the dwelling units. Mitigation of high traffic noise levels may be implemented through the use of closure and air-conditioning or the use of sound attenuating windows. The planned location of the Kindergarten through Grade 2 public elementary school does not have adequate setback distance from King Street to meet existing noise criteria for naturally ventilated classroom use. The location of the community recreation center may cause adverse noise impacts at the centrally-located market-rate residential tower. Closure and air-conditioning or partial closure and mechanical ventilation of the K-2 school and the community recreation center may be required to mitigate future noise impacts.

Traffic: In comparison to existing vehicle trips generated by the existing land uses on the project site, the Pawaa Redevelopment Project would generate a net increase of about 310 and 971 vehicle trips during the AM and PM peak hours, respectively. In addition, the combined traffic increases from eight existing and proposed/planned projects in the project vicinity and general area growth would result in significant increases in both AM and PM peak hour traffic on the major streets adjacent to the Pawaa project site. No

roadway improvements are anticipated to occur on the streets adjacent to the project site without development of the Pawa'a Redevelopment Project. To accommodate the project traffic, street modifications to the roadways adjacent to the project site are planned, including the addition of four turn lanes. With these modifications, the traffic analyses for the year 2004 with the project indicate the following: Keeaumoku Street intersections would continue to experience operational problems; Kalakaua Avenue at King Street would deteriorate to a slightly worse level-of-service; and other study intersections, including Kalakaua Avenue at Beretania Street, Punahou Street at King Street, and Punahou Street at Beretania Street, would be expected to operate at or near capacity. Upon completion of construction of the Pawa'a project, monitoring of traffic on the roadways in the immediate vicinity of the project site may be periodically conducted to determine if any additional roadway improvements as indicated in the traffic study are warranted.

View Planes: Given the intensity of the building program, including the 300-foot maximum building height limit, the project will impact view planes within the vicinity to some degree. The project will contribute to an increase in the visual density within the Punchbowl-Diamond Head view corridor which is unavoidable. However, special design considerations have been implemented to mitigate the visual impact of the project within the major view corridors. In contrast to the project's original master plan concept developed in 1992, the design of the current plan is approximately 25 percent smaller in terms of site area and development density. Part of this is due to the reduction in the number of project towers, from seven in the original plan to five in the current plan. The maximum building height limit has also been reduced from 350 feet in the original design to 300 feet for the current plan. Reductions in building height and the number of towers better preserve the existing view of Diamond Head from Punchbowl Crater. The placement of three of the project's high-rise towers in line with the Punchbowl/Diamond Head axis allows for retention of wider view corridors through the project site. In addition, 32 percent of the total residential unit count is located within the two mid-rise towers, an increase of 10 percent above the 1992 design. Although it creates visual density at lower elevations, the inclusion of mid-rise towers within the project allows for the opening of Punchbowl-Diamond Head viewing vistas.

Mauka views from several buildings in the Ala Moana area will be partially obstructed by the project towers. However, the siting of the project's three high-rise market-rate towers in relation to the Hale Kaheka condominium high-rise allows retention of mauka views through the site. Intentional siting of the two affordable high-rise towers to be "in line" with the existing Hale Kaheka condominium minimizes intrusion of the mauka-makai view.

SECTION X

**PROBABLE ADVERSE ENVIRONMENTAL
EFFECTS WHICH CANNOT BE AVOIDED**

From the McCully/Moiliili area, the skyline will be altered with the prevalence of the project's high-rise residential towers. Given the heights of the towers, this impact will be unavoidable. Depending on the vantage point, view channels will be afforded between the project towers and will minimize any visual obstruction of Punchbowl. The strategic siting of the high-rise residential towers in a visually contiguous manner further allows the opening of view channels within the project site.

Shadow: The Pawaa Redevelopment Project will introduce shadows on-site and onto adjacent sites similar to those of the existing Banyan Tree Plaza and Hale Kaheka high-rise residential towers, with relative even dispersment of daylight and shadow. Given the need for energy conservation, any shading on buildings immediately adjacent to the project contributes to the reduction of heat gain and building operational costs.

Social: The Pawaa Redevelopment Project will increase the study area population by approximately 3,395 to 5,339 persons. In providing a substantial number of housing units and other uses, the Pawaa Redevelopment Project will have an impact on the existing public facilities and services in the project vicinity.

Although the project will increase the demand for recreational facilities with its increased population, the project will partially mitigate impacts on recreational facilities by providing the on-site gymnasium and a recreational deck for residents and the community at-large. In addition, increased open landscaped areas will be provided for informal active and passive recreational opportunities. Competition for outdoor active recreational activities in the study area, however, will increase as the project does not include such facilities.

The project will also impact the public education facilities by increasing the student population of nearby schools. The highest level of impact will be at the elementary school level. However, the provision of the on-site Kindergarten through Grade 2 public elementary school will help to alleviate the impact of the project.

Police and fire protection services will also be impacted by the project due to the increase in the density of people and activities and the extensive structural development.

The proposed project has made an effort to accommodate its residents' needs on-site with provision of the K-2 public elementary school, open space and recreational facilities. These components will only mitigate part of the impact, however, as the regional cumulative impact, which is not just attributable to the Pawaa project, has yet to be addressed.

PROBABLE ADVERSE ENVIRONMENTAL
EFFECTS WHICH CANNOT BE AVOIDED

SECTION X

Displacement impacts will also result from the complete redevelopment of the project site. The affected number of displacees include 35 businesses and 19 residential units, of which an estimated 37 residents will be displaced. In addition, the State's Department of Agriculture and Department of Accounting and General Services facilities will also need to relocate. Potential social impacts to the displacees include moving and change of neighborhood, disruption of government agencies and businesses, and the option of landowners to sell their property to the City under friendly condemnation or eminent domain proceedings where the court decides on a price for their parcel. Eligible businesses and residents, however, will be provided relocation benefits and services in compliance with applicable Federal and State requirements. Further, a relocation plan for displacees will be developed by the City to minimize business and personal disruptions.

The Pawaa Redevelopment Project is consistent with specific governmental policies which contribute toward offsetting the adverse environmental effects of the proposed project. A principle objective of both State and City policies is the production of housing for the low-income, moderate-income, and gap-group households, and development of affordable rental projects for elderly and handicapped persons. Another consistent objective calls for the encouragement of urban housing developments, taking into account proximity and accessibility to existing public facilities and services, and to the employment and transportation core. The Pawaa project is also consistent with the policy to develop affordable housing projects on public lands, and, where feasible, the acquisition of privately-owned lands that are suitable for housing.

The need to proceed with the proposed action focuses on the project's principal objective which is to provide much needed affordable rental units for residents. To ensure the financial feasibility of such a development, it is essential that other major project components which are necessary to support the affordable housing component are included. In addition, these components are essential to the social welfare of the project's residents in creating a sense of community. In recognizing the project's objective of maximizing affordable housing, the availability of publicly-owned lands within the project site affords an opportunity to achieve this objective, while providing residents the opportunity to reside in the urban center, close to employment and public transportation.

The Pawaa Redevelopment Project's consistency in principle with the City's General Plan objectives and policies with respect to physical development and urban design also contributes in alleviating adverse environmental effects. Such policies include the following: 1) provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities;

SECTION X

PROBABLE ADVERSE ENVIRONMENTAL
EFFECTS WHICH CANNOT BE AVOIDED

2) locate community facilities on sites that will be convenient to the people they are intended to serve; 3) consideration of urban-design principles; 4) provision of special design standards and controls to allow more compact development and intensive use of lands in the primary urban center; and 5) preserve and maintain beneficial open space in urbanized areas. With the project, underutilized urban parcels will be replaced by residential, commercial/retail, community facilities, and parking to provide for a more intensive and efficient use of the area. Design considerations such as variations in building heights and massing, minimization of sightline impacts from and through the site, and the diversification of uses within the project site will provide an attractive and stimulating environment. The variations in building heights also allow for provision of maximum landscaped open space to satisfy the passive recreational needs of the residents and community.

In developing a project at the scale of the Pawa Redevelopment Project, it is inevitable that adverse environmental effects will occur. However, in revising the project plan from its original concept, the project's adverse impacts to the environment have likewise reduced in magnitude. The reduction in the number of residential units from 2,148 in the original plan to 1,768 units in the current plan has decreased the project's contribution to the study area population by approximately 1,000 persons. Likewise, the impacts to the public facilities and services in the project vicinity have proportionately decreased. In response to community concerns to the original plan regarding the project's impact on public facilities, the City and State have included a community recreation center, a Kindergarten through Grade 2 public elementary school, and increased open space within the project site to mitigate this impact.

The reduction in the number of residential units and the elimination of the office component from the original plan further reduces project-related traffic. In addition, specific roadway improvements adjacent to the project site will be incorporated in the redevelopment to accommodate project-related traffic. Also, Young Street will be retained as a through street in the current plan.

The reduction in the project's maximum building height from 350-feet to 300-feet and the number of towers from seven in the original plan to five in the current plan have also minimized visual impacts within the major view corridors. The reduction in the number of towers has also allowed more flexibility in siting the towers so as to achieve widened view corridors.

The project revision has also significantly reduced the magnitude of displacement impacts. With the original project plan, a total of 56 businesses and 25 residential

SECTION X

**PROBABLE ADVERSE ENVIRONMENTAL
EFFECTS WHICH CANNOT BE AVOIDED**

households would have been displaced. The current plan will displace 35 businesses and 19 residential units, of which an estimated 37 residents will be displaced.

An evaluation of the reasonable alternatives to the proposed action was also undertaken in considering the extent to which the previously mentioned benefits could be achieved, and which would avoid some or all of the adverse environmental effects. Included in the alternatives are alternative site development schemes which were developed and evaluated on the basis of the project objectives and community concerns identified by the advisory committee. The project alternatives are fully described in Section VII. In response to community concerns that the project be developed on City- and State-owned lands, three of the alternatives involved development of primarily publicly-owned lands, with the inclusion of two privately-owned parcels necessary to obtain a contiguous land configuration. Given that these alternatives provided for minimum total site area, the allowable number of affordable residential units would be minimal in comparison to the other project development alternatives. The allowable density would also allow development of less supportive market-rate units, commercial/retail areas, open space, and associated parking, resulting in a financially infeasible project. Although these alternatives would likely result in a proportionate decrease of the previously mentioned adverse environmental effects, the alternatives do not fully meet all of the project objectives of the City and State.

SUMMARY OF UNRESOLVED ISSUES

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

XI. SUMMARY OF UNRESOLVED ISSUES

Unresolved issues are invariably associated with projects in the planning and design stages. Consequently, the planning process, which includes the subject Environmental Impact Statement, makes every attempt to identify these issues and to develop appropriate mitigative measures.

Necessary Permits and Approvals: A number of permits and approvals will be required prior to construction of the project, and are listed in Section V. Notable among the approvals is the need to pursue exemptions from the maximum building height limit, street setback requirements, and the affordable component parking requirements pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS).

Necessary approvals for project design, development agreements, and project funding have not been established at this time. The City and State will be initiating the request for proposals (RFP) process for private operation/ownership of the completed improvements of the commercial/retail component prior to completion of construction of Phase 1. In addition, the City and State will be initiating the RFP process for private development of the market-rate residential towers and the Phase 2 parking facility upon acquisition of the privately-owned lands. It should be noted that development of the Phase 2 site will be largely dictated by market conditions. Even if an acceptable proposal which meets all legal and technical requirements is received, the actual timing of development will be dependent on the developer's ability to secure necessary financing.

Archaeology: As identified in the archaeological studies, potential subsurface archaeological features and remains are likely to be encountered in two areas of the project site during redevelopment. Archaeological testing of potentially sensitive areas will be conducted following the removal of existing structures and pavement. If significant subsurface historic sites are found during the archaeological inventory survey, a data recovery plan will be prepared and submitted to the Department of Land and Natural Resources State Historic Preservation Division for review and approval. If a final mitigation plan is required, no excavation of the site will take place until the plan has been approved.

Hazardous Waste: Suspect asbestos building materials were identified throughout most of the public buildings within the project site. Further investigation of the existing buildings within the project site will be conducted to determine the presence of suspect asbestos-containing building materials. All suspect asbestos-containing building materials will be sampled and analyzed for asbestos content and an asbestos abatement plan will be established prior to renovation or demolition of the affected buildings.

The eight dielectric fluid-filled transformers owned by Hawaiian Electric Company will be tested for PCB contents and removed and appropriately disposed of prior to site demolition. An investigation of the buildings within the project site will be conducted prior to demolition to detect the presence of any PCB-contaminated equipment.

An investigation will be conducted prior to site work to confirm the exact number and locations of underground storage tank (UST) systems within the project site. An assessment of the immediate environment around the USTs for soil and/or water contamination will be conducted upon removal of the tanks.

Prior to site work, a subsurface and groundwater investigation will be conducted to assess and determine the extent of any soil or groundwater contamination within the project site. If soil contamination is detected, appropriate remediation will be conducted in accordance with applicable Federal and State regulations prior to disposal.

Historic Building: The one-level portion of the modified Mediterranean-style stone building located within the State Department of Agriculture parcel will be retained in the redevelopment and may be converted back to its original arcade design. The actual proposed use of the building will be determined at a later date during the project's planning process. Potential options at this time include development of the building in conjunction with the community recreation center, the commercial/retail complex, or both. Any proposed alterations or improvements to the building will be undertaken pursuant to the State Historic Preservation Laws of Chapter 6E, HRS.

Traffic: To accommodate the projected increase in traffic flow with the project, specific roadway improvements are proposed as part of the redevelopment. Upon completion of construction of the Pawa project, monitoring of traffic on the roadways in the immediate vicinity of the project site may be periodically conducted to determine if any additional roadway improvements as indicated in the traffic study are warranted to improve traffic flow. These roadway improvements are associated with further improving traffic flow conditions along Keeaumoku Street and are listed in detail in Section VI.

Vibration Impacts: During construction, vibration monitoring during close-in pile driving operations will be conducted to determine the appropriate construction methods and materials to be used to mitigate vibration impacts on nearby structures.

Water Quality and Drainage: Appropriate or applicable structural or non-structural best management practices (BMP) to reduce and control discharge of sediment-laden runoff and effluent resulting from construction and dewatering activities will be determined during the National Pollutant Discharge Elimination System (NPDES) permit application process.

Utilities: Preliminary consultation will be initiated with Hawaiian Telephone Company (HTCO) and Gasco, Inc. prior to the project's design phase to determine the adequacy of appropriate utility services to serve the needs of the proposed project.

Acquisition of Privately-Owned Lands: The City and State plan to acquire the eight privately-owned parcels within the project site to consolidate ownership and undertake the redevelopment (TMKs: 2-4-05: 13, 22, 26, 27, 28, 29, 31, and 46). Negotiations by the City with the respective landowners for acquisition of the eight parcels is planned to commence in late 1993.

Relocation Plan: Upon completion of negotiations with the respective landowners of the eight privately-owned parcels and prior to issuance of the eviction notices, the City will develop a relocation plan for the respective businesses, tenants and residents who will be displaced in accordance with applicable Federal and State requirements. By law, eviction notices must be issued to the affected parties no less than 90 days prior to the actual date of eviction. During the course of the project's planning process, more definitive parameters and timetables for land acquisition, displacement, and redevelopment will be established to minimize personal and business disruptions of the displacees.

Rent Schedules: Although a preliminary rent schedule for the affordable housing component has been prepared, the final rent schedule will be determined at a later date as the project approaches occupancy.

Affordable Units: During the course of the project's planning process and design development phase, the City and State will explore options to sell some of the affordable units to help bring residential stability to the affordable units, and to diversify the overall on-site housing mix.

Park Dedication Ordinance No. 4621: Based on the park dedication requirement of 10 percent of the project's maximum permitted total floor area, approximately 161,382 square feet of park area is required for the development. The Pawa project will provide an open park area of approximately 164,454 square feet. Discussions with the City Department of Parks and Recreation will be initiated during the planning phase to determine how the project's park dedication requirements will be satisfied.

Educational Facilities: During the course of the project's planning process, the City and State will coordinate with the State Department of Education to meet the needs of students generated by the Pawa project. If necessary, appropriate funding requirements will be defined upon determination of space or other school facilities requirements.

Project Plan and Design: The conceptual plan and detailed design features of the project remain to be finalized and may undergo revisions based on response to public input and to conform to applicable permits and other requirements. The decision regarding operational issues, such as degree of security for the residential parking areas and the Kindergarten through Grade 2 elementary school, will also be determined at such time. During the project's design phase, consideration will be given to sight distance requirements along Young Street at its appropriate project and adjacent street intersections due to the depressed portion of this street. The City and State intend to continue working with the Community Advisory Committee on the Pawaa Redevelopment Project during the course of the planning process and as the project plans are finalized. The City and State will also continue to consult with the State Department of Education during the planning and design phases of the project to ensure that the needs of the project's students are met on-site to the extent possible.

REFERENCES

XII. REFERENCES

Aki Sinoto Consulting. *Historical Literature and Documents Search for the Proposed Pāwa'a Redevelopment, Addendum TMK 2-4-05: 1, 2, 4-8, 10, 20, 47 and 48.* Prepared for Wilson Okamoto & Associates. December 1991.

Aloha Tower Associates and Wilson Okamoto and Associates, Inc. *The Waterfront at Aloha Tower - Final Environmental Impact Statement.* Prepared for State of Hawaii Aloha Tower Development Corporation. December 1990.

B. D. Neal & Associates. *Air Quality Study for the Proposed Pāwa'a Redevelopment Project (Revised).* Prepared for Wilson Okamoto & Associates, Inc. July 1993.

Bishop Museum. *Historical Literature and Documents Search for the Proposed Redevelopment of the Pāwa'a Housing Development.* Prepared for Wilson Okamoto & Associates. April 1992.

City and County of Honolulu. *General Plan - Objectives and Policies.* 1989.

City and County of Honolulu. Ordinance No. 91-38, Bill No. 40., Section 1, Section 13-36.7. *Register of Exceptional Trees.* June 25, 1991.

City and County of Honolulu, Department of Land Utilization. *The Punchbowl District - A Proposal for the Revised Historic, Cultural and Scenic District No. 3.* 1978.

Earthplan. *Pāwa'a Redevelopment Social Impact Assessment.* July 1993.

Hawaii Cooperative Park Service Unit, National Park Service Western Region Natural Resources and Research Division. *Hawaii Stream Assessment - A Preliminary Appraisal of Hawaii's Stream Resources.* Prepared for State of Hawaii Commission on Water Resource Management. December 1991.

Hawai'i State Department of Health. *Integrated Solid Waste Management Plan for the State of Hawai'i.* March 1991.

John Child & Company, Inc. *Market Assessments and Development Program for Pāwa'a Redevelopment Master Plan.* Prepared for Kober/Hanssen/Mitchell Architects. October 1991.

John Child & Company, Inc. to Mr. James Turse, Director, Department of Housing and Community Development. Letter. November 1, 1993.

Kober/Hanssen/Mitchell Architects and Daniel Mann Johnson & Mendenhall - Hawaii. *Pawaa Redevelopment Master Plan*. Prepared for City and County of Honolulu Department of Housing and Community Development, and State of Hawaii Housing Finance and Development Corporation. May 1991.

Kober/Hanssen/Mitchell Architects. *Shadow Study for the Pawaa Redevelopment Project*. Prepared for Wilson Okamoto & Associates, Inc. June 1993.

Office of State Planning. *The Hawaii State Plan*. Chapter 226, Hawaii Revised Statutes. 1991.

State of Hawaii Department of Business, Economic Development & Tourism. *The State of Hawaii Data Book 1991*. November 1991.

State of Hawaii Housing Finance & Development Corporation. *The Hawaii State Plan - Housing*. State Functional Plans. 1989.

United States Department of Agriculture. *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. August 1972.

Unitek Environmental Consultants, Inc. *Environmental Assessment at Pawaa Redevelopment Site*. Prepared for Wilson Okamoto & Associates, Inc. April 17, 1992.

University of Hawaii Land Study Bureau. *Detailed Land Classification-Island of Oahu*. L.S.B. Bulletin No. 11. December 1972.

Wilbur Smith Associates. *Pawaa Redevelopment Project Traffic Study*. July 20, 1993.

William E. Wanket, Inc. *Smith-Maunakea Housing - Final Environmental Impact Statement*. Prepared for City and County of Honolulu Department of Housing and Community Development. July 1991.

Wilson Okamoto and Associates, Inc. *Hale Kewalo Rental Housing Mixed-Use Development Final Environmental Impact Statement*. Prepared for State of Hawaii Hawaii Community Development Authority. June 1993.

Wilson Okamoto and Associates, Inc. *Kekaulike Revitalization Project Final Environmental Impact Statement*. Prepared for City and County of Honolulu Department of Housing and Community Development. June 1991.

Wilson Okamoto and Associates, Inc. *Pawaa Redevelopment Master Plan Environmental Impact Statement Preparation Notice*. Prepared for City and County of Honolulu Department of Housing and Community Development and State of Hawaii Housing Finance and Development Corporation. October 1991.

Wilson Okamoto and Associates, Inc. *Pawaa Redevelopment Project Draft Environmental Impact Statement*. Prepared for City and County of Honolulu Department of Housing and Community Development and State of Hawaii Housing Finance and Development Corporation. June 1992.

Wilson Okamoto and Associates, Inc. *Addendum to the Pawaa Redevelopment Project Draft Environmental Impact Statement*. Prepared for City and County of Honolulu Department of Housing and Community Development and State of Hawaii Housing Finance and Development Corporation. July 1992.

Wilson Okamoto and Associates, Inc. *Pawaa Redevelopment Project Revised Draft Environmental Impact Statement*. Prepared for City and County of Honolulu Department of Housing and Community Development and State of Hawaii Housing Finance and Development Corporation. August 1993.

Y. Ebisu & Associates. *Noise Study for the Pawaa Redevelopment Project*. Prepared for Wilson Okamoto & Associates, Inc. July 1993.

**ORGANIZATIONS AND INDIVIDUALS
ASSISTING IN PREPARATION OF THE EIS**

SECTION XIII

**ORGANIZATIONS AND INDIVIDUALS
ASSISTING IN PREPARATION OF THE EIS**

**XIII. ORGANIZATIONS AND INDIVIDUALS ASSISTING IN THE
PREPARATION OF THE EIS**

Wilson Okamoto & Associates, Inc.

Earl K. Matsukawa
Frances G. Yamada
Lauren Nagata
Bruce Gorst
Malcolm Ching
Glynn Mayeshiro

Kober/Hanssen/Mitchell Architects

Cliff Hanssen
Kurt Mitchell
Rodney Misawa

John Child & Company, Inc.

Karen Char
Uson Ewart

MARKET ASSESSMENT

John Child & Company, Inc.

Karen Char
Uson Ewart

AIR QUALITY STUDY

B. D. Neal & Associates

Barry D. Neal

TRAFFIC STUDY

Wilbur Smith Associates

Bryant T. Brothers

NOISE STUDY

Y. Ebisu & Associates

Yoichi Ebisu

SECTION XIII

**ORGANIZATIONS AND INDIVIDUALS
ASSISTING IN PREPARATION OF THE EIS**

ARCHAEOLOGICAL STUDY

Bishop Museum - Applied Research Group
Paul L. Cleghorn
Gwen Hurst

Aki Sinoto Consulting
Jeffrey Pantaleo
Gwen Hurst

SOCIAL IMPACT STUDY

Earthplan
Berna Cabacungan

HAZARDOUS WASTE STUDY

Unitek Environmental Consultants, Inc.
Robert Weber

SHADOW STUDY

Kober/Hanssen/Mitchell Architects
Rodney Misawa

**CONSULTATION COMMENTS RECEIVED
AND RESPONSES**

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

XIV. CONSULTATION COMMENTS RECEIVED AND RESPONSES

The following government and private agencies were consulted and comments solicited for the Environmental Impact Statement Preparation Notice. A total of 27 comments were received as of January 14, 1992.

A double asterisk (**) indicates comments to which substantive responses were required. Both comment and response letters are reproduced in this section.

A single asterisk (*) indicates letters offering "no comments" and for which no substantive responses were provided.

Federal Agencies

- ** U.S. Army Corps of Engineers
- U.S. Department of Interior - Fish and Wildlife Service
- ** U.S. Department of Housing and Urban Development

State Agencies

- ** Department of Health
- ** Department of Land and Natural Resources
- ** Department of Land and Natural Resources - State Historic Preservation Division
- Department of Accounting and General Services
- Department of Business and Economic Development
- * Office of State Planning
- ** Department of Transportation
- ** University of Hawaii - Environmental Center
- * Office of Environmental Quality Control
- ** Department of Agriculture
- ** Department of Education
- ** Land Use Commission

City and County of Honolulu

- ** Board of Water Supply
- ** Planning Department
- * Department of Land Utilization
- ** Department of Public Works
- ** Department of Transportation Services

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

- ** Building Department
- ** Department of Parks and Recreation
- * Fire Department
- ** Police Department
- Department of Finance

Private Organizations

- ** Hawaiian Electric Company
- ** GTE Hawaiian Tel
- PRI Gasco, Inc.
- American Lung Association
- McCully/Moiliili Neighborhood Board No. 8
- ** Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10
- Ala Moana/Kakaako Neighborhood Board No. 11
- Honolulu Chamber of Commerce
- American Institute of Architects Hawaii Society
- Historic Hawai'i Foundation Mainstreet
- Outdoor Circle

Elected Officials

- Representative Mazie Hirono, House District No. 22
- Councilmember Arnold Morgado, Chairperson
- Councilmember Gary Gill
- Councilmember Leigh Wai Doo

Others

- TMA Corporation
- First Discount Auto Leasing Corp.
- Hawaiian Trust Co. Ltd.
- Shiseido Co. Ltd.
- ** William & Ying Mei Sanders
- Hilda K. Shiraki Tr.
- Michiko Motosue
- Joan R. Mostel Tr.
- Paloma J. Kuhn Hawaiian Trust
- William B. Heeb Tr.
- Beatrice Dairy Products Inc.

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

Nani A.H. Li Tr.
Dorsey Lee & Vernita Jane Turpin
First Federal Savings and Loan Assn.
Hawaii Machinist and Aerospace Workers Building
Douglas Lee Weers Tr.
Heirs of George H. Paris
** Jacqueline A. Parnell, AICP
** Jacqueline Ralston



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 330
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF:

November 20, 1991

Planning Division

The City and County of Honolulu
Department of Housing and Community Development
Attention: Ms. Eileen Mark
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Sir/Madam:

We have reviewed the Environmental Impact Statement Preparation Notice (EISPN) for Pawa'a Redevelopment Master Plan, Honolulu, Oahu, Hawaii. The following comments are provided pursuant to Corps of Engineers authorities to disseminate flood hazard information under the Flood Control Act of 1960 and to issue Department of the Army (DA) permits under the Clean Water Act; the Rivers and Harbors Act of 1899; and the Marine Protection, Research and Sanctuaries Act.

- a. A DA permit is not required.
- b. The flood hazard information presented on page III-1 of the EISPN is correct.

Sincerely,

Roy A. Jett
Roy A. Jett
Kisuk Cheung, P.E.
Director of Engineering

Copy Furnished:

Wilson Okamoto & Associates, Inc.
Attention: Ms. Frances Yamada
P.O. Box 3530
Honolulu, Hawaii 96811

91 NOV 22 1991
PLANNING DIVISION

PLANNING DIVISION

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 533-4427 FAX: 537-5498



E. JAMES TURSE
JAMES TURSE
CHIEF OF BUREAU
QUALITY MANAGER

January 21, 1992

Mr. Kisuk Cheung, P.E.
Director of Engineering
Department of the Army
U.S. Army Engineer District, Honolulu
Building 230
Honolulu, Hawaii 96858-5440

Subject: Environmental Impact Statement Preparation Notice (EISPN)
Pawa'a Redevelopment Master Plan
TRK: 2-4-05: Parcels 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47, and 48

Dear Mr. Cheung:

Thank you for your letter of November 20, 1991 regarding the subject project. Your verification of flood hazard designation and confirmation that the Department of the Army permit is not required will be incorporated in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
E. James Turse
Acting Director

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Honolulu Office
Seven Waterfront Plaza, Suite 500
500 Ala Moana Boulevard
Honolulu, HI 96813

NOV 14 1991

Eileen Mark
City and County of Honolulu
Department of Housing and
Community Development
650 South King Street
Honolulu, HI 96813

Dear Ms. Mark:

SUBJECT: Pawaa Redevelopment Master Plan
Environmental Impact Statement Preparation Notice
(EISP/N)
Tax Map Key 2-4-05: Parcels 1, 2, 3, 4, 5, 6, 7,
8, 10, 13, 14, 18, 19, 20, 21, 22, 23, 26, 27,
28, 29, 31, 46, 47, & 48

This responds to your transmittal dated October 15,
1991, regarding the proposed action for a mixed-use
residential and commercial development on 13.8 acres in the
Makiki District between Beretania and South King Street on
Kalakaua Avenue.

We have reviewed this project and submit the following
comments that should be considered if HUD programs or
assistance is contemplated.


1. A full Environmental Impact Statement (EIS) would not be required by the Department of Housing and Urban Development (HUD).
2. The State Historic Preservation Officer must be consulted and given an opportunity to comment on the potential effect the proposed action may have on historic properties per 36 CFR Part 800.
3. Noise generated by vehicular traffic on Beretania and South King Streets and Kalakaua Avenue should be evaluated for compliance with 24 CFR Part 51 Subpart B; Noise Abatement and Control.
4. The design of residential units should be consistent with 24 CFR Part 8: Nondiscrimination

Based on Handicap in Federally Assisted Programs and Activities of the Department of Housing and Urban Development (HUD) and the Uniform Federal Accessibility Standards.

5. Tests should be made of the soil on lots No. 1 and 2 for contamination that may have resulted from the service station operation on these properties. Appropriate mitigation measures should be taken as required.

If you have any questions, please do not hesitate to call Frank Johnson at (808) 541-1327.

Very sincerely yours,


Patty A. Nicholas
Director
Community Planning and
Development Division

cc:
Frances Yamada
Wilson Okamoto & Associates, Inc.
P. O. Box 3530
Honolulu, HI 96811

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 522-4237 • FAX: (808) 527-6100



FRANK PARR
MAYOR

C. JAMES TURSE
DIRECTOR
GAIL M. HAITO
DEPUTY DIRECTOR

Letter to Ms. Patty A. Nicholas
May 14, 1992
Page 2

action. If contaminants are found in the soil and groundwater at the site, the identification of the extent of the problem, development of a remediation plan, and implementation of remediation activities will be undertaken in accordance with federal and state regulations and in consultation with the State Department of Health.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement for the project.

Ms. Patty A. Nicholas, Director
Community Planning and Development Division
U.S. Department of Housing and Urban Development
Honolulu Office
Seven Waterfront Plaza, Suite 500
500 Ala Moana Boulevard
Honolulu, Hawaii 96813

May 14, 1992

Dear Ms. Nicholas:

Subject: Environmental Impact Statement Preparation Notice (EISPH)
Pavaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

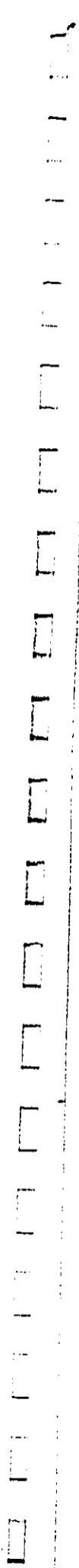
Sincerely,

E. James Turse
Director

This is in response to your letter of November 14, 1991 regarding the subject project.

Please be advised that City and State resources, rather than HUD programs or assistance, will be utilized to develop the proposed project. The Draft Environmental Impact Statement (DEIS) will, nevertheless, address the issues identified in your letter as follows:

1. The State Historic Preservation Officer has been consulted regarding the potential impacts of the project on historic sites. In addition, an archaeological consultant has been retained to prepare a historical literature and documents survey, which will be included in the DEIS. The report will identify areas within the project site which are most likely to contain subsurface historic sites and recommend appropriate mitigation measures to use.
2. A detailed noise study will be prepared for the EIS. It will include the identification of existing and expected noise sensitive locations in the vicinity of the project site and mitigative measures to address noise concerns.
3. The various project elements will be designed to comply with relevant federal and state accessibility requirements.
4. A hazardous waste survey is being prepared in conjunction with project planning. The survey will include a visual site inspection for indicators of environmental contamination which may require further corrective





STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 2279
HONOLULU, HAWAII 96813

JOHN C. LEWIS, M.D.
DIRECTOR OF HEALTH

IN REPLY, PLEASE REFER TO:

December 18, 1991

91-401/epo

Mr. Michael N. Scarfone, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Attention: Eileen Mark

Dear Mr. Scarfone:

Subject: Pawa'a Redevelopment Master Plan
Environmental Impact Statement Preparation Notice
(EISPN)

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

Hazardous Waste

1. Subsurface contamination of soil and groundwater originating from, among other sources, underground storage tanks (USTs) releases, is being discovered through construction-related activities at locations across the State, including urban Honolulu. Environmental contamination can result not only from heavy industrial activities, but also from light commercial activities such as gasoline service stations, motor pool operations, automotive shops, and maintenance yards. In most cases, past releases of petroleum and hazardous substances have not been documented.

For these reasons, we concur with the proposing agencies' plan (sections iii.J. and V.A.6. of the EISPN) to perform a "hazardous waste site survey" to identify potential contamination sources in the project area, including USTs. We recommend that, in addition to the planned survey of existing businesses and their practices, historical research be conducted to determine previous and current uses of the subject area, such as the use of USTs, as well as any other activities which may have contributed to releases of petroleum or hazardous substances into the soil and groundwater. The information gained by conducting this type of thorough land use review will aid the proposing agencies in

Mr. Michael N. Scarfone
December 18, 1991
Page 2

91-401

planning for and implementing any necessary environmental investigative and remedial activities.

2. If environmental contamination is discovered, project activities will most likely be subject to various provisions of federal environmental laws, such as: the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments (HSWA); the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act (SARA); and the Toxic Substances Control Act (TSCA); as well as the Clean Water Act (CWA) and the Clean Air Act (CAA). Similar State laws may also apply. To ensure timely completion of this project, the proposing agencies should plan well in advance for compliance with all applicable federal and State environmental laws for the construction activities anticipated.

3. The proposing agencies should be aware that construction dewatering activities in the project area may be impacted by the presence of contaminated groundwater. Discharge of contaminated groundwater to stormdrains, sewers, and nearby surface waters is regulated under the federal Clean Water Act and may require an National Pollutant Discharge Elimination System (NPDES) permit from the Department of Health Clean Water Branch.

4. Our Underground Storage Tank Section has identified five facilities in the project area which have notified us of the existence of USTs on their properties:

- Gas Plus, 1524 South King Street
- Honolulu Police Department (Pawa'a Annex), 1455 South Baratania Street
- Meadow Gold Dairies (Ice Cream Plant), 1418 Young Street
- Richard's Chevron, 1509 South Baratania Street
- State Department of Agriculture, 1428 South King Street

Closure of these USTs is regulated under 40 CFR Part 280, and may result in the discovery of subsurface contamination originating from releases from these USTs. The proposing agencies should be aware that in addition to these five identified UST facilities, there may be USTs at other existing or previous businesses in the project area for which we do not have records.

5. The construction of residential units and the development of retail and commercial establishments in the project area may include the installation of new USTs. These USTs are

scrap metal recovery; and selective clearing for composting of any large volumes of greenwaste.

As the planned facilities will be quite extensive, their impacts on the future waste stream will be considerable. Waste reduction and diversion activities are significantly more effective when planned into facility design. Thus, addressing these concerns prior to operations is the only viable method of ensuring that the State and County goals are reached. The proposed land use mix has the potential to generate over 10 tons of solid waste per day. The EIS should address the need to include storage space and functional planning to facilitate separation, handling and storage for collection of the project volumes of diverted material. This could include multi-floor collection and diversion systems in the residential area, centralized storage and processing facilities in all buildings, and functional planning to implement successful programs. In addition, the provision of facilities for greenwaste diversion and possible on-site use should be addressed for any landscaped areas and the proposed park.

If you should have any questions regarding this matter, please contact Mr. John Harder, Office of Solid Waste, at (808) 586-4227.

Noise
In preparation of the Environmental Impact Statement for the subject project, the following concerns and regulatory requirements should be addressed:

1. We have serious concerns about the potential noise impacts resulting from the integration of commercial and residential uses.
 - a. Noise from activities associated with commercial facilities, including heavy vehicles utilized for delivery and services, may have adverse impacts on residents within the development.
 - b. Vehicular noise emissions from parking structures, particularly noise resulting from tire squeals, may also have negative impacts.
2. Mitigative measures should be incorporated into the development design in order to minimize the potential noise impacts indicated above.
3. Through facility design, sound levels emanating from stationary equipment such as air conditioning units, exhaust

regulated pursuant to the technical standards and financial responsibility requirements of 40 CFR Part 280 (Attachments A and B). Owners of newly installed USTs must notify our UST Section of the existence of such USTs within 30 days of installation (Attachment C). Also, the appropriate fire and building permits must be obtained from the City and County of Honolulu before the installation of any USTs.

If you should have any questions regarding this section, please call Eric Sadoyama of our Underground Storage Tank Section at (808) 586-4231.

Wastewater
The project is served by an 8-inch sewer line along Bezetania Street, a 6-inch sewer line along Kalakaua Avenue, an 8-inch line along Young Street, and a 14-inch line along King Street. Therefore, as the area is sewered, we have no objections to the proposed Pawa'a Redevelopment Master Plan provided that the project is connected to the public sewers. The developer should work closely with the City and County of Honolulu to assure the availability of additional capacity at the Sand Island Wastewater Treatment Facility for the project.

If you should have any questions, please contact Ms. Lori Kajiwara of the Wastewater Branch at 586-4290.

Solid Waste

The EIS Preparation Notice completely fails to address the issue of Solid Waste Disposal. No mention is made of short-term impacts (demolition and construction debris) nor long-term impacts (controls over the waste generated by the proposed facilities).

As both the State and the City and County of Honolulu have set aggressive waste reduction goals over the next 10 years (State: 25% by 1995, 50% by 2000; County: 30% by 1995, 75% by 2000), any new governmentally-funded project should address its plans for compliance with those goals.

During clearing and construction, a plan for waste reduction should be developed and implemented. At a minimum, the reuse of concrete rubble and asphalt paving as base course or inert fill should be addressed. Other potential areas of discussion should include, but not be limited to, refrigerant recycling for any air conditioning systems; proper handling, disposal and possible recycling of any fluorescent bulbs and ballasts; the potential for

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4227 • FAX: (808) 527-5189



E. JAMES TURSE
DIRECTOR
GAIL M. BARTO
DEPUTY DIRECTOR

FRANK P. ZEM
MAYOR

May 14, 1992

Mr. Michael N. Scarfone
December 18, 1991
Page 5
91-401

fans and generators must be attenuated to meet the allowable levels listed in Department of Health Administrative Rules Chapter 11-43, Community Noise Control for Oahu.

4. Activities associated with the construction phase of the project must also comply with the provisions of Department of Health Administrative Rules, Chapter 11-43, Community Noise Control for Oahu.

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

b. Construction equipment and on-site vehicles requiring an exhaust of gas or air must be equipped with mufflers.

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

5. Heavy vehicles travelling to and from the project site must comply with the provisions of Department of Health Administrative Rules, Chapter 11-42, Vehicular Noise Control for Oahu.

If you should have any questions regarding this matter, please contact Mr. Jerry Haruno of our Noise and Radiation Branch at (808) 584-3075.

Very truly yours,

John C. Lewin
JOHN C. LEWIN, M.D.
Director of Health

Attachments

c: Solid and Hazardous Waste Branch
Wastewater Branch
Office of Solid Waste Management

John C. Lewin, M.D.
Director of Health
Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801

Dear Dr. Lewin:

Subject: Environmental Impact Statement Preparation Notice (EISPN)
Pawa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of December 18, 1991 (Reference 91-401/epo) in which you identified issues of concern to your agency, including those related to hazardous waste, wastewater, solid waste, and noise. These issues will be addressed in the subject EIS as follows:

Hazardous Waste

1. The hazardous waste site survey to be conducted for the DEIS will include historical research to identify previous and current uses and activities which may have contributed to releases of hazardous substances into the soil and groundwater.
2. Be assured that construction activities will be undertaken in compliance with all applicable federal and state environmental laws. Your identification of relevant federal and state laws which may be applicable in the event that environmental contamination is discovered on-site has been noted.
3. We acknowledge that a National Pollutant Discharge Elimination System permit may be required if on-site construction dewatering activities involve the discharge of contaminated groundwater to stormdrains, sewers, and nearby surface waters. The Clean Water Branch will be consulted in the event that this requirement is triggered.
4. The presence of underground storage tanks (USTs) at the Gas Plus station, Honolulu Police Department facility, Meadow Gold Dairies facility, former Richard's Chevron site, and Department of Agriculture facility is acknowledged. Be assured that closure of existing and the installation of new USTs will be undertaken in consultation with the Underground Storage

Letter to John C. Lewin, M.D.
May 14, 1992
Page 2

Tank section of the Department of Health and in compliance with applicable federal and state laws.

Wastewater

1. All improvements associated with the proposed project will be connected to the municipal sewer system. Project plans are being coordinated with the City's Department of Public Works.

Solid Waste

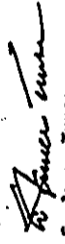
1. The DEIS will address general issues related to solid waste disposal, as well as those specifically identified in your letter, including: (1) how the project will further the City's and State's waste reduction ten-year program; (2) reuse of concrete rubble and asphalt paving and refrigerants; (3) disposal and possible recycling of fluorescent bulbs and ballasts; (4) scrap metal recovery; and (5) incorporation within the project of facilities for storing and recycling solid waste, including greenwaste.

Noise

1. A consultant has been retained to prepare a detailed noise study, which will be included in the EIS. The study will address potential noise impacts resulting from the proposed integration of commercial and residential uses within the project, including noise from activities associated with commercial facilities, such as heavy vehicles used for delivery and services, and vehicular noise emissions from parking structures. Mitigative measures to address these impacts will also be identified.
2. Project development activities will comply with all applicable federal and state noise regulations, including Title 11, Administrative Rules, Chapter 43, Community Noise Control for Oahu and Title 11, Administrative Rules, Chapter 42, Vehicular Noise Control for Oahu.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,


E. James Turse
Director



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 411
HONOLULU, HAWAII 96813

WILLIAM W. PATY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

MEMPHIS

MANAHEU TAGOMORI
Dan T. Kochi
AGRICULTURE DEVELOPMENT
PROGRAM
AGRICULTURE
CONSERVATION AND
COMMERCIAL AFFAIRS
AGRICULTURE DEVELOPMENT
CONTRACTS
POLICIES AND REGULATIONS
AGRICULTURE
LAND MANAGEMENT
STATE PLANS
WATER AND LAND DEVELOPMENT

DEC 6 1991

FILE NO.: 92-258
DOC. NO.: 2151E

REF:OCFA:SKK

The Honorable E. James Turse
Acting Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, Fifth Floor
Honolulu, Hawaii 96813

Dear Mr. Turse:

SUBJECT: Environmental Impact Statement Preparation Notice (EISP/N)
and Master Plan for Pawa'a Redevelopment - Honolulu, Oahu

Thank you for giving our Department the opportunity to comment on this matter. We have reviewed the submitted EISP/N and have the following comments.

HISTORIC PRESERVATION DIVISION COMMENTS:

This document indicates that "a historical assessment of the project site will be conducted to identify significant historic sites." We would ask that the preparer of this historical assessment also consider the possibility that subsurface prehistoric and early historic sites are considered at the project parcel. Typically, an assessment of this type uses information from Land Commission Awards to establish traditional land use patterns. If this research indicates that prehistoric and early historic sites once existed at the parcel, then an inventory of previous building activities that would have destroyed subsurface sites -- primarily the construction of basements or excavated foundations, but also such things as extensive grading -- is completed. This information can then be used to determine the need for subsurface archaeological inventory survey of the project parcel, and if needed, the survey's nature and scope. Typically,

Mr. M. Scarfone

-2-

File No.: 92-258

an inventory survey follows demolition of existing buildings and precedes new construction activity. If significant subsurface historic sites are found during the inventory survey, then archaeological work to mitigate the adverse effects of development will need to be planned and executed prior to construction activities.

Thank you for your cooperation in this matter. Please feel free to call me or Sam Leamo at our Office of Conservation and Environmental Affairs, at 587-0377, should you have any questions.

Very truly yours,

WILLIAM W. PATY

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 & FAX: (808) 525-4428



FRANK F. FAR
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. BARTO
DEPUTY DIRECTOR

May 14, 1992

Mr. William W. Paty, Chairperson
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Paty:


Subject: Environmental Impact Statement Preparation Notice (EISP/N)
Pauoa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of December 6, 1991 (Reference File No. 92-258, Doc. No. 2151E) in which you requested that an assessment of the potential for the location of subsurface prehistoric and early historic sites be considered in conjunction with the historical literature and documents search being undertaken for the subject project.

A literature and documents survey is being undertaken by the City's archaeological consultants and will be included in the DEIS. The survey will include analyses of sources which will indicate the potential for the site to contain any subsurface prehistoric and early historic sites. If potentially sensitive areas within the project site are identified, the decision to proceed with a subsurface archaeological inventory survey and the scope for such a survey will be made in consultation with the Department's consultants and the State Historic Preservation Division.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,


E. James Turse
Director



JOHN WAIKIE
DIRECTOR OF PLANNING



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
23 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

WILLIAM W. FORTY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

MEMBERS

MALUANI TADOMORI
DAN L. KOEHL

AQUACULTURE DEVELOPMENT
ARCHITECTURE
ARCHITECTURAL AFFAIRS
CONSERVATION AND
ENVIRONMENTAL AFFAIRS
CONSERVATION AND
ENFORCEMENT
CONSERVATION
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
STATE PARKS
WATER RESOURCE MANAGEMENT

FRANK P. FAH
MAYOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

680 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 522-4372 • FAX: (808) 527-8498



E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 14, 1992

Mr. Don Hibbard, Administrator
State Historic Preservation Division
Department of Land and Natural Resources
33 South King Street, 6th Floor
Honolulu, Hawaii 96813

Vern Winquist
City and County of Honolulu
Department of General Planning
650 South King Street, 6th Floor
Honolulu, Hawaii 96813

Dear Mr. Winquist,

SUBJECT: Pawaa Redevelopment Master Plan

We are responding to the EIS Preparation Notice in the OEGC Bulletin of November 8th for the Pawaa Redevelopment Master Plan (TKM: 2-4-5:1.2,3,4,5,6,7,8,10,13,14,18,19, 20,21,22, 23,26,27,28,29,31,46,47&48). Within the parcel slated for redevelopment are a number of properties contained in our architectural inventory. The EIS would need to address the impact of the project on these buildings; of special concern are the Department of Agriculture Buildings and its lawn with trees located at TKM: 2-4-5:18.

If you have any questions, please call Daina Penkiunas at 587-0005.

Sincerely,

DON HIBBARD, Administrator
State Historic Preservation Division

DP:sa1

c: Department of Housing and Community Development
Wilson Okamoto and Associates, Inc.
Office of Environmental and Quality Control

Dear Mr. Hibbard:

Subject: Environmental Impact Statement Preparation Notice (EISP/N)
Pawaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of December 10, 1991 (Reference Log No. 4252, Doc. No. 0104p), in which you requested that the EIS address the proposed project's potential impacts on historic buildings, in particular the Department of Agriculture building and its lawn with trees, which appears on your agency's inventory of significant buildings.

The DEIS will address your concerns regarding the project's potential impacts on historic buildings. For your information, preliminary plans call for retaining and incorporating the Department of Agriculture's existing lawn and one-level stone building as part of the overall project.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
Director



OFFICE OF STATE PLANNING
Office of the Governor

HAWAII ADDRESS: P.O. BOX 344, HONOLULU, HAWAII 96813
STREET ADDRESS: 350 SOUTH KING STREET, 5TH FLOOR
TELEPHONE: (808) 527-3000, (808) 527-3003

PLANNING DIVISION
P.O. BOX 344, HONOLULU, HAWAII 96813
TELEPHONE: (808) 527-3000, (808) 527-3003

November 15, 1991

City and County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

ATTENTION: Ms. Eileen Mark

Dear Ms. Mark:

Subject: Environmental Impact Statement Preparation Notice
for Pavaa Redevelopment Master Plan
TKK: 2-4-05: Parcels 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48
Honolulu, Oahu, Hawaii

We have reviewed the Environmental Impact Statement Preparation Notice for the Pavaa Redevelopment Master Plan. The project will include residential units, retail/commercial space, a community day care facility, and parking space to accommodate the residential units and commercial establishments.

We have no comments to offer at this time. Thank you for the opportunity to review the project.

Sincerely,

Harold S. Masumoto
Harold S. Masumoto
Director

cc: Wilson Okamoto & Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 527-3000 • FAX: 527-3498



PLANNING DIVISION

E. JAMES TURSE
Acting Director
CALL OR FAX
FOR INFORMATION

January 21, 1992

Mr. Harold S. Masumoto, Director
Office of State Planning
P.O. Box 3540
Honolulu, Hawaii 96811-3540

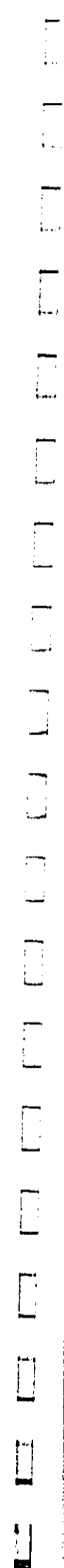
Subject: Environmental Impact Statement Preparation Notice (EISP/N)
Pavaa Redevelopment Master Plan
TKK: 2-4-05: Parcels 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47, and 48

Dear Mr. Masumoto:

Thank you for your letter of November 15, 1991 regarding the subject project. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
E. James Turse
Acting Director



JONAS WAHNEE
COUNCILOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

October 30, 1991

EDWARDY HIRATA
DIRECTOR
DEPUTY DIRECTORS
AL PANG
JOYCE T. OMBKE
JEANNE K. SCHULTZ
CALVINNAI TSUDA

IN REPLY REFER TO:
STP 8-4513

FRANK F. FISH
WATER

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 923-4277 • FAX: (808) 937-8488



E. JAMES TURSE
DIRECTOR
GAIL M. SAITO
DEPUTY DIRECTOR

May 15, 1992

Mr. Michael N. Scarfone
Director
Department of Housing and Community
Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Scarfone:

SUBJECT: Pavaa Redevelopment Master Plan
Environmental Impact Statement
Preparation Notice (EISPN)

We have no objection to the proposed mixed-use Pavaa Redevelopment, and look forward to seeing a copy of the traffic study and proposed measures to mitigate potential congestion. Please add the State Department of Accounting and General Services to the listing of "Agencies to be consulted in Preparation of the EIS" on Page IX-1.

Thank you for allowing us to review the draft EISPN and giving us early notification of the proposed project.

Very truly yours,

Edward Y. Hirata
Edward Y. Hirata
Director of Transportation

Mr. Rex Johnson, Director
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Johnson:

Subject: Environmental Impact Statement Preparation Notice (EISPN)
Pavaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to the letter of October 30, 1991 from Edward Y. Hirata regarding the subject project.

For your information, the EIS will contain a traffic study which will identify anticipated traffic impacts resulting from the proposed Pavaa Redevelopment project, and identify appropriate mitigation measures to relieve potential traffic congestion.

As you requested, the State Department of Accounting and General Services will be added to the list of agencies to be consulted in the preparation of the EIS.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
E. James Turse
Director



STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813
Telephone: 548-4611

ESTHER UEDA
EXECUTIVE OFFICER

PLANS & P&S
100-100



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 537-4437 • FAX: 937-3496

E. JAMES TURSE
GOV. EX-10
COUNTY DIRECTOR

October 31, 1991

The City and County of Honolulu
Department of Housing and
Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813
ATTN: Eileen Mark

Dear Ms. Mark:

Subject: Environmental Impact Statement Preparation Notice
(EISP/N) for the Pawa'a Redevelopment Master Plan,
Honolulu, Hawaii, Tax Map Key Nos.: 2-4-05:
Parcels 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47 &
48

We have reviewed the information for the subject
Environmental Impact Statement Preparation Notice (EISP/N)
transmitted by Mr. Michael N. Scarfone's letter dated
October 15, 1991, and confirm that the redevelopment site, as
approximately depicted in Figures 1 & 2 on pages I-3 and I-4
respectively, is located within the State Land Use Urban
District.

We have no further comments to offer at this time.

Thank you for the opportunity to comment on this matter.
If you have any questions, please call me or Steve Tagawa of my
staff at 587-3822.

Sincerely,

ESTHER UEDA
Executive Officer

EU:to

cc: DBED
Wilson Okamoto & Associates, Inc.
ATTN: Frances Yamada

January 21, 1992

Ms. Esther Ueda
Executive Officer
Land Use Commission
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813

Subject: Environmental Impact Statement Preparation Notice (EISP/N)
Pawa'a Redevelopment Master Plan
THK: 2-4-05: Parcels 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47, and 48

Dear Ms. Ueda:

Thank you for your letter of October 31, 1991 regarding the subject
project. Your letter and confirmation regarding the State Land Use
Urban District designation will be incorporated in the Draft
Environmental Impact Statement.

Sincerely,

Paul Kato

E. James Turse
Acting Director





University of Hawaii at Manoa

Environmental Center
A Unit of Water Resources Research Center
Crawford 317 • 2550 Campus Road • Honolulu, Hawaii 96822
Telephone: (808) 956-7361

November 14, 1991
PH:0080

Ms. Eileen Mark
Department of Housing and Community Development
City and County of Honolulu
Honolulu Municipal Building, 5th Floor
650 South King Street
Honolulu, Hawaii 96813

Dear Ms. Mark:

Environmental Impact Statement Preparation Notice (EISP)
Pawaia Redevelopment Master Plan
Honolulu, Oahu

The EISP discusses the redevelopment of a city block to provide residential and commercial structures in the Makiki area of Honolulu.

The Environmental Center reviewed the EISP with the assistance of Elizabeth Miller.

The air and noise studies should address air and noise qualities at varying heights within the structures. The results of these studies should be taken into account when determining the location of residential dwellings and child care facilities.

The Draft EIS should address the possible contamination of intakes of ventilation systems by emissions from traffic and the parking structure.

Thank you for the opportunity to comment on this project.

Yours truly,

John T. Harrison

John T. Harrison
Environmental Coordinator

cc: Roger Fujioka
Elizabeth Miller

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 1008/956-4217 FAX: 1008/956-8488



FRANK P. PAI
MAYOR

E. JAMES THURSE
DIRECTOR
GAIL M. SAITO
DEPUTY DIRECTOR

May 14, 1992

John T. Harrison, Ph.D.
Environmental Coordinator
Environmental Center
University of Hawaii at Manoa
2550 Campus Road, Crawford 317
Honolulu, Hawaii 96822

Dear Dr. Harrison:

Subject: Environmental Impact Statement Preparation Notice (EISP)
Pawaia Redevelopment Master Plan
- Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of November 14, 1991 (Reference PH:080), in which you requested that the EIS include studies addressing air and noise qualities at varying heights within structures to be developed as part of the subject project.

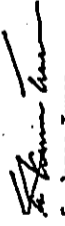
As you are aware, the Department has retained consultants to prepare detailed air and noise quality studies, which will be included in the EIS for the subject project. These studies will address your concerns as follows:

1. The noise study will address noise levels at varying heights within structures to be developed on the project site.
2. The air quality study will address impacts from vehicular emissions and off-site impacts from electrical demand and solid waste disposal generated by the proposed project. It will also discuss general criteria for locating intakes and vents within enclosed parking areas to avoid the potential for the occurrence of carbon monoxide concentrations within enclosed parking areas and near exhaust vents outside the parking areas. The air quality study, however, will focus its assessment of the impact of emissions within the vicinity at ground level, rather than at varying heights, since the highest concentrations of emissions occur at this level and subsequently decrease with height.

Letter to John Harrison, Ph.D.
May 14, 1992
Page 2

Thank you for your comments. Your letter will be included in the Draft
Environmental Impact Statement.

Sincerely,


E. James Turse
Director



JOHN HANES
DIRECTOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

220 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE (808) 548-1108

November 21, 1991

BRIAN J. CHOY
DIRECTOR

FRANK E. FINE
MANAGER



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 323-4427 • FAX: 527-8498

E. JAMES TURSE
FORMER DIRECTOR
CHIEF OF STAFF
COUNTY DIRECTOR

January 21, 1992

Mr. Brian J. J. Choy, Director
State of Hawaii
Office of Environmental Quality Control
220 South King Street, Fourth Floor
Honolulu Hawaii 96813

Subject: Environmental Impact Statement Preparation Notice (EISP/N)
Pawaa Redevelopment Master Plan
TK: 2-4-05: Parcels 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47, and 48

Dear Mr. Choy:

Thank you for your letter of November 21, 1991 regarding the subject project. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

Frank E. Fine
Frank E. Fine
Manager

Ms. Eileen Mark
City and County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Ms. Mark:

Subject: Environmental Impact Statement Preparation Notice for the
Pawaa Redevelopment Master Plan

Thank you for the opportunity to comment on the subject document.
We have no comments to offer.

Sincerely,

Brian J. J. Choy
BRIAN J. J. CHOY
Director

BC:jt

c: Wilson Okamoto & Associates, Inc.
DGP, C & C Honolulu

JOHN WAIHEE
GOVERNOR



YUKIO KITAGAWA
CHAIRPERSON, BOARD OF AGRICULTURE
ILIMA A. FIANAIA
DEPUTY TO THE CHAIRPERSON
FAX: 548-6100

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 So. King Street
Honolulu, Hawaii 96814-2512

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 1-808-521-4617 FAX: 1-808-527-5186



FRANK FASH
WASON

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

November 18, 1991

May 14, 1992

TO: Gail M. Kaito, Acting Director
Department of Housing and Community Development
City and County of Honolulu

FROM: Yukio Kitagawa, Chairperson
Board of Agriculture

SUBJECT: Pawaia Redevelopment Master Plan
EIS Preparation Notice
TMK: 2-4-05: 1,2,3,4,5,6,7,8,10,13,14,18,19,20,21,22,23,
26,27,28,29,31,46,47,48
Honolulu, Oahu, Hawaii

We have reviewed the EIS Preparation Notice enclosed with your letter of October 15, 1991, and have the following comments to offer.

We are concerned with the impact that the proposed redevelopment project may have on the Department of Agriculture, and how the Department's offices, laboratories, and motor pool facilities may fit into the overall master plan for the area. A similar concern arises regarding the Meadow Gold Dairies ice cream plant. There is no mention in the Preparation Notice of whether these facilities are to be displaced and relocated, or accommodated in the redevelopment, and what the required mitigation measures would be to address these long-term socio-economic impacts. We trust that your Department, assisting agencies, and consultants will work closely with us in keeping us fully apprised and informed before the Draft EIS is released for review, so as not to hamper our Department's operations.

Please contact Elaine Abe, Administrative Services Officer (973-9606), assisted by Paul Schwind, Planning Program Administrator (973-9469), for coordination of this matter.

c: Housing Finance and Development Corporation
Hawaii Community Development Authority
Department of General Planning (Eileen Mark)
Wilson Okamoto & Associates (Frances Yamada)
Office of Environmental Quality Control



Mr. Yukio Kitagawa, Chairperson
Board of Agriculture
Department of Agriculture
P.O. Box 22159
Honolulu, Hawaii 96823-2159

Dear Mr. Kitagawa:

Subject: Environmental Impact Statement Preparation Notice (EISPN)
Pawaia Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of November 18, 1991, in which you expressed your concerns regarding the anticipated displacement of activities existing at the subject site, including the Department of Agriculture's offices, laboratories, and motor pool facilities and the Meadow Gold Dairies ice cream plant.

Project plans do call for the redevelopment of the properties containing the Department of Agriculture's and Meadow Gold Dairy's facilities. Displacement and relocation issues affecting you and other prospective displacees will be addressed in the EIS. A consultant has been retained to prepare a social impact assessment which will identify potential socio-economic impacts resulting from the proposed project and propose appropriate mitigation measures. The displacement of project area businesses and residents will be among the issues addressed in the assessment, which will be included in the EIS.

In addition, a relocation program will be developed in compliance with federal and state requirements. Be assured that any relocation activities affecting the Department of Agriculture will be coordinated with your staff.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
Director



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P. O. BOX 2343
HONOLULU, HAWAII 96813

OFFICE OF THE SUPERINTENDENT

November 15, 1991

Mr. Michael N. Scarfone, Director
The City and County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Attention: Ms. Eileen Mark

Dear Mr. Scarfone:

SUBJECT: Pavaa Redevelopment Master Plan
Environmental Impact Statement Preparation Notice
Tax Map Key: 2-4-05: Parcels 1, 2, 3, 4, 5, 6, 7, 8,
10, 13, 14, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 31,
46, 47, & 48
Honolulu, Oahu, Hawaii

Our review of the EISP indicates that the proposed development will have a large impact on the public schools in the area. Based upon 1,290 affordable and 860 market value multi-family units listed in the assessment report, the proposed development will generate the following number of students for each of the schools:

School	Grades	Students
Kaahumanu Elementary	K-5	195
Washington Intermediate	6-8	100
McKinley High	9-12	120

Kaahumanu Elementary is operating at capacity and will not be able to accommodate the anticipated enrollment increase. The school is also landlocked and has no room for additional portables or buildings. Surrounding schools are also limited in space and cannot provide relief of the projected overcrowding. Washington Intermediate and McKinley High are operating at capacity and cannot assure the availability of classrooms to meet the enrollment increase.

AN AFFIRMATIVE ACTION AND EQUAL OPPORTUNITY EMPLOYER

We propose that the developer be required to build a K-2 school within the Pavaa development to accommodate students from the project and surrounding area with adequate playground space. If a K-2 school is built, it will relieve the overcrowding conditions which are projected to occur at Kaahumanu Elementary School. The developer must meet the Educational Specifications and Standards for Facilities of the State if such a project is undertaken. The Department will also propose that classrooms be constructed to accommodate the projected enrollment growth at the secondary schools.

Should there be any questions, please call the Facilities Branch at 737-4743.

Sincerely,

Charles T. Toguchi

Charles T. Toguchi
Superintendent

CTT:jl

cc: A. Suga
J. Kim

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 1808953-4487 • FAX: 18081827-2488



FRANK P. PAE
MAYOR

E. JAMES TURSE
DIRECTOR
CARL M. SAITO
DEPUTY DIRECTOR

May 14, 1992

Mr. Charles T. Toguchi
Superintendent
Department of Education
P.O. Box 2360
Honolulu, Hawaii 96804

Dear Mr. Toguchi:

Subject: Environmental Impact Statement Preparation Notice (EISP/N)
Pavaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of November 15, 1991, in which you identified the need for new school facilities to accommodate the expected increases in public schools' enrollment occurring as a result of the proposed project. In particular, you proposed that elementary school facilities for Kindergarten through Grade 2 be required to be built on the grounds of the proposed Pavaa development.

It should be noted that important public purposes are already being addressed at the subject project through the inclusion of substantial numbers of permanent affordable rental units on-site. Nevertheless, in response to your concerns, a portion of the project site will also be set aside for elementary school classrooms for Grades K through 2. It is our understanding that the Department of Education will be responsible for securing the funding necessary to construct such facilities.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
Director



BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 533-4427 • FAX: 537-8498



E. JAMES TURSE
Director
GAIL M. GUYTO
Deputy Director

PLUM 7 / AB

10/1/91

December 10, 1991

TO: E. JAMES TURSE, ACTING DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

SUBJECT: YOUR MEMORANDUM OF OCTOBER 15, 1991 REGARDING THE
ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN) FOR
THE PROPOSED PAWAA REDEVELOPMENT MASTER PLAN, TMC: 2-4-05: 1-8,
10, 13, 14, 18-23, 27-29, 31, AND 46-48

Thank you for the opportunity to review and comment on the proposed Pawaa Redevelopment Master Plan for the parcels encompassed by Beretania Street, Kalakaua Avenue, King Street, and Keeaumoku Street. We have the following comments:

1. The developer should maintain and insure the integrity of our 24-inch transmission and 8-inch distribution mains on Young Street, between Kalakaua Avenue and Keeaumoku Street, which will be closed and incorporated into the development. If any structures are proposed to be built on Young Street that will limit access for repair and maintenance of our mains, the mains should be relocated. We will provide further comments when a water master plan is submitted for our review and approval.
2. There are existing water meters currently within the area of the project site. Construction drawings showing all affected water meters and meter numbers should be submitted for our review and approval.
3. The availability of water will be confirmed when the building permit is submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges.
4. The proposed development will be subject to Board of Water Supply cross-connectional control requirements prior to the issuance of the building permit.

If you have any questions, please contact Bert Kuloa at 527-5235.

cc: Wilson Okamoto & Associates, Inc.

May 15, 1992

MEMORANDUM

TO: KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN)
PAWAA REDEVELOPMENT MASTER PLAN
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your memorandum of December 10, 1991, in which you identified water system requirements for the proposed Pawaa Redevelopment project.

Your information regarding the possible requirement for the relocation of the 24-inch transmission and 8-inch distribution mains on Young Street, between Kalakaua Avenue and Keeaumoku Street, has been transmitted to project designers. As requested, a water master plan will be prepared and submitted for your review and approval. Be assured that we will closely coordinate the design and construction plans for the project with your agency to ensure that the integrity of water facilities and services in the area is maintained.

Thank you for your comments. Your memorandum will be included in the Draft Environmental Impact Statement.

Jim
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

430 SOUTH KING STREET
 HONOLULU, HAWAII 96813
 PHONE: 527-4400 FAX: 527-4408



E. JAMES TURSE
 DIRECTOR
 GAIL KAITO
 DEPUTY DIRECTOR

FRANK PAK
 MAILER

May 20, 1992

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU

430 SOUTH KING STREET
 HONOLULU, HAWAII 96813



BENJAMIN B. LEE
 CHIEF PLANNING OFFICER
 ROLAND D. LUBY, JR.
 DEPUTY CHIEF PLANNING OFFICER

TH 10/91-3298

November 8, 1991

FRANK PAK
 MAILER

MEMORANDUM

Ben
 TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
 DEPARTMENT OF GENERAL PLANNING

FROM: E. JAMES TURSE
 SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISP/N)
 PAWAA REDEVELOPMENT MASTER PLAN
 TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your memorandum of November 8, 1991 (Reference TH 10/91-3298), in which you requested that special height controls and view impacts and the relocation program for project displaces be addressed in the subject EIS.

We recognize that the residential towers proposed for the Pawaa Redevelopment project will exceed the Development Plan's established height limit of 150 feet for structures built within the Alapai-Sheridan Special Area of the Primary Urban Center. The EIS will address view and other impacts related to the proposed 350-foot building heights. Exemptions to these restrictions pursuant to Section 201E-210, Hawaii Revised Statutes, will be sought for the project. It should be noted that developing the structures to the proposed heights will enable the City and State to construct more slender, less bulky structures and provide greater amounts of open space than would be allowed under the existing 150-foot height limits.

The EIS will also address relevant displacement and relocation issues. A consultant has been retained to prepare a social impact assessment which will identify potential socio-economic impacts resulting from the proposed project, and identify appropriate mitigation measures. The displacement of project area businesses and residents will be among the issues addressed in the assessment, which will be included in the EIS.

Thank you for your comments. Your memorandum will be included in the Draft Environmental Impact Statement.

Jim
 E. JAMES TURSE
 DIRECTOR

MEMORANDUM

TO: GAIL KAITO, ACTING DIRECTOR
 DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
 DEPARTMENT OF GENERAL PLANNING

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN
 ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISP/N)

In response to your memorandum dated October 15, 1991, we have reviewed the subject EISP/N and have the following comments:

We have no objections to the proposed project. The project site is located in the "Alapai-Sheridan Special Area" of the Primary Urban Center. The project site has a 150-foot height limit as stated in the Development Plan Special Provisions for the Primary Urban Center (Ordinance No. 81-79, as amended). Special height controls and view impacts should be addressed in the Draft Environmental Impact Statement.

Furthermore, the program for relocating existing tenants who will be displaced by the project should be discussed in detail.

Thank you for the opportunity to comment on this project. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Benjamin B. Lee
 BENJAMIN B. LEE
 Chief Planning Officer

BBL:it
 cc: Wilson Okamoto & Associates, Inc.
 (Attention: Frances Yamada)

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET
HONOLULU HAWAII 96813 • 1809/913-4432



FRANK ZANI
Mayor

DONALD A. CLEGG
Director
LEGISLATIVE CHIEF
PLANNING DIRECTOR

LU10/91-8458 (AC)

November 13, 1991

MEMORANDUM

TO: MICHAEL N. SCARFONE, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: DONALD A. CLEGG, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN)
PAWAA REDEVELOPMENT MASTER PLAN, HONOLULU, OAHU
TAX MAP KEY 2-4-05: PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 10,
13, 14, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46,
47, & 48

We have reviewed the subject EISPN, and have no comments at this time on the proposed development.

Thank you for the opportunity to comment.

Donald A. Clegg
DONALD A. CLEGG
Director of Land Utilization

DAC:cct
PAWAADEV.DJK

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET 8TH FLOOR
HONOLULU HAWAII 96813
PHONE 935-2321 • FAX 937-4488



FRANK ZANI
Mayor

E. JAMES TURSE
Director
DEPARTMENT OF
LAND UTILIZATION

May 19, 1992

MEMORANDUM

TO: DONALD A. CLEGG, DIRECTOR OF LAND UTILIZATION
DEPARTMENT OF LAND UTILIZATION

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN)
PAWAA REDEVELOPMENT MASTER PLAN
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

Thank you for your memorandum of November 13, 1991 [Reference LU010/91-8458(AC)], in which you indicated that you had no comments on the subject project.

Your memorandum will be included in the Draft Environmental Impact Statement.

E. James Turse
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

450 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE: 522-3437 • FAX: 527-8438



FRANK F. FAR
MAYOR

SAM CALLEJO
DIRECTOR AND CHIEF ENGINEER
2 MICHAEL STREET
DEPUTY DIRECTOR
ENV 91-240

November 19, 1991

MEMORANDUM

TO: MS. GAIL M. KAITO, ACTING DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

ATTENTION: EILEEN MARK

FROM: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE
(EISP/N) - PAAWA REDEVELOPMENT MASTER PLAN
TMK: 2-4-05: PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 10, 13,
14, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46,
47 & 48

We have reviewed the subject EISP/N and have the following comments:

1. A drainage report should be submitted to our Drainage Section, Division of Engineering, for review and approval.
2. It is our opinion that Young Street should be retained as a public thoroughfare for the street network.
3. An application for Sewer Connection form should be submitted to Division of Wastewater Management, Department of Public Works, to determine whether the existing municipal sewer system in the area is adequate to support the proposed development.

cc: Wilson Okamoto & Associates
(Frances Yamada)

SAM CALLEJO
SAM CALLEJO
Director and Chief Engineer

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

450 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 522-3437 • FAX: 527-8438



FRANK F. FAR
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 15, 1992

MEMORANDUM

TO: *Mike*
MICHAEL STREET, ACTING DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISP/N)
PAAWA REDEVELOPMENT MASTER PLAN
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your memorandum of November 19, 1991 in which you stated your Department's opinion that Young Street should be retained as a public thoroughfare for the street network, and requested that a drainage report and application for sewer connection be submitted to your Department.

The drainage report and sewer connection application will be submitted, as requested, to the Drainage Section, Division of Engineering, and Division of Wastewater Management, respectively. Be assured that we will closely coordinate the design and construction plans for the Pawa Redevelopment project with your agency so as to avoid conflicts with the existing utilities network in the area.

Thank you for your comments. Your memorandum will be included in the Draft Environmental Impact Statement.

E. James Turse
E. JAMES TURSE
DIRECTOR

Gail M. Kaito
Page 2
November 25, 1991

Should you have any questions, please contact Mel Hirayama of my staff at local 4119.

TE-5489
PL91.1.362

November 25, 1991

MEMORANDUM

TO: GAIL M. KAITO, ACTING DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: JOSEPH M. MAGALDI, JR., DIRECTOR

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN
ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE
TMK: 2-4-05: VARIOUS

This is in response to your memorandum of October 15, 1991 requesting our comments on the EISP for the subject project.

Based on our review of the project description, we generally concur with the intent of the planned development. However, we have particular concerns with regard to impacts to traffic on the surrounding street system, pedestrian circulation, and the existing bikeway on Young Street, due to the intensity of the proposed development and the proposal to delete certain streets in the area.

Although we have reservations to the proposed closure of Young Street, we will review the findings of the traffic study to determine what mitigative measures will be provided to alleviate the anticipated impacts resulting from this development and the proposed closure. Mitigative measures should include improvements to the surrounding street system which may require the widening of all roadways adjacent to the site to provide additional through and turning lanes.

The developer should work closely with our department during the early stages of the project to determine where street improvements will be needed and to establish driveway and access locations, prior to any commitments on the footprint of the buildings.

cc: Wilson Okamoto & Associates, Inc.
ty(M. Hirayama)
PL911362.DOC


JOSEPH M. MAGALDI, JR.
NOV 28 1991

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

820 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 823-4477 • FAX: 827-8408



E. JAMES TURSE
DIRECTOR
GAIL M. SAITO
DEPUTY DIRECTOR

FRANK P. PAE
DIRECTOR

May 15, 1992

MEMORANDUM

TO: JOSEPH M. MAGALDI, JR., DIRECTOR
DEPARTMENT OF TRANSPORTATION SERVICES

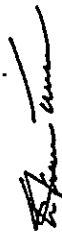
FROM: E. JAMES TURSE, DIRECTOR

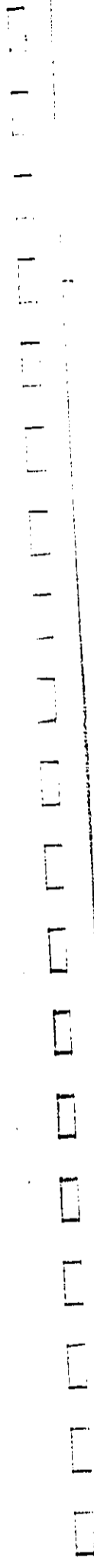
SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPH)
PAAWA REDEVELOPMENT MASTER PLAN
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your memorandum of November 25, 1991, in which you expressed your agency's concerns about the potential impacts on traffic on the surrounding street system, pedestrian circulation, and the existing bikeway on Young Street resulting from the proposed closure of Young Street in conjunction with the development of the subject project.

Your concerns have been noted. As you are aware, the traffic study being prepared for the EIS will include analyses of potential impacts resulting from the proposed project and identify appropriate mitigation measures. Copies of the study will be transmitted to your agency for review and approval. Be assured that project design and construction plans will be coordinated closely with your staff.

Thank you for your comments. Your memorandum will be included in the Draft Environmental Impact Statement.


E. JAMES TURSE
DIRECTOR



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

430 SOUTH KING STREET, 37TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 832-3427 • FAX: 837-6196



E. JAMES TURSE
DIRECTOR
CALL OR AUTO
REPLY SERVICE

PLANNING & ZONING

PB 91-1295

May 15, 1992

November 4, 1991

MEMORANDUM

TO: HERBERT K. MURAOKA, DIRECTOR AND BUILDING SUPERINTENDENT
BUILDING DEPARTMENT

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISP/N)
PAWAA REDEVELOPMENT MASTER PLAN
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

MEMO TO: DEPARTMENT OF HOUSING & COMMUNITY DEVELOPMENT

ATTN: EILEEN MARK

FROM: HERBERT K. MURAOKA
DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN
ENVIRONMENTAL IMPACT STATEMENT
PREPARATION NOTICE (EISP/N)

This is in response to your memo dated October 15, 1991 relative to the Pawaa Redevelopment Master Plan EISP/N.

Previously we requested that this project include space for the Finance Department's driver licensing activities. A 2,500-s.f. usable office area appeared to be allowable during our discussions. Your follow up action on this matter will be appreciated.

Should there be any questions, please have your staff call J. Harada at local 4557.

J. Harada
HERBERT K. MURAOKA
Director and Building Superintendent

DC:jo
cc: J. Harada
Wilson Okamoto & Assoc.
(F. Yamada)

This is in response to your memorandum of November 4, 1991, in which you reiterated the Building Department's need for office space to house the Department of Finance's driver licensing activities. We will follow up with you on our previous discussions regarding this matter.

Thank you for your comments. Your memorandum will be included in the Draft Environmental Impact Statement.

E. James Turse
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK F. FASE
MAYOR

WALTER H. OZAWA
DIRECTOR
DEPARTMENT OF PARKS AND RECREATION

FRANK F. FASE
MAYOR

November 1, 1991

TO: GAIL KALTO, ACTING DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: WALTER H. OZAWA, DIRECTOR

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN
ENVIRONMENTAL PREPARATION NOTICE (EIS)
TAX MAP KEY 2-4-5: 1-8 ET AL

We have reviewed the subject EIS Preparation Notice and have the following comment.

The Draft EIS should indicate how the proposed project will comply with Park Dedication Ordinance No. 4621.

Please contact Jason Yuen of our Advance Planning Branch at 527-6315 to discuss whether park dedication requirements can be partially satisfied by retention of the existing State Department of Agriculture park at the intersection of King and Keaumoku Streets.

Walter H. Ozawa
WALTER H. OZAWA Director

WMO:el

cc: Wilson Okamoto & Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 833-4427 • FAX: 837-8498



E. JAMES TURSE
DEPUTY DIRECTOR

Gail M. Kalto
DEPUTY DIRECTOR

January 21, 1992

MEMORANDUM

TO: MR. WALTER H. OZAWA, DIRECTOR
DEPARTMENT OF PARKS AND RECREATION

FROM: E. JAMES TURSE, ACTING DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPH)
PAWAA REDEVELOPMENT MASTER PLAN
THK: 2-4-05: PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 25, 27, 28, 29, 31, 46, 47, AND 48

Thank you for your letter of November 1, 1991 regarding the subject project. Your letter and information concerning the project's compliance to the park dedication ordinance will be addressed in the Draft Environmental Impact Statement.

We will be coordinating our project plans with your department in attempting to meet the Park Dedication Ordinance standards. In the event we are unable to fully comply, however, appropriate exemptions may need to be sought pursuant to Chapter 201E, Hawaii Revised Statutes.

E. James Turse
E. JAMES TURSE
Acting Director



**FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU**

1433 SOUTH BERTANHA STREET, ROOM 305
HONOLULU, HAWAII 96814



FRANK C. PASH
MAYOR

October 30, 1991

LIONEL E. CAMARA
FIRE CHIEF
DONALD S. CHANG
DEPUTY FIRE CHIEF

FRANK C. PASH
MAYOR

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU**

610 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 523-2237 • FAX: 527-8888



January 21, 1992

E. JAMES TURSE
ACTING DIRECTOR
Call H. Kaito
DEPUTY DIRECTOR

MEMORANDUM

TO: MR. LIONEL E. CAMARA, FIRE CHIEF
FIRE DEPARTMENT

FROM: E. JAMES TURSE, ACTING DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISP/N)
PAWAA REDEVELOPMENT MASTER PLAN
TMK: 2-4-05: PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47, AND 48

TO: MICHAEL N. SCARFONE, DIRECTOR
DEPARTMENT OF HOUSING & COMMUNITY DEVELOPMENT

FROM: LIONEL E. CAMARA, FIRE CHIEF

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN
ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE
(EISP/N)
TAX MAP KEY 2-4-05: PARCELS 1, 2, 3, 4, 5, 6, 7, 8,
10, 13, 14, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29,
31, 46, 47, AND 48
HONOLULU, OAHU, HAWAII

We have reviewed the subject material provided and have no additional comments.

Should you have any questions, please call Acting Assistant Chief Attilio Leonard of our Administrative Services Bureau at 943-3838.

Lionel E. Camara
LIONEL E. CAMARA
Fire Chief

AKL:ny
Copy to: Wilson Okamoto & Associates, Inc.

Thank you for your letter of October 30, 1991 regarding the subject project. Your letter will be included in the Draft Environmental Impact Statement.

Frank Pash
FR. E. JAMES TURSE
Acting Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
 450 SOUTH KING STREET, 5TH FLOOR
 HONOLULU, HAWAII 96813
 PHONE: 813-4627 FAX: 813-7488



E. JAMES TURSE
 Acting Director

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
 1433 SOUTH BERESTANIA STREET
 HONOLULU, HAWAII 96813
 AREA CODE 1081 943-3111



MICHAEL S. NAKAMURA
 Chief

FRANK P. FASH
 Mayor

January 21, 1992

November 14, 1991

our reference
 ES-LK

MEMORANDUM

TO: MR. MICHAEL S. NAKAMURA, CHIEF OF POLICE
 POLICE DEPARTMENT

FROM: E. JAMES TURSE, ACTING DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE (EISPN)
 PAWAA REDEVELOPMENT MASTER PLAN
 TKK: 2-4-05: PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
 19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47, AND 48

TO: MICHAEL N. SCARFONE, DIRECTOR
 DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

ATTENTION: EILEEN MARK

FROM: MICHAEL S. NAKAMURA, CHIEF OF POLICE
 HONOLULU POLICE DEPARTMENT

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN ENVIRONMENTAL IMPACT
 STATEMENT PREPARATION NOTICE (EISPN)
 TAX MAP KEY 2-4-05: PARCELS 1, 2, 3, 4, 5, 6, 7, 8,
 10, 13, 14, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29,
 31, 46, 47, and 48
 HONOLULU, OAHU, HAWAII

Thank you for your letter of November 14, 1991 (Reference ES-LK) regarding the subject project. Your letter and information provided will be incorporated into the Draft Environmental Impact Statement.

We have reviewed the EISPN and would like to make one correction. The description under "Police and Fire Protection" on page III-6 is inaccurate. The description should read somewhat as follows:

The project area is located within Police District 1, which roughly covers downtown Honolulu. District 1 headquarters are currently located within the project site, but will be relocating in 1992 to a facility on Alapai Street between Beretania and King Streets, site of the former MTL bus depot.

Other than the above, we have no comment at this time.

MICHAEL S. NAKAMURA
 Chief of Police

BY *[Signature]*
 Assistant Chief of Police
 Support Services Bureau

cc: Wilson Okamoto & Associates, Inc.

[Signature]
 E. JAMES TURSE
 Acting Director

Hawaiian Electric Company, Inc. - PO Box 2750 - Honolulu, HI 96840-0001

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-2121 • FAX: (808) 527-5188



C. JAMES TURSE
DIRECTOR
GLENN M. SAITO
DEPUTY DIRECTOR

FRANK P. ZAS
MAYOR

November 14, 1991

May 14, 1992



William A. Bonnet
Manager
Environmental Document

Ms. Eileen Mark
City and County of Honolulu
Department of Housing
and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Ms. Mark:

Subject: Pavaa Redevelopment Master Plan
Environmental Impact Statement Preparation Notice
(EISPN)

We have reviewed the subject EISPN, and have the following comments on the proposed project:

1. The existence of 12 KV underground ductlines along Young Street will require coordinating work efforts to maintain electrical utility service during construction.
2. The large load anticipated for this project will require extensive installation of new ducts and service at a distribution voltage of 24.94 KV.

HECO shall reserve further comments pertaining to the protection of existing powerlines bordering and servicing the area until construction plans are finalized.

If you have any questions or need additional information, please contact Mike Choy at 543-5679.

Sincerely,

AnHEI Company

Mr. William A. Bonnet, Manager
Environmental Department
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, Hawaii 96840-0001

Dear Mr. Bonnet:

Subject: Environmental Impact Statement Preparation Notice (EISPN)
Pavaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10; 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of November 14, 1991, in which you identified the presence of 12 KV underground ductlines along Young Street and the need for extensive installation of new ducts and service at a distribution voltage of 24.94 KV in order to accommodate the electrical service requirements of the subject project.

The aforementioned information has been transmitted to project designers. Be assured that project design and construction plans will be coordinated with your staff to ensure that electrical service is maintained during construction and that service requirements for the proposed project are met.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
Director

GTE Hawaiian Tel

Beyond the call

GTE Hawaiian Telephone Company Incorporated
P.O. Box 2200 • Honolulu, HI 96811 • (808) 546-4511

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 523-4417 • FAX: 521-5439



E. JAMES TURSE
Acting Director
GAIL H. SAITO
Deputy Director

FRANK F. JARVIS
Mayor

TO: The City & County of Honolulu
Dept. of Housing & Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

DATE: November 1, 1991

ATTENTION: Eileen Hahn
RE: Pawaia Redevelopment Master Plan

GENTLEMEN:

WE ARE SENDING YOU
THE FOLLOWING ITEMS:

- PRELIM. DRAWINGS
- STANDARD DRAWINGS
- ATTACHED
- FINAL DRAWINGS
- SPECIFICATIONS

COPIES	NO.	DESCRIPTION
1		Pawaia Redevelopment Master Plan Booklet
		Environmental Impact Statement Preparation Notice

THESE ARE TRANSMITTED AS CHECKED BELOW:

- FOR APPROVAL
- FOR YOUR USE
- AS REQUESTED
- FOR REVIEW AND COMMENT
- RESUBMIT
- SUBMIT
- RETURN

- APPROVED AS SUBMITTED
- APPROVED AS NOTED
- RETURNED FOR CORRECTIONS

- COPIES FOR APPROVAL
- COPIES FOR DISTRIBUTION
- CORRECTED PRINTS

REMARKS: HTCO's aerial facilities to be affected by Young Street Closure. Relocation costs of facilities to be charged to customer. If there are any questions, please contact Jay Furukawa at 834-6253.

January 21, 1992

Mr. Alvin Park
Acting Operations Supervisor
OSP Engineering
GTE Hawaiian Telephone Company, Inc.
P.O. Box 2200
Honolulu Hawaii 96841

Subject: Environmental Impact Statement Preparation Notice (EISP/N)
Pawaia Redevelopment Master Plan
TMK: 2-4-05: Parcels 1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 14, 18,
19, 20, 21, 22, 23, 26, 27, 28, 29, 31, 46, 47, and 48

Dear Mr. Park:

Thank you for your letter of November 1, 1991 regarding the subject project. Your letter and information concerning the effect to HTCO's aerial facilities resulting from the closure of Young Street will be incorporated in the Draft Environmental Impact Statement.

Any required relocation of HTCO facilities will be coordinated with your department prior to the demolition and construction phase of the project.

Sincerely,

E. James Turse
E. James Turse
Acting Director

SIGNED: *Alvin Park*
TITLE: Acting Operations Supervisor -
OSP Engineering

Copy To: Frances Yamada (Wilson) (Kamaio) (A1102)



MAKI/LOWER PUNCHBOWL/TANTALUS NEIGHBORHOOD BOARD NO. 10
 176 NEIGHBORHOOD CONCERNION • CITY HALL, ROOM 408 • HONOLULU, HAWAII 96813

MAKI/LOWER PUNCHBOWL/TANTALUS
 NEIGHBORHOOD BOARD NO. 10
 MINUTES OF REGULAR MEETING
 NOVEMBER 15, 1991
 PAGE 3

December 23, 1991

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

Dear Mr. Clegg:

Thank you for keeping our Board informed of the planning processes for the Pawa Block. We are concerned that we have input into the EIS and planning processes. Please keep us informed of all public hearings. Attached are the comments from our November 14, Neighborhood Board meeting relating to the Pawa Block development.

Sincerely,

John Steelquist
 John Steelquist
 Chair

cc: Gail Kaito, DDCD
 Senator Russell Blair
 Representative Carol Fukunaga
 Councilmember Gary Gill
 Councilmember Andy Hirikitan

Attachment



Oahu's Neighborhood Board System - Established 1973

RAYONS OFFICE - Gail Kaito, deputy director, Department of Housing and Community Development, had no report. There were no questions from the Board or guests.

DEPARTMENT OF PARKS AND RECREATION - Bert Koide, Makiki Complex supervisor, had no report.

RESIDENTS/OTHERS - None.

APPROVAL OF MINUTES FOR THE OCTOBER 10, 1991 REGULAR MEETING - The minutes were approved as circulated.

TREASURER'S REPORT: Marion reported the following:

Operating Account

Previous balance \$1208.66
 Current balance \$1155.77

PRESENTATION:

HAWAII NURSES ASSOCIATION OF HAWAII HELMET LAY - Representatives of the Hawaii Nurses Association were unable to attend the meeting. The presentation will be rescheduled.

UNFINISHED BUSINESS:

PAWA BLOCK PLANNING - Wilfred Motoue and William Sanders, owners of property and businesses within the boundaries of the City/State planned development of blocks occupied by the old main police station and State Department of Agriculture, addressed the Board. They expressed opposition to possible condemnation of their and other private property owners' properties so the City/State may develop the combined blocks. They are not opposed to the plans to develop the two blocks in question, but do not want to sell, lease, or otherwise give up rights to manage their properties as they desire. If condemnation procedures are implemented, there is concern the City/State will base the condemnation price on the much lower assessed value rather than market value.

Discussion followed where it was noted the State Office of Environmental Quality Control (OEQC) has received notice of preparation for an EIS (Environmental Impact Statement) for this project. It was suggested that all interested parties submit comments to the OEQC at this time so their concerns may be addressed in the EIS.

Heasler reviewed, and discussion followed on comments from the Board's planning and zoning committee and concerns expressed tonight as follows:

1. The raising of the height limit from 150 to 350 feet could set a precedent and the beginning of further height increases along S. King and S. Beretania Streets. The KIS should include an analysis of the visual impacts of the building heights at 150, 250 and 350 feet from the perspective of the immediate area, 1/2 mile and one mile away.
2. Cutting off Young Street would increase congestion as traffic flow from Young Street in both directions is diverted onto S. King and S. Beretania. Young Street can also serve as a relief feeder for congestion and emergencies on S. King and S. Beretania Streets and as a location for small businesses.
3. No provision has been made for insuring that street-level business access is maintained along S. King Street, S. Beretania Street, Young Street, Kalakaua Avenue, and Keamoku Street. We want to avoid the blank walls on street level in many other projects. Alternate analysis should particularly consider the distribution of ground-level access businesses along S. Beretania as well as the other streets.
4. The 56 businesses and 25 residences should have first choice of comparable facilities at comparable prices in the new project. A plan should be developed so that as each phase of the project is constructed, businesses and residents who are due to be displaced can move in without being displaced from the area.
5. If condemnations are carried out, condemned landowners should be granted the opportunity to "buy back" a condominium element of identical square footage in the new facility.
6. If condemnations are carried out, appraisals should be made on the basis of recent comparable sales, not income flow.
7. The City/State should investigate the possibility of deleting the portion of the project Diamond Head of Kahaka Street and mauka of Young Street.
8. The City should include a significant portion of the units as low-income rentals.
9. The concerns of small businesses and landowners should be addressed during the project.
10. If condemnations are carried out, the appraisals should be revised to consider "blight of summons" of the KIS public notice proceeding the appraisal date.

Lyman moved and Kim seconded that the Board express concerns to the City about the height limits, cutting off Young Street, maintaining street level businesses along S. Beretania, S. King and other streets, first choice of comparable facilities to displaced businesses and residents, opportunity for buy back by condemned landowners, appraisals should be based on recent comparable sales, consideration of deleting the area of the project Diamond Head of Kahaka and mauka of Young Street, inclusion of low income rentals, addressing concerns of small businesses and landowners and appraisals considering "blight of summons". The motion passed unanimously.

Lyman moved and Kim seconded that the City increase efforts for establishment of a Citizens Advisory Committee to include business/landowners for this project. The motion passed unanimously.

CHURCH UNITED METHODIST CHURCH RENOVATION UPDATE - Chair Steelquist reported receipt of a letter from a resident expressing concern about the status of royal palms and monkeypod trees due to the project for renovations and construction of a new sanctuary and education building. Duk See Murabayashi representing the church reported landscape plans call for the removal of 16, addition of five, and relocation of 11 royal palms; and removal of 16, monkeypod trees. The palms will be relocated along Keamoku Street and Heulu Street. The landscape consultant indicated a number of the trees are old and may not survive or are suitable for relocation. Murabayashi indicated the church will comply with all landscaping requirements of the Department of Land Utilization. If all goes as planned, the project will be out to bid in March or April 1992 with construction to begin in May 1992.

Lyman moved and Shiroha seconded that the Board send copies of the letter expressing concern about the possible loss of trees to the Department of Land Utilization and Murabayashi.

Au moved and At Nelson seconded that the Board strongly supports the value and use of the palm trees and requests that the Department of Land Utilization take this issue into consideration on the Site Plan Review.

The motion to amend passed, 10-3. Lyman, Kim and Steelquist opposed.

The motion as amended, passed unanimously.

REPLACEMENT OF ADMINISTRATION AND LIBRARY BUILDINGS AT MAKIKI DISTRICT PARK - No report.

PROPOSAL TO REVERSE FLOW OF TRAFFIC ON PENSACOLA AND PIKOI STREETS - No report.

CONFERENCE OF NEIGHBORHOOD BOARDS - Chair Steelquist reported the conference held its last meeting on November 5, the next meeting is scheduled for November 16. Board representatives have been discussing rapid transit and amendments to the City Charter. At recent meetings the need for participating Boards to share calling and other costs was expressed. Heasler moved and Chang seconded that the Board contribute \$100 for this purpose.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

590 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 531-4237 • FAX: (808) 527-5499



PAULINE F. FARH
MAYOR

E. JAMES TURSUE
DIRECTOR
DAN M. KAITO
DEPUTY DIRECTOR

May 26, 1992

Mr. John Steelquist, Chair
Hakiki/Lower Punchbowl/Tantalus
Neighborhood Board No. 10
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Dear Mr. Steelquist:

Subject: Environmental Impact Statement Preparation Notice (EISPN)
Pawaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of December 23, 1991, in which you expressed the Hakiki/Lower Punchbowl/Tantalus Neighborhood Board Number 10's concerns that the Neighborhood Board be given input into the EIS and planning processes for the Pawaa Redevelopment Master Plan project, and transmitted comments regarding the project made by members of the Neighborhood Board at its meeting of November 15, 1991.

As requested, Neighborhood Board Number 10 will be informed of all public hearings concerning the project and will be included as a consulted party for the EIS.

The following comments respond to the concerns itemized in the minutes of your regular meeting of November 15, 1991:

1. Building Heights

We have taken under advisement your concerns regarding the potential impacts resulting from developing the project's residential towers above established height limits and your request that the EIS include analyses of the visual impacts of building heights at 150, 250 and 350 feet from the perspective of the immediate area, and from distances of one-half and one mile away. The EIS will be addressing potential visual impacts resulting from the proposed development, and will include analyses of developing the project at alternative building heights of 150 and 250 feet.

In response to your concerns that the proposed development will be setting

Letter to John Steelquist
May 26, 1992
Page 2

a precedent for increasing building heights along South King and Beretania Streets to the same levels as at the Pawaa project, it should be noted that the City and State will be requesting exemptions from height limits pursuant to Section 201E-210, Hawaii Revised Statutes, for the project. By law, such exemptions can only be requested for projects in which at least sixty percent of the residential units are set aside for affordable housing, and are subject to the review and approval of the City Council. We do not expect a rush on the part of abutting property owners to develop projects with the same high percentage of affordable housing units on their lots, consequently, the Pawaa project should not be viewed as a precedent-setter for increasing future building heights in the area. The only other way that higher building heights could be obtained for abutting properties would be through an amendment to the Development Plan Ordinance for the Primary Urban Center, which would also be subject to public hearings and the City Council's review and approval.

2. Traffic

Your concerns that the proposed closure of Young Street, between Keeaumoku Street and Kalakaua Avenue, will increase traffic congestion in the area are noted. For your information, a traffic impact study prepared by a technical consultant will be included in the EIS. The study will address anticipated traffic-related impacts resulting from the development of the Pawaa Redevelopment project, including the closure and incorporation of Young Street in the project. Analyses of the intersections of Kalakaua Avenue and Keeaumoku Street with King and Beretania Streets will be included in the study. Appropriate mitigation measures will be identified.

3. Housing Program

The suggestion was made that the project include low-income rentals as a significant portion of the housing units in the project. As you are aware, a total of sixty percent of the units in the project will be set aside for affordable housing, meaning housing units affordable to households earning no more than 120% of the median income for the City and County of Honolulu (currently estimated at approximately \$55,200 for a family of four); approximately thirty percent of the units will be for households earning no more than 80% of the median income, and thirty percent of the units for households earning between 81% and 120% of the median income, adjusted for household size. Of the approximately 2,150 residential units proposed for the development, approximately 1,290 units will be affordable rental units for households in these income ranges.

4. Site Planning

Site planning issues raised at the November 15, 1991 meeting include: (a) your concerns that no provisions were made for ensuring that street-level

these displaces priority status to return to the Pawa project. It should be noted that it will not be possible for rents at the new rental units developed at the Pawa project in 1994 or 1995 to be held at the same levels as those of the rental units currently existing on the project site in 1992, however, qualified tenants would be eligible for State rent subsidies which could reduce their rent payments for the new units by \$175 to \$250 per month.

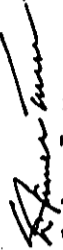
Project phasing and possible buy-back scenarios which would include provisions to allow displaced to relocate within the Pawa project area as new facilities are completed and to offer landowners opportunities to acquire condominium elements in the new facilities are currently being examined.

6. Condemnation Proceedings

Various technical recommendations were made at the November 15, 1991 meeting, including recommendations that: (a) the appraisals prepared in conjunction with condemnation proceedings be based on recent comparable sales, rather than income flow; and (b) the appraisal should consider the "blight of summons" resulting from the public notice for the project EIS. In general, these and other issues which potentially affect the eminent domain process will be evaluated by and acted upon, as deemed appropriate, by the City's Corporation Counsel. For your information, federal and state eminent domain laws require that a landowner receive just compensation for a condemned property. The value of the property is determined by an independent appraiser and reviewed by a second independent appraiser. The owner has the right to challenge this valuation; however, the final decision regarding land value is made by the courts.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,


E. James Turse
Director

cc. Senator Russell Blair
Representative Carol Fukunaga
Councilmember Gary Gill
Councilmember Andrew Hirikiani

business access is maintained along South King, South Beretania, and Keeaumoku Streets and Kalkava Avenue; and (b) a suggestion to delete the portion of the project located Diamond Head of Kaheka Street and mauka of Young Street.

Provisions for maintaining street-level businesses along the streets adjacent to the project site are being analyzed as part of the master planning process. The EIS will include a discussion of this analysis.

We have analyzed the alternative of excluding from the project the portion of the site located mauka of Young Street and Diamond Head of the police station parking lot. Including this parcel in the project will not only allow for the provision of more generous amounts of on-site open space, but provide opportunities to include additional retail/commercial spaces and parking as part of the overall development.

5. Displacement & Relocation

We have taken under advisement: (a) your concerns that the needs of small businesses and landowners be addressed during project development; (b) your recommendation that the project be phased so as to allow the estimated 56 businesses and 25 residents due to be displaced from the project site to relocate to new facilities within the new development without being displaced from the project site; and (c) your recommendations that displaced residents and businesses be given first choice of comparable facilities at comparable prices in the new project, and that condemned landowners be given an opportunity to acquire a condominium element of identical square footage in the new facility developed at the project site.

A consultant has been retained to prepare a social impact assessment which will identify potential socio-economic impacts resulting from the proposed project and identify appropriate mitigation measures. The displacement of project area businesses and residents will be among the issues addressed in the assessment, which will be included in the EIS. The City is also developing a relocation program in compliance with federal and State requirements, and has initiated discussions with affected landowners and tenants to address their concerns.

Residents displaced by government action are immediately given first priority for units at any existing government-sponsored housing project. Generally, once a resident exercises that option and accepts a unit at an existing project, the resident does not retain priority status for obtaining a unit at projects which may be completed later. We understand, however, that some residents may want to temporarily move into another government-assisted housing project and relocate back to the Pawa project after it has been completed, and are examining the feasibility of giving

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

450 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 531-4337 • FAX: (808) 527-6499



E. JAMES TURSE
DIRECTOR
CHAS. H. MAITO
DEPUTY DIRECTOR

FRANK E. ZAR
MAYOR

November 19, 1991

The City and County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

ATTN: Ms. Eileen Mark

Dear Ms. Mark:

I am writing with regard to the Pavaa Redevelopment Master Plan, Environmental Impact Statement Preparation Notice.

My wife and I are the fee owners of that parcel within the area under study, known as TRK 2-4-0515 and 2-4-0516.

We wish to go on notice as being opposed to the plan as outlined. The City and State plan to acquire all 19 of the privately-owned parcels, of which two belong to us.

We have no opposition to plans formulated for the existing State and City lands. But we oppose the government's plans to consolidate ownership and in some fashion acquire the parcel owned by us.

I own and operate a business on the referenced property known as BALDWIN SANDERS Piano & Organ Center (William Sanders, Inc.) and have been doing business at this location for about six years. We have put hundreds of thousands of dollars into the renovation of the building at this location (1500-1502 South King Street) and into the advertising and promotion of this location as our prime retail outlet.

To disturb the business buildup and following that we have thus far acquired, by giving up the location, would be devastating. A business of this type relies greatly on location, customer awareness, easy access and parking; all of which we enjoy.

I speak not only for my business, but for the 12 other businesses within these premises. All such tenants would suffer greatly if they were to be displaced by the proposed plans for Pavaa Redevelopment.

I eagerly oppose the Master Plan as outlined.

Thank you for your time in reading my comments.

Sincerely,

William Sanders
1500 South King St.
Honolulu, Hawaii 96826

(808) 946-6500 FAX (808) 949-3386

Enc

Thank

Copy

File

Info

Rec

May 14, 1992

Mr. William Sanders
1500 South King Street
Honolulu, Hawaii 96826

Dear Mr. Sanders:

Subject: Environmental Impact Statement Preparation Notice (EISP)
Pavaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of November 19, 1991, in which you expressed your opposition to the planned acquisition and consolidation of privately-owned parcels in conjunction with the development of the subject project.

We respect your desire to maintain the ownership of your property, however, the consolidation of the entire two blocks is necessary for the development of an efficient and economically viable mixed-use, mixed-income urban community. Nevertheless, we will work closely with you and other affected businesses and residents to minimize business and personal disruptions.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
Director

KRP Information Services

1314 South King St., Suite 951 Honolulu, HI 96814
Mailing Address: PO Box 27506, Honolulu, HI 96827

Phone: 808
545-3633

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT CITY AND COUNTY OF HONOLULU

150 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 808/533-4437 • FAX: 808/537-9888



E. JAMES TURSE
DIRECTOR
GAIL M. HAYDO
DEPUTY DIRECTOR

FRANK F. FALS
DIRECTOR

November 4, 1991

City & County of Honolulu
Department of General Planning
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Subject: EIS Preparation Notice: Pawaas Redevelopment Master Plan

I have read the EIS Preparation Notice for the proposed redevelopment of the Pawaas site. As the owner and occupant of an office in the First Interstate Bank Building and a resident of Makiki I wish to strongly protest the proposed closing of Young Street between Keeaumoku and Kalakaua.

We have been looking forward to the time the Police Department moves and will not use this section of Young Street as their parking lot every afternoon, and now the Department of Housing and Community Development is planning to close it entirely! This would be very inconvenient for all of us who work and live in the vicinity. Young Street is the only alternative to King or Beretania when one of them is clogged with traffic. And if it is closed, you can be sure that King and Beretania will have considerably more traffic all the time. Further, it is the preferred and safest route for cyclists. And does anyone even care about us pedestrians?

I do not understand why we are continually closing off streets when we have so few to begin with. I walk to work and like to walk about the neighborhood. In many areas of Makiki and Pawaas there are long blocks with no breaks at all, only solid walls or chainlink fences. There is no way to get from Beretania to Young Street between Piikoi and Keeaumoku, or from Pensacola to Thurston between Wilder and Lunalilo. One-third of Kamaile Street was closed off already this year. I think we should have more streets - or at least alleys - not less.

Please consider using a skyway or even bridging the streets to join the two parcels of this project. But please do not close off Young Street.

Jacqueline A. Parnell
Jacqueline A. Parnell, AICP

cc: DHCD; Wilson Okamoto, Inc.; OEQC.

May 14, 1992

Ms. Jacqueline A. Parnell, AICP
KRP Information Services
P.O. Box 27506
Honolulu, Hawaii 96827

Dear Ms. Parnell:

Subject: Environmental Impact Statement Preparation Notice (EISPN)
Pawaas Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of November 4, 1991, in which you expressed your opposition to the planned closure of Young Street in conjunction with the development of the subject project.

Your concerns regarding the impacts of the street closure on cyclists and pedestrians are noted. For your information, preliminary project designs feature an open pedestrian mall running through the project site. Overall traffic impacts will be addressed in a traffic study, which is being prepared by a technical consultant and will be included in the EIS. The traffic study will identify anticipated impacts resulting from the proposed closure and incorporation of Young Street within the project site. The study will include analyses of the intersections of Keeaumoku Street and Kalakaua Avenue with Young, King and Beretania Streets. Appropriate mitigation measures will be identified.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
E. James Turse
Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 933-4327 • FAX: (808) 937-3498



E. JAMES TURSE
DIRECTOR
GAIL N. RAITO
DEPUTY DIRECTOR

November 21, 1991

City & County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Attention: Eileen Mark

Subject: EIS Preparation Notice for the Pawaaw Redevelopment Master Plan

I would like to be a consulted party in the preparation of the EIS for the master plan for the redevelopment of the Pawaaw site, and to receive a copy of the draft EIS.

I am particularly interested in what kind of traffic studies have been done for this project that could possibly justify the proposed closing of Young Street between Keeaumoku and Kalakaua. I work in an office in the First Interstate Bank Building which has an entrance on Young Street. It will make it very inconvenient for all the building's businesses and their clients to close off this important through street. It will also further overload Beretania and King Streets.

Jacqueline Ralston
Jacqueline Ralston

cc: Office of Environmental Quality Control
Wilson Okamoto, Inc
Department of General Planning

May 15, 1992

FRANK F. FARR
ALTON

Ms. Jacqueline Ralston
666 Prospect Street, #207
Honolulu, Hawaii 96813

Dear Ms. Ralston:

Subject: Environmental Impact Statement Preparation Notice (EISPH)
Pawaaw Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of November 21, 1991, in which you expressed your concerns regarding the proposed closure of Young Street, between Keeaumoku Street and Kalakaua Avenue, in conjunction with the development of the Pawaaw Redevelopment project, and requested to be a consulted party for the subject EIS.

In accordance with your request, you will be among the consulted parties for the EIS. Your concern that the closure of Young Street will inconvenience businesses who use it as a through street and further overload Beretania and King Streets is noted. For your information, a traffic impact study will be included in the EIS. The study will address anticipated traffic-related impacts resulting from the development of the Pawaaw Redevelopment project, including the closure and incorporation of Young Street in the project. Analyses of the intersections of Kalakaua Avenue and Keeaumoku Street with King and Beretania Streets will be included in the study. Appropriate mitigation measures will be identified.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement.

Sincerely,

E. James Turse
E. James Turse
Director

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

The following government and private agencies were consulted and comments solicited for the Draft Environmental Impact Statement and the Addendum to the Draft Environmental Impact Statement. A total of 38 comments for the Draft Environmental Impact Statement and the Addendum to the Draft Environmental Impact Statement were received as of October 8, 1992.

A double asterisk (**) indicates comments to which substantive responses were required. Due to the subsequent revision to the original Pawaaw Redevelopment Project Master Plan, responses were not individually prepared for the respective comment letters. Instead, a letter indicating development of the revised project plan and preparation and issuance of a Revised Draft Environmental Impact Statement was submitted in response to each comment letter. Both comment and response letters are reproduced in this section.

A single asterisk (*) indicates letters offering "no comments" and for which no substantive responses were provided.

Federal Agencies

- * Naval Base, Pearl Harbor
- * Soil Conservation Service
- * U.S. Army Corps of Engineers
- U.S. Department of Interior - Fish and Wildlife Service
- * U.S. Department of Housing and Urban Development

State Agencies

- ** Department of Health
- Department of Land and Natural Resources
- ** Department of Land and Natural Resources - State Historic Preservation Division
- ** Department of Accounting and General Services
- * Department of Defense - Office of the Adjutant General
- ** Department of Defense - Office of the Director of Civil Defense
- ** Department of Business, Economic Development & Tourism - Energy Division
- Office of State Planning
- ** Department of Transportation
- ** University of Hawaii - Environmental Center
- * Office of Environmental Quality Control
- ** Department of Agriculture
- ** Department of Education
- ** Land Use Commission

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

City and County of Honolulu

- ** Board of Water Supply
- ** Planning Department
- ** Department of Land Utilization
- ** Department of Public Works
- ** Department of Transportation Services
- ** Building Department
- ** Department of Parks and Recreation
- ** Fire Department
- * Police Department
- Department of Finance

Private Organizations

- Hawaiian Electric Company
- GTE Hawaiian Tel
- PRI Gasco, Inc.
- American Lung Association
- McCully/Moiliili Neighborhood Board No. 8
- Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10
- Ala Moana/Kakaako Neighborhood Board No. 11
- Honolulu Chamber of Commerce
- ** American Institute of Architects Hawaii Society
- Historic Hawai'i Foundation Mainstreet
- Outdoor Circle

Elected Officials

- Representative Mazie Hirono, House District No. 22
- ** Senator Carol Fukunaga, 12th Senatorial District
 - Community Advisory Committee on the Pawa'a Redevelopment Project,
 - Chairperson
- Councilmember Arnold Morgado, Chairperson
- Councilmember Gary Gill
- Councilmember Leigh Wai Doo
- ** Councilmember Rene Mansho

Others

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

- ** William & Ying Mei Sanders
- ** Jacqueline A. Parnell, AICP
- Jacqueline Ralston
- David Sox
- ** Leolani Abdul/Wilfred Motosue
- ** J. Leolani Abdul
- ** A. Lono Lyman
- ** Robin Anawalt
- ** Sonette Muramoto
- ** Shirley A. Nakatsu
- ** Michiko Motosue
- ** Steve Purnell
- ** One Kalakaua Partners



DEPARTMENT OF THE NAVY
 COMMANDER
 NAVAL BASE PEARL HARBOR
 BOX 110
 PEARL HARBOR, HAWAII 96860-5020

Mr. Tim Hata
 Department of General Planning
 City and County of Honolulu
 650 South King Street, 8th Floor
 Honolulu, Hawaii 96813

Dear Mr. Hata:

PAWAA REDEVELOPMENT PROJECT

We have received the subject Draft Environmental Impact Statement (DEIS) and have no comments to offer. Since we have no further use for the DEIS, it is being returned to the Office of Environmental Quality Control (OEQC).

Thank you for the opportunity to review the DEIS.

Sincerely,

W.K. Liu
 W.K. LIU
 Assistant Base Civil Engineer
 in direction of
 the Commander

Copy to:
 Dept. of Housing & Community Development
 (Attn: Eileen Mark)
 Wilson Okamoto & Assoc., Inc.
 (Attn: Frances Yamada)
 Office of Environmental Quality Control

IN REPLY REFER TO
 11010
 Ser 00F2/2042
 1 JUL 1992

FRANK FASH
 MAJOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU

450 SOUTH KING STREET, 27th FLOOR
 HONOLULU, HAWAII 96813
 PHONE: (808) 531-2222 • FAX: (808) 537-8499



E. JAMES TURSE
 DIRECTOR
 GAIL M. RAITO
 DEPUTY DIRECTOR

June 26, 1992

Mr. W.K. Liu
 Assistant Base Civil Engineer
 Naval Base Pearl Harbor
 U.S. Department of the Navy
 Box 110
 Pearl Harbor, Hawaii 96860-5020

Dear Mr. Liu:

Subject: Draft Environmental Impact Statement
 Pawaa Redevelopment Master Plan
 Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of June 12, 1992, in which you indicated that you had no comments to offer regarding the Draft Environmental Impact Statement for the proposed Pawaa Redevelopment Master Plan.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement for the project.

Sincerely,

Gail Kaito
 Gail Kaito
 Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 522-4277 FAX: (808) 527-5488



FRANK P. FAH
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

11010
SER MA2/2642
27 JUL 1992

Ms. Gail Kaito
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Ms. Kaito:

July 8, 1992

PAWAA REDEVELOPMENT PROJECT

Mr. M.K. Liu
Assistant Base Civil Engineer
Naval Base Pearl Harbor
U.S. Department of the Navy
Box 110
Pearl Harbor, Hawaii 96860-5020

We have received the Addendum to the subject Draft Environmental Impact Statement (DEIS) submitted by your letter of July 17, 1992, and have no further comments to offer. However we are retaining a copy of the DEIS. Thank you for the opportunity to review the DEIS.

Dear Mr. Liu:

Subject: Draft Environmental Impact Statement
Pawaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

Sincerely,

M. K. LIU
Assistant Base Civil Engineer
in direction of
Commander

This is to clarify the Department's response to your letter of June 12, 1992, in which you indicated that you had no comments to offer regarding the Draft Environmental Impact Statement for the proposed Pawaa Redevelopment Master Plan.

Our letter should have indicated that your letter will be included in the Final Environmental Impact Statement for the project. We apologize for any confusion that may have been caused by our previous letter.

Sincerely,

Gail Kaito
E. James Turse
Deputy Director

Copy to:
Office of Environmental Control
Dept. of Housing & Community Development
(Attn: Eileen Mark)
Wilson Okamoto & Assoc., Inc. ←
(Attn: Frances Yamada)



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

450 SOUTH KING STREET, 3TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 521-4621 • FAX: (808) 521-5888



FRANK F. ZAHN
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Mr. M.K. Liu
Assistant Base Civil Engineer
Naval Base Pearl Harbor
Attn: Base Civil Engineer
Box 110
Pearl Harbor, HI 96860-5020


Dear Mr. Liu:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of June 26, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
180 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 521-4427 • FAX: (808) 527-5488



FRANK Z. FARI
MAYOR

August 28, 1992

P. O. BOX 50004
HONOLULU, HAWAII
96850

SOIL
CONSERVATION
SERVICE

UNITED STATES
DEPARTMENT OF
AGRICULTURE

Mr. Tim Hata
Department of General Planning
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Hata:

Subject: Addendum to the Draft Environmental Impact Statement (DEIS) -
Pavaa Redevelopment Master Plan; Honolulu, Oahu, Hawaii

We have reviewed the DEIS and have no comments for the proposed redevelopment
master plan addendum. Thank you for the opportunity to review this document.

Sincerely,

WARREN H. LEE
State Conservationist

cc:

Ms. Eileen Hark, Department of Housing and Community Development,
City and County of Honolulu, 650 S. King Street, 5th Floor,
Honolulu, HI. 96813
Ms. Frances Yamada, Wilson Okamoto & Associates, Inc.,
1150 South King Street, Suite 800, Honolulu, Hawaii 96814

Mr. Warren M. Lee
State Conservationist
Soil Conservation Service
U.S. Department of Agriculture
P.O. Box 50004
Honolulu, HI 96850

Dear Mr. Lee:

Subject: Draft Environmental Impact Statement (DEIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of August 28, 1992 to the Planning Department
regarding the subject project.

Please be informed that due to concerns expressed by the community to
various elements of the initial Pavaa Redevelopment Project, the master
plan has since been revised to address the concerns. Development of the
revised master plan was largely based on input and recommendations of the
Advisory Committee on the Pavaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft
EIS is currently being prepared. Upon its issuance, you will be
provided another opportunity to comment on the revised Draft EIS.
Please be assured that your comments to the initial project plan which
are relevant to the revised master plan will be taken under advisement
in the preparation of the revised Draft EIS.

E. JAMES TURSE
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL N. KATO
DEPUTY DIRECTOR



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 230
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF:

Planning Division

July 22, 1992

07/21 - 2234

Department of General Planning
City and County of Honolulu
Attention: Mr. Tim Hata
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Sir/Madam:

We have reviewed the Draft Environmental Impact Statement (DEIS) for the proposed Pawa Development Project, Makiki, Honolulu, Oahu. Our previous comments in response to the Preparation Notice (letter dated November 20, 1991) have been included in the DEIS. We have no additional comments.

Sincerely,


Eileen Mark
Director of Engineering

Copies Furnished:

Office of Environmental Quality Control
220 South King Street, Fourth Floor
Honolulu, Hawaii 96813

City and County of Honolulu
Department of Housing and Community
Development
Attention: Ms. Eileen Mark
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Wilson Okamoto & Associates, Inc.
Attention: Ms. Frances Yamada
1150 South King Street, Suite 800
Honolulu, Hawaii 96814

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 521-4157 & FAX: (808) 527-9438



May 6, 1993

FRANK F. FAR
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. SAITO
DEPUTY DIRECTOR

Mr. Kisuk Cheung, P.E.
Director of Engineering
U.S. Army Corps of Engineers
Pacific Ocean Division
Building 230
Fort Shafter, HI 96858-5440

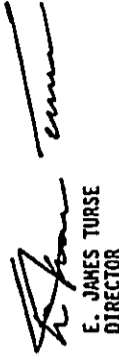
Dear Mr. Cheung:

Subject: Draft Environmental Impact Statement (DEIS)
Pawa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of July 22, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

RECEIVED

JUL 23 1992

06/93-2045

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT



Honolulu Office
Seven Waterfront Plaza, Suite 500
500 Ala Moana Boulevard
Honolulu, HI 96813

JUN 26 1992

Mr. Tim Hata
Department of General Planning
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Hata:

SUBJECT: Pawaas Redevelopment Project
Draft Environmental Impact Statement

We have reviewed the Draft Environmental Impact Statement for the Pawaas Redevelopment Project dated June 1992, and find that we do not have any additional comments than those we submitted to your office on November 14, 1991.

We appreciate the opportunity to comment on the proposed project that will add approximately 2100 residential units to the housing stock of Honolulu.

Very sincerely yours,

Patty A. Nicholas
Patty A. Nicholas
Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 533-4212 • FAX: (808) 527-5498



FRANK Z. ZARI
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. HATO
DEPUTY DIRECTOR

May 10, 1993

Mr. Gordan Furutani, Manager
U. S. Department of Housing and
Urban Development
Honolulu Office
Seven Waterfront Plaza, Suite 500
500 Ala Moana Boulevard
Honolulu, Hawaii 96813

Dear Mr. Furutani:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaas Redevelopment Project
Tax Map Keys: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 8, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the Initial Pawaas Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaas Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

Sincerely,

E. James Turse
E. JAMES TURSE
Director





STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 328
HONOLULU, HAWAII 96811

August 14, 1992

Department of General Planning
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Attn: Tim Haiz

Dear Mr. Haiz:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project

In addition to our comments addressing the EIS Preparation Notice contained in our letter, dated December 18, 1991, we have the following comments to offer on the DEIS:

Noise

The contractor must obtain a noise permit if the noise levels from construction activities are expected to exceed the allowable levels stated in Department of Health (DOH) Administrative Rules, Chapter 11-43, "Community Noise Control for Oahu."

If you should have any questions on this matter, please contact Mr. Jerry Haruno of the Noise and Radiation Branch at 586-4701.

Solid Waste

After receiving extensive comments from the Office of Solid Waste Management regarding the need to address solid waste management impacts, there is absolutely no discussion of existing waste management capacity, the amount of waste to be generated, or any planned construction waste mitigation efforts.

In summary, we find the solid waste component of this document to be inadequate and incomplete.

If you should have any questions on this matter, please contact Mr. John Harder of the Office of Solid Waste Management at 586-4726.

Hazardous Wastes

Our concerns regarding this proposed project focus on the environmental impacts which may be caused by soil and ground water contamination which may currently be present at the project site.

In reply, please refer to:

91-401/epo

Department of General Planning
August 14, 1992
Page 2

We are concerned that without adequate advance planning, the required environmental investigation and clean-up in response to such contamination may be poorly implemented and may, in fact, increase any potential threat to human health and the environment posed by the contamination. In addition, as demonstrated by the difficulties encountered by other development projects in urban Honolulu, failure to adequately plan for and coordinate environmental investigations and cleanups with construction activities in development projects may result in significant scheduling delays and cost overruns.

We, therefore, urge the proposing agencies to integrate the identification, investigation, and clean-up of environmental contamination into the planning process for the project. The proposing agencies should ensure that project planners, construction consultants, and environmental consultants coordinate environmental- and construction-related activities and minimize any conflicts between the two objectives.

As such, we offer the following comments:

I. As noted in the DOH's December 18, 1991, comments on the EIS preparation notice for this project, if environmental contamination is present, project activities may be subject to federal environmental laws such as: the Resource Conservation and Recovery Act (RCRA); the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); and the Toxic Substances Control Act (TSCA); as well as the Clean Water Act (CWA) and the Clean Air Act (CAA). Similar State laws (e.g., Hawaii Revised Statutes Chapters 128D, 342B, 342D, 342J, 342L, etc.) may also apply.

II. The proposing agencies should consult with the Division of Occupational Safety and Health of the Hawaii Department of Labor and Industrial Relations, at (808) 586-9116, to ensure that all applicable Federal and State occupational health and safety requirements are identified and complied with. If project activities involve hazardous substances or hazardous waste operations, these may include requirements such as the Federal Hazardous Waste and Emergency Response Operations (HAZWOPER) rule in 29 CFR 1910.120.

III. The construction of the proposed two-level underground parking building, the proposed underground theater complex, and any other below-grade structures at the project site, as well as the closure of the existing underground storage tanks (USTs) at the project site, will involve the excavation, removal, and disposal of large volumes of soil. Failure to plan for the proper management of contaminated soil encountered during excavation may result in undue exposures to the public by pathways such as air emissions, fugitive dust, and runoff from contaminated soil stockpiles or excavations where contamination is exposed.


In addition, if the procedures used to identify contaminated soil are inadequate, excavated contaminated soil may be incorrectly classified and managed as uncontaminated soil. The improper management of contaminated soil may spread contamination beyond its existing extent and increase the potential for exposures to the public, and may also increase the ultimate difficulty and cost of the cleanup.

To ensure that contaminated soil is properly identified and managed during excavation of soil at the project site, we recommend that the following steps be taken:

VII. As mentioned in the draft EIS, the treatment, storage, and disposal of polychlorinated biphenyls (PCBs) is regulated under the Federal Toxic Substances Control Act by the U.S. Environmental Protection Agency. For additional information on PCB-related issues, please contact the Pesticides & Toxics Branch of the U.S. EPA Region 9 Office in San Francisco, California, at (415) 744-1087.

If you should have any questions regarding hazardous wastes, please contact Mr. Eric Sadoyama of the Solid and Hazardous Waste Branch at 586-4231.

Very truly yours,


JOHN C. LEWIN, M.D.
Director of Health

Enc.

c: Clean Air Branch
Clean Water Branch
Office of Solid Waste Management
Solid and Hazardous Waste Branch
Noise and Radiation Branch
Office of Environmental Quality Control
Dept. of Housing and Community Development,
City & County of Honolulu
Wilson Okamoto and Associates, Inc.

A. The nature, extent, and magnitude of soil contamination at the site should be fully characterized prior to any excavation taking place. Both the horizontal and vertical extent of contamination should be determined.

B. Excavation activities should be directed based on the extent and location of contamination in the soil, as determined by the soil characterization study.

C. As excavation activities proceed, excavated soil should be measured for contamination to confirm the results of the soil characterization study before being transported off-site for disposal.

D. Plans for the storage, transport, treatment, and disposal of contaminated soil should be made well in advance, based on the projected volumes of contaminated soil, and the types and levels of contamination present, as determined by the soil characterization study.

IV. Regarding the closure of existing UST systems at the project site, the proposing agencies should note that the Solid and Hazardous Waste Branch has prepared guidelines to assist UST owners and operators in complying with the federal UST closure requirements and release response requirements as found in 40 CFR 280. We have enclosed a copy of these guidelines. (We are currently developing a detailed technical guidance manual on UST release investigation, release response and corrective action, and closure activities, and expect to have this document available for the public in September 1992.)

V. While the proposing agencies acknowledged in the draft EIS that an NPDES permit may be required for the discharge of water from construction dewatering activities, we are concerned that the proposing agencies may not be cognizant of the full ramifications of this requirement. Proposed revisions to DOH Administrative Rules, Chapter 11-55, "Water Pollution Control" will require an NPDES permit application for any construction dewatering activity discharging water to surface waters. Discharge of treated ground water to surface waters from a facility or project site where petroleum products have been released from leaking USTs will require the UST owner or operator to submit an additional NPDES permit application for the site remediation. The proposing agencies should note that the DOH's Clean Water Branch is currently developing general permits to expedite the permitting of construction dewatering and leaking UST remediation activities. For additional information on NPDES permitting requirements, please contact the Clean Water Branch at 586-4309.

VI. As alluded to in our earlier comment on soil contamination, emissions of volatile contaminants from contaminated media (soil, ground water, and floating free product) exposed by construction activities may cause a significant short-term impact on air quality. Before commencing construction, the proposing agencies should ensure that activities such as excavation, earth moving, and dewatering do not cause or contribute to exceedances of federal and State ambient air quality standards. Information on the presence and distribution of contamination in soil and ground water gathered in the characterization studies recommended above should be used for this purpose. For additional information on compliance with ambient air quality standards, please contact the DOH's Clean Air Branch at 586-4200.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4227 • FAX: (808) 527-4188



E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

FRANK F. ASH
MAYOR

May 6, 1993

John C. Lewin, M.D.
Director
Department of Health
P.O. Box 3378
Honolulu, HI 96801


Dear Dr. Lewin:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of August 14, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

JOHN WAINANE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

WILLIAM W. BENT, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
EDWINA S. BENT
JOHN R. EDWARDS
DONALD L. HANAUKE
AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
CONSERVATION AND
ENVIRONMENTAL AFFAIRS
CONSERVATION AND
RECREATION DIVISION
ALBUQUERQUE ENVIRONMENTAL
CONSERVATION
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
DIVISION
LAND AND NATURAL
RESOURCES
STATE PARKS
WATER AND LAND DEVELOPMENT

07/92-2105

Roland D. Libby Jr.
Page 2

If you have any questions please call Tom Dye at 587-0014.
Sincerely,

DON HIBBARD, Administrator
State Historic Preservation Division

TD:amk

LOG NO: 5551
DOC NO: 0821t

July 1, 1992

Mr. Roland D. Libby, Jr.
Deputy Chief Planning Officer
Department of General Planning
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

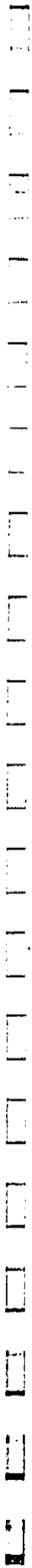
Dear Mr. Libby:

SUBJECT: Draft Environmental Impact Statement (DEIS),
Pawaia Redevelopment Project
Honolulu, Kona, O'ahu
TRK: 2-4-5: 1, 2, 4-8, 10, 13, 14, 18-23, 26-29, 31,
46-48

The DEIS contains as Appendix D an historic literature and documents search that identifies three areas of potential subsurface historic sites. These include: 1) the area bounded by Barretania, Keaumoku, and Young Streets currently occupied by Meadow Gold Dairies; 2) the parking lot bounded by Young Street, Kaheka Lane, and King Street; and 3) the interior portion of the block bounded by King Street, Kaheka Lane, Young Street, and Kalakaua Avenue. The DEIS faithfully re-produces these findings and makes a commitment to complete the historic preservation review process for these areas. The next step in this process will be an archaeological inventory survey to determine the presence or absence of subsurface historic sites and, if historic sites are present, to collect sufficient information to assess significance. If significant historic sites are absent then the historic preservation review process will end. If significant historic sites are present then the effects of the project on these sites will be assessed and a mitigation plan developed.

The DEIS refers to the Federal Historic Preservation Laws, but it is our understanding that no federal monies or lands are involved in this project, so that it would fall under Chapter 6E, the State Historic Preservation Laws.

Under Chapter 6E, in addition to the review of potential archaeological sites, any proposed changes to the Department of Agriculture Building would need concurrence from our office.



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 327-2489



FRANK F. FASI
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAJITO
DEPUTY DIRECTOR

May 6, 1993

Mr. Don Hibbard, Administrator
State Historic Preservation Officer
Department of Land and Natural Resources
1151 Punchbowl Street
Honolulu, HI 96813


Dear Mr. Hibbard:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of July 1, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 535-4137 • FAX: (808) 537-4499



E. JAMES TURSE
DIRECTOR
DAN ALBERTO
DEPUTY DIRECTOR

FRANKIE PAN
MAILER

(P) 1726.2

AUG 5 1992

May 6, 1992

City and County of Honolulu
Department of General Planning
650 South King Street
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata

Gentlemen:

Subject: Pawa Redevelopment Project
DEIS

Thank you for the opportunity to review the subject document. We have no comments to offer.

Should there be any questions, please have your staff contact Mr. Ralph Yukumoto of the Planning Branch at 586-0488.

Very truly yours,

Henry M. Nakatani
HENRY NAKATANI

Acting State Public Works Engineer

RY:jj Department of Housing and Community Development
cc: Wilson Okamoto & Associates, Inc.
OEQC

Mr. Gordon Matsuoka
State Public Works Engineer
Department of Accounting and General Services
1151 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Matsuoka:

Subject: Draft Environmental Impact Statement (DEIS)
Pawa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of August 5, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. James Turse
E. JAMES TURSE
DIRECTOR



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE ADJUTANT GENERAL
2945 DIAMOND HEAD ROAD, HONOLULU, HAWAII 96813

EDWARD T. RICHARDSON
MAJOR GENERAL
ADJUTANT GENERAL

WILLIAM H. HALEGUA
COLONEL
ADJUTANT GENERAL

FRANK E. FARR
DIRECTOR

June 16, 1992

Engineering Office

Mr. Tim Hata
Department of General Planning
650 South King Street, 8th Fl.
Honolulu, Hawaii 96813

Subject: Draft Environmental Impact Statement
Pawaa Redevelopment Project

Dear Mr. Hata:

Thank you for providing us the opportunity to review the above mentioned environmental impact statement.

We have no comments to offer at this time regarding the project.

Sincerely,

Jerry M. Matsuda

Jerry M. Matsuda
Lieutenant Colonel
Hawaii Air National Guard
Contracting and Engineering Officer

c: Dept. of Housing & Community Development
Wilson Okamoto & Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4237 FAX: (808) 527-8488



E. JAMES TURSE
DIRECTOR
GAIL M. HAYTO
DEPUTY DIRECTOR

June 26, 1992

Lieutenant Colonel Jerry M. Matsuda
Contracting and Engineering Officer
Hawaii Air National Guard
State of Hawaii
Department of Defense
3949 Diamond Head Road
Honolulu, Hawaii 96816-4495

Dear Lieutenant Colonel Matsuda:

Subject: Draft Environmental Impact Statement
Pawaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is in response to your letter of June 16, 1992, in which you indicated that you had no comments to offer regarding the Draft Environmental Impact Statement for the proposed Pawaa Redevelopment Master Plan.

Thank you for your comments. Your letter will be included in the Draft Environmental Impact Statement for the project.

Sincerely,

E. James Turse

E. James Turse
Director

NATIONAL GUARD
American Air Force
American Air Force

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 527-5498



FRANK F. FARO
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

July 8, 1992

Lieutenant Colonel Jerry H. Matsuda
Contracting and Engineering Officer
Hawaii Air National Guard
State of Hawaii
Department of Defense
3949 Diamond Head Road
Honolulu, Hawaii 96816-4495

Dear Lieutenant Colonel Matsuda:

Subject: Draft Environmental Impact Statement
Pawaa Redevelopment Master Plan
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

This is to clarify the Department's response to your letter of June 16, 1992, in which you indicated that you had no comments to offer regarding the Draft Environmental Impact Statement for the proposed Pawaa Redevelopment Master Plan.

Our letter should have indicated that your letter will be included in the Final Environmental Impact Statement for the project. We apologize for any confusion that may have been caused by our previous letter.

Sincerely,

E. James Turse
for E. James Turse
Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 527-5498



FRANK F. FARO
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Lieutenant Colonel Jerry H. Matsuda
Contracting and Engineering Officer
Hawaii Air National Guard
State of Hawaii
Department of Defense
3949 Diamond Head Road
Honolulu, Hawaii 96816-4495

Dear Lieutenant Colonel Matsuda:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48

Thank you for your letter of June 16, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. James Turse
E. JAMES TURSE
DIRECTOR

JOHN WILKIE
DIRECTOR
MAJOR GENERAL EDWARD V. RICHARDSON
DIRECTOR OF CIVIL DEFENSE
ROY C. PRICE, SR.
VICE DIRECTOR OF CIVIL DEFENSE



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
340 OAHU ROAD
HONOLULU, HAWAII 96819-4795



PHONE (808) 724-2101

Mr. Tim Hata
September 2, 1992
Page 2

The concern for the safety of project residents whose well-being is threatened by natural hazards (hurricanes/high winds, flooding, tsunamis and earthquakes) as well as technological hazards (power outages, HAZMAT incidents) cannot be overstated.

c: Ms. Eileen Mark
Department of Housing and Community Development
Ms. Frances Yamada
Wilson Okamoto & Associates, Inc.

September 2, 1992

TO: Mr. Tim Hata
Department of General Planning
City and County of Honolulu

FROM: Roy C. Price, Sr.
Vice Director of Civil Defense

SUBJECT: Draft Environmental Impact Statement (DEIS), Pawaia Redevelopment
Master Plan

We do not have negative comments specifically directed at the DEIS. However, we do propose the following: Antenna and repeater equipment to transmit signals to Civil Defense sirens and a siren simulator device be properly coordinated and emplaced. This siren alerting system allows Civil Defense officials to alert and inform the public of an impending or actual event that threatens their well-being in a timely manner.

The recommended location for the antenna in Options A1, B1, or C would be a rooftop site, with a setback of ten feet from the edge and space for a three-foot diameter base. Additionally, should government funding of the project permit it, a 144 square foot, air conditioned equipment room for the repeater equipment with conduits to the rooftop, the structure telephone room and access to a power panel are proposed as infrastructure to support the alerting system. Siren simulators are large, suitcase size portable sirens, complete with built-in battery backup power. The siren simulator is triggered by the same radio signal that triggers the outdoor sirens. The installation of such a device consists of the simulator, an antenna, an antenna cable duct and a backup source for AC electrical power. The recommended location for the siren simulator is any 24-hour manned office.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 5 FAX: (808) 527-5115



FRANK A. FASI
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Mr. Roy C. Price, Sr.
Vice Director of Civil Defense
State of Hawaii
Department of Defense
3949 Diamond Head Road
Honolulu, HI 96816-4495

Dear Mr. Price:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
25-29, 31, 46-48

Thank you for your letter of September 2, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. JAMES TURSE
DIRECTOR





**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

ENERGY DIVISION, 235 MERCHANT ST., BLDG. 110, HONOLULU, HAWAII 96813 PHONE: (808) 587-3400 FAX: (808) 587-3420

JOHN WAIHEE
Governor
MARTI HANDELMAN
Director
BARBARA KIM SILVER
Deputy Director
BOCK GOULD
Deputy Director
TACEA YOSHIDA
Deputy Director

92:1129e

August 10, 1992

Department of General Planning
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata

Dear Mr. Hata:

Subject: Draft Environmental Impact Statement (DEIS)
for the Pawaas Redevelopment Project

Thank you for the opportunity to comment on the subject DEIS. The project is a mixed-use residential, commercial office/retail, and community service/day care facility development proposed for the two blocks bounded by Kalakaua Avenue and King, Keeaumoku and Beretania Streets.

We note that the proposer has reviewed the State Energy Functional Plan and proposes to incorporate energy-efficient equipment and designs into the redevelopment where feasible. Specific measures cited in the DEIS include: use of individual meters for the residential and commercial units to provide incentive for energy conservation, energy-efficient ballasts for all fluorescent lamps, building design which maximizes indoor light without increasing indoor heat, and use of insulation and double-glazed doors. It also mentions, as mitigation measures to offset long-term impacts on air quality from power generating facilities: sensor-controlled garage ventilation system, use of solar water heaters, positioning of windows to maximize light while reducing indoor heat, use of landscaping to increase shade and reduce air-conditioning needs, controlled openings for ventilation at opportune times, and various forms of insulation.

Recent Hawaiian Electric Company, Inc. (HECO) data indicates that water heating and refrigeration are the largest users of electricity in the residential sector, while lighting and cooling are the largest users in the commercial sector. We would appreciate your consideration of the necessity of reducing these energy uses through use of high efficiency motors and chillers, a heat recovery system, and energy-saving metal halide lights for outdoor lighting.

We would also like to recommend that you investigate heat recovery water heating (high lift chillers) and plan for recycling, e.g. multiple trash chutes for different materials.

Mr. Tim Hata
Page Two
August 10, 1992

We understand that there is some concern about sewer capacity. We would recommend that you investigate the possibility of recycling waste water from the showers/bathtubs/laundry to be used for flushing toilets.

We would also like to bring to your attention, HECO's plans to implement various energy conservation programs in the near future under its Demand-Side Management program. It is possible that HECO will be offering incentives to assist developers in providing energy efficient measures in new buildings.

Sincerely,

Tom O'Brien

Tom O'Brien
Energy Program Administrator

MRK/EU:do

cc: Ms. Eileen Mark
Ms. Frances Yamada
DEQC

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 531-4127 • FAX: (808) 537-5499



E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

FRANK F. FARI
MAYOR

May 6, 1993

Mr. Maurice H. Kaya
Energy Administration
Department of Business and Economic
Development, State Energy Office
335 Merchant Street, Room 10
Honolulu, HI 96813

Dear Mr. Kaya:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
25-29, 31, 46-48

Thank you for your letter of August 10, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4437 • FAX: (808) 523-5488



E. JAMES TURSE
DIRECTOR
GAIL M. SAITO
DEPUTY DIRECTOR

FRANK F. FAR
MAYOR

HWY-PS
2.3078

JUL 31 1992

May 6, 1993

Mr. Roland D. Libby, Jr.
Deputy Chief Planning Officer
Department of General Planning
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata

Dear Mr. Libby:

Draft Environmental Impact Statement
Pawaa Redevelopment Project, Makiki, Oahu
THK: 2-4-05: Var.

The traffic study should also examine the impacts to the freeway ramps accessing the area, particularly the Punahou, Kinohiwa, Wilder and Lunalilo off-ramps. Appropriate mitigation measures should be provided, as required.

Sincerely,

E. James Turse
Rex D. Johnson
Director of Transportation

c: Ms. Eileen Mark
Department of Housing and Community Dev.

Ms. Frances Yamada
Wilson Okamoto & Assoc., Inc.

OEQC

FC/JT:gf

c: HWY-PS

Mr. Rex D. Johnson
Director
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Johnson:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of July 31, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. James Turse
E. JAMES TURSE
DIRECTOR



University of Hawaii at Manoa

Environmental Center
A Unit of Water Resources Research Center
Crawford 317 • 2550 Campus Road • Honolulu, Hawaii 96822
Telephone: (808) 956-7361

September 6, 1992
RE: 0608

Mr. Tim Hata
Department of General Planning
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Draft Environmental Impact Statement (DEIS) and Addendum
Pawa'a Redevelopment Project
Honolulu, Hawaii

The City and County of Honolulu Department of Housing and Community Development and the State of Hawaii Housing Finance and Development Corporation propose a mixed-use residential, commercial office/retail, and community service/day care facility development encompassing approximately 600,793 square feet of land on two blocks bisected by Young Street and bounded by King, Ke'eaumoku, and Beretania Streets and Kalaniana'olana Avenue. Major elements of this development include: 1) approximately 2,148 residential units located within six high-rise (with a proposed 350 foot height limit) and two mid-rise residential towers; 60 percent are intended to be "affordable" rental units, of which 10 to 20 percent will be designated for elderly housing; 2) approximately 245,000 square feet of commercial office/retail space; 3) approximately 15,000 square feet of community service/day care center facility space; 4) approximately 3,320 on-site parking stalls; 5) closure and incorporation into the redevelopment of Young Street, between Ke'eaumoku Street and Kalaniana'olana Avenue, and Kalaniana'olana and Zen Lanes; 6) preservation and inclusion of the existing one-level stone building and landscaped grounds located within the existing State Department of Agriculture parcel at the corner of King and Ke'eaumoku Streets; 7) a landscaped open area located mid-block and adjacent to Beretania Street and linked to the landscaped grounds of the Department of Agriculture parcel via a landscaped linear park; and 8) a portion of the project to be set aside for the future development of classroom facilities for a Kindergarten through Grade 2 public elementary school. Total development cost is expected to be \$175,000,000, and it will be financed by a combination of State, City and private participation.

Mr. Tim Hata
September 6, 1992
Page 2

The Environmental Center has reviewed this document with the assistance of Fred Creager and Elmer Botsal, School of Architecture; Harlan Hashimoto, School of Public Health; Yu-Si Fok and Henry Gee, Water Resources Research Center; George Tsoka, Civil Engineering; Jon Matsuoaka, School of Social Work; and Alex Butcaro, Environmental Center.

Paper Conservation

Significantly less paper would have been needed had the text been single rather than double spaced. Incorporating this suggested format would reduce bulk and EIS production costs.

Community Service/Daycare Facility

The parking garage and exhaust fans from the buildings should be oriented so as to minimize their potential adverse air quality impacts upon the community/daycare facility. The Final EIS should address this and other issues relevant to parking ventilation and potential health impacts which were outlined in the Environmental Center's November 14, 1991 letter (Ref. RE:080).

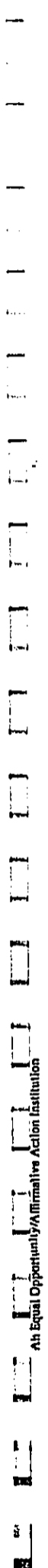
Traffic

Our reviewers commented that the long-range traffic projections may be a bit optimistic. How will this project, along with planned and presently developing projects, cumulatively affect overall traffic congestion both directly adjacent to the project, and overall?

Office Space

We note the discussion of office space demand. However, in order to more fully assess the consequences of this proposal, it would be very helpful to compare the gross floor area of the proposed elements with an inventory of existing space use as a means of highlighting the additional space. The comparison should also be extended to district-wide planned and available office space. There may be an emerging pattern in which business centers evolve as the "shopping centers" of the future. The size and proximity of such centers is a major factor in their economic success or failure.

The expectation that government services will occupy about half the total office space to be developed raises an ancillary issue as to the appropriate location of government services and the costs assumed by the public in continuing to use privately developed office space. This document should disclose the amount of space (s.f.) presently occupied by government agencies at the site.



Mr. Tim Hata
September 6, 1992
Page 4

Socio-Economic Impacts

What is the history of the community immediately surrounding the proposed project and how will the displacement of long-time residents and businesses affect the sense of community in this area?

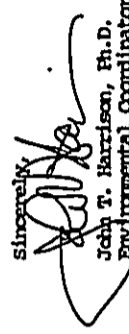
Young Street Utilities

Young Street presently carries a variety of utilities:

- Water 24" fire main
8" sanitary line
- Sewer 8" sanitary line
storm inlets shown, no lines
- Other Utilities 6" gas
12 KV, overhead electrical
telephone, overhead

It is not clear as to what is planned in the way of use and/or relocation of these services.

Thank you for your time and consideration and we hope our comments are helpful.

Sincerely,

John T. Harrison, Ph.D.
Environmental Coordinator

cc: OEDC
Eileen Mark, Dept. of Housing & Community Development
Frances Yamada, Wilson Okamoto and Assoc.
Roger Fujioka
Yu-Si Fuk
Henry Gee
Fred Crosser
Elmer Betsui
Jon Matsuoaka
George Taoka
Harlan Hashimoto
Alex Butaro

Mr. Tim Hata
September 6, 1992
Page 3

This DEIS should disclose the total amount of new commercial space coming on-line in O'ahu during 1992 and within the next 5 years. A graphic illustration of such data would be very helpful, because this total inventory may have a profound negative near-term effect on the economic vitality of the City and County of Honolulu.

Height Limits

If the exemption from the 150-foot height limit is sought, the justification for such an exemption should not be solely based on needs for affordable housing. What planning criteria were considered in opting for the 350-foot building heights, and how do the criteria reflect the sum of the relevant community-based interests? While some of our reviewers questioned the appropriateness of the 150-foot height limit exemption, others favored an exemption of even greater than 350 feet and a concurrent reduction in the proposed street low-rise elevations.

Parking

The proposed reduction in parking stalls should be justified. The issue may also appropriately bring into question existing constraints such as the current 100 parking requirements.

Viewplanes

The discussion of view planes, supplemented by very helpful illustrations (Figures 18 thru 20) adequately addresses the conditions as considered from elevated view points, and from such traditional locations as Punchbowl and Tanalanui. The experience of the pedestrian and/or vehicular passenger on the site and at the boundaries of the site and the views from such near-contiguous buildings as the Hale Kahaka and Banyan Court Plaza should be disclosed in a similar illustrative manner.

Infrastructure Planning

A State study of the existing and planned infrastructure on the island of O'ahu appears to be much needed. The continued monitoring of planned additions and alterations to the infrastructure at "island scale" seems appropriate in order to continue to respond to the demands placed upon it.

Phased Development

The time line for the phased development of this project should be more thoroughly discussed. Because of phasing, adverse impacts discussed as "short-term" may be more appropriately considered as "extended-term" impacts.

Pool Amenity

The pool adjacent to the Residential Tower designated as (f) on the Composite Site Plan (Figure 3) is located so that it will be in shade a significant amount of time, thus reducing the quality of this amenity.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4227 • FAX: (808) 527-5188



May 6, 1993

John T. Harrison, Ph.D.
Director
University of Hawaii
Environmental Center
2550 Campus Road, Crawford 317
Honolulu, HI 96822

Dear Dr. Harrison:

Subject: Draft Environmental Impact Statement (DEIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 6, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pavaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pavaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

A handwritten signature in dark ink, appearing to read "E. James Turse".

E. JAMES TURSE
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

FRANK FASH
MAYOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 • FAX: (808) 527-8488



E. JAMES TURSE
DIRECTOR
GAIL M. KATO
DEPUTY DIRECTOR

FRANK P. PARI
MAYOR

BRIAN J. CHOY
Director



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

208 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE: (808) 524-1186

JOHN WAIKIE
GOVERNOR

September 4, 1992

Mr. Tim Hata
City and County of Honolulu
Department of General Planning
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Subject: Draft Environmental Impact Statement (EIS) for the Pawaaw
Redevelopment Project and Addendum to the Draft EIS

Thank you for the opportunity to review the subject documents. We
have no comments to offer.

Sincerely,

Brian J. Choy
Brian J. J. Choy
Director

c: City and County of Honolulu
Department of Housing and Community Development
Wilson Okamoto and Associates, Inc.

Mr. Brian J.J. Choy, Director
State of Hawaii
Office of Environmental
Quality Control
220 South King Street, 4th Floor
Honolulu, HI 96813

Dear Mr. Choy:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaaw Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 4, 1992 to the Planning
Department regarding the subject project.

Please be informed that due to concerns expressed by the community to
various elements of the initial Pawaaw Redevelopment Project, the master
plan has since been revised to address the concerns. Development of the
revised master plan was largely based on input and recommendations of
the Advisory Committee on the Pawaaw Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft
EIS is currently being prepared. Upon its issuance, you will be
provided another opportunity to comment on the revised Draft EIS.
Please be assured that your comments to the initial project plan which
are relevant to the revised master plan will be taken under advisement
in the preparation of the revised Draft EIS.

E. James Turse
E. JAMES TURSE
DIRECTOR

JOHN WAIHEE
Governor



State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 So. King Street
Honolulu, Hawaii 96814-2512

YUKIO KITAGAWA
Chairperson, Board of Agriculture
ELMA A. PEANAJA
Deputy to the Chairperson

FAX: 973-9813
Mailing Address:
P. O. Box 22159
Honolulu, Hawaii 96822-2159

July 20, 1992

TO: Benjamin B. Lee, Chief Planning Officer
Department of General Planning
City and County of Honolulu

FROM: Yukio Kitagawa, Chairperson
Board of Agriculture

SUBJECT: Pawaia Redevelopment Project, Honolulu
Draft Environmental Impact Statement (EIS);
Department of Housing and Community Development (DHCD), City and County
of Honolulu; State of Hawaii
Housing Finance and Development Corporation,
Area: 13.8 Acres 1, 2, 4, 5, 6, 7, 8, 10, 13, 14, 18, 19, 20, 21, 23, 26, 27,
TMK: 2-4-05: 28, 29, 31, 46, 47 & 48

The Department of Agriculture (DOA) has reviewed the subject document and offers the following comments.

The document (Section VI, pages VI-59 to -68, and Appendix E, Social Impact Study, Section 4.4.2, page 27) makes scant mention of the concerns found in our letter to the DHCD (dated November 18, 1991). There is simply the statement that "government agencies will be inconvenienced ...[and]... will need to find ways to provide continuous services to the public." There is also a generic statement that "...relocation needs of on-site businesses and residents would need to be assessed and handled sensitively by the City and State in order to minimize business and personal disruptions" (page VI-67). The commitment of the DHCD to "propose appropriate mitigation measures" and to develop a relocation program (affecting our Department) is not in evidence in the Draft EIS.

The need for accurate and timely information on the extent and cost of the DOA relocation cannot be overstated. According to the document (pages II-6 and II-31), the DOA facilities are within Phase I of the proposed project. Preconstruction activities are anticipated to begin in October, 1992. Construction of site improvements is anticipated to begin in May, 1993. If this phasing is somewhat accurate, we will immediately need to know where the Department will be relocated and what funds will be provided for this purpose, so as to ensure the provision of Departmental services and programs without interruption.

Benjamin B. Lee
July 20, 1992
Page 2

We are also concerned with the relocation of the Meadow Gold facility. The results of the social impact assessment study should better address the overall economic cost of this business moving to another site.

In order to be acceptable, the EIS must propose an appropriate relocation program or other mitigation measures to address our concerns. If there are any questions or clarifications about the concerns please contact me at 973-9550, or Elaine Abe, Administrative Officer at 973-9606, or Dr. Paul Schwind, Planning Program Administrator at 973-9469.

Thank you for the opportunity to comment.

c: Department of Housing and Community Development
Hawaii Community Development Authority
Housing Finance and Development Authority Wilson Okamoto and Associates
Office of Environmental Quality Control
Office of State Planning

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4227 • FAX: (808) 527-6188



E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

FRANK F. JARI
MAYOR

May 6, 1993

Mr. Yukio Kitagawa
Chairperson
Department of Agriculture
1428 South King Street
Honolulu, HI 96814

Dear Mr. Kitagawa:

Subject: Draft Environmental Impact Statement (DEIS)

Pavaa Redevelopment Project

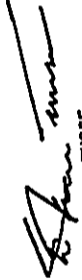
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,

26-29, 31, 46-48

Thank you for your letter of July 20, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pavaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pavaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P. O. BOX 2349
HONOLULU, HAWAII 96813

Mr. Tim Hata

August 5, 1992

OFFICE OF THE SUPERINTENDENT

August 5, 1992

Mr. Tim Hata
Department of General Planning
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

SUBJECT: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project

Our review of the subject DEIS indicates that the proposed redevelopment project will have a severe enrollment impact on the following schools:

School	Grade	Projected Students
Kaahumanu Elementary	K-6	301
Washington Intermediate	7-8	103
McKinley High	9-12	159

The number of students projected from this development reported in our November 15, 1991, letter has been revised based on new information on the proposed types of residential units in the project. The enrollment projections are based on 2,148 residential units.

Kaahumanu Elementary is operating at capacity and will not be able to accommodate the projected enrollment increase. The school is landlocked and has no room for additional portables or buildings. Surrounding schools are limited in space and cannot provide relief for the projected overcrowding.

Both McKinley High School and Washington Intermediate School are operating close to capacity and cannot assure the availability of classrooms to meet the enrollment increases since many other developments are proposed in the area.

The Department of Education (DOE) requests that the developer build a K-2 elementary school within the Pawaa Redevelopment Project to accommodate students from the project and surrounding areas. The location, size, and site of the school facility must meet current Educational Specifications for classrooms and support services and have adequate playground space. The projected new school should accommodate approximately 250 students.

Section II-31 of the DEIS should be revised to indicate that the current and projected student enrollment already warrants a kindergarten through grade 2 school to be managed by the DOE.

The DOE also requests that the developer contribute a pro rata share of, approximately \$1,100,000 for ten classrooms to accommodate the projected enrollment growth of 262 students at Washington Intermediate School and McKinley High School.

Should there be any questions, please call the Facilities Branch at 737-4743.

Sincerely,

Charles T. Toguchi
Superintendent

CTT:hy (AM)

cc: A. Suga, Asst. Supt.
J. Kim, HDO
E. Mark, City and County
F. Yamada, Wilson Okamoto & Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

690 SOUTH KING STREET, 37TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 • FAX: (808) 525-9488



FRANK F. FAR
MAYOR

E. JAMES TURSE
DIRECTOR
OLIVIA M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Mr. Charles T. Toguchi
Superintendent of Education
Department of Education
Queen Liliuokalani Building
1390 Miller Street
Honolulu, HI 96813

Dear Mr. Toguchi:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-4B

Thank you for your letter of August 5, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the Initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. JAMES TURSE
DIRECTOR

ESTHER UEDA
EXECUTIVE OFFICER



STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 114, Old Federal Building
313 Merchant Street
Honolulu, Hawaii 96813
Telephone: 587-3121

ESTHER UEDA
EXECUTIVE OFFICER

JOHN MAUIZ
COUNSELOR



STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 114, Old Federal Building
313 Merchant Street
Honolulu, Hawaii 96813
Telephone: 587-3121

ESTHER UEDA
EXECUTIVE OFFICER

July 13, 1992

Mr. Benjamin B. Lee
Chief Planning Officer
Department of General Planning
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Lee:

Subject: Draft Environmental Impact Statement (DEIS) for the Pawaia Redevelopment Project, Honolulu, Hawaii, Tax Map Key Nos.: 2-4-05: 1, 2, 4-8, 10, 13, 14, 18-23, 26-29, 31, and 46-48

We have reviewed the Draft Environmental Impact Statement (DEIS) for the subject project and confirm that the project site, as approximately shown in Figures 1 & 2 on pages 1-2 and I-3, respectively, is located within the State Land Use Urban District.

We have no other comments to offer at this time.

Thank you for the opportunity to comment on this matter.

If you have any questions, please call me or Steve Tagawa of my staff at 587-3822.

Sincerely,

ESTHER UEDA
Executive Officer

EU: fl

cc: OEQC
DHCD

Frances Yamada,
Wilson Okamoto & Associates, Inc.

August 4, 1992

Mr. Benjamin B. Lee
Chief Planning Officer
Department of General Planning
City & County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Lee:

Subject: Addendum to the Draft Environmental Impact Statement (DEIS) for the Pawaia Redevelopment Project, Honolulu, Hawaii, Tax Map Key Nos.: 2-4-05: 1, 2, 4-8, 10, 13, 14, 18-23, 26-29, 31, and 46-48

We have reviewed the Addendum to the DEIS for the subject project transmitted by the Department of Housing and Community Development's letter dated July 17, 1992, and have no additional comments to offer beyond those in our letter dated July 13, 1992.

Thank you for the opportunity to comment on this matter.

If you have any questions, please call me or Steve Tagawa of my staff at 587-3822.

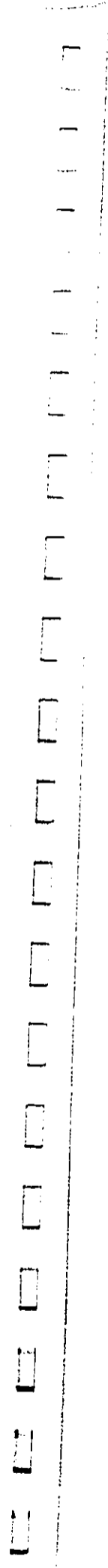
Sincerely,

ESTHER UEDA
Executive Officer

EU: fl

cc: OEQC
DHCD

Frances Yamada,
Wilson Okamoto & Associates, Inc.



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 933-4373 • FAX: (808) 937-5488



E. JAMES TURSE
DIRECTOR
CARL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Ms. Esther Ueda
Executive Officer
Land Use Commission
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813


Dear Ms. Ueda:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letters of July 13, 1992 and August 4, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

FRANK P. ASH
MAYOR



BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU



BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU

Mr. Benjamin B. Lee
Page 2
July 31, 1992

July 31, 1992

5. Board of Water Supply approved reduced pressure principle backflow prevention assemblies should be installed on all domestic water lines serving the project immediately after the property valves and prior to any branch piping.

If you have any questions, please contact Bert Kulioka at 527-5235.

cc: Department of Housing and Community Development
Wilson Okamoto and Associates

TO: BENJAMIN B. LEE, DIRECTOR
DEPARTMENT OF GENERAL PLANNING

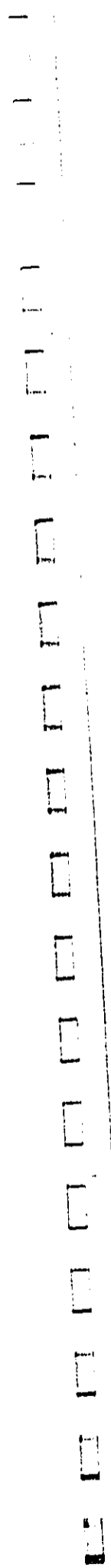
FROM: KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) OF JUNE 1992
AND ADDENDUM OF JULY 1992 FOR THE PROPOSED PAWAA
REDEVELOPMENT PROJECT, TMK: 2-4-05: 1, 2, 4-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

We have no objections to the proposed Pawaa Redevelopment Project for the parcels encompassed by Beretania Street, Kalakaua Avenue, King Street, and Keeaumoku Street.

We have the following comments to offer:

1. Since Young Street between Kalakaua Avenue and Keeaumoku Street will be incorporated into the project, our 24-inch transmission main should be relocated to King Street if possible and reconnected to the existing 24-inch water main on Young Street.
2. We have no objections to the abandonment of the 8-inch distribution main on Young Street provided all water services to be retained are reconnected to another main. Fire flows, fire hydrant spacing, and service pressures should be maintained.
3. There are existing water meters currently within the area of the project site. The construction drawings indicating all affected water mains, water meters, and meter numbers should be submitted for our review and approval.
4. The availability of water will be confirmed when the building permits are submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges and any applicable meter installation charges.



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

430 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-3427 FAX: (808) 527-8488



E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

FRANK E. FARI
MAYOR

May 6, 1993

MEMORANDUM

TO: MR. KAZU HAYASHIDA, MANAGER & CHIEF ENGINEER
BOARD OF WATER SUPPLY


FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your memorandum of July 31, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
 850 SOUTH KING STREET, 5TH FLOOR
 HONOLULU, HAWAII 96813
 PHONE: (808)523-4227 FAX: (808)527-9488



E. JAMES TURSE
 DIRECTOR
 CHA. M. LEATO
 DEPUTY DIRECTOR

May 6, 1993

MEMORANDUM

TO: MR. ROBIN FOSTER, CHIEF PLANNING OFFICER
 PLANNING DEPARTMENT

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
 PAAWA REDEVELOPMENT PROJECT
 TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
 26-29, 31, 46-48

Thank you for your memorandum of July 6, 1992 to the Department of Housing and Community Development regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. James Turse
 E. JAMES TURSE
 DIRECTOR

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



BENJAMIN B. LEE
 CHIEF PLANNING OFFICER
 ROLAND D. LIBBY, JR.
 DEPUTY CHIEF PLANNING OFFICER

TH 6/92-1887A

July 6, 1992

MEMORANDUM

TO: E. JAMES TURSE, DIRECTOR
 DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
 DEPARTMENT OF GENERAL PLANNING

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
 PAAWA REDEVELOPMENT PROJECT
 HAKIKI, HONOLULU, OAHU, TAX MAP KEYS: 2-4-05: 1-8,
 10, 13, 14, 18-23, 26-29, 31, 46-48

In response to your memorandum of June 5, 1992, we have reviewed the subject DEIS and offer the following comments:

1. We have no objections to the proposed project.
2. The project site is currently designated "public facility" and "commercial-emphasis mixed use" on the Primary Urban Center Development Plan Land Use Map not "commercial" as indicated in the DEIS on page V-13 and Figure 13. The correct designation should be reflected in the Final EIS.
3. The project site is located in the Alapai-Sheridan Special Area of the Primary Urban Center. An exemption will be required from the 150-foot height limit for mixed use areas along King, Hotel, Young and Beretania Streets pursuant to the affordable housing provisions of Chapter 201E HRS.

Should you have any questions, please contact Tim Hata of our staff at 527-6070.

B. Lee
 BENJAMIN B. LEE
 Chief Planning Officer

BBL:js

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
450 SOUTH KING STREET
HONOLULU, HAWAII 96813 • (808) 532-4422



FRANK E. PASE
DIRECTOR

DONALD A. CLEGG
DIRECTOR
LORETTA L.C. CHIEE
DEPUTY DIRECTOR
92-00032(JT)

September 4, 1992

MEMORANDUM

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

ATTENTION: TIM HATA

FROM: DONALD A. CLEGG, DIRECTOR

SUBJECT: THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR
PAWAA REDEVELOPMENT PROJECT
MAKIKI, OAHU, HAWAII

We have completed our review of the Draft Environmental Impact Statement (DEIS) for the Pawaa Redevelopment Project and submit the following comments.

We support the overall intent of the proposed mixed-use Pawaa Redevelopment to "increase the long-term supply of permanent affordable rental housing for Hawaii residents, increase open space resources and expand commercial opportunities for businesses" (DEIS, page VIII-2). However, we have identified negative impacts to the Punchbowl Special District, and respectfully suggest that design alternatives be explored further.

Views

A Department of Land Utilization (DLU) 1978 study contradicts the DEIS contention that "significant views will not be affected from Punchbowl..." (page V-18, paragraph 1).

The 1978 DLU Study, The Punchbowl District - A Proposal for the Revised Historic, Cultural & Scenic District Number 3, indicates that the project site falls within two major regional view corridors, from the Punchbowl Lookout and Memorial to Diamond Head, and from Ala Wai Boulevard to Punchbowl Crater. The proposed 350-foot buildings will negatively impact the significant and important

Benjamin B. Lee, Chief Planning Officer
Page 2

Punchbowl-Diamond Head (major) view corridor, as shown in Figure 19 of the DEIS. The towers will increase the density of the existing view "dam", and violates Special District Objectives and "of the and protect the public views "to and from Punchbowl" and "of the Diamond Head Monument". (See Land Use Ordinance (LUO) Sections 7.40, 7.40-1, 7.40-3 (15), and 7.50, 7.50-1, 7.50-3 and Exhibit 7.1).

Height

1. The DEIS (page V-18) incorrectly states that the maximum building height limit for BMX-3 Community Mixed Use District is 150 feet. The maximum height for the project area is set at 150 feet by Zoning Map 4 - Nuuanu-McCully, and not the zoning district.

2. The development includes six residential towers exceeding the established 150-foot height limit. The DEIS (page V-17) states that the Development Plan Common Provisions allows for changes in height limits under certain conditions. It is implied that height limits may be increased or decreased. However, the "Development Plan Common Provisions", Section 32-1.4, "General Urban Design Principles and Controls", (4) "General Height Controls", specifically states:

Lower (emphasis added) zoning height limits may be established where the protection of important views or other design considerations indicate they would be appropriate. The determination of zoning height limits shall take into consideration all applicable urban design policies and controls and the nature of existing land uses in the area.

Therefore, increasing the height envelope to a maximum of 350 feet challenges the intent of the Development Plan provisions.

3. The Banyan Tree Plaza is 293 feet high, not "in excess of 300 feet" as indicated on page V-18 of the DEIS.

Density

The DEIS (page iii) appears to imply that the BMX-3 District provides a maximum 3.5 Floor Area Ratio (FAR). The standard maximum density for the BMX-3 District is 2.5 FAR. Only when sufficient public open space and/or arcades are provided may the FAR be increased to 3.5 (maximum). This regulation is more accurately described on page V-18 of the DEIS.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

150 SOUTH KING STREET, 3TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 • FAX: (808) 527-5418



FRANK P. FASI
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. SAITO
DEPUTY DIRECTOR

May 6, 1993

MEMORANDUM

TO: MR. WALTER H. OZAWA, DIRECTOR
DEPARTMENT OF PARKS AND RECREATION

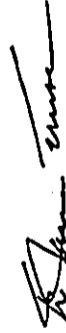
FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAAWA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your memorandum of July 9, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

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



FRANK F. FASI
MAYOR

WALTER M. OZAWA
DIRECTOR
ALVIN K. C. AU
DEPUTY DIRECTOR

July 9, 1992

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

ATTN: TIM HAWA

FROM: WALTER M. OZAWA, DIRECTOR

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN
DRAFT ENVIRONMENTAL IMPACT STATEMENT
TAX MAP KEYS 2-4-05: PARCELS 1-8, 10, 13, 14,
18-23, 26-29, 31, AND 46-48

We have reviewed the Draft Environmental Impact Statement (DEIS) for the Pawaa Redevelopment Project. This redevelopment project represents an important effort to meet the need for affordable and market housing within the urban Honolulu area. One impact of this project is that it will introduce a new residential community of between 4,100 to 6,500 into the lower Makiki district. Population increases of this magnitude would have a significant impact on our public park facilities in the subject area.

We note that although the DEIS recognizes the need to comply with the City's Park Dedication Ordinance No. 4621, plans have not yet been resolved to address how the park dedication requirements will be completely satisfied. The plan currently envisions the creation of some 122,576 square feet of park space in partial satisfaction of a total standard park dedication requirement of 210,277 square feet. Various options are still being considered to address the issue of the deficit of 87,701 square feet of recreational space.

Benjamin B. Lee
Page 2
July 9, 1992

Please contact Jason Yuen of our Advance Planning Branch at extension 6315 to discuss the project's recreational needs and park dedication requirements.

For WALTER M. OZAWA, Director

WMO:el

cc: Eileen Mark, Department of Housing &
Community Development
Frances Yamada, Wilson Okamoto & Associates

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

870 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4227 • FAX: (808) 525-2188



E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

FRANK F. FARR
MAYOR

May 6, 1993

MEMORANDUM

TO: MR. DONALD CLEGG, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

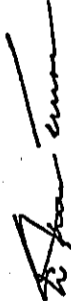
FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your memoranda of September 4, 1992 and October 8, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR



DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
800 SOUTH KING STREET
HONOLULU, HAWAII 96813 • PHONE 832-4333



DONALD A. CLEGG
DIRECTOR
800 SOUTH KING STREET
HONOLULU, HAWAII 96813 • PHONE 832-4333

FRANKIE PAH
MAYOR

Benjamin B. Lee, Chief Planning Officer
Page 3

Required Permits

1. The project will also require a Development Plan Land Use Map Amendment for the closure of a portion of Young Street and Kaheka Lane.
 2. The project will also require a DLU permit for project lots to be developed as a "super block". The project will require either subdivision approval for the consolidation of lots or a Conditional Use Permit-Type 1 for their joint development.
- We appreciate the opportunity to review and comment upon the DEIS. Should you have any questions, please contact Joan Takano of our staff at 527-5038.

Donald Clegg
DONALD A. CLEGG
Director of Land Utilization

DAC:ct
cc: OEQC
DHCD
Wilson Okamoto & Associates, Inc.

A:\C1515\PAWA.JHT

92-00032(IC)

October 8, 1992

MEMORANDUM

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

FROM: DONALD A. CLEGG, DIRECTOR

SUBJECT: SUPPLEMENTAL COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR PAWA REDEVELOPMENT PROJECT
MAKIKI, OAHU, HAWAII

This is to expand upon our September 4, 1992 comments regarding the project.

While the proposed 350 foot high towers exceed the general height limit established for the Alapai-Sheridan Special Area and the BMX-3 zoning district, we would like to comment that tall, slender towers with well designed open spaces at the ground level can provide an enhanced streetscape that is difficult to attain, if buildings are restricted to a 150 foot height envelope.

We understand that the City and State plan to request exemptions from the height limit provisions through the Chapter 201-E, HRS procedure. The decision to grant an exemption will be a policy decision made by the City Council, taking into consideration all public benefits.

Donald Clegg
DONALD A. CLEGG
Director of Land Utilization

DAC:sa
cc: Zoning/EAB
Design
LUC

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 923-4487 • FAX: (808) 927-9488



E. JAMES TURSE
DIRECTOR
GAIL M. HAITO
DEPUTY DIRECTOR

FRANK F. FAR
MAYOR

ENV 92-164

July 8, 1992

May 6, 1993

MEMORANDUM

TO: MR. BENJAMIN LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

ATTENTION: JIM HATA

FROM: C. MICHAEL STREET, ACTING DIRECTOR AND CHIEF ENGINEER

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT PROJECT. THK-YARIOUS

We have reviewed the subject DEIS and have the following comments:

1. We suggest you contact Department of Transportation Services regarding the applicable property setbacks.
2. Frontage improvements, including sidewalks and driveways, should be designed in accordance with City standards.
3. Ordinance No. 2412 will be enforced.
4. Calculations for the wastewater flows from the proposed Pawaa Redevelopment project and the ultimate wastewater flows from the surrounding areas, which will be diverted by the proposed relief line, must be submitted to our Division of Wastewater Management (WWM) for review and approval.
5. Construction plans for the relief line must also be submitted to WWM for review and approval.

C. Michael Street
C. MICHAEL STREET
Acting Director and Chief Engineer

cc: Office of Environmental Quality and Control
Department of Housing and Community Development
Wilson Okamoto & Associates, Inc.

MEMORANDUM

TO: MR. C. MICHAEL STREET, DIRECTOR & CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your memorandum of July 8, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. James Turse
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

HONOLULU MUNICIPAL BUILDING
140 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK FAS
MAYOR

JOSEPH M. MAGALDI, JR.
DIRECTOR

AMAR SAMPAL
DEPUTY DIRECTOR

TE-2540 PL92.1.192
TE-3147 PL92.1.258

September 2, 1992

Benjamin B. Lee, Chief Planning Officer
Page 2
September 2, 1992

6. Adequate parking in accordance with the LUO should be provided due to the limited supply of on-street parking.
7. A Street Usage Permit will be required from our department for construction work on City roadways.
8. Conceptual drawings showing the proposed striping and lane widths of all streets surrounding the project site should be submitted to us for review, including all driveway and access locations.

Should you have any questions, please contact Lance Watanabe of my staff at local 4199.

MEMORANDUM

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

FROM: JOSEPH M. MAGALDI, JR., DIRECTOR

SUBJECT: PAWAA REDEVELOPMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
TMK: 2-4-05

JOSEPH M. MAGALDI, JR.

cc: Department of Housing and Community Development
Office of Environmental Quality Control
Wilson Okamoto & Associates, Inc.

This is in response to the DEIS submitted to us for review on June 9, 1992 by the Office of Environmental Quality Control.

Based on our review, we have the following comments:

1. The proposed driveway along Beretania Street should be located on the Ewa side of the traffic signal servicing the crosswalk near the police station. It should be aligned directly across from the Foodland driveway.
2. The length of the 10-foot widening on Beretania Street along its approach to Keeaumoku Street should be specified.
3. The makai Ewa corner of the Kalakaua Avenue/Beretania Street intersection should be set back to accommodate a third mauka-bound lane on Kalakaua Avenue. The addition of this third lane would replace the proposed median on Kalakaua Avenue.
4. Accommodations for the temporary rerouting of bicyclists on Young Street should be provided for.
5. Where feasible, internal walkways leading to City streets should be channelized toward existing crosswalks.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 923-4422 • FAX: (808) 927-6498



E. JAMES TURSE
DIRECTOR
DAN M. KATO
DEPUTY DIRECTOR

FRANK FASI
MAYOR

May 6, 1993

MEMORANDUM

TO: MR. JOSEPH MAGALDI, JR., DIRECTOR
DEPARTMENT OF TRANSPORTATION SERVICES

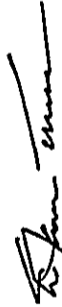
FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your memorandum of September 2, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the Initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 522-4277 • FAX: (808) 527-9499



E. JAMES TURSE
DIRECTOR
GAIL M. LAITO
DEPUTY DIRECTOR

FRANK F. PAM
MAYOR

PB 92-632

June 25, 1992

May 6, 1993

MEMO TO: MR. BENJAMIN LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

ATTN: TIM HATA


FROM: HERBERT K. MURAOKA
DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

We have reviewed the DEIS for the subject project and have the following comment:

Previously, we requested that this project include space for the Finance Department's driver licensing activities. A 2,500-s.f. usable office area appeared to be allowable during our discussions. We again would like to request that the Department of Housing & Community Development include this provision in the Master Plan.

Should there be any questions, please have your staff call J. Harada at local 4557.


HERBERT K. MURAOKA
Director and Building Superintendent

DC:jo
cc: J. Harada
Housing & Comm. Develop. Dept.
(E. Marks)
Office of Environmental Quality Control
Wilson Okamoto & Assoc. (F. Yamada)

MEMORANDUM

TO: MR. HERBERT MURAOKA, DIRECTOR & BUILDING SUPERINTENDENT
BUILDING DEPARTMENT


FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your memorandum of June 25, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

September 7, 1992

Mr. Tim Hata
Department of General Planning
City & County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Enclosed please find copies of letters dated July 16, 1992 and August 14, 1992 from the City Council's Committee on Budget and Finance to Mr. Donald Clegg, Director of the Department of General Planning, which are attached for your information.

The City Council's Committee on Budget and Finance rejected an \$80M appropriation for capital expenditure and \$59M for land acquisition for the Pavaa Redevelopment Project and requested and informed the Department of Housing and Community Development:

To develop an alternate plan which includes affordable rentals and possible mixed-use development, of government-owned lands and those private lands which could be obtained through friendly condemnation.

"The Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation."

The Budget Committee is very uncomfortable with the position the City Administration appears to be taking without consideration for those people who live and work in the project site.

To this day, the DHCD has not made the requested changes. Therefore, the Advisory Committee respectfully request the Department of Housing and Community Development to amend or revise their present plans to meet the above City Council's Budget and Finance recommendations and release a Supplemental Draft EIS.

Until the Department of Housing and Community Development Produces an alternate plan as requested by the City Council, the Pavaa Redevelopment Advisory Committee regrettably cannot support the Pavaa Redevelopment Project.

Very truly yours,

Pavaa Redevelopment Advisory Committee

Mr. Tim Hata
September 8, 1992
Page 2

Attach: Budget & Finance Cmte Letter dated 7/16/92
Budget & Finance Cmte Letter dated 8/14/92
Advisory Cmte Mtg-Group Memory 8/4/92
Advisory Cmte Mtg-Group Memory 8/17/92
Advisory Cmte Mtg-Group Memory 8/31/92 (Unedited)

P.S. Other concerns of the Pavaa Redevelopment Advisory Committee submitted under separate cover by Committee Chair Carol Fukunaga to be made a part of this response.

cc: Eileen Mark, DHCD
650 South King St, 5th Floor
Honolulu, Hawaii 96813
Wilson Okamoto & Associates
1150 South King St, Suite 800
Honolulu, Hawaii 96814



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

PLANNING AND FINANCE COMMITTEE
CHIEF, BUDGET
(523-4928)

July 16, 1992

Mr. Donald Clegg, Director
Department of General Planning
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Pawaia Redevelopment Project - Comments on Draft EIS

The requested appropriation for the Pawaia Redevelopment Project of \$80K was rejected by the City Council during the recent deliberation for the FY 1993 Capital Improvement Program.

Instead, the Committee on Budget and Finance recommended only token funding for continued planning and requested an alternative plan for an affordable housing project on the government-owned parcels, rather than encumbering private parcels.

The Draft EIS discusses this alternative too briefly (page VII-3), devoting less than a page for this discussion. Also, the square foot total area mentioned on this page differs from the square footage shown on Table 1 (page I-5).

The description of surface and subsurface contamination in Section III indicates a need for further studies, especially of the underground tanks located in at least five of the parcels. Possible PCB contamination from the Police motorpool facility also should be studied further.

It is indicated that a total of 56 businesses and 25 residential households will be impacted (page VI-65). Further, page VI-67 states "...the impacts of displacement will extend well beyond financial ramifications. To mitigate displacement, the relocation needs of on-site businesses and residents would need to be assessed and handled sensitively by the City and State...". A relocation plan for businesses, tenants and residents should be developed in order to provide a better picture of the social impacts and prior to further funding commitments.

Mr. Donald Clegg
Page 2
July 16, 1992

Page VIII-2 states that "revenues from residential and commercial rents and parking fees will retire the construction debt and in the long-term generate additional revenues for the City treasury." It would be appropriate to present further details of costs, rent schedules and projected revenue as this was also the rationale for building commercial space in the City's Chinatown Gateway. That project is not generating the revenue projected because it was not able to attract commercial clients and the City has taken over the space.

I appreciate the opportunity to comment on the Draft EIS and hope that these concerns are addressed in detail by the Department of Housing and Community Development.

Sincerely,

Rene Manoho

Rene Manoho
Majority Floor Leader

RM:mh

cc: Office of Environmental Quality Control
Department of Housing & Community Development
Wilson, Okamoto and Associates, Inc.
Council Chair Arnold Morgado, Jr.
Councilmember John DeSoto
Councilmember Donna Mercado-Kim
Councilmember Leigh-Wai Doo
Councilmember Andy Hirikitani
Councilmember Steve Holmes
Councilmember John Henry Felix
Councilmember Gary Gill



CITY COUNCIL
 CITY AND COUNTY OF HONOLULU
 HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

THE HONOLULU
 CITY AND COUNTY
 COUNCIL - BUDGET
 (1992) 523-4000 / FINANCE COMMITTEE

August 14, 1992

Mr. Donald Clegg, Director
 Department of General Planning
 City and County of Honolulu
 650 S. King Street
 Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Pawaia Redevelopment Project - Comments on Draft EIS

The position recently taken by the Honolulu City Council's Committee on Budget and Finance not only denied the requested \$80M appropriation for capital expenditure in the 1993 fiscal year budget, but the Committee also removed \$59M which was funded during the 1992 fiscal year for the Pawaia Redevelopment Project.

Our Committee appropriated \$3,000 to allow the Department of Housing and Community Development the opportunity to continue planning of the project with an alternative plan that would be more appropriate for the project site.

The alternatives discussed included support for affordable rentals, and possible mixed-use development, of government-owned lands and those private lands which could be obtained through friendly condemnation. The Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation.

There was also discussion and support for joint development and/or partnerships with current property owners which would create compatible designs and economic benefits for all involved, while still meeting the main objective of providing affordable rentals. Our Committee was not entirely convinced that such alternatives were given any consideration before the determination was made by DUCD that it was not feasible.

Mr. Donald Clegg
 Page Two
 August 14, 1992

Our Committee is very uncomfortable with the position the City administration appears to be taking without consideration for those people who live and work in this project site. Until we address the alternatives, our Committee cannot support the Pawaia Redevelopment Project.

Sincerely,

Rene Mansho

Rene Mansho, Chair
 Budget & Finance Committee

Concurred:

Andy Minkton

Andy Minkton, Vice-Chair
 Budget & Finance Committee

John DeSoto

John DeSoto, Member
 Budget & Finance Committee

Leigh-Wai Doo

Leigh-Wai Doo, Member
 Budget & Finance Committee

John Henry Kelly

John Henry Kelly, Member
 Budget & Finance Committee

RH:ak

cc: Office of Environmental Quality Control
 Department of Housing & Community Development
 Wilson, Okamoto and Associates, Inc.
 Council Chair Arnold Morgado, Jr.
 Councilmember Donna Mercado Kim
 Councilmember Steve Holmes
 Councilmember Gary Gill

ADVISORY COMMITTEE ON THE PAWAA REDEVELOPMENT
August 31, 1992

Agenda

Opening Remarks - Carol Fukunaga

Financial Plan - Questions/Answers/Comment
Keith Ishida, DHCD

Break

Environmental Impact Study - Questions/Answers/Comment
Francis Yamada, Wilson Okamoto & Associates

Ground Rules

Community Concerns
Traffic/entry
Density
Displacement
Public Facilities And Other

FINANCIAL PLAN
(unless otherwise noted, questions were answered by Keith Ishida, DHCD)

Responsibilities and Roles of the City:

- Acquire and assemble property
- Grade/clean up site
- Develop sub-tenant parking structure
- Develop affordable housing units
- Negotiate with developer to construct commercial center
- Negotiate with developer to construct market condo towers

Financial Breakdown

- All revenues = all costs
- State will provide \$25 million + rent subsidy
- Balance of funding is the City's responsibility
- Difference is made up through cash financing -- O.O. Bonds
- Estimate 6 years for completion
- Profit = Commercial value - construction cost
- Establish a 20 percent profit margin -- any profit over that amount goes to the City for putting the project together
- Commercial spaces will be leased. City and State would be the fee owners; although still looking at fee-simple ownership of a condominium tower as an option
- Option would be available only to existing fee owners of property

QUESTIONS (Q), ANSWERS (A), AND COMMENTS (C)

Q: *What is the cost of closing Young Street?*

A: Still being studied — Keith Ishida will get the numbers

Q: *Is this an affordable housing project?*

A: Affordable housing is a priority but it is not the only priority — Also looking at the value gain to neighborhoods and providing a mixed-use component — the commercial space is one of the major components needed to subsidize rental housing

Q: *Is there a net benefit from the project?*

A: The City would not proceed with the project if the project was considered to be non-beneficial

Q: *What is the net benefit (in terms of dollars) from the project?*

A: Information is not available

Q: *Who pays off/retail premium?*

A: The developer

Q: *What is interim housing income?*

A: The City will borrow short-term funds to build rental units (years 1 to 5) and will use the rental income to pay for additional construction costs during years 5 to 8

Q: *Is there any way to breakdown the costs between the State, City and private developers?*

A: Can separate the total expenditures; Keith will work on it

ENVIRONMENTAL IMPACT STATEMENT

(unless otherwise noted, questions were answered by Francis Yamada, Wilson Okamoto & Associates)

EIS Process

Currently within 45-day review period

Although the review period officially ended July 1992, because the community wanted the marketing feasibility study to be included, an addendum was submitted, which automatically extended the review period to July 6, 1992

Review of Key Elements of EIS

detail of nine key elements

Review of Final EIS

detail of contents in Final EIS

Review of Studies/Assessment Conducted

Hazard Waste: visual survey and walking survey conducted; no samples collected; went to tax office for information on private buildings; researched past permits approved by DOH — discovered 10 underground storage tanks

As a result, Masa Fujitake has been contracted to conduct sub-surface investigation (other consultant comment)

QUESTIONS (Q), ANSWERS (A), AND COMMENTS (C)

Q: *Will there be anything in EIS regarding above?*

A: Have to understand that the process is divided into three phases:

Phase I: Identification

Phase II: contract detailed investigations (e.g., hazardous waste sub-surface study)

Phase III: mitigation

(HFDC comment)

Q: *Can you summarize the significant environmental impacts?*

A: Potential hazardous waste - from underground storage tanks and service station

Social - Displacement of existing businesses

Visual - Height would impose views at some vantage points
Traffic - Increased number of vehicles from Young Street closure, although EIS provides some mitigation

Q: What about cumulative impacts? Were they considered?

A: Cumulative impact of the project and the Keesauwoku superblock was considered in the traffic study

Q: What about visual impacts?

A: Visual impacts were confined primarily to project site

Q: Recreational facilities?

A: The Social Impact Assessment (SIA) addressed passive recreational amenities proposed for on-site. There are parks/playgrounds in area but more are needed

Q: Are the on-site recreational facilities sufficient?

A: Recreational requirements were considered in residential complex development, active recreational amenities, however, were not included in project development

Q: If there are substantive changes to draft EIS, does it have to be re-published?

A: Depends on how extensive comments are to the draft

C: Concerned that EIS does not address potential financial impacts of the underground storage tanks

C: SIA does not adequately address the impacts to the quality of life of on-site and surrounding area residents

Q: How will the SIA address quality of life issues?

A: Development anticipates 4,100-6,000 new residents

Pollution: will be impacted, although SIA identifies some mitigation measures

Recreation: (no additional comment provided)

Education: (no additional comment provided)

Parking: sufficient

Market-priced and affordable units: no vertical concerns, some horizontal concerns

Q: With regard to the traffic study, how will the project affect H-17?

(no additional comment provided)

Q: How many studies have been conducted where significant environmental impacts stopped a project?

A: None that know of

would not proceed with the project (DHCD comment)

Although projects were not completely stopped, there have been cases where potential environmental impacts dramatically changed a project (other consultant comment)

Q: What about relocation? Worried how fast businesses would need to relocate

A: Relocation process is triggered by an acquisition notice; the City would provide assistance in relocating and would pay relocation costs

A: At a minimum, there is a 90-day formal notice (DHCD comment)

Q: What impact will 4,000-6,000 new residents have on the schools?

A: DOE estimated the number of students the development would add - a new K-2 school is planned on-site, some time in the future

Q: In preparing the SIA, did you talk to the community in surrounding area?

A: Yes - About 35 people were interviewed from the area

Q: When is the last day for comments on the Draft? September 8 is a Sunday and September 7 is a holiday.

A: Will accept comments until September 8

Q: Did the City begin its preliminary planning studies by looking just at government property, under existing zoning?

A: Yes - then proceeded to a limited land consolidation of the two blocks - also kept in mind existing zoning, under existing zoning, however, this project is not feasible

A: At the very least, the "baseline" proposal would include government property, Kee's and the Young Street commercial businesses (DHCD comment)

Q: Is there more detailed information regarding why development cannot proceed with just city land - EIS not detailed enough

A: Yes - Keith Lehto will look into putting together a package and can see about including it in a supplemental EIS; although depends on how much EIS is revised; will probably available late October/early November

Q: Did the consultants consider the cumulative impact that the closure of Young Street would have on those offices located along on Pihko and Keesauwoku?

(no additional comment provided)

Q: Why were bikes not treated in traffic study? Why were they covered only in the BIA?

A: Evident from the comments that this topic needs further study; will need to be incorporated in the final (other consultant comment)

Q: Keith Lehto previously showed an exhibit of four preliminary options - are those still options?

A: The proposal is the City's recommendation (DHCD comment)

COMMUNITY COMMENT

Traffic/Parking

- 1,200 stall for 1,200 units is unrealistic -- 1 parking space even for a 3-bedroom unit
- Proposed shared package between affordable housing units and retail. Is the City anticipating that residents will take their cars with them during the day and come back in evening? What about commercial uses such as theaters, restaurants and grocery stores?
- How much what % will be shared? What proportion will be available to community to use?
- Punahou off-ramp: Will an extra lane be added? 1,000 more cars and the proposed superblock will result in added congestion
- Carwright field: Parking is at premium during softball games, which is practically every night -- cars are double-parked, even triple-parked; project will only add to existing problems
- Lunalilo on-ramp: Development will create more congestion
- Too many parking stalls: Should rely less on the private automobile -- is there a more comprehensive transportation plan that addresses new/revised concepts?
- With an increase of 4,000-6,000 residents has a study been conducted addressing emergency evacuation/contingency planning? Is it considered as part of the EIS?
- Closure of Young Street: Comments throughout the Draft EIS state not to close the street; most of the traffic is through traffic. Are there any alternatives being considered? Sky way; underground tunnel?
- Neglect to give adequate consideration to "Option A" which avoids condemnation of private property and leaves Young Street open, and very little consideration to "Option B," which also leaves Young Street open and "friendly" condemnation
- Suggest leave Young Street open
- Security concerns regarding parking and personal safety of vehicle owners
- The City went from Option A and jumped to the two-block proposal; Option A needs more fleshing out; particularly the financial analysis
- Young Street turning left off of Kalahele onto King heading Diamond Head; also Punahou and McCully onto Boralana -- did they look at level of service (LOS); volume capacity ratio; average delay of impacted intersections?
- Waikiki Master Plan limits Kalahele to one-way
- Towards Piliot: Traffic out of Young down Piliot/Koocoomoku - Convergence onto Lunalilo
- EIS looked at project-related impacts (with some analysis on super-block) but did not look at broader cumulative impacts

- Q: When will a decision be made?
- A: Committee was organized by the administration and council to resolve issues; the City has an October deadline for supplemental budget; the Commission will try to resolve everything within that time frame (Representative Fukunaga comment)
- C: The City has funding until December -- there is "no time frame for the budget" (Councilmember Manawa comment)
- Q: Do you need the revenues from the private properties to develop the commercial uses?
- A: Yes -- part of overall financial plan; but also a necessity for affordable housing, and it is an urban design goal (mixed-use development) (DHCD comment)
- Q: For the benefit of land owners, because they asked to see options that focused only on city-owned property, couldn't those options be made available?
- A: Market study addenda has options available (DHCD comment)
- Q: Why can't you put commercial on City-owned property (no additional comment provided)
- C: Don't feel that affordable housing will work in middle of market towers
- Q: Should clarify what "affordable housing" means; generally, affordable = \$30,000 - \$50,000/year; the difference between those who can purchase and those who rent is the ability to make a down payment (HFDC comment)

Chinatown Gateway: Commercial space like vacant. So how valid is this assumption? (Although Makiki is a better location than the Gateway site)
Impact of project: Studies only looked at positive side; did not look at negative impact. — What are the net impacts? Some businesses will not be able to relocate; some may not be able to re-establish themselves

Other

Impact on Kapobant Children's Hospital

Impact on access; cumulative impact

Traffic congestion during 8-year construction period: What are the interim provisions? Has it been assessed?

Impact of driving piles and other construction noises

Increases 4,100-6,500: City standards require additional recreation facilities for every 6,000 new residents, but development will not be providing new active recreational resources; only passive - will be impacting existing facilities.

Financing sounds "dangerous" — Cannot make it fly on own property so condemn private property - possible cost over-runs are not addressed

Not fair — acquisition process requires a City appraisal and landowner appraisal, and the City will pay lower appraisal — bought property at market, should be evaluated at market

Want to see bike lanes

Recreation facilities for residents only; if condemning private land for public use, how can the development keep the public from using facilities

Draft does not address the additional use of existing area facilities

Noise impacts: cumulative impacts of residential and commercial activities

If the Committee recommends II, will the Department go back to the drawing board?
The City Council cut the project budget in an attempt to scale down project — very concerned that the administration not getting the message and that the City's actions do not reflect City Council directions (Councilmember Holmes comment)

Can the Committee vote to kill the project?
The group is only advisory with the mission to get full input from the community - Council is the only body that can cut the project's funding (Representative Fukunaga comment)

Can the Committee voice an opinion?
City has only a couple of thousand dollars; the City Council must still approve supplemental budget (Councilmember Holmes comment)

Denelly

Okay to increase density at City property - so long as provide what community wants

What is the impact of losing the Police Department? How will that affect residents? Will there be adequate safety for residents?

Makiki has the highest population density. To interview only 35 residents is inappropriate; BIA sampling was inadequate

350 feet is the Banyan Tree Plaza and the Admiral Thomas — the project proposes six of these towers and asking for a setback variance

If this were a private development, would the Council approve it?

While the height is an issue, density is also a consideration

Density of the two-block project area had been increased by approximately 100 percent:

Increase of 2.5 FAR to 3.5 FAR = 40 percent increase; transferring density from King, Young and Keolu to open space, setback variance and closing Young Street = 60%

The open space that could be provided without increasing height has not been disclosed — in theory, with a 3.5 FAR, the development could provide up to 76 percent open space (Al Lyman comment)

Trade-off between density and open space: Variances approved by the administration was not done for the benefit of the public — if going to trade for density, ensure that community gets something back

A lot has not been fleshed out — proposed day care facility, the K-2 facility that will be developed later — how can you calculate density without including such facilities?

Displacement

Disrupting private commercial land to finance project — The City is becoming a commercial landlord and that explains to Communism

Has the City considered increasing displaced businesses back into the project?

DRAFT

**PAAWA MASTER PLAN
ADVISORY COMMITTEE ON THE PAAWA REDEVELOPMENT PROJECT
7:00 P.M. - AUGUST 17, 1992
MAKAI DISTRICT PARK**

Organization of Advisory Committee: Carol Fukunaga (leader)

- Will meet to further organize committee on 8/31/92
- Requested assistance with site, promotion, logistics of meeting
- There is a new member of the Advisory Committee, Steve Purnell

Planning Process - Ron Ima

- Site selection-massing studies were conducted. See copies of site plans for detailed description

Resource People Provided:

Review of Planning Process:

Discussed development of Program of Schematic Plans, Rod Misawa/Mitch Mitchell

Parking required estimated at 3220 spaces

Underlying Project Assumptions Were Discussed:

- Shared use
- Market/financial analysis
- EIS
- 3 groups (decision process) 2 1/2 days
- Team 1 - Use of Whole Site
 - Continue urban fabric - Young - Kaheka - Bereiania
 - Keep present street/city grid pattern
 - Commercial usage
 - Regarding the parking structures some below and some above grade
 - High rise and residential (street level)
 - Very dense, urban scale project

Team II - Comprehensive Site

- Has a central focus, theme, and a park
- More community-like atmosphere
- Commercial atmosphere set around park
- Highest market at corners
- Diagonal central park scheme, with the intent to see across the park
- In the background buildings in the foreground commercial spaces

Team III - Young Street As An Entry Point

- Rational: Most development occurs in a linear fashion usually approached with more density
- Surround with townhouses
- More civic/formal presence
- Compact densities, and open up along Bereiania with mid-rises
- Make a formal presentation at the Capitol and take ideas to Neighborhood Boards

Question: Based upon these ideas, and suggestions what was carried forward to final schemes?

- Comment: Concern regarding open space
- Comment: Make area as open as possible and not as compact
- Comment: Consideration of land uses
- Comment: Determined not to put retail around park but cluster to include access
- Comment: Retail put in tighter massing - relocated
- Comment: The view is very important from the site as well as through the site
- Comment: Don't want housing units too compact
- Comment: Walk through (openness to traverse) maximize amount of open space

The Childs Exhibit - Nelson from Childs

- Market Assessments: Rental housing, market oriented, retail, office residential
- Orientations: started assessment with overview of market conditions

DRAFT

Page 3

- Develop financial feasibility
- Goals - maximum of affordable housing
- Two categories of affordability - 20% affordable housing; 80% income within this; 10% senior citizen housing
- Maximum number of units they could produce
- BUX has 3 guidelines: Criteria for development
- Density was a "given" (3.5 Max)
- Not with Ad Hoc committee of Neighborhood Board presidents

Market Conditions/Considerations:

- Growth, labor, economic trends, etc.
- Assessment: Different land uses
- City/State, focus on rental component vs saleable units

Identify/Review Market Orientation and Apartment Projects Planned or in Progress in Honolulu Considered:

- location
- physical characteristics
- market orientation
- rental rates
- occupancy levels
- lease-up rates
- All of the above have created a specific demand for rental projects
- Survey current and projected competing projects
- Conclusions developed:
- Number and Type of units and size of units
- Rental rates determined by median income levels
- Lease-up rates
- Occupancy levels
- For Sale Categories: Residential Condo Market
- Buyer profile

Page 4

- Market demand
- Historical Sale patterns
- Unit characteristics
- Unit Sale prices

Projected Residential Requirements:

- Buyer profile
- Number & types of Units
- Unit prices

Evaluate Project market support for Residential Condo development

- Physical characteristics
- Market orientation
- Sales prices
- Historical sales
- Market share

Residential Condo projects influenced by Japan investment created for development:

- Survey of current/projected inventory of comparable residential Condo projects influenced by Japan investment created for development in the late 80's
- Target markets
- Market share
- Physical characteristics
- Sales prices
- Projected absorption
- Looking at occupancy no longer than 3 years.
- 1, 2 and 3 bedroom units; majority 2 and 3 bedroom, 925 sq. foot average size

DRAFT

DRAFT

Commercial/Retail/Office Space in Honolulu

- Location: Frontage, access, prestige, pedestrian/vehicle traffic.

Physical Characteristics/Vehicle Traffic

- Design, size when finished, floor location access
- Rental rates
- Lease-up rates
- Occupancy levels.

Convenience:

Personal services, entertainment

*50,000 Sq. feet of office space

- not too much because there is more competition for its land use.
- Based on market assessments - how to maximize amount of residential, minimize amount of retail
- Foodland or comparable Supergrocery needs 65,000 sq. feet of retail space

Financial Feasibility:

- Develop financial model - look at income/expenses (from City/State orientation) that would be generated from development of project
- Look at development of commercial property by developers with 20%...
- Financial Analysis/EIS

Question: Do scenarios reflect existing zoning heights?

Answer: No, not an option chosen to follow

Comment: Building heights

Comment: Maximize ground floor open spaces

Comment: Nothing but massing studies

Comment: Analyze element of EIS with respect to height and Young Street

Answer: Computer generated studies

Comment: EIS not being used - relative to elements inv. in EIS

DRAFT

Question: Any construction consideration made without use of private property?

Answer: Configuration of Massing Studies in Option A doesn't use private property.

Question: Regarding the development project, why 1,300 units instead of 900 units?

Answer: LV process 2 full blocks.

Comment: Underlying zoning densities.

Comment: 60% total affordable units.

Comment: Multiple objectives: Balance financial/social/design needs.

Comment: Predominance of housing to meet given objectives.

Comment: Size of project too large for area. Reduce amount of affordable units. Reduce size of project.

Comment: The State has 25 million and the City has 50 million in subsidies.

Comment: Feasibility! too massive.

Comment: Park areas.

Question: What is the Square foot value of the Young Street project?

Answer: Land values (sales, size, location of property).

Comment: Land prices \$175 to \$300 per sq. foot for total acquisition.

Question: Density based on BMX bonus. Development doesn't necessarily need to maximize density.

Answer: Land values - maximize density under any scenarios (Max. 3.5).

Comment: Cut amount of units, downscale, less density, less size.

Answer: Must fulfill multiple requirements, ideas to give balance to density/open space.

Question: What was rational for assuming proceeding without private property. Why not use what they already have?

Comment: What is good planning?

Comment: Prefer not to have private property encumbered.

DRAFT

Comments: Market analysis? Financial feasibility.

Question: Financial/Market analysis based on assumption of maximum of units.

Answer: Financial analysis based upon densities reflected in master plan.

Comments: Profitability, absorption.

Question: Is the Land worth more under commercial property?

Answer: Yes! \$350 to \$600 thousand. A 3 year initial development period to 10 years without escalating sales prices.

Question: What is the speculation for public use?

Answer: The City and State control property based on acquisition cost of \$300 to \$400 per sq. foot.

Comment: Commercial/retail development doesn't add anything of value to public.

Comments: Increased parking need.

Question: Will the impact have "x" effect on affordable rentals?

Answer: Foodland grocery and entertainment are complementary to the needs of the community.

Question: How many project alternatives analyzed?

Comments: Market plan.

Question: What is the effective date of market studies.

Question: (Circled) What/of central business?

Question: \$300 paid value - what height?

Answer: Up to 300 feet with regular setbacks.

Question: Retail market - convenience?

DRAFT

At the Meeting on August 31st take 2 topics at 6:30 p.m., and from 7:30 to 8:30 p.m. comments and questions from at large attendance.

Pawnee Redevelopment Advisory Committee Meeting
Group Memory
 August 4, 1992
 Makiki Arts and Crafts Building
 7:00 pm - 9:00 pm

The following information was produced by the Pawnee Redevelopment Advisory Committee (AC) meeting. The organization of the information is presented in a question (Q), answer (A) and comment (C) format. This format represents both the format of the meeting, and responds to the topic areas discussed in the meeting. If a question could not be answered and/or an advisory member needs additional information that will be noted in the group memory.

Role of the Advisory Committee
 Following the introduction and a brief overview of the project and the project status, the Advisory Committee focused on defining the Role of the AC.

- C The Role of the AC should be to channel information from the community to the City and State agencies and back to the community.
- C The AC should be responding to the community concerns.
- C The meetings should be open to the community to solicit opinions and information.
- C The AC should be representative of the entire community including residents and business members.
- C Need someone to prepare agenda and a person to be responsible for reviewing information and input generated in the meetings.
- A The Agenda could be set at the end of each committee meeting-Additional information could be addressed in the next meeting.
- C The AC should work with a deadline to insure that input is received and acted on, by a certain predetermined deadline.
- C The AC should have a separate meeting to set an Agenda. The agenda should reflect the issues important to the AC not just the City.
- C The AC should be a forum to explore alternative scenarios for the proposed project.
- C The AC could host a series of meetings designed to generate additional community input. The public could be invited to address each of the topics/concerns raised by the AC. The role should be to assist in information dissemination and public education about the project.
- C The AC needs more information on the structure and planning of the AC itself and what it needs to do to move forward.
- C The planning process to this point has been very controlled by the City and State, and has not been open to the public, this needs to change for successful input.
- C The AC role should be well thought out and organized.

C: The AC needs to look at baseline information: Density (considered by the proposed project), is not the only baseline, the AC needs to be made aware of the other baselines and consider those options. The AC should look at the (1) proposed and the (2) presently allowed information such as the Development Plan, land use regulations, Environmental Impact Studies, and other constraints.

C: The AC wants a commitment from the City that changes will be made based on the recommendations of the AC.

A: The City agreed that recommendations from the AC could result in modification to the plan. If additional information is brought to the AC after a meeting or in between meetings, the individual or organization may contact:

Keith Ishida
 Department of Housing and Community Development
 650 South King Street, 5th Floor
 Honolulu, HI 96813
 527-5092

C: Legislators has concerns on the project and the role of the AC could be to assist the Legislators by making these recommendations.

A: The City is interested in making this project go-if modifications to the project are important to receiving the ultimate funding-then changes would have to be considered.

C: The AC would like confirmation on the date of the first information meeting to the Neighborhood Boards. (to be clarified by the City)

C: Review the land acquisition process.

Issue: Land Acquisition

Q: If the City offers a land owner a price for the property based on the assessed value, and the owner refuses the offer, the only way to negotiate is to litigate?

A: If the landowner does not accept the offer, the City and landowner may negotiate, if no settlement is reached, eminent domain may be used.

Q: At what point in the project will the City take possession of the property?

A: The City will take possession prior to the initiation of the project.

Q: What is the approximate timeline for acquisition?

A: The process consists of developing consensus with the AC, then moving onto the City Council for funding approval. This would take approximately two months. The process could move as fast as three months.

Q: What are impacts of the election in November on this project?

A: That is up in the air-it could impact from one extreme to the other.

Q: Is it true that the Landowner will not be given an offer until the City Council has approved the funding?

A: That is correct, there are also repurchase opportunities available to the land owners as well. Repurchase opportunities could be a topic of discussion for another meeting.

Q: Will the City provide compensation to those landowners who have been unable to lease space since last year due to the impending Redevelopment?
 A: The City will check on this possibility of this happening.

Q: What is the value of the land as of now?

A: The appraisals have not been completed or scheduled at this time. The land values used for the analysis were based on the tax assessment figures, market information and other sources.

C: The Financial Consultant will be at the next meeting, if the AC decides to address the market assessments.

Q: If the Financial Analyst used tax assessments to determine the land value, the value has been understating the equity value-no clear understanding of the value of the land.

A: Financial Consultant used market values to determine the land value.

C: The AC needs to see the Feasibility assessment and see the various stages and iterations of the process.

C: The AC should consider alternative options and structures.

C: It may be possible to get information about land value from commercial real estate agents, at least to get comparative information for square foot (sf) costs.

C: The AC should explore option of adding individuals or other interested parties into the meetings.

Environmental Impact Statement (EIS)

C: Comments on the EIS should be sent to:

Accepting Authority:
 City and County of Honolulu
 Department of General Planning
 650 South King Street, 8th Floor
 Honolulu, HI 96813
 Attention: Tam Hain
 527-6070

Proposing Agency:
 City and County of Honolulu
 Department of Housing and Community Development
 650 South King Street, 5th Floor
 Honolulu, HI 96813
 Attention: Eileen Mark
 527-5095

Consultant:
 Wilson Okamoto and Associates, Inc.
 1150 South King Street, Suite 800
 Honolulu, HI 96814
 Attention: Frances Yamada
 531-5261

Written comments on the EIS will be accepted until September 6, 1992. Comments should be sent to both the Consultant and the Accepting Agency.

Q: Why isn't the State the Accepting Authority for the EIS?

A: Since the project is a joint City and State effort, the decision was made to use the City as the Accepting Authority. It should facilitate the process.

Q: If the City receives comments that require substantive changes, will the City prepare a Supplemental EIS?

A: Yes.

Q/C: The EIS lacks a summary of the process used to develop the final scenario-this should be included so that the public better understands the process used.

Role and Structure of the Advisory Committee

Q: What information does the City and County need?

A: C&C like consensus/approval of project-won't get project acceptance without it.

C: How to incorporate more recreation space

C: Need more discussion how to conduct meetings

C: AC should identify issues and bring those with information to the meeting-need to know agenda items to facilitate AC.

Q: How many units in the project are market value? Why are the affordable units located in the center of the project, won't that bring down the value of the market priced units?

Q: How can the small businesses survive?

A: These are good questions that can be addressed in the next meeting which can focus on the project specifically and the financial components.

Q: What authority does the AC have?

Q: How will the AC make recommendations?

A: The AC is to provide input and advise to the City/State on the community concerns about the project.

Q: What is the conduit to the City/State leadership? Where do comments go?

A: The information gathered at each meeting will go through the Facilitator to the City/State agencies and consultants involved in the project, and the City and State representatives involved with the AC would also be hearing the concerns.

Q: How will the AC be organized?

A: Much of the structure of the AC is up to the AC.

Q: Will leadership be amenable to changes to the project based on the AC recommendations?

A: The leadership will respond to the concerns and recommendations suggested by the AC.

C: The issues raised by Makiki Neighborhood Board #10 should be addressed by the AC

C: The AC and the City need to approach the project as if it were a clean slate. The City/State should not defend the project, but present the facts and information that lead them to the final project design and implementation strategy.

C: Good to understand the process.

C: Need separate AC meeting without City.

C: Need to stop defending project focus on facts.

C: The AC needs to designate a leader.

A: This will be the first item on the agenda for the next meeting. The AC will meet for 15/30 minutes prior to the meeting with the City/State/Consultants to designate a Chairperson.

C: The Sunshine issue needs to be addressed and a decision reached on public comment in the AC meetings.

A: If the meetings are structured and organized then public input can be valuable and focused on the issues and tasks of the meeting.

C: When the structure of the AC is determined, the AC needs to establish a mechanism for admitting additional members.

C: The AC will be mailed out a roster of all members.

C: Tentatively the next meeting will focus on picking a leader, the financial analysis, agenda setting and additional items determined by the AC.

C: The next meeting is set for Monday August 17, 1992 at 7:00 pm at the Makiki Park Arts and Crafts Building. The meeting will have a facilitator and a recorder available.

REP. SUZANNE CHUN TEL: 808-586-6131 Sep 08 '92 22:08 No.001 P.01
 To: Representative Suzanne Chun at 1586-6131 601 of 602

Name: Suzanne Chun
 Phone Number: 586-6130

Please indicate your position on these issues of concern:

+5 indicates strong support and complete agreement
 -5 indicates strong opposition and complete disagreement

To indicate no opinion, or no comment,
 please mark "N" rather than a (0) zero

PANAMA SURVEY / POSITION STATEMENT on COMMUNITY ISSUES		STATE-
1. Affordable housing & rentals		+5
2. Closing Young & other streets		+5
3. Hostile condemnation of property		+5
4. Develop only government property		+5
5. Scale down density		+5
6. Provide for recreation & education		+5
7. Require adequate parking facilities		+5
8. Relocation proposals, procedures		+5
9. Address cumulative effects		+5
10. Superblock development		+5
11. x The Honolulu City Council		+5
12. xx The City/State Administration		+5
+5 14 13 12 11		
strong agreement		
-1 -2 -3		
OPPOSE		
disagreement		
-4 -5		
strong		

x The HONOLULU CITY COUNCIL expressed in the May Budget meeting, the Committee on Budget and Finance, and in two letters from the Council to the Director of the Department of Land Utilization dated July the 18th stating "requested an alternative plan for affordable housing project on the government-owned parcels, rather than encumbering private parcels, and August 14th" allow the Department of Housing and Community Development the opportunity to continue planning of the project with an alternative plan that would be more appropriate for the project site. The Alternatives discussed included support for affordable rentals, and possible mixed-use development, of government owned-lands and those private lands which could be obtained through friendly condemnation. The (Budget and Finance) committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation.

xx The position of the CITY/ STATE ADMINISTRATION expressed in the Draft Environmental Impact Statement, in various communications, meetings, updates and statements. Including, closing Young St. condemnation of private property, relocation, variances etc.



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

RENE MANSHO
COUNCILMEMBER
(808) 523-4928

July 16, 1992

Mr. Donald Clegg, Director
Department of General Planning
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Fawa Redevelopment Project - Comments on Draft EIS

The requested appropriation for the Fawa Redevelopment Project of \$80M was rejected by the City Council during the recent deliberation for the FY 1993 Capital Improvement Program.

Instead, the Committee on Budget and Finance recommended only token funding for continued planning and requested an alternative plan for an affordable housing project on the government-owned parcels, rather than encumbering private parcels.

The Draft EIS discusses this alternative too briefly (page VII-3), devoting less than a page for this discussion. Also, the square foot total area mentioned on this page differs from the square footage shown on Table 1 (page I-5).

The description of surface and subsurface contamination in Section III indicates a need for further studies, especially of the underground tanks located in at least five of the parcels. Possible PCB contamination from the Police motorpool facility also should be studied further.

It is indicated that a total of 36 businesses and 25 residential households will be impacted (page VI-65). Further, page VI-67 states "...the impacts of displacement will extend well beyond financial ramifications. To mitigate displacement, the relocation needs of on-site businesses and residents would need to be assessed and handled sensitively by the City and State...". A relocation plan for businesses, tenants and residents should be developed in order to provide a better picture of the social impacts and prior to further funding commitments.

Mr. Donald Clegg
Page 2
July 16, 1992

Page VIII-2 states that "revenues from residential and commercial rents and parking fees will retire the construction debt and in the long-term generate additional revenues for the City treasury." It would be appropriate to present further details of costs, rent schedules and projected revenue as this was also the rationale for building commercial space in the City's Chinatown Gateway. That project is not generating the revenue projected because it was not able to attract commercial clients and the City has taken over the space.

I appreciate the opportunity to comment on the Draft EIS and hope that these concerns are addressed in detail by the Department of Housing and Community Development.

Sincerely,

Rene Mansho

Rene Mansho
Majority Floor Leader

RH:mk

cc: Office of Environmental Quality Control
Department of Housing & Community Development
Wilson, Okamoto and Associates, Inc.
Council Chair Arnold Morgado, Jr.
Councilmember John DeSoto
Councilmember Donna Mercado-Kia
Councilmember Leigh-Wai Doo
Councilmember Andy Hirikitani
Councilmember Steve Holmes
Councilmember John Henry Felix
Councilmember Gary Gill



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
 HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

RENE MANSHO
 CHAIR, BUDGET & FINANCE COMMITTEES
 (OFFICE) 523-2925

August 14, 1992

Mr. Donald Clegg
 Page Two
 August 14, 1992

Our Committee is very uncomfortable with the position the City administration appears to be taking without consideration for those people who live and work in this project site. Until we address the alternatives, our Committee cannot support the Pawa Redevelopment Project.

Mr. Donald Clegg, Director
 Department of General Planning
 City and County of Honolulu
 650 S. King Street
 Honolulu, Hawaii 96813

Sincerely,

 Rene Mansho, Chair
 Budget & Finance Committee

Concurred:

Andy Hirikifani, Vice-Chair
 Budget & Finance Committee

Leigh-Mai Doo, Member
 Budget & Finance Committee

John DeSoto, Member
 Budget & Finance Committee

John Henry Kelly, Member
 Budget & Finance Committee

SUBJECT: Pawa Redevelopment Project - Comments on Draft EIS

The position recently taken by the Honolulu City Council's Committee on Budget and Finance not only denied the requested \$80K appropriation for capital expenditure in the 1993 fiscal year budget, but the Committee also removed \$59K which was funded during the 1992 fiscal year for the Pawa Redevelopment Project.

Our Committee appropriated \$3,000 to allow the Department of Housing and Community Development the opportunity to continue planning of the project with an alternative plan that would be more appropriate for the project site.

The alternatives discussed included support for affordable rentals, and possible mixed-use development, of government-owned lands and those private lands which could be obtained through friendly condemnation. The Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation.

There was also discussion and support for joint development and/or partnerships with current property owners which would create compatible designs and economic benefits for all involved, while still meeting the main objective of providing affordable rentals. Our Committee was not entirely convinced that such alternatives were given any consideration before the determination was made by DMCD that it was not feasible.

cc: Office of Environmental Quality Control
 Department of Housing & Community Development
 Wilson, Okamoto and Associates, Inc.
 Council Chair Arnold Horgado, Jr.
 Councilmember Donna Hecadao Kim
 Councilmember Steve Holmes
 Councilmember Gary Gill

RH:mk

DEPARTMENT OF HISTORIC AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

490 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4437 • FAX: (808) 527-2488



E. JAMES TURSE
DIRECTOR
GAIL M. RAITO
DEPUTY DIRECTOR

May 10, 1993

Honorable Rene Hansho, Chair
Committee on Transportation
City Council
City and County of Honolulu
Honolulu, Hawaii 96813

Dear Councilmember Hansho:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05; 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 8, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

Sincerely,

E. JAMES TURSE
Director

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
1435 SOUTH BERKEANA STREET
HONOLULU, HAWAII 96813 JHP & CO. TEL: (808) 531-3111



FRANK P. FAI
MAYOR

OUR REFERENCE
ES-1K

July 20, 1992

MICHAEL S. NAKAMURA
CHIEF
HAROLD M. NAKAZAKI
DEPUTY CHIEF

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
890 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4257 • FAX: (808) 527-8488



FRANK P. FAI
MAYOR

May 6, 1993

MEMORANDUM

TO: MR. MICHAEL S. NAKAMURA, CHIEF OF POLICE
POLICE DEPARTMENT

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) --
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
25-29, 31, 46-48

Thank you for your memorandum of July 20, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

FROM: MICHAEL S. NAKAMURA, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: PAWAA REDEVELOPMENT PROJECT

We found nothing in the draft environmental impact statement for the Pawaa Redevelopment Project that requires comment.

Thank you for the opportunity to review this proposal.

MICHAEL S. NAKAMURA
Chief of Police

BY: *Charles E. Hughes*
CHESTER E. HUGHES
Assistant Chief of Police
Support Services Bureau

cc: DHCD
Wilson Okamoto & Associates, Inc.\

E. JAMES TURSE
DIRECTOR
GAR M. KUTO
DEPUTY DIRECTOR

E. James Turse
E. JAMES TURSE
DIRECTOR

AIA Honolulu

A Chapter of the American Institute of Architects
Representing the Counties of Hawaii, Honolulu, and Kauai



8 September 1992

Tim Hata
City and County of Honolulu
Department of General Planning
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Subject: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT MASTER PLAN
THK: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29, 31, 46-48
Honolulu, Hawaii

Dear Mr. Hata,

We of the Hawaii Chapter of the American Institute of Architects (HC/AIA) appreciate the opportunity to review the DEIS and offer our comments and concerns related to the project.

The significance of the Pawaa Redevelopment Master Plan is attributed to the approximately 14-acre project site and to the development of what may be the largest rental housing project in the State. The provision of some 1,290 affordable rental units is the key element of this entire project.

HC/AIA is sensitive to the shortage of affordable housing stock that our State is faced with. We support this project in its goal, "to provide affordable housing within a mixed-use development". However, we are very concerned about the potential urban design impacts that this project would have on the surrounding urban environment.

From an urban design point of view, our comments and concerns are as follows:

1. THE PAWAA REDEVELOPMENT PROJECT WOULD BE TREMENDOUSLY OVERSCALED COMPARED TO ITS SURROUNDING NEIGHBORS. The disparity in scale is due to the project site having significantly greater area than its neighbors.
The project also seeks exemptions pursuant to Chapter 201E of the HRS from some of the zoning ordinances for building height limit (current limit is 150 feet), street setback, parking requirements, and possibly park dedication; this is also a factor in the project's density.

1128 Nuuanu Avenue
Honolulu, Hawaii 96817
Telephone 808-545-4242

PAWAA DEIS
8 September 1992
Page 2

Although the project will be developed within the maximum FAR of 3.5 established for the BX-3 District, we recommend that the density of the project be reduced to be more compatible with the surrounding area.

2. THE CLOSURE AND INCORPORATION OF YOUNG STREET INTO THE DEVELOPMENT. This action would consolidate the site into a larger lot, which increases the development potential of the project giving it "superblock" status. What is not recognized is the value and potential of Young Street beyond being a collector street for King, Beretania and Keenamoku Streets and Kalakaua Avenue.

By keeping Young Street a public street the redevelopment of properties along Young Street will take advantage of this less utilized secondary street to promote more pedestrian oriented activities along its street frontage. The activity that can occur along Young Street would be at a slower pace than activity along busy King and Beretania Streets.

Another consequence of the closing of Young Street is the disruption of the bicycle route that goes along this street. This issue is identified as unresolved in the DEIS.

HC/AIA questions the actual benefits to the public that would result in the closure of Young Street. Therefore, we recommend that Young Street remain open as a public street. The project should capitalize on the less intense traffic flow of Young Street, as well as maintain the existing bicycle route.

3. THE DEGRADATION OF VIEW PLANES THROUGH THE SITE.
The 350 foot building heights that the project seeks would impact the views and is not consistent with the Special Provisions within the PUC, Alapai - Sheridan Special Area, "(D)Special height design and use controls may be applied where necessary to ensure the preservation of important views, landmarks....."

The collective mass of the proposed six high-rise towers, together with the mass of the two nearby high-rise towers, Hale Kaheka and Banyan Tree Plaza, would have a definite negative impact on the quality of the existing views.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-1427 • FAX: (808) 527-5498



E. JAMES TURSE
DIRECTOR
GAIL M. HAYDO
DEPUTY DIRECTOR

FRANK F. HALE
MAYOR

PAWAA DEIS
8 September 1992
Page 3

We recommend that the building heights and massing be reduced such that the existing views are not significantly impacted.

4. THE PROJECT HAS SIGNIFICANTLY REDUCED THE AMOUNT OF COMMERCIAL/RETAIL ACTIVITY ALONG BERETANIA STREET AND KALAKAUA AVENUE STREET FRONTAGES. The commercial/retail use of the project is restricted to the Diamond Head/makai corner of the site. The dwelling use takes up most of the site and occupies most of the street frontages. This is a dramatic departure from the existing character of the area which provides commercial/retail activities along the street front.

HC/AIA recommends that the existing commercial/retail character along Beretania Street and Kalakaua Avenue be continued and reinforced.

In conclusion, the development of housing, especially affordable housing, is important but should be done with sensitivity to its surroundings. This Pawaa "superblock" development lacks the necessary sensitivity. Our recommendation is that the project be scaled down to be appropriate to its context. The total amount of housing units provided on the site must comfortably fit and be compatible with its neighbors. This criteria should be the measure of success for this type of development.

Sincerely,

N. Robert Hale, President, AIA/Honolulu Chapter

CC: State of Hawaii, Office of Environmental Quality Control
City and County of Honolulu, Department of Housing and Community Development, Attention: Eileen Mark
Wilson Okamoto & Associates, Inc., Attention: Frances Yamada
All City Council Members
Representative Carol Fukunaga

May 10, 1993

Mr. Kurt Mitchell, President
American Institute of Architects
Honolulu Chapter
1128 Kuuanu Avenue
Honolulu, Hawaii 96817

Dear Mr. Mitchell:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 8, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

Sincerely,

E. JAMES TURSE
Director



HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

September 8, 1992

HMS 11452

Mr. Tim Hata
Department of General Planning
City and County of Honolulu
Municipal Building
Honolulu, HI 96813

RE: PAWA'A REDEVELOPMENT PROJECT DRAFT HIS

Dear Mr. Hata:

The following listing details some of the primary concerns that the Advisory Committee on the Pawa'a Redevelopment Project has identified for submission in our written comments to the Draft Environmental Impact Statement. These concerns have been compiled from members' comments, as well as from comments submitted by the public on Monday, August 31, 1992. Our four major categories of concerns include the following:

1. TRAFFIC/PARKING

- (1) Among the 1,290 residential units planned for the project are 3-bedroom apartments. At the same time, the project proposes to construct 1,290 parking stalls on site. What is the rationale behind providing only one parking stall for a 3-bedroom unit?
- (2) Please discuss in greater detail the underlying assumptions behind the proposed shared parking concept between affordable housing units and retail outlets. For example, what percentage of residents do you assume will remove their cars during the day (and thereby provide shoppers to utilize these parking stalls)? Relatedly, what do you estimate will be the demand for evening retail parking stalls, especially for theaters, restaurants, and grocery outlets? Will there be sufficient parking for these customers?
- (3) How many of the parking stalls would be available for the community to use?
- (4) Would a project of this magnitude have any impact on ingress and egress patterns from the H-1 Freeway? For example, we are particularly concerned about whether an additional lane will be needed at the Punahou off-ramp. The Lanialoa on-ramp area is another concern.

September 8, 1992
Page 2

- (5) Please comment on the degree to which the project will impact users of Cartwright Field for on-street parking during the evenings. As you may know, on-street parking is at a premium in the area during softball games which occur practically every evening, forcing many park users to double and even triple park.
- (6) Some maintain that if Oahu residents are to be less reliant on the automobile, residents of this project would be in the best position to adopt such a new concept, given its ideal location in Honolulu's urban core. Please discuss the extent to which your traffic consultants considered such a concept as well as its findings.
- (7) A project of this magnitude raises concern about the important need for emergency evacuation/contingency planning. What are the requirements for having such contingency plans, and have they been stretched out?
- (8) To what extent have your traffic consultants considered alternatives (such as below ground and above ground options) to the closure of Young Street?
- (9) What kind of provisions are proposed to ensure the personal safety of vehicle owners in the parking areas?
- (10) Did your traffic consultants identify any problems with regards to:
 - (a) Level of service (LOS);
 - (b) Volume capacity ratio; and
 - (c) Average delay of impacted intersections at the following intersections:
 - (a) Young Street traffic turning north onto Kalaniana'olaha Avenue and heading Diamond Head on King Street;
 - (b) Punahou Street traffic turning Ewa onto Beretania; and
 - (c) McCully Avenue traffic turning Ewa onto Beretania?
- (11) Are the long-term plans for Kalaniana'olaha Avenue (as described in the Waikiki Master Plan) consistent with those proposed in this environmental impact statement (EIS)? If it is our understanding that Kalaniana'olaha Avenue will eventually become a one-way arterial street.

- (12) Please discuss the impact that the project will have on traffic getting onto the H-1 Freeway via Piikoi Street and Keaumoku Street.
- (13) If this study is to accurately anticipate traffic impacts, it is vital to examine not only project-related impacts but the broader cumulative traffic impacts in the area.
- (14) Please discuss the interim provisions to minimize traffic congestion during the 8-year construction period. This is especially critical given the project's location adjacent to four of urban Honolulu's major arterials.
- (15) More information is needed on what will happen to the bike lanes on Young Street.

II. DENSITY/SIZE OF PROJECT

Considerable discussion has occurred regarding the proposed density for this project, particularly since it appears that the proposed housing components would use the maximum density possible, based on certain "bonus" factors which would allow the City's and State's project to be built at a density far exceeding what a private developer would be able to construct in like circumstances.

Certainly, density considerations also impact the projected need for additional land area upon which to build, thereby necessitating the use of private commercial properties at the perimeters of the superblock area. Specific concerns further include:

- (1) More discussion is needed on alternatives to the project, as proposed. For example, Option A (no condemnation; leave Young Street open) needs to be "fleshed out" in greater detail, especially the financial analysis portion of the review. Option B ("friendly" condemnation; leave Young Street open) also deserves greater consideration.
- (2) Given the magnitude of the project, are any special security provisions planned?
- (3) It appears that very few people (i.e. 35) were interviewed to obtain data for the social impact analysis section. Makiki/Punchbowl alone are among the most crowded residential areas in urban Honolulu. What are the shortcomings of the social impact analysis findings when only 35 individuals were interviewed?
- (4) Please discuss in greater detail the provisions for open space if the project conformed to a 3.5 Floor Area Ratio (FAR). Given a 3.5 FAR, could the project provide up to 75 percent open space?
- (5) How can decision makers and the public gain an accurate picture of the proposed density of the project when certain facilities (including the K-2 elementary school and the day care facility) have yet to be been "fleshed out"?

III. DISPLACEMENT AND RELOCATION

Many of the concerns which have been raised before a number of Neighborhood Boards in the vicinity involve the City's proposed condemnation of private commercial properties as part of the Pawa's Superblock affordable and market housing project.

To date, the Draft EIS and the City administration's meetings and presentations on this project have not fully discussed alternatives to the original proposal for development of the entire block bounded by Beretania, King, and Young Streets and Kalanua Avenue. Attached are copies of letters from City Council Budget Chair Rene Manaho (dated July 16, 1992 and August 14, 1992 respectively), which reflect the City Council Budget Committee's lack of support for the Pawa's Project as currently proposed in the Draft EIS.

The Advisory Committee has comparable concerns about the need to evaluate all feasible alternatives for the Pawa's Project, including (a) development of affordable housing on government-owned lands alone; (b) possible mixed-use development of government-owned lands and those private lands which can be obtained through friendly condemnation; (c) joint development and/or partnerships with current property owners, which could generate compatible designs and economic benefits for private property owners, project developers, and the City/State agencies involved.

Accordingly, the Committee is incorporating the City Council Budget Committee's concerns as part of its written response to reflect our agreement that the present project proposal has not addressed the feasibility of alternatives A through C. As of this date, the Department of Housing and Community Development has not amended its project proposal to incorporate the City Council's recommendations. Until the Department of Housing and Community Development produces an alternate plan as requested by the City Council, the Pawa's Redevelopment Advisory Committee does not support the Pawa's Redevelopment Project.

Specific concerns also include the following:

- (1) Does the City have any kind of relocation policy on giving businesses that were displaced by a project first preference in returning to the completed project?
- (2) What evidence is there to justify the key assumption that the commercial spaces will be filled? In this regard, how does this project differ from Chinatown Gateway whose commercial space remains vacant?

- (3) The HIS needs to provide a more complete and realistic picture of the impact that the project will have on businesses and the rest of the community. The draft HIS neglects to examine negative impacts such as:
 - (a) Problems that some businesses will have in relocating to alternative sites; and
 - (b) The inability of some businesses to re-establish themselves.


IV. OTHER CONCERNS

- (1) Has the impact of construction noises been adequately studied? Please also discuss the cumulative impacts of both residential and commercial noise after the project has been completed.
- (2) City standards call for additional recreational facilities for every 5,000 new residents. Despite the estimated increase of 4,100 - 8,500 residents with this project, only passive recreational facilities are proposed. What will be the impact of this project on active recreational facilities in the area?
- (3) We are concerned that the financing for this project could be risky. Apparently, private property will be condemned in order to provide sufficient infrastructure to obtain the necessary returns needed to pay for the project. In this regard, what provisions would be taken in case of cost-over-runs or shortfalls in rental payments?
- (4) What is the rationale behind providing on-site recreational facilities that can only be used by residents of the project? Since this is a public project, the recreational facilities should be available to everyone.
- (5) The potential cost of removing underground storage tanks from the site should be discussed.
- (6) The social impact analysis should specifically discuss the impacts that the project will have on the quality of life of both on-site and surrounding area residents.

- (7) How much experience does the City have in developing successful housing projects designed for residents who need affordable as well as market units on the same site?

We appreciate the opportunity to comment on this document. We urge your most careful consideration of the points raised so that the final HIS is an accurate assessment of the best form that the Pawa's Redevelopment Project ought to take.

Sincerely,


CAROL FUKUYAMA
Chair, Community Advisory Committee
on the Pawa's Redevelopment Project

Attachments

cc: Mr. Eileen Mark
Dept. of Housing
and Community Development
Ms. Frances Yamada
Wilson Okamoto
and Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4137 • FAX: (808) 527-8198



FRANKIE PASK
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KATO
DEPUTY DIRECTOR

May 6, 1993

Senator Carol Fukunaga
Chairperson
Advisory Committee on the Pawa'a Redevelopment Project
c/o State Office Tower, Room 302
235 S. Beretania Street
Honolulu, Hawaii 96813

Dear Senator Fukunaga:

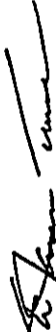
Subject: Draft Environmental Impact Statement (DEIS)
Pawa'a Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 8, 1992 to the Planning Department regarding the subject project.

Due to concerns expressed by the community to various elements of the initial Pawa'a Redevelopment Project, the City and State have since revised the master plan to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawa'a Redevelopment Project.

With the recent completion of the revised master plan and concurrence of the Advisory Committee, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

We look forward to the Advisory Committee's continued participation in the development of the Pawa'a Redevelopment Project.


E. JAMES TURSE
DIRECTOR

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
1488 SOUTH BERETANIA STREET, ROOM 303
HONOLULU, HAWAII 96814



FRANK P. FAR
MAYOR

LOWELL E. CANLARA
FIRE CHIEF
DONALD S.M. CHANG
DEPUTY FIRE CHIEF

June 30, 1992

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING
ATTN: TIM HATA
FROM: FIRE DEPUTY CHIEF DONALD S. M. CHANG
SUBJECT: PAWAA REDEVELOPMENT PROJECT
TMK: 2-4-05:1,2,4-8,10,13,14,18-23,26-29,31,46-48
MAKIKI DISTRICT, OAHU

We have reviewed the subject material provided and foresee no adverse impact in Fire Department facilities or services.
Access for fire apparatus, water supply and building construction shall be in conformance to existing codes and standards.
Should you have any questions, please call Assistant Chief Attilio Leonard of our Administrative Services Bureau at 943-3838.

Donald S. M. Chang
DONALD S. M. CHANG
Fire Deputy Chief

AKL:ny
Copy to: DHCD (Eileen Mark)
Wilson Okamoto & Assoc. (Frances Yamada)
OIEQC

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
1488 SOUTH BERETANIA STREET, ROOM 303
HONOLULU, HAWAII 96814



FRANK P. FAR
MAYOR

LOWELL E. CANLARA
FIRE CHIEF
DONALD S.M. CHANG
DEPUTY FIRE CHIEF

September 17, 1992

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING
ATTN: TIM HATA
FROM: FIRE DEPUTY CHIEF DONALD S. M. CHANG
SUBJECT: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Master Plan
TMK: 2-4-05: 1-8, 10, 13, 14, 18-23, 26-29,
31, 46-48,
Honolulu, Oahu, Hawaii

We have reviewed the subject material provided and have no additional comments.
Should you have any questions, please contact Assistant Chief Attilio Leonard of our Administrative Services Bureau at 943-3838.

Donald S. M. Chang
DONALD S. M. CHANG
Fire Deputy Chief

AKL:ny
cc: Dept. of Housing & Community Development (Eileen Mark)
Wilson Okamoto & Assoc. (Frances Yamada)
Environmental Quality Control Office (with EIS Draft attached)

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 533-4427 • FAX: (808) 537-5488



FRANK C. PASE
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

MEMORANDUM

TO: MR. DONALD S. H. CHANG, FIRE CHIEF
FIRE DEPARTMENT

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAAWA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 1-8, 10, 13, 14, 18-23,
25-29, 31, 46-48

Thank you for your memoranda of July 20, 1992 and September 17, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. JAMES TURSE
DIRECTOR

1310 Heulu Street, #1701
Honolulu, HI 96822

August 26, 1992

City & County of Honolulu
Department of General Planning
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Attention: Tim Hata

Subject: Pawa'a Redevelopment Project Draft Environmental Impact Statement

I am writing as a resident and property owner of Makiki, and as the owner and occupant of an office in the Interstate Building at 1314 South King Street which has an entrance on Young Street. I have an immediate and direct interest in this proposed project.

My comments are in two parts. The first part addresses the inadequacies of the Draft EIS. The second part is directed at the premises and planning approach underlying the proposed project.

Adequacy of Draft EIS

While this DEIS has many inadequacies, I will confine my discussion to two of them and leave the discussion of the rest to others. The two major inadequacies I find disturbing are the discussions on traffic and on alternatives.

Traffic

The traffic report and the DEIS fully disclose the impacts on traffic in the immediate vicinity of the project. They note that traffic will get worse on Keeaumoku without the project, and possibly intolerable with it despite all the proposed mitigating measures. What they do not discuss is the effects of the mitigating measures on existing neighborhood businesses. One recommendation of the traffic study is to "Modify the signal timing at the intersection of Young and Keeaumoku Street by significantly increasing the green time allocated to Keeaumoku Street." The backup in traffic this will cause should effectively prevent

the occupants and clients of the Interstate Building, including the customers of First Hawaiian Bank, from ever using the Young Street parking garage entrance again, not to mention the effect on Chock's, Software Plus and all the other businesses with vehicle access from Young Street.

The treatment of bicycle use is also inadequate. When I made my comments on the EIS Preparation Notice, I raised my serious concern about the effect the closure of Young Street would have on vehicle traffic and particularly on bicycle traffic since it is a designated Bike Way and is heavily used by bikers as a safer alternative to King or Beretania. When I received the DEIS I looked for a response to this comment. There was no mention of bicycling in the traffic report. I finally found the impacts on bikers discussed in the section on social impacts!

This certainly does not address the issue of impacts on bicycle users. Bicycles are serious transportation for many people and the only alternatives to Young Street are King and Beretania, streets that are already unfriendly to bikers and which will be even worse if Young Street is lost.

The traffic study also does not discuss the larger question of reliever routes. If there is a severe accident now on either Beretania or King, traffic can be rerouted to Young. With Young Street gone, the nearest through streets are Kapiolani and Wilder. That just won't work.

The only justification for the proposed closing of Young Street appears to be that the architects and planners prefer this particular building concept.

Project Alternatives

The second major inadequacy of this DEIS is the cavalier way alternatives to the project are dismissed. Sometimes there are no real alternatives to a project except the "no action" alternative. In this case there are many. I have been following this project since I first read about it in the Manoa Valley Times in July, 1991. At that time, there were three master plans under consideration, only one of which would involve the closure of Young Street (see copy of article attached). Note that the project manager is quoted as saying that the drawback of the proposal now being promoted as the only way to go was that "it's expensive and it will disrupt the traffic patterns."

However, in reviewing the discussion of the alternatives in the DEIS, the impression is left that all alternatives are unacceptable and out of the question. I do not accept the statement that "the potential for contiguous development would be precluded" and the desire to "obtain uniform land configurations to achieve maximum development potential" as sufficient to support the closure of Young Street and the displacement of existing businesses.

designated Bike Way and the acknowledged adverse effect it will have on traffic. Is it really city policy to eliminate streets despite the impacts this will have on vehicles and pedestrians?

The fact that bicycles are treated as a social amenity in the DEIS rather than what they really are — a serious transportation alternative for many people — is one reason why we are in so much trouble with traffic.

Further, the basic premise of the project is wrong. Government says "we need affordable housing and we don't want to pay for it. Therefore, when we build, we must maximize the density on every square inch of land so we can get the maximum number of affordable units free." The street becomes expendable — it is too valuable a piece of real estate to be used for cars! The Mayor has observed that Jefferson School in Waikeiki is "too valuable a piece of real estate for a school." What will it be next? Surely parks are expendable. What good does it do to have more housing if we have less sidewalks for pedestrians and less streets for bicycles and the cars driven by the people in the apartments? The project architects are proud of how many parking places will be provided. When these cars are unparked, they are going to contribute to traffic that will already be worsened because a street has been eliminated. It doesn't make sense.

There is no free lunch. If we, the city, get the housing "free," we, the citizens, all pay for it in added congestion, inconvenience, massive buildings, and the destruction of small businesses. Tell me how this is such a wonderful bargain.

It also does not seem to occur to anyone that there may be a relationship between government policies and the lack of affordable housing. At the same time the city is trying to maximize densities in projects it is building, it has repealed "ohana" zoning on the basis that the people in the new units were not related to the ones in the old units and, of all things, people were actually making money from the new units! Never mind that they provided much-needed housing. Never mind that this housing was scattered about the neighborhoods instead of massed in one place. Never mind that it worked.

It is acknowledged that the proposed project will not conform to BMX-3 development standards for height limitation, building setback requirements, and parking requirements. The proposed project also does not conform to the spirit of the purpose and intent of BMX-3 which is to encourage the continuance and strengthening of historical patterns of mixed commercial and residential uses and provide residences in very close proximity to employment and retail opportunities (LUO page 5-60). Instead, it proposes to completely obliterate a few existing residences and many businesses and replace them wholesale with a new mix dominated by residential units and a few new and different businesses. I do not consider that continuing and strengthening historical use patterns.

The discussions of alternatives is a self-serving justification for supporting what has already been decided, and does not meet the standard set forth in Environmental Impact Statement Administrative Rule 11-200 § 200-17 (f) which reads as follows (emphasis added):

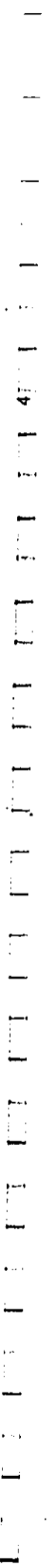
The draft EIS shall contain any known alternatives for the action. These alternatives which could feasibly attain the objectives — even though more costly — shall be described and explained why they were rejected. For any agency actions, this discussion shall include, where relevant, those alternatives not within the existing authority of the agency. A rigorous exploration and objective evaluation of the environmental impacts of all reasonable alternative actions, particularly those that might enhance environmental quality or avoid or reduce some or all of the adverse environmental benefits, costs, and risks shall be included in the agency review process in order not to prematurely foreclose options which might enhance environmental quality or have less detrimental effects. Examples of the alternatives include:

- (1) The alternatives of no action or of postponing action pending further study;
- (2) Alternatives requiring actions of a significantly different nature which would provide similar benefits with different environmental impacts;
- (3) Alternatives related to different designs or details of the proposed actions which would present different environmental impacts;
- (4) Alternative measures to provide for compensation of fish and wildlife losses, including the acquisition of land, waters, and interests therein.

In each case, the analysis shall be sufficiently detailed to allow the comparative evaluation of the environmental benefits, costs, and risks of the proposed action and each reasonable alternative.

Basic Project and Planning Approach

First, the traffic question. City policy is to support rail transit. A major argument is to relieve congestion on streets and highways. If we have too few streets now, why is it apparently city policy to close them off? Is closing streets part of the strategy to gain support for rail? Each year we have more cars and fewer streets. It is bad for pedestrians, too. There is no way to get to Beretania from Young in the long block between Piikoi and Keeaumoku while there are three alleyways between Young and King. Just in the past few years we have lost Marmion Street and a block of Kamalle. And the state is planning to close off Keawe and Coral Streets. Now we are going to eliminate Young Street despite the fact that it is a



Why must the development standards be exceeded? Either the present development standards are too restrictive or they are appropriate. If they are appropriate they should be followed. If they are not, they should be changed. But there should not be one standard for private developers and another for governmental agency developers. The key question is: if this project were proposed by a private developer, would the city approve it?

I totally support redevelopment of the city-owned property for affordable housing. I think it should be housing for the really poor, not just the "gap" group. The parcels are also wonderfully suited for special-needs projects such as for the handicapped or elderly because of their proximity to buses and shopping. Why not develop one parcel for one group and the other for another? Leave the private businesses and the street alone.

And leave the Department of Agriculture alone. I don't want to see any of those beautiful old trees cut down. It already is an open space park. You don't have to do anything to it. Leave it alone.

I do support redevelopment. But not this project. 2,148 residential units and six 350' towers (that is six Banyan Tree Plazas, six Admiral Thomases!) are too much for these two blocks.

Sincerely,

Josephine A. Parnell
Josephine A. Parnell AICP

cc: Department of Housing and Community Development
Office of Environmental Quality Control
Wilson Okamoto, Inc
Representative Carol Fukunaga
Councilman Andrew Mirikiani
Councilman Gary Gill
Albert Lono Lyman, Makiki Neighborhood Board
Association of Unit Owners, Interstate Building, 1314 South King Street
Manager, King Branch, First Hawaiian Bank
Manager, Chock's TV & Appliances
Manager, Software Plus



Chiropractic health care...when was the last time you had your spine checked?

pg. 4



Adult Day Care Centers...an alternative to nursing homes

pg. 8-9

MANOAWALLEY PLAZAS

Vol. II, No. 6 Directly mailed to Manoa, Maiki, Moiliili and McCully July 24, 1991

Pawa development needs community input

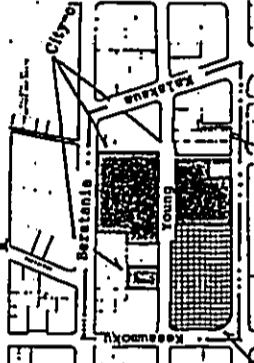
Plans look promising for housing shortage

By Linda Johnson Lang

One of Oahu's major business corridors, located near Paikou, is slated for major redevelopment that will include affordable housing units, and the state and city planners want neighborhood benefits to come to its design.

The two-block Pawa redevelopment site is bounded by South King, Kananani, and Kananani Streets and Kalia and Aracane, and will replace the old police station and state agricultural facilities. The proposed project is jointly funded by the State and City and County Governments.

"It's a big bang of a project, so we want to hear from the neighborhood boards in the area, and have their input every step of the way," said Kiki Iihaka, project coordinator with the city department of housing and



community development. Iihaka made it a point to emphasize that this project is not to be confused with the "superblock," slated for the redevelopment of Kananani Street.

"There are considerable differences in the two projects," Iihaka said. "In general, the Kananani superblock will target the heavy-type lease, whereas our development will focus on multi-family tenements, mixed-use housing for the city, commercial office space and government offices," he said.

The project was first open to any architectural firm to create a design. Five design proposals were submitted, but only three were selected as possible design concepts.

The three designs chosen were submitted by Koby Hanson Mitchell Architects, Thosie Mamo Johnson Architects of Hawaii, and a team comprised of both architects.

One of the proposed master plans calls for permanently closing Young Street to build an underground parking structure. "This would maximize the space, but the drawback of course is that it's expensive and it will disrupt the traffic pat-

Final costs for the redevelopment project have not been determined, as the master plan has not been selected, said Iihaka. He added that the city was informed of the redevelopment plan in June last year.

"I understand the houses are really concentrated, especially when they look at the design and they're not here anymore, there's a new building here, where am I going to be?" Iihaka said. He said that he and city parents can possibly relocate to another part of the site if under construction. "No matter what, we want to minimize relocation trauma," he added.

Open Forum on Homeless shelters set for July 21

Neighborhood boards "PUSH" to be heard

Residents from communities selected for transitional homeless shelters have formed a group called People United For Solutions in Housing (PUSH), and have invited members of the City Council to meet them in an open forum on Sunday, July 21 at the State Capitol. The purpose of the meeting is to discuss alternative solutions to the homeless situation, according to group organizers.

"This will be the people versus the government," said Catherine McCabe-Hirsh, a resident and Neighborhood Board member. "We will be asking the government to give us a plan - a workable, long-range plan that we can all live with. They've got to come up with a concrete plan. We want to be part of the solution, and we want to take care of ourselves. But we don't think we've been given the opportunity to be heard," McCabe-Hirsh said.

Manoa Neighborhood Board Chairman John McChirris agreed that there were several homes at the last neighborhood board meeting (see story on page 3) that indicated residents' concerns about not having a viable

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 • FAX: (808) 525-3888



FRANK F. FAR
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Ms. Jacqueline A. Parnell, AICP
KRP Information Services
P.O. Box 27506
Honolulu, Hawaii 96827

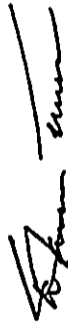
Dear Ms. Parnell:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
25-29, 31, 46-48

Thank you for your letter of August 26, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

Department of General Planning
Attention Mr. Tim Haia
September 6, 1992
Page 2

A. LONO LYMAN
P.O. BOX 3896
Honolulu, Hawaii 96812-3896

September 6, 1992

City & County of Honolulu
Department of General Planning
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Attention: Mr. Tim Haia
Subject: Comments on Pawaa Redevelopment Project, Draft Environmental Impact Statement.

I am a 35-year resident of the Manoa-Round Top-Makiki area, an area property owner, and a patron of shops in the two block area proposed for redevelopment. I have an immediate and direct interest in this proposed project.

My comments are in two parts: the inadequacies of the Draft-EIS and the premise and planning approach underlying the proposed project.

Inadequacy of Draft EIS

1) Since the counties are a subordinate political subdivision of the State, is it appropriate that an EA and EIS for a project on State and County lands using State and County funds be accepted solely by the County? Since both the State and the County are involved in the project, do not both have to accept the EIS? How can the County make a decision that is binding on the State without the State explicitly delegating the authority to the County?

2) The Pawaa Redevelopment Project's draft EIS does not comply with the content requirements set forth in Chapter 200 of Title 11, Administrative Rules, "Environmental Impact Statement Rules."

(a) The draft EIS has not been prepared in a manner that evaluates alternatives and proposes measures for minimizing adverse impacts. The draft EIS is a self-serving recitation of benefits and a rationalization of the proposed action. The draft EIS does not provide a comprehensive analysis of alternatives, nor does it provide an objective discussion that will enable decision makers to be enlightened to any environmental consequences of the proposed action.

(b) The draft EIS has a grossly inadequate discussion of alternatives.

- The draft EIS does not contain a comprehensive discussion of any known alternatives for the proposed action.
- The draft EIS does not contain a rigorous exploration and objective evaluation of the environmental impacts of all reasonable alternative actions, particularly those that might enhance environmental quality or avoid or reduce some or all of the adverse environmental impacts and/or costs. As a consequence, the draft EIS prematurely forecloses project options which might enhance the environmental quality or have less detrimental effects.
- The draft EIS inadequately discusses alternatives requiring actions of a significantly different nature which would provide similar benefits with different environmental impacts.
- The draft EIS inadequately discusses alternatives related to different design or details of the proposed actions which would present different environmental impacts;

(c) In order to satisfactorily address the deficiencies identified in item "2" "a" and "b", the draft EIS should be revised to provide a comprehensive analysis that is sufficiently detailed to allow the comparative evaluation of the environmental benefits, costs, and risks of the proposed action and each reasonable alternative. Such a discussion should, at a minimum, include analysis of each combination of the following alternatives:

- Development of the project on public lands without any private lands, and development with selected combinations of private lands (including no development on land that the owners want to develop themselves).
- Development of the project without closing Young Street and with the alternative of closing the Street.
- Development of the project without either exceeding the existing 150 foot height limit and without transferring density from parcels that will not be developed, and with selected higher height limits and transference of density.

stimulate or induce secondary effects. These secondary effects may be equally important as, or more important than, primary effects, and are to be thoroughly discussed to fully describe the probable impact of the proposed action on the environment. The population and growth impacts of an action shall be estimated if expected to be significant, and an evaluation made of the effects of any possible change in population patterns or growth upon the resource base, including land use, water, and public services, of the area in question.

(i) The draft EIS does not adequately address all irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented in terms of the identification of unavoidable impacts and the extent to which the action makes use of non-renewable resources during the phases of the action; or irreversibly curtails the range of potential uses of the environment.

(j) The draft EIS does not adequately consider mitigation measures proposed to minimize impact; nor does it provide an adequate description of any mitigation measures that may reduce significant, unavoidable, adverse impacts to insignificant levels; nor does it provide adequate discussion of the basis for considering these levels acceptable. The draft EIS does not provide an adequate discussion where a particular mitigation measure has been chosen from among several alternatives, nor does it provide an adequate discussion and reasons for the choice made.

k) The draft-EIS does not provide an adequate basis for weighing and evaluating the costs and benefits of the project, both in terms of the economic and environmental costs and benefits. A detailed financial and economic analysis should be included as part of a revised draft-EIS.

(d) The draft EIS contains an inadequate description of the environmental setting, including a description of the environment in the vicinity of the action, as it exists before commencement of the proposed action, from both a local and regional perspective. The draft EIS does not give specific reference to related projects, public and private, existent or planned in the region for purposes of examining the possible overall cumulative impacts of such actions. Nor does the draft EIS identify relevant population and growth characteristics of the affected area and any population and growth assumptions used to justify the action and determine secondary population and growth impacts resulting from the proposed action and its alternatives.

(e) The proposed action is in non conformance with or conflicts with objectives and specific terms of approved or proposed land use plans, policies and controls. Specifically, the project is in non conformance with or conflicts with Development Plan provisions related to commercial emphasis mixed use development and the protection of views from Punchbowl towards Diamond Head, and zoning code provisions related to the permitted 150 foot building height for the site, minimum parking requirements, and minimum building setbacks. The draft EIS inadequately describes the extent to which the agency has reconciled its proposed action with the plans, policies, and/or controls, and the reasons why the agency has decided to proceed, notwithstanding the absence of full reconciliation.

(f) The draft EIS does not contain a comprehensive list of necessary discretionary and ministerial approvals (including project design approvals, project development agreements, and project funding decisions), required for the action, from governmental agencies, boards, or commissions or other similar groups having jurisdiction, nor does the draft EIS discuss the status of each identified approval.

(g) The draft EIS does not contain an adequate statement of the probable impact of the proposed action on the environment, including consideration of all phases of the action and consideration of all direct and indirect effects and consequences on the environment.

(h) The draft EIS does not discuss the interrelationships and cumulative environmental impacts of the proposed action and other related projects. It should be realized that several actions, in particular those that involve the construction of public facilities or structures, such as this project, may well

4) The project would change the urban design character of the site and surrounding area by developing a significantly greater density of development than would be developed on the individual parcels in the two block area. By using the BMX-3 density bonus for the entire two block area, the density is increased by 40 percent from 2.5 FAR to 3.5. Density is further increased up to another 60 percent over the 2.5 FAR by transferring density from the King-Keeaumoku park to elsewhere on the project site, by including Young Street in the area to be developed, by consolidating parcels and eliminating their building setbacks, and by requesting exemption from building setback requirements. The project, as presently conceived, would be grossly over scaled and out of scale compared to its surrounding area. The density of the project should be reduced below the 3.5 FAR maximum density that could be developed on the entire two block area.

5) The six high rises would penetrate the Punchbowl-Diamond Head View plane protected by the Development Plan. It would also be inconsistent with the Special Provisions within the PUC, Alapai-Sheridan Special Area, (D) which states "special height design and use controls may be applied where necessary to ensure the preservation of important views, landmarks..." The plan inadequately justifies the penetration of the existing 150 foot height limit, and it does not quantify the percentage of open space that could be provided without increasing the building heights and/or without changing the building setbacks. The change to the urban design character of the area would be a significant negative impact that could be mitigated by available alternatives that were not fully considered. The project should not exceed the 150 foot height limit.

6) The project's costs and benefits are not analyzed in terms of demonstrating that there is a net benefit gained by any of the following, either individually or in combination: development of private properties, closure of Young Street, penetration of the 150 foot height limit, exemption from the minimum parking requirements, and/or exemption from the building setback requirements. There is no way to determine, for instance, if the cost to relocate infrastructure from under Young Street and the cost of added traffic congestion would be off-set by any benefit to be derived from this action.

Basic Project and Planning Approach

1) The proposed closure of Young Street has not been justified other than affording an opportunity to develop additional density. The draft-EIS traffic study acknowledges that the proposed closure of the street would exacerbate the current peak traffic congestion on Keeaumoku Street, thus creating a significant negative impact. However, the traffic study does not give consideration to the cumulative impact on Keeaumoku Street, or other streets surrounding the project, resulting from other development planned for the area (such as the expansion of Ala Moana Shopping Center), nor does it give consideration to the cumulative impact of planned and proposed changes to the traffic patterns for the surrounding area (such as the proposed changes to the Waikiki traffic patterns) and their impact on Keeaumoku Street and other streets adjacent to the project. Similarly, the draft-EIS does not evaluate the benefits that would be derived by keeping Young Street open, including the benefit of: maintaining the street as a collector street for Kalakaua Avenue and King, Beritania, and Keeaumoku Streets; maintaining the bicycle route; and the utilizing Young Street to promote pedestrian orientated activities along the street.

2) The proposed inclusion of private properties has not been justified other than affording an opportunity to develop additional density by consolidating otherwise small lots that would require setbacks that would reduce the overall density developed in the two block area. The draft-EIS does not adequately examine the development that could occur without consolidation of the private parcels, or with limited consolidation through "friendly" condemnation.

3) The development would virtually eliminate the BMX-3 commercial retail character of the project area by limiting new commercial retail uses to the area at the corner of King and Kalakaua street. The draft-EIS does not provide adequate justification for this, nor does it adequately discuss the potential cumulative impact that this change in urban character could have on surrounding properties, particularly along King, Beritania, and Kalakaua Streets. Rather than encouraging the continuance and strengthening the historical patterns of mixed commercial and residential uses, the project would use the 40 percent density bonus provided by the BMX-3 zoning in a manner that circumvents the spirit and intent of the BMX-3 designation's objectives.

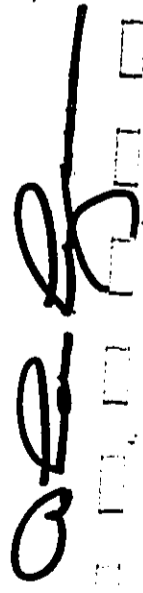
Department of General Planning
Attention Mr. Tim Hala
September 6, 1992
Page 7

- 7) The project's objective of providing 60 percent of the housing units developed as affordable units is commendable, but it is not realistic. The State is rethinking the State's 60 percent affordable housing objective used for the past four to five years before the State Land Use Commission. Likewise, the 60 percent objective for this project should be reconsidered. It appears that the 60 percent objective places a burden on the project's financial results that can only be partially offset by closing Young Street, condemning private properties, and developing a project contrary to the development standards set forth in the Development Plan and Land Use Ordinance.

In closing, it is my opinion that the draft EIS does not meet the content requirements set forth in Chapter 200 of Title 11, Administrative Rules, "Environmental Impact Statement Rules." Likewise, it is my opinion that the project as planned is inconsistent with the urban design character of the site and neighborhood. The EIS should be redone in conjunction with a significant revision to the project plans. In revising the EIS, the draft should reflect all combinations of the alternatives identified below. Each alternative should be evaluated in terms of the major categories of analysis in the draft-EIS (visual, traffic, and the like). The revised draft-EIS should also include a detailed analysis of each alternative's costs and benefits.

- Development of the project on public lands without any private lands, and development with selected combinations of private lands (including no development on land that the owners want to develop themselves).
- Development of the project without closing Young Street and with the alternative of closing the Street.
- Development of the project without either exceeding the existing 150 foot height limit and without transferring density from parcels that will not be developed, and with selected higher height limits and transference of density.

Respectfully Submitted:

Persona!


Department of General Planning
Attention Mr. Tim Hala
September 6, 1992
Page 8

cc: Department of Housing and Community Development
Housing Finance Development
Office of Environmental Quality Control
Wilson Okamoto, Inc.
Representative Carol Fukunaga
Council Chair Arnold Morgado Jr.
Council Member Andrew Mirikiani
Council Member Gary Gill
Council Member Rene Mansho
Council Member Donna Mercado Kim
Council Member John Desoto
Council Member Leigh-Wai Doo
Council Member John Henry Felix
Council Member Steve Holmes,

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 522-4277 • FAX: (808) 527-2458



FRANK F. FARI
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAR, M. KALITO
DEPUTY DIRECTOR

May 6, 1993

Mr. A. Lono Lyman
P.O. Box 3896
Honolulu, HI: 96812-3892


Dear Mr. Lyman:

Subject: Draft Environmental Impact Statement (DEIS) ...
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 6, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the Initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

150 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4277 • FAX: (808) 527-9488



FRANK F. FAIN
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. BAITO
DEPUTY DIRECTOR

September 4, 1992

City & County of Honolulu
Department of Housing & Community Development
650 S. King Street, 5th floor
Honolulu, HI 96813

Atten: Eileen Mark

Subject: Draft EIS for the Pawaia Redevelopment Project

As an individual affected by this project as well as being a professional planner, I wish to comment on several aspects of this project. While the superb block, within its project boundaries, is quite viable, it fails to mitigate several key impacts to the surrounding and existing environment.

First, closing a section of Young Street in a congested urban area will create significant impacts to those who live and work in the vicinity. I drive down Young Street as part of my daily commute. Diverting traffic to King and Beretania Streets will decrease the commuters' options and further burden these roadways for no necessary reason.

Second, evicting successful commercial operations and tearing down a relatively new shopping center, only to replace them with more commercial establishments will create: a) a huge expense, b) a loss of economic momentum and c) immense burden and stress on existing operations. Consider replacing the vacant police station with a commercial/mixed-use development rather than tearing down an entire productive and economically viable city block.

Thank you for the opportunity to comment.

Robin Anawalt
Robin Anawalt

cc: Wilson Okamoto & Associates

May 6, 1993

Ms. Robin Anawalt
3005 Pualei Circle
Honolulu, HI 96815

Dear Ms. Anawalt:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaia Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 4, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaia Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaia Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. James Turse

E. JAMES TURSE
DIRECTOR

732 Wilivili Street
Honolulu, Hawaii 96826

September 7, 1992

Department of General Planning
City & County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata

Re: Pavaa Redevelopment Project DEIS

Dear Mr. Hata:

My understanding of an Environmental Impact Statement is to disclose detailed information about a development project and in my opinion, the DEIS for the Pavaa Redevelopment Project falls very short of this definition.

Before any comments can be relevant to the DEIS, we must first take one step back to the City Council and Budget and Finance Committee's request for an alternate plan to scale down the project with mixed-use development of government-owned lands and those private lands which could be obtained through friendly condemnation, while still meeting the main objective of providing affordable rentals. The DEIS dedicates less than one page to this alternative.

To comment on the DEIS as it stands, would be commenting on the plan which encompasses the entire two blocks, encumbering all the private lands within the project. Comments on traffic, height limits, setbacks, bicycle paths, schools, density, parking, if closure of Young Street, etc. would have a different impact if the Council's request for an alternate plan was included in the DEIS.

I would like to see an alternate plan that Council requested included in an amended, revised or re-released DEIS for Pavaa.

Sincerely,

Sonette H. Muramoto
Sonette H. Muramoto
Concerned Citizen

cc: City & County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813
Attention: Aileen Mark

Wilson Okamoto & Associates, Inc.
1150 South King Street, Suite 800
Honolulu, Hawaii 96814
Attention: Frances Yamada

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 533-4127 / FAX: (808) 537-8488



FRANK J. FAH
MAYOR

E. JAMES TURSE
DIRECTOR
DAN K. KATO
DEPUTY DIRECTOR

May 6, 1993

Ms. Sonette H. Muramoto
732 Wilivili Street
Honolulu, HI 96826

Dear Ms. Muramoto:

Subject: Draft Environmental Impact Statement (DEIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 7, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the Initial Pavaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pavaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

E. James Turse
E. JAMES TURSE
DIRECTOR

September 7, 1992

Department of General Planning
City & County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata


Re: Pawa'a Redevelopment Project DEIS

Dear Mr. Hata:

From a perspective of concerned citizens, tenants, landowner and residents of the Pawa'a Redevelopment Project, we write today in response to the Draft Environmental Impact Statement (DEIS) for the proposed project. Because of the massive size of this document, we address some of the concerns that would highly impact our quality of life not only in this project area but the adjoining communities.

We request this and the attached City Council's Committee on Budget and Finance letters (dated July 16, 1992 and August 14, 1992) to Mr. Donald Clegg, Director of the Department of General Planning be considered as responses to the DEIS for the Pawa'a Redevelopment Project.

Yours truly,

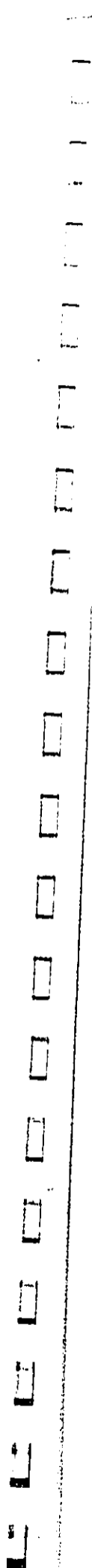

Leolani Abdul
Kay Abdul Realtors, Inc.
1513 Young Street, Suite 202
Honolulu, Hawaii 96826


Hilary Motosue
1513 Young Street, Suite 201
Honolulu, Hawaii 96826

Attach: Comments by L. Abdul, W. Motosue
Budget & Finance Cmte Letter Dated August 14, 1992
Budget & Finance Cmte Chair Letter Dated July 16, 1992

cc: City & County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813
Attention: Aileen Hark

Wilson Okamoto & Associates, Inc.
1150 South King Street, Suite 800
Honolulu, Hawaii 96814
Attention: Frances Yamada



SECTION V - RELATIONSHIP TO PLANS, POLICIES AND CONTROL

Section 226-6 Objectives and Policies for the economy-in general.

There will be increased social and economic opportunities as a result of the development of the residential units itself, with or without the commercial spaces. The existing privately owned commercial and office buildings are already providing good employment, steady income and social and economic opportunities for many of Hawaii's people. It is highly probable that when the residential units are built, the surrounding and adjoining property owners will alter the improvements on their properties by remodeling, expanding or rebuilding thereby creating employment opportunities for a more varied and greater number of people than just the same group of workers employed to construct this project. The income and employment from construction on adjoining and surrounding properties would be spread out during a longer period of time. Now with this expansion of these neighboring properties, there will not only be increased employment, income and other opportunities but it will also benefit a larger amount of individual landowners and entities rather than having the City/State condemning the adjoining lands and owning these lands themselves and benefitting only themselves from this project. This will more fully achieve the Hawaii State Plan Objectives.

Special Provisions (p. V-16) To allow more than the general height limit of 150 feet would be considered spot zoning.

F. CITY AND COUNTY OF HONOLULU LAND USE ORDINANCE (P. V-20)

Deviating from the BMX-3 zoning height requirements, building setback requirements and parking requirements would be considered spot zoning which is not allowed by DLU planning standards.

F. CITY AND COUNTY OF HONOLULU LAND USE ORDINANCE (P. V-20,21)

Under parking requirements, the DEIS states that the "shared parking concept which is effectively implemented within other city rental projects in Downtown Honolulu, such as Chinatown Gateway". How can the DEIS "justify" the shared parking by comparing it with the Chinatown Gateway and River-Nimitz projects when the commercial spaces at these projects were not rented as yet when the study was made so no business was being conducted.

G. REQUIRED PERMITS, VARIANCES AND APPROVALS (P.V-22)

Opening remarks states "The following is a list of permits and approvals may be required prior to project construction:" How can the costs and timetable be projected if you do not know exactly which approvals you must obtain prior to construction. All the needed permits and approvals should be determined and their appropriate costs and the time necessary to obtain them known prior to preparing the project budgets.

H. PARK DEDICATION ORDINANCE (P.V-24)

The DEIS states that "... every attempt will be made to comply with the requirements..." of the Park Dedication Ordinance.

Especially because the project will have an enormous amount of people in a limited amount of area, the project should be required to comply to the Ordinances. The neighborhood and general public should not be made to accept a lower quality of living and enjoyment because of the impacts of this new project.

SECTION VI ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES

Asbestos-Containing Building Materials (p.VI-7) It states that "Given the limited assessment of the preliminary site survey, ..." Investigation and determination of removal and disposal costs should be done and included in DEIS and construction budget.

Underground Storage Tank System (p.VI-10)

6 Surface/Subsurface Contaminations (p.VI-11)

The condition, number and location of underground storage tanks within the project site and subsurface and ground water contamination areas still unknown. The costs to detect, drill and remedy the problem should be determined so that an accurate account can be made in the project's budget analysis prior to the acceptance of the DEIS.

Noise (pp. VI-34-36) Some affordable and market units will be exposed to a noise level above the maximum recommended which risks healthy and welfare. the mitigating suggestion is to enclose those units with air conditioning. What are the

additional costs for the equipment, installation, monthly electrical charges and who pays for them and what is the maintenance costs and who pays for them? Where are these costs listed, if they are accounted for in the DEIS or construction budget.

12. SOCIO-ECONOMIC IMPACTS

b. Concerns About the Redevelopment (p.VI-61)

Issues Raised by Businesses and Landowners: Other additional issues should be included here are, 1)The City Council has directed the Department of Housing and Community Development to not pursue their "Master Plan" using the two blocks but "requested an alternate plan for an affordable housing project on the government-owned parcels, rather than encumbering private parcels." "The [City Council Budget & Finance] Committee was not in support of condemnation of commercial [private] property". [Budget & Finance Committee Chair Rene Mansho letter to Mr. Donald Clegg, Director, Department of General Planning dated July 16, 1992 attached.] The DHCD is not complying with the City Council's request. 2)Government should not speculate by condemning private lands and then reselling them to a developer for a quick profit in order to reduce their project costs.

Landowners and Condemnation: (p.VI-66)

The information is absolutely wrong. The landowners have a third option - they can so NO. "The [City Council's Budget & Finance]

Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation." [See attached letter from Budget & Finance Committee Chair Rene Mansho to Mr. Donald Clegg, Director, Department of General Planning dated August 14, 1992.

Relocation Benefits: (p. VI-67)

A more detailed plan is needed on the assistance amount and different relocation services and proof of assurance that they will be provided and if not provided, what recourse will they have.

h. Public Services and Facilities

Parks and Recreation: (p. VI-77)

It states that "... specific plans for recreational facilities are unknown at this time." Were these facilities and park dedication fees addressed in the budget analysis or none was taken into account? These could add up to substantial amounts, therefore recreational facilities and landscaping plans must be made to determine their costs.

Education Facilities: (p. VI-77)

If the DEIS anticipates that about 6,000 people will be living in

the project and if there is an average of about 3 people per family, then there could possibly be of up to 2,000 children in this project. If the DEIS is estimating only 415 school children, then they could be off by about 1,500 children. And if the elementary, intermediate and high schools are operating at capacity, where will these children go for schooling?

SECTION VII ALTERNATIVES TO THE PROPOSED ACTION

VII. ALTERNATIVES TO THE PROPOSED ACTION

A. NO ACTION ALTERNATIVE (pp. VII-1,2)

The DEIS lists 5 provisions of benefits of the project which includes the adjacent privately-owned parcel. The DEIS should produce the 5 provisions of benefits that would be obtained from a project using the 303,681 square feet total area of the government-owned parcels, adjacent privately-owned parcels that the owners desire to sell and leaving Young Street open to the public.

"City and County of Honolulu plans call for the development of the primary urban core to the fullest extent practicable..." and not continue to allow utilization of valuable visible parcels because of loss of potential economic benefits to businesses in the area and tax revenues. So, if that's true, anyone who has a property that is not fully developed, is now in jeopardy of being condemned by the City/State at any time.

C. DEVELOPMENT OF GOVERNMENT-OWNED PARCELS ONLY (p. VII-3)
There should be a thoroughly in-depth study for this alternative because this is the alternative that the City Council recommends and endorses. Also, to obtain a cohesive development, the City/State should consider trading their parcels that is not adjoining their larger parcel with an adjoining landowner's parcel.

D. ALTERNATIVE BUILDING HEIGHT LIMITS (p.VII-6)
The DEIS claims that 150- foot and 250- foot height limits would result in densely-built environment with minimal open space, not allow for maximum development flexibility and minimum mass-to-open space ratios. How can this be because these are similar requirements that the Department of Land Utilization (DLU) requires from private owners everyday. The present zoning code must be easy to comply with because they have been in existence for quite some time and the DLU has not found any reason to change them -- so why should the City & County not be made to adhere to their own laws?

SECTION X SUMMARY OF UNRESOLVED ISSUES
X. SUMMARY OF UNRESOLVED ISSUES (p. X-1)
DEIS states that unresolved issues include negotiations with the respective landowners for acquisition of the 19 privately-owned parcels within the project site. This is the BIGGEST ISSUE in

this project and so far it has not been resolved. The City Council Budget & Finance Committee has stated that they will not support condemnation of privately owned land located in this project -- and yet the City and State is conducting all of their studies using all of their manpower, planning all of their sketches and models and basing all of their appraisals and budgets on a site that will not be ultimately approved by the deciding body -- the City Council Budget and Finance Committee! Depending upon the amount of privately-owned lands that the DRCD can ultimately sign a purchase agreement with, will determine the size and scope of this DEIS. The DEIS will probably have to be totally redone and all this work already done be wasted when the final count of actual land purchased from the private owners is made and then and only then will the Department of Housing and Community Development know the actual scope of this project.

DRAFT ENVIRONMENTAL IMPACT STATEMENT
(DEIS)

PAVA'A REDEVELOPMENT PROJECT

A: NO ACTION ALTERNATIVE

Under the no action scenario, City & State agencies continue to occupy their respective parcels with the exception of the Honolulu Police Department.

Office Space and Availability

"Office space is often referred to as Class A, B, C or D, based on unofficial guidelines published by the Building Owners & Managers Association International and used by BOMA in conducting its semi-annual office market condition surveys. Although building class varies from city to city, it is usually determined by three major factors: age, location and market position (i.e., rental rates) [Kyle, pp 269-70]

The majority of the existing office and retail space in the Pava'a Superblock would be classified class "C". The rents are more reasonable, off and on-street parking is available, and access is more convenient than the downtown, Kapiolani or Waikiki districts.

The Pava'a Redevelopment will accelerate the reduction of Class C buildings, replacing them with Class A buildings. This may ultimately contribute to the rate of inflation. Mr. Turse, in his letter dated May 26, 1991 in response to the Neighborhood Board #10, stated in part: "... It should be noted that it will

not be possible for rents at the new rental units developed at the Pava'a project in 1994 or 1995 to be held at the same levels as those of the rental units currently existing on the project site in 1992...." [DEIS Consultation Comments Received and Responses] Part of the increase will result from inflation; the largest component will result from the project costs. Although Mr. Turse's comments appear to be directed toward residential tenants, they hold true for commercial tenants.

Any business must pass on its cost and earn a reasonable profit in order to stay in business in the long-run. When the cost of rent goes up so must the cost of goods and services to the consumer in the long-term. When the labor market is tight, workers can demand and get higher wages with which to pay for the higher cost of living. When we face an economic slow down or recession, unemployment goes up, consumers must accept increases in the cost of living without a related increase in real wages, and the quality of life is diminished.

Projected Office Glut

A recent Pacific Business News article informs us "Honolulu is on the brink of a glut in available office space - of only by Hawaii standards." [Giblin, p. A-1] This glut is comprised of Class A building space and is projected for several years. "Vacant office space could increase to 812,000 square feet by the end of the year if some projections are on target." [Giblin, p. A-1] This increase stems from the opening of just two new office buildings in Downtown Honolulu, with several more on line in the

next two years.

In an attempt to be competitive as occupancy rates drop, owners are giving larger concessions to tenants. "... business- es are being offered three to 15 months of free rent and other concessions on long-term leases." [Giblin, p. A-1]

In addition to the increasing supply of Class A office space, the glut can be attributed to our economic condition.

"The lingering economic slump has forced many businesses to cut their staff and vacate office space." [Giblin, p. A-1]

We know the proposed office/retail complex in the Pawa'a Redevelopment project will be class "A" office space by defini- tion: relatively new, in prime locations, with a high occupancy rate, and high but competitive rental rates.

Office Space and the DEIS

The DEIS does not give any estimates of the cost to the City and State under this alternative. We do know the Pawa'a Rede- velopment proposal reserves 50% of commercial office space to be used by government agencies. We do not know what the projected rental expense will be.

Without estimates of cost for both scenarios - in the exist- ing government owned facilities and the proposed office/retail complex - how can this alternative be realistically compared?

Privately Owned Parcels

Under the No Action alternative, privately owned parcels will continue to be used by the landowners & tenants, retaining existing commercial & retail establishments and apartment units.

Other than the Police and Department of Agriculture motor pool areas, there do not appear to be any current noxious uses of the property. The no action scenario continues the existing uses. That "certain tone and feeling, often called 'a way of life'...." (emphasis added) [Honolulu Weekly]; the ambience of the neighborhood.

Highest and Best Use

Highest and best use is "an appraisal term meaning that reasonable use, at the time of the property appraisal, that is most likely to produce the greatest net return to the land and/or building over a given period of time. The use must be legal and in compliance with regulations and ordinances within the police power of the county and state, including health regulations, zoning ordinances, building code requirements, and other regula- tions." [Reilly, p. 200] In other words, within the current BMX-3 zoning classification, the height limit of 150 feet, parking, and set-back requirements.

The proposed Pawa'a Redevelopment project does not meet any of the current zoning requirements. By letter dated November 8, 1991, The Department of General Planning noted, in part: "The project site is located in the "Alapai-Sheridan Special Area" of the Primary Urban Center. The project site has a 150-foot height limit as stated in the Development Plan Special Provisions for the Primary Urban Center (Ordinance No. 81-79, as amended)...." [DEIS Consultation Comments Received and Responses] The DEIS proposes to seek exemptions to the height, parking and set-back requirements, as well as the park requirements.

"Underutilization"

The DEIS repeatedly refers to the "underutilization" of the area. The DEIS does not define this concept. It appears to reflect an opinion of a certain element of the Department of Housing and Community Development. The idea of underutilization appears to relate to not meeting the highest and best use for a property. However, given the existing zoning and building code, the majority of properties appear to be the highest and best use.

However, "...proposed projects...may stimulate further development in the Study Area [Pawa'a] as they progress in the land use approval and financing stage. The redevelopment of Kaka'ako may also increase development interest in the Study Area. The Hawaii Community Development Authority is offering incentives to interested developers to ensure that development continues throughout the Kaka'ako Community Development District." [Earth-plan, p. 15]

The City & County is not the agency of choice to redevelop private properties in the Pawa'a area in the Alapai-Sheridan Special Area. If the community determines redevelopment to be a desirable direction, private developers can be encouraged to do so. Section 226-107 HRS, relating to Affordable Housing states, in part, "Priority guidelines for the provision of affordable housing: (4) Create incentives for development which would increase home ownership and rental opportunities for Hawaii's low- and moderate-income households, gap-group households, and residents with special needs." [DEIS, p. V-3]

Calculation of Net Benefit

The DEIS contends the no action alternative would result in the loss of the benefits of the proposed Pawa'a Redevelopment project. Several benefits are enumerated: conveniently located market - and affordable-housing; commercial/office retail space; community service/day care facility; on-site parking; and increased open areas.

Affordable housing is badly needed in Hawaii. However, the DEIS does not recognize affordable housing as it's primary goal. All other benefits are designed to support the proposed Pawa'a Redevelopment project or mitigate it's impacts. There is considerable commercial/office retail space in the two block area, as well as some housing with reasonable rents.

Educational Facilities

A letter from the Department of Education, dated November 15, 1991, states, in part, "Our review of the EISP indicates that the proposed development will have a large impact on the public schools in the area...."

"Kaahumanu Elementary is operating at capacity and will not be able to accommodate the anticipated enrollment increase.... Surrounding schools are also limited in space and cannot provide relief of the projected overcrowding. Washington Intermediate and McKinley High are operating at capacity and cannot assure the availability of classrooms to meet the enrollment increase."

[DEIS, Consultation Comments Received and Responses]

Although all three levels of educational facilities are at capacity, only a Kindergarten through Grade 2 facility is planned. The impacts and proposed efforts to mitigate those impacts do not address the intermediate and high school levels of education.

The DEIS gives insufficient information about the proposed Kindergarten through Grade Two school: "A portion of the project site will be set aside to accommodate the future development of classroom facilities for a Kindergarten through Grade 2 public elementary school. It is anticipated that the school will serve students from the project and surrounding area. The location of the elementary school site will be determined after further discussions between City, State and the State Department of Education." (DEIS, p. II-14)

None of the sketches, renderings or schematic drawings indicates where this educational facility will be placed. If the Pawa'a Redevelopment project is allowed to proceed based on the DEIS, where will the facility be? Other than the existing landscaped grounds of the Department of Agriculture facility and a landscaped linear park with water features linking the existing landscaped grounds at the DoA facility and a second open park area located about mid-block of the project site (DEIS, p. II-11), there do not appear to be any open areas in which to place a school.

Community Service/Day Care Facility

A Community Service/Day Care Facility are discussed in the DEIS. "A day care center and rooms to conduct neighborhood/community meetings will be developed to serve the needs of the residents and surrounding community. The existing one-level stone building on the grounds of the Department of Agriculture (DoA) park will be converted to accommodate a portion of the approximately 15,000 square feet allotted for community use." (DEIS, p. II-11)

However, the DEIS does not disclose how much space and what configuration will be located in the DoA facility, how much additional space will be required outside of the DoA facility, or where the additional space will be located. It is not clear whether the Community Service is a separate area and function from the Day Care Facility. In other words, insufficient detail is given either component.

Active Recreational Facilities

Makiki is already the most densely populated area of Oahu outside of Waikiki with its hotel rooms. The Pawa'a Redevelopment plan will increase the Makiki population by an estimated 4,100 to 6,500 people. This many people will have a considerable impact on the surrounding community.

"A population of 5,000 persons should have a neighborhood park in the range of four to six acres. Standards of the City Department of Parks and Recreation indicate that a population of 5,000 persons should have basketball and volleyball courts, a

softball field, and a comfort station within one mile.

"Although these existing parks collectively meet these criteria, it is noted that these facilities will need to be shared by existing park users. Thus, the Pava's Redevelopment project will increase regional demand for these facilities without increasing the supply of recreational facilities for the surrounding community. The inclusion of on-site recreational facilities may alleviate this demand; the extent is unknown since no specific plan for recreational facilities have been discussed. (emphasis added) [Earthplan, P. 31]

Only passive recreational facilities are incorporated in the Pava's Redevelopment project in the form of open and park space. The DEIS proposes that the project residents use existing park and recreational facilities.

Social Impact of Recreational Needs

The Social Impact Assessment states "The proposed recreational component does not yet identify specific facilities. We understand that recreational facilities may range from indoor ball courts to outdoor swimming pools. Whatever the facilities, this project will benefit its on-site residents by providing recreational facilities. The adequacy of such facilities will be limited, however, because there will be no large active recreational areas, as in a park. Hence, people will need to go off-site to meet their park needs, or confine their active recreation to the apartment recreational deck.

"The on-site recreational areas will be designated for residents only, and will not impact off-site businesses or residents." (emphasis added) [Earthplan, p. 24]

Developments that increase the burden on existing community facilities without meeting the social needs of the existing residents and the proposed increase that will occur with more housing are not acceptable. Any project of this magnitude must address the needs of its residents and those of the larger community. "If these needs are not met adequately, then the Pava's Redevelopment will contribute to problems typical of other high-density urban environments. Crowded schools, lack of playgrounds, no place to gather and socialize -- these are environmental factors which are part of how one feels about oneself and relates to others. Continual frustration about these daily needs could lead to social conflict and unrest. (emphasis added) [Earthplan, p.

32]

Alternatives to the Proposed Action states "City & County of Honolulu plans call for the development of the primary urban core to the fullest extent practicable to encourage urban growth in existing urban areas & to utilize existing resources efficiently." [DEIS, p. VII-2] This goal is not consistent or compatible with overburden existing facilities & infrastructure, as the proposed Pava's Redevelopment plan will do.

B: ALTERNATIVE LOCATIONS

Alternatives further states: "The no action alternative would result in the re-programming of project funds to other sites elsewhere." [DEIS, p. VII-2] This is not inherently negative. The consideration of alternative sites is a viable option: what other sites are available? Would the alternative sites be more or less costly to develop? Would the alternative sites have room for affordable housing within the zoning and building restrictions, and adequate recreational facilities for residents & surrounding community? "It is understood that land prices and availability is a major deterrent in providing some public facilities. We note, however, that while land prices are high now, they will become more prohibitive as the area develops; thus planning to provide such facilities now is more cost-effective than it will be when the area is already revitalized." [Earthplan, p.33]

The DEIS devotes one paragraph - less than eight lines - to this alternative. The EIS states "the development of the project at another location in the area was not considered. The feasibility of redeveloping the Pawa'a project site is inherent in that approximately 36 percent of the site is currently owned by the City and State...." (emphasis added) [DEIS, p. VII-2] If there are no alternative sites in the immediate area, the scope should be enlarged to consider other areas of O'ahu.

C: DEVELOPMENT OF GOVERNMENT OWNED PARCELS ONLY

The DEIS states, "...the location is well-suited for a proposed mid-town residential and mixed-use redevelopment due to its proximity to community services, parks, schools, health and medical institutions, and public transportation." [p.VII-2] Given this, the City should proceed with a scaled down version of affordable housing, on government owned property.

Only 36% of the site currently owned by City & State. This is hardly a compelling reason for consolidation through hostile condemnation of all the privately held properties on the two block area encompassed by the Pawa'a Redevelopment plan.

The closure and incorporation of Young Street into the project simply to facilitate unification of government owned parcels is inadequate. There must be a compelling reason for the closure of a public roadway that serves as a safe bike route and supports significant automotive through-traffic.

The DEIS states: "In order to obtain uniform land configurations and to achieve maximum development potential, this alternative will likely require the acquisition of at least three immediately adjacent private parcels...." [DEIS, p. VII-3] The City & County should purchase, at market price, only those parcels of land whose owners are willing to sell.

TMK I-2-4-05:23, the non-contiguous City & County parcel, currently a paved parking lot without improvements, could be sold and the proceeds used to off-set the cost of affordable housing.

This is more sensible than pursuing a hostile condemnation of TMK I-2-4-05:22.

Regardless of the size of the final project and the number of affordable units, the City and County of Honolulu must be held to its own requirements: set-back, height, parking, parks. If the government is unwilling or unable to uphold its citizens' best interest, no one else can or will.

Di. ALTERNATIVE BUILDING HEIGHT LIMITS

This section discussing building height analysis in terms of massing studies of the Pawa'a project at 150 feet, 250 feet and 350 feet. It is unclear which alternative or option the study represents. At a minimum, there should be clearly labeled massing studies for all four options, for each of these elevations. Without them, there is no way to reasonably compare the studies.

One should also keep in mind that the City and County does not have to build the maximum density. Government is not held to the same rigorous financial requirements as private developers has. Government should take social needs into consideration in any development of this size and mass. If the current administration is insistent on the need to maximize density, while ignoring social needs, the proposed Pawa'a Redevelopment project should not be allowed to proceed.

Ei. REMAINING YOUNG STREET AS A PUBLIC STREET

Under the No Action alternative, Young Street will continue to function as a collector street. The majority of traffic is through-traffic, not site-specific traffic. "A significant number of the existing trips on Young Street are through trips and are not associated with current activities on the site...."

(emphasis added) [Smith, p. 9]

Young Street is a well used public thoroughfare. What benefit, other than increasing and extending the building envelope and the density of the proposed project, would there be to the public in closing Young Street?

Under this scenario Young Street would continue to be a valuable alternative route to King and Beretania. Young Street is the only two way street located between Wilder Avenue, above the freeway, and Kapiolani and Ala Moana Boulevards. The fact that a significant amount of Young Street traffic is through traffic reinforces the fact that Young Street is used in preference to both Beretania and King Streets, regardless of the time of the day. Young Street is usually less hectic and congested than both larger streets. During peak hour traffic, Young Street moves more smoothly and quickly than Beretania or King Streets. The only impediment to the even flow of traffic on Young Street are left and right turns onto Piikoi, Kesaumoku, Kalakaua, Punahou or McCully Streets.

Department of Public Works

The Department of Public Works, by memorandum to the Department of Housing and Community Development, dated November 19, 1991, offered their "... opinion that Young Street should be retained as a public thoroughfare for the street network." (emphasis added) [DEIS Consultation Comments Received and Responses]

discontinue the activity." (emphasis added) (DEIS, p. VI-74)

There can be no assessment of feasible alternative to a proposed action when no plans are presented, as is the case here. All three long-term impacts are unacceptable. The bike route was located along Young Street because of the safety factor. Riding bikes on the sidewalk is in violation of the Hawaii Traffic Code. Forcing the discontinuation of bicycling is not consistent with our efforts to find alternative means of transportation and lessen our dependence on automobile usage. In addition, biking is an excellent cardio-vascular exercise which can significantly improve the health of Hawaii's residents, provided they are not forced to ride on dangerous roads (Beretania and King Streets).

VI. COMMERCIAL FRONTAGE ALONG BERETANIA AND KEEAUMOKU STREETS

There is existing commercial and retail usage along Beretania Street. There is commercial and retail on the east side of Keeaumoku Street, across from the project site. The proposed Pawa's Redevelopment project has no commercial or retail use along either street frontage. This use has been designated in the King/Kalakaua/Young corner, in an existing office/retail area.

Neighborhood Board #10, in their minutes of a regular meeting held November 15, 1992 listed ten areas of concern about the Pawa's Redevelopment plan. #3. No provision has been made for insuring that street-level business access is maintained along S. King Street, S. Beretania Street, Young Street, Kalakaua Avenue, and Keeaumoku Street. We want to avoid the blank walls on street

DEIS and Mitigative Measures

The DEIS, attempts to minimize the impact of the proposed Pawa's Redevelopment project through mitigative measures. However, in discussing these measures, the DEIS focuses only on the immediate vicinity; the six intersections bounding the project. However, these measures will impact the larger area: off-and on-ramps of the H-1 freeway from the Kinau Street to University Avenue; Penshcola, Piikoi, Keeaumoku, Kahaka, Kalakaua, Punahou, McCully and other streets from H-1 to Kapiolani. The Traffic Study is silent on the impact on these areas.

There is no discussion of mitigative measure or solutions to the dilemma bicyclists will face if the bike route is terminated with the closure of Young Street.

Young Street as Bike Route

The DEIS states: "Young Street is presently part of a bike route that runs from Isenberg Street to Victoria Street. The City and State have indicated an interest in re-routing the bike route through the project site, although specific plans have not yet been presented. The Pawa's Redevelopment project will disrupt the bike route and will generate two types of impacts. In the short term, cyclists will need to use an alternative route. Both King and Beretania Streets, however, are heavily traveled by vehicles and pose more danger for cyclists. In the long term, this project may set a precedent for further disruption of bike routes. Without safe routes, cyclists will either have to risk their safety on congested roadways, maneuver on sidewalks, or

levels in many other projects.

"Alternative analysis should particularly consider the distribution of ground-level access business along S. Barretania as well as the other streets." [DEIS, Consultation Comments Received And Responses]

G. EXCLUDING DEVELOPMENT OF THE CONTIGUOUS PARCELS LOCATED WITHIN THE NORTHEAST PORTION OF THE PROJECT SITE

There is no rationale given for the exclusion of these two out of the eighteen privately held parcels and two lanes. The DEIS should give consideration to the exclusion of all private property, not just two parcels which have been marketed as "One Kalekaha" an upscale, luxury condominium.

The DEIS states: "...development of the programmed number of affordable rental units and supportive market-rate residential units, commercial office/retail space, and parking for the project will not be achievable." [p. VII-8] A programmed number can be re-programmed. The starting point should be the government owned land parcels, and the current building requirements. The number of units should be the product of these constraints or parameters.

H. ALTERNATIVE MASTER PLAN CONCEPTS

At a three day public charrette, standard design parameters given included: 350 foot height limit, the closure of Young Street, and the condemnation of all private property in the two block area. Plans were never solicited for a project within the current height-, parking-and set back- requirements, with Young

Street remaining in use as a collector street. This should have been the base line to be evaluated.

Development of the government-owned parcels should be the beginning, the base line for any proposed redevelopment. Other than a schematic drawing of Options A, A-1, B, B1, and C near the end of the Addendum to the Draft Environmental Impact Statement for the Pawa'a Redevelopment Project, there do not appear to be any additional data on the alternative options. All other data including any real numbers (marketing, but not financial) appear to be for Option C - the full two blocks with condemnation of all private land and the closure of Young Street.

CONCLUSION

Without additional information on the other options, especially Option A - government-owned land only - the DEIS is inadequate and insufficient. The shortcomings of the DEIS precluded an informed, rational decision on the Pawa'a Redevelopment project.

The current Draft Environmental Impact Statement is inadequate in disclosing the magnitude of the impact on the immediate neighborhood and the larger community that will occur if the Pawa'a Redevelopment plan, as proposed, is allowed to proceed.

Especially important is the accurate description of the cumulative and long term effects. The only consideration given cumulative impacts relates to potential traffic from the Keesau-moku Superblock project on the intersections and roadways immediately adjacent to the proposed Pawa'a Redevelopment project.

However, the reciprocal impacts on the roadways around the Keesau-

moku Superblock and Ala Moana are not considered.

There are too many items of a substantive nature, such as the Community Service/Day Care Facility, Grade K-2 facility, active recreational facilities and bike routes still undisclosed and subject to future planning. The DEIS is lacking in both quality or quantity of financial information pertinent to the proposed project.

The Draft Environmental Impact Statement should be revised to answer responsibly the concerns raised by all parties.

"The Pawa'a Redevelopment has a good opportunity to serve as an example of how a new urban community can work internally and function in the larger community." [Earthplan, p. 32] A government which places itself above its own rules and regulations sets a poor example. The Department of Housing and Community Development, as the lead agency for the City and County of Honolulu and the State of Hawaii in the joint Pawa'a Redevelopment project, must be responsive to the needs of its residents.

"At this point, there is no community-based advocacy of the project.... Essentially, the project's negative impressions outweighed positive value." [Earthplan, p. 46]

Sources

- Earthplan, "Pawa'a Redevelopment Social Impact Assessment," Honolulu, June 1992.
- Giblin, Paul, "Downtown Office Glut Prompts 'Landlord War'," Pacific Business News, Honolulu, July 27, 1992, p.A-1.
- "Honolulu Weekly," Vol. 2, No. 16, Honolulu, April 15, 1992.
- Kyle, Robert C., Property Management, 3rd ed., Longman Group USA Inc., 1988, pp. 269-70.
- Reilly, John W., The Language of Real Estate, 3rd ed., United States, 1989.
- Wilber Smith Associates, "Pawa'a Redevelopment Traffic Study, April 24, 1992.
- Wilson Okamoto, "Draft Environmental Impact Statement Pawa'a Redevelopment Project," June 1992

alternatels



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

PLANNING
COMMITTEE
CHIEF, BUDGET & FINANCE COMMITTEE
(808) 523-4938

July 16, 1992

Mr. Donald Clegg, Director
Department of General Planning
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Pawa'a Redevelopment Project - Comments on Draft EIS

The requested appropriation for the Pawa'a Redevelopment Project of \$804 was rejected by the City Council during the recent deliberation for the FY 1993 Capital Improvement Program.

Instead, the Committee on Budget and Finance recommended only token funding for continued planning and requested an alternative plan for an affordable housing project on the government-owned parcels, rather than encumbering private parcels.

The Draft EIS discusses this alternative too briefly (page VII-3), devoting less than a page for this discussion. Also, the square foot total area mentioned on this page differs from the square footage shown on Table 1 (page I-5).

The description of surface and subsurface contamination in Section III indicates a need for further studies, especially of the underground tanks located in at least five of the parcels. Possible PCB contamination from the Police motorpool facility also should be studied further.

It is indicated that a total of 56 businesses and 25 residential households will be impacted (page VI-65). Further, page VI-67 states "...the impacts of displacement will extend well beyond financial ramifications. To mitigate displacement, the relocation needs of on-site businesses and residents would need to be assessed and handled sensitively by the City and State...". A relocation plan for businesses, tenants and residents should be developed in order to provide a better picture of the social impacts and prior to further funding commitments.

Mr. Donald Clegg
Page 2
July 16, 1992

Page VIII-2 states that "revenues from residential and commercial rents and parking fees will retire the construction debt and in the long-term generate additional revenues for the City treasury." It would be appropriate to present further details of costs, rent schedules and projected revenue as this was also the rationale for building commercial space in the City's Chinatown Gateway. That project is not generating the revenue projected because it was not able to attract commercial clients and the City has taken over the space.

I appreciate the opportunity to comment on the Draft EIS and hope that these concerns are addressed in detail by the Department of Housing and Community Development.

Sincerely,

Rene Manaho

Rene Manaho
Majority Floor Leader

RHM:ak

cc: Office of Environmental Quality Control
Department of Housing & Community Development
Wilson, Okamoto and Associates, Inc.
Council Chair Arnold Morgado, Jr.
Councilmember John DeSoto
Councilmember Donna Mercado-Kim
Councilmember Leigh-Wai Doo
Councilmember Andy Mirikitani
Councilmember Steve Holmes
Councilmember John Henry Felix
Councilmember Gary Gill



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

Thank you for your time and consideration. If you have any questions, please feel free to call me at Castle High School, Business Education Department, 235-4591 ext. 41.

Sincerely yours,

Shirley A. Nakatsu
Shirley A. Nakatsu
Commercial landowner

RENK MEMBERS
COUNCIL ON PLANNING
AND FINANCE COMMITTEE
(808) 523-4918

July 16, 1992

Mr. Donald Clegg, Director
Department of General Planning
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Clegg:

cc: City & County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813
Attention: Aileen Mark

Wilson Okamoto & Associates, Inc.
1150 South King Street, Suite 800
Honolulu, Hawaii 96814
Attention: Frances Yamada

SUBJECT: Pawaas Redevelopment Project - Comments on Draft EIS

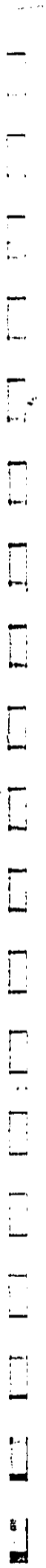
The requested appropriation for the Pawaas Redevelopment Project of \$80M was rejected by the City Council during the recent deliberation for the FY 1993 Capital Improvement Program.

Instead, the Committee on Budget and Finance recommended only token funding for continued planning and requested an alternative plan for an affordable housing project on the government-owned parcels, rather than encumbering private parcels.

The Draft EIS discusses this alternative too briefly (page VII-3), devoting less than a page for this discussion. Also, the square foot total area mentioned on this page differs from the square footage shown on Table 1 (page I-5).

The description of surface and subsurface contamination in Section III indicates a need for further studies, especially of the underground tanks located in at least five of the parcels. Possible PCB contamination from the Police motorpool facility also should be studied further.

It is indicated that a total of 56 businesses and 25 residential households will be impacted (page VI-65). Further, page VI-67 states "...the impacts of displacement will extend well beyond financial ramifications. To mitigate displacement, the relocation needs of on-site businesses and residents would need to be assessed and handled sensitively by the City and State...". A relocation plan for businesses, tenants and residents should be developed in order to provide a better picture of the social impacts and prior to further funding commitments.





CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

Mr. Donald Clegg
Page Two
August 14, 1992

RENE HANSHO
DIRECTOR - BUDGET & FINANCE COMMITTEE
(808) 523-4925

August 14, 1992

Our Committee is very uncomfortable with the position the City administration appears to be taking without consideration for those people who live and work in this project site. Until we address the alternatives, our Committee cannot support the Pavaa Redevelopment Project.

Sincerely,
Rene Hansho
Rene Hansho, Chair
Budget & Finance Committee

Concurred:
Andy Mikisteam
Andy Mikisteam, Vice-Chair
Budget & Finance Committee

Leigh-Wai Doo
Leigh-Wai Doo, Member
Budget & Finance Committee
RH:ak

cc: Office of Environmental Quality Control
Department of Housing & Community Development
Wilson, Okamoto and Associates, Inc.
Council Chair Arnold Horgado, Jr.
Councilmember Donna Heccedo Kim
Councilmember Steve Holmes
Councilmember Gary Gill

Mr. Donald Clegg, Director
Department of General Planning
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Pavaa Redevelopment Project - Comments on Draft EIS

The position recently taken by the Honolulu City Council's Committee on Budget and Finance not only denied the requested \$80M appropriation for capital expenditure in the 1993 fiscal year budget, but the Committee also removed \$59M which was funded during the 1992 fiscal year for the Pavaa Redevelopment Project.

Our Committee appropriated \$3,000 to allow the Department of Housing and Community Development the opportunity to continue planning of the project with an alternative plan that would be more appropriate for the project site.

The alternatives discussed included support for affordable rentals, and possible mixed-use development, of government-owned lands and those private lands which could be obtained through friendly condemnation. The Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation.

There was also discussion and support for joint development and/or partnerships with current property owners which would create compatible designs and economic benefits for all involved, while still meeting the main objective of providing affordable rentals. Our Committee was not entirely convinced that such alternatives were given any consideration before the determination was made by DHCDC that it was not feasible.



CITY COUNCIL
 CITY AND COUNTY OF HONOLULU
 HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

Mr. Donald Clegg
 Page Two
 August 14, 1992

RENE HANSHO
 CHAIR, BUDGET & FINANCE COMMITTEE
 (523-4930)

August 14, 1992

Mr. Donald Clegg, Director
 Department of General Planning
 City and County of Honolulu
 650 S. King Street
 Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Pavaa Redevelopment Project - Comments on Draft EIS

The position recently taken by the Honolulu City Council's Committee on Budget and Finance not only denied the requested \$80M appropriation for capital expenditure in the 1993 fiscal year budget, but the Committee also removed \$59M which was funded during the 1992 fiscal year for the Pavaa Redevelopment Project.

Our Committee appropriated \$3,000 to allow the Department of Housing and Community Development the opportunity to continue planning of the project with an alternative plan that would be more appropriate for the project site.

The alternatives discussed included support for affordable rentals, and possible mixed-use development, of government-owned lands and those private lands which could be obtained through friendly condemnation. The Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation.

There was also discussion and support for joint development and/or partnerships with current property owners which would create compatible designs and economic benefits for all involved, while still meeting the main objective of providing affordable rentals. Our Committee was not entirely convinced that such alternatives were given any consideration before the determination was made by DHCDC that it was not feasible.

Our Committee is very uncomfortable with the position the City administration appears to be taking without consideration for those people who live and work in this project site. Until we address the alternatives, our Committee cannot support the Pavaa Redevelopment Project.

Sincerely,

Rene Hansho
 Rene Hansho, Chair
 Budget & Finance Committee

Concurred:

Andy Minkston
 Andy Minkston, Vice-Chair
 Budget & Finance Committee

John DeSoto
 John DeSoto, Member
 Budget & Finance Committee

Leigh-Hai Doo
 Leigh-Hai Doo, Member
 Budget & Finance Committee

RH:mk

cc: Office of Environmental Quality Control
 Department of Housing & Community Development
 Wilson, Okamoto and Associates, Inc.
 Council Chair Arnold Horgado, Jr.
 Councilmember Donna Mercado Kim
 Councilmember Steve Holmes
 Councilmember Gary Gill

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 933-4137 • FAX: (808) 937-5499



FRANKY FASI
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. HAYDO
DEPUTY DIRECTOR

September 8, 1992

Mr. Tim Hata
Department of General Planning
City and County of Honolulu
650 S. King Street, 8th floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

I write today as a concerned citizen in response to the Draft Environmental Impact Statement (DEIS) for the proposed Pawa'a Redevelopment Project. I reside in the Makiki area, and work in the immediate project area.

Attached please find a list of concerns and/or deficiencies in the current DEIS. Many of the comments apply to more than one section or part of the DEIS. However, for the most part, they are not repeated, in the interest of time and space.

The current Draft Environmental Impact Statement is inadequate in disclosing the magnitude of the impact on the immediate neighborhood and the larger community that will occur if the Pawa'a Redevelopment plan, as proposed, is allowed to proceed. Especially important is the accurate description of the cumulative and long term effects.

Thank you for your letter of September 7, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawa'a Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawa'a Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.

There are too many items of a substantive nature, such as the Community Service/Day Care Facility, Grade K-2 facility, active recreational facilities and bike routes still undisclosed and subject to future planning. The DEIS is lacking in both quality or quantity of financial information pertinent to the proposed project.

Further, the City Council's Committee on Budget and Finance wrote to Mr. Donald Clegg, Director of the Department of General Planning on July 16, 1992 and August 14, 1992 explaining the rejection of an \$80M appropriation for the Pawa'a Redevelopment Project and directing the DHCD to develop an alternate plan on government-owned lands only; to negotiate for those parcels of land interested in a friendly condemnation; and to refrain from hostile condemnation of privately owned property.

The Draft Environmental Impact Statement should be amended and revised to answer responsibly the concerns raised by all parties, and re-released for review and comment.

Mr. Wilfred Motosue
1513 Young Street, #201
Honolulu, Hawaii 96826

Dear Mr. Motosue:

Subject: Draft Environmental Impact Statement (DEIS) -
Pawa'a Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

E. JAMES TURSE
DIRECTOR


Mr. Tim Hata
Department of General Planning
September 8, 1992
page two

"The Pawa'a Redevelopment has a good opportunity to serve as an example of how a new urban community can work internally and function in the larger community." [Earthplan, p. 32] A government which places itself above its own rules and regulations sets a poor example. The Department of Housing and Community Development, as the lead agency for the City and County of Honolulu and the State of Hawaii in the joint Pawa'a Redevelopment project, must be responsive to the needs of its residents.

"At this point, there is no community-based advocacy of the project... Essentially, the project's negative impressions outweighed positive value." [Earthplan, p. 46]

Thank you for this opportunity to comment on the Draft Environmental Impact Service.

Very truly yours,


J. Leolani Abduhi
P.O. Box 62299
Honolulu, Hawaii 96839

cc: Eileen Mark, DHCD
650 S. King Street
5th floor
Honolulu, Hawaii 96813

Wilson Okamoto & Associates
1150 South King Street, Suite 800
Honolulu, Hawaii 96814

Representative Carol Fukunaga, Chair
Pawa'a Redevelopment Advisory Committee
235 S. Beretania Street, Room 1205
Honolulu, Hawaii 96813

Council Member Rene Mansho, Chair
Budget & Finance Committee
City Council
Honolulu, Hawaii 96813

Attachment

941472.113

I. INTRODUCTION

D. SURROUNDING LAND USES. "Commercial and services-oriented establishments predominate the uses surrounding the project site." [p. I-7-8] The DEIS is quite explicit in naming business establishments along the street frontage opposite the proposed two block site.

- o There is no discussion of the residential uses within or in the areas adjacent to the project site.
- o Surrounding land extends further than the opposite side of the street. Land uses in the surrounding community are relevant, and there are substantial residential uses.

II. DESCRIPTION OF THE PROPOSED PROJECT

Affordable Residential Units (p.II-7):

DEIS proposes mixed use with combination of market rate and affordable housing. Market rate will be sold in fee. Why are no affordable units for sale?

Commercial Office/Retail Facilities

- o Government agencies anticipated to use 50% of office space [DEIS, p. II-9] What will this cost us? How much does it presently cost to house government agencies in the HPD Department and Department of Agriculture facility? How will Department of Housing and Community Development (DHCD) support affordable component if 50% of office/retail complex is used by government agencies?
- o Office Space and Availability
"Office space is often referred to as Class A, B, C or D, based on unofficial guidelines published by the Building Owners & Managers Association International and used by BOMA in conducting its semi-annual office market condition surveys. Although building class varies from city to city, it is usually determined by three major factors: age, location and market position (i.e., rental rates) [Kyle, pp 269-70]
- o The majority of the existing office and retail space in the Pawa'a Superblock would be classified Class "C". The rents are more reasonable, off and on-street parking is available, and access is more convenient than the downtown, Kapiolani or Waikiki districts.
- o The Pawa'a Redevelopment will accelerate the reduction of Class C buildings, replacing them with Class A

buildings. This may ultimately contribute to the rate of inflation. Mr. Turse, in his letter dated May 26, 1991 in response to the Neighborhood Board #10, stated in part: "... It should be noted that it will not be possible for rents at the new rental units developed at the Pawa'a project in 1994 or 1995 to be held at the same levels as those of the rental units currently existing on the project site in 1992...." [DEIS Consultation Comments Received and Responses] Part of the increase will result from inflation; the largest component will result from the project costs. Although Mr. Turse's comments appear to be directed toward residential tenants, they hold true for commercial tenants.

- o Any business must pass on its cost and earn a reasonable profit in order to stay in business in the long-run. When the cost of rent goes up so must the cost of goods and services to the consumer in the long-term. When the labor market is tight, workers can demand and get higher wages with which to pay for the higher cost of living. When we face an economic slow down or recession, unemployment goes up, consumers must accept increases in the cost of living without a related increase in real wages, and the quality of life is diminished.

- o Projected Office Glut A recent Pacific Business News article informs us "Honolulu is on the brink of a glut in available office space - of only by Hawaii standards." [Giblin, p. A-1] This glut is comprised of Class A building space and is projected for several years. "vacant office space could increase to 812,000 square feet by the end of the year if some projections are on target." [Giblin, p. A-1] This increase stems from the opening of just two new office buildings in Downtown Honolulu, with several more on line in the next two years.

- o In an attempt to be competitive as occupancy rates drop, owners are giving larger concessions to tenants. "... businesses are being offered three to 15 months of free rent and other concessions on long-term leases." [Giblin, p. A-1]

- o In addition to the increasing supply of Class A office space, the glut can be attributed to our economic condition. "The lingering economic slump has forced many businesses to cut their staff and vacate office space." [Giblin, p. A-1]

- o We know the proposed office/retail complex in the Pawa'a Redevelopment project will be class "A" office space by definition: relatively new, in prime locations, with a high occupancy rate, and high but competitive rental rates.

- o Office Space and the DEIS The DEIS does not give any estimates of the cost to the City and State under this alternative. We do know the Pawa'a Redevelopment proposal reserves 50% of commercial office space to be used by government agencies. We do not know what the projected rental expense will be.
- o Without estimates of cost for both scenarios - in the existing government owned facilities and the proposed office/retail complex - how can this alternative be realistically compared?

Parking Complex

- o Potential conflict of parking usage between affordable tenants with un-assigned stalls and shared parking concept with 8-plex theater, restaurant and supermarket patrons and employees, and office workers that keep late hours. [p. II-9]
- o One un-assigned parking stall per affordable unit, regardless of size of unit: studio, one-, two- or three-bedroom. Reasonable that three-bedroom unit more likely to have second cars than studio.
- o What is projected number and proportion of affordable, un-assigned parking spaces anticipated to be shared by commercial/retail complex?

- o Is the shared parking concept compatible with expectation that affordable component will use public transportation.

- o The Pawa'a Redevelopment trip generator estimates were reduced by a conservative 15% to account for several key factors.... Including less frequent use of vehicles by residents due to the mixed-use nature of the project...." [DEIS, p. VI-19]

- o How many stalls exclusive to Retail/Commercial?

- o How many of Affordable stalls projected to be used by Retail/Commercial?

- o What % of Affordable expected to use public transportation?

- o Assumption 1 stall per affordable unit: How can they use public transportation, implying not driving car, and still make space available for Retail/Commercial?

- o Assumption that Affordable space available for use by Retail/Commercial during "work day." Supermarket, Restaurants, 8-plex Cinema have fairly heavy patronage during off-work hours. Many offices work late. How handle conflicting uses?

Community Services/Day-Care Facility

Department of Ag building converted to accommodate community uses. [DEIS, p.II-11]

- o What portion of the 15,000 square feet?
- o How much more is need, and where will it be placed?
- o Are community serve and day care facilities one and the same, or are they separate facilities?
- o Insufficient detail is given either component.

Public Services/Facilities

- o Do these differ from community service/day care facility?

Educational facilities

- o A letter from the Department of Education, dated November 15, 1991, states, in part, "our review of the EISPW indicates that the proposed development will have a large impact on the public schools in the area....
"Kahumuanui Elementary is operating at capacity and will not be able to accommodate the anticipated enrollment increase.... Surrounding schools are also limited in space and cannot provide relief of the projected overcrowding. Washington Intermediate and McKinley High are operating at capacity and cannot assure the availability of classrooms to meet the enrollment increase." [DEIS, Consultation Comments Received and Responses] .pa
- o Although all three levels of educational facilities are at capacity, only a Kindergarten through Grade 2 facility is planned. The impacts and proposed efforts to mitigate these impacts do not address the intermediate and high school levels of education.
- o The DEIS gives insufficient information about the proposed Kindergarten through Grade Two school: "A portion of the project site will be set aside to

accommodate the future development of classroom facilities for a Kindergarten through Grade 2 public elementary school. It is anticipated that the school will serve students from the project and surrounding area. The location of the elementary school site will be determined after further discussions between City, State and the State Department of Education." [DEIS, p. II-14]

- o None of the sketches, renderings or schematic drawings indicates where this educational facility will be placed. If the Pavaa's Redevelopment project is allowed to proceed based on the DEIS, where will the facility be? Other than the existing landscaped grounds of the Department of Agriculture facility and a landscaped linear park with water features linking the existing landscaped grounds at the DoA facility and a second open park area located about mid-block of the project site [DEIS, p. II-11], there do not appear to be any open areas in which to place a school.

B. Project Need. "The City & County of Honolulu and State of Hawaii intend to revitalize the Pavaa area through the redevelopment of the project site by providing new affordable rental units, market rate residential units, and additional commercial/retail space, parking, and open areas. [DEIS, p. II-14]

The overall development concept for the Pavaa Redevelopment Project is to revitalize the Pavaa area with a mix of affordable and market-rate housing in a mixed-use development. [DEIS, p. II-24]

- o Is the priority revitalization of the area, and affordable housing a means to the end? What is the priority?

The assessment of project need is presented in the market Assessment for the Pavaa Redevelopment Master Plan prepared by John Child & Company, Inc., in May 1991.

- o The only assessment referenced and not appended to the DEIS.

- o If the assessment was prepared in May 1991, the data is too old. It should be updated and made current. In general, appraisers will use date preferably within the last six months, and up to a year if unavoidable. Banks will not accept projections based on market data more than 1.5 years old.

- o Is this the material later given as the Addendum to the DEIS? Date on cover is July 1992. However, effective date of report is October 1, 1991

- more than 11 months ago. Again, report needs to be updated. There have been substantial changes in the economy in the past year. Market conditions have changed considerably. All projections should be revised in light of market changes.

Residential Rental Demand

- o "the conversion of rental apartment projects to condominium units has further contributed to the shortage of rental apartment units." (DEIS, p. 11-15). While there have been numerous conversions, they have been primarily purchased by local Hawaii residents. These residents are either owner occupants or investors. If owner occupants, they also are removed from the demand component at the same time the unit is removed from the supply component. If an investor, the unit is not removed from the supply component. While this is less true now than previously, there are still many investors who experience tax losses on these investments.

Office Space Demand

- o Current glut of class A office space in Honolulu with the addition of two new buildings in downtown area (812,000 square feet). More on-line for completion in next several years.
- o Currently large concessions given to long term renters: generous build out allowances, 3-15 months free rent, etc.
- o Projections need to be assessed and/or revised in light of changing market environment. Are they realistic?
- o Current and near-term market cause private developer to re-assess venture? How will delay in development of office/retail complex affect plans for affordables and parking structure? Will DRCD proceed regardless of commercial/retail plans?

Retail Space Demand

- o Foodland. Plans appear to envision Foodland as an anchor tenant. What happens if timing does not work: Pflieger lease expires prior to completion of Office/Retail space? Once new facility is found, very difficult to move. No business can afford to go out of business waiting for the new space to be developed; income lost can never be regained; and loss of market share is very difficult to overcome.

- o If Foodland were no longer available as a key tenant in this complex, how will that affect project?

C. Architectural/Design Concept

- o "Point" Towers
 - o exceed existing height restriction of 150 feet
 - o one high rise market rate tower does not meet set-back restriction
- o Commercial office/retail facility
 - o on existing commercial real property
 - o eight level office tower,
 - o three levels of retail space
- o parking - "some of the second level spaces may be shared by both residents of the affordable units and by visitors and commercial users."
 - o conflicting uses - restaurant, 8-plex theater, super market all have intense evening use by patrons, some offices work late - if affordable unassigned stalls needed in evening by tenants.

D. Estimated Project Schedule

- o Asbestos & other hazardous waste abatement
 - o no plans developed
 - o without plans, how estimate budget?
- o are all costs known & included in \$375,000,000 total development cost?

E. Estimated Project Cost

- o Is value of Young Street included in this estimation?
- o What are on-going maintenance costs?
- o Are the any estimations of cost over-runs if project is not completed on schedule, unexpected or unanticipated expenses (hazardous waste) etc?

- o How will any additional expenses be funded?
- o Waiver of GET, too.
- o Total Project Revenues
 - o What time period is this? One year? Present value of a stream of payments over time?
 - o What are retail lease premiums for? If developer pays for development rights, he would receive retail lease payments.
 - o Are the development rights in fee or lease?
 - o If leasehold, are payments for ground lease?
 - o Funding for K-G2 to be done by Department of Education, not City & County. Giving back even less to the community.

V. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

- o Section 226-18 Objectives and policies for facility systems - energy/telecommunications
 - o (c)(3) Promote prudent use of power and fuel supplies through conservation measures including:
 - (A) Development of cost-effective demand-side management programs;
 - (B) education; and
 - (C) Adoption of energy-efficient practices and technologies.
 - o project's design will consider incorporating waste diversion and reduction activities into facility design... could include providing centralized storage and processing facilities in all buildings.
 - o one of several instances where the city and state express interest in an idea or concept. No plans of any sort, preliminary or otherwise, exist.
 - o November 14, 1991 letter from HECO states, in part: "2. The large load anticipated for this project will require extensive installation of new ducts and service at a distribution voltage of 24.94 kv.
 - o HECO shall reserve further comments pertaining to the protection of existing

powerlines bordering and servicing the area until construction plans are finalized.

- o Section 226-19 Objectives and policies for socio-cultural advancement - housing
 - o (b)(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing. [DEIS, V-2]
 - o The city and state owned parcels are available for development, however, the privately owned parcels are not available for this project. Condemnation proceedings would be hostile in the majority, if not all, instances.
- o Section 226-107 Affordable Housing Priority guidelines for the provision of affordable housing.
 - o (1) Seek to use marginal or nonessential agricultural land and public land to meet housing needs of low- and moderate-income and gap-group households.
 - o This provision would be met in areas outside of the Central urban core.
 - o (4) Create incentives for development which would increase home ownership and rental opportunities for Hawaii's low- and moderate-income households, gap-group households, and residents with special needs. [EIS, p. V-3]
 - o Neighborhood board #10, the City Council's Committee on Budget and Finance, the Pavaa Redevelopment Advisory Committee, landowners, residents and tenants in the Superblock area and numerous individuals have voiced their concerns. The DHCD, as the lead agency, has merely "noted" and not addressed those concerns.

E. State Functional Plans

- o Policy E (1); Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, employment and other concerns of existing communities and surrounding areas.
 - o Neighborhood board #10, the City Council's Committee on Budget and Finance, the Pavaa Redevelopment Advisory Committee, landowners, residents and tenants in the Superblock area and numerous individuals have voiced their concerns. The DHCD, as the lead agency, has merely "noted" and not addressed those concerns.
- o Policy E (2): wherever possible develop affordable housing projects on public lands.
 - o This argues most persuasively for planning affordable housing on government owned lots only. As part of the State Housing Functional Plan, this should have been the first and most basic proposal for the Pavaa Redevelopment.

State Education Functional Plan

- o A(4) Services and Facilities Policy: Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.
 - o All three levels of public education at capacity and cannot assure availability of classrooms to meet the enrollment increase [Consultation Comments Received & Responses]:
 - o Kaahumanu Elementary School
 - o Washington Elementary School
 - o McKinley High School
 - o Proposed project will include Kindergarten through Grade 2 only. What propose to do with the other grades that cannot be assured classroom space in area schools?
 - o Location of K-2 facility not determined. Relevant fact that can potentially affect open-space, density, parking, traffic, recreational components, etc.

State Energy Functional Plan

- o Objective A: Moderate the growth in energy demand through conservation and energy efficiency.
 - o Policy A(1): Promote and stimulate greater energy efficiency and conservation in non-transportation sector.
 - o project's design will consider incorporating waste diversion and reduction activities into facility design... could include providing centralized storage and processing facilities in all buildings.
 - o one of several instances where the city and state express interest in an idea or concept. No plans of any sort, preliminary or otherwise, exist.
 - o November 14, 1991 letter from HECO states, in part: "2. The large load anticipated for this project will require extensive installation of new ducts and service at a distribution voltage of 24.94 kv.
 - o HECO shall reserve further comments pertaining to the protection of existing powerlines bordering and servicing the area until construction plans are finalized.

State Recreation Functional Plan

- o Objective II-C: Improve and expand the provision of recreation facilities in urban areas and local communities.
 - o Makiki is already the most densely populated area of Oahu outside of Waikiki with it's hotel rooms. The Pawa's Redevelopment plan will increase the Makiki population by an estimated 4,100 to 6,500 people. This many people will have a considerable impact on the surrounding community.
 - o "A population of 5,000 persons should have a neighborhood park in the range of four to six acres. Standards of the City Department of Parks and Recreation indicate that a population of 5,000 persons should have basketball and volleyball courts, a softball field, and a comfort station within one mile.
 - o Although these existing parks collectively meet these criteria, it is noted that these facilities will need to be shared by existing park users. Thus, the Pawa's Redevelopment project will increase regional demand for these facilities without increasing the supply of recreational facilities for the surrounding community. The inclusion of on-site recreational facilities may alleviate this demand; the extent is unknown since no specific plan for recreational facilities have been discussed. (emphasis added) [Earthplan, p. 31]
 - o Only passive recreational facilities are incorporated in the Pawa's Redevelopment project in the form of open and park space. The DEIS proposes that the project residents use existing park and recreational facilities.
 - o Social Impact Assessment states "The proposed recreational component does not yet identify specific facilities. We understand that recreational facilities may range from indoor ball courts to outdoor swimming pools. Whatever the facilities, this project will benefit its on-site residents by providing recreational facilities. The adequacy of such facilities will be limited, however, because there will be no large active recreational areas, as in a park. Hence, people will need to go off-site to meet their park needs, or confine their active recreation to the apartment recreational deck.
 - o "The on-site recreational areas will be designated for residents only, and will not impact off-site businesses or residents." (emphasis added) [Earthplan, p. 24]
 - o Developments that increase the burden on existing community facilities without meeting the social needs of

the existing residents and the proposed increase that will occur with more housing are not acceptable. Any project of this magnitude must address the needs of it's residents and those of the larger community. "If these needs are not met adequately, then the Pawa'a Redevelopment will contribute to problems typical of other high-density urban environments. Crowded schools, lack of playgrounds, no place to gather and socialize -- these are environmental factors which are part of how one feels about oneself and relates to others. Continual frustration about these daily needs could lead to social conflict and unrest. (emphasis added) [Earthplan, p. 32]

- o The proposed Pawa'a Redevelopment plan will overburden existing recreational facilities & infrastructure.

- o Use of Condemnation for the "public good", how is it that "on-site active recreational areas will be designated for project residents only...."? [EIS, p. VI-73]

D. City and County of Honolulu General Plan

- o Objective C: To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.

- o Developments that increase the burden on existing community facilities without meeting the social needs of the existing residents and the proposed increase that will occur with more housing are not acceptable. Any project of this magnitude must address the needs of it's residents and those of the larger community. "If these needs are not met adequately, then the Pawa'a Redevelopment will contribute to problems typical of other high-density urban environments. Crowded schools, lack of playgrounds, no place to gather and socialize -- these are environmental factors which are part of how one feels about oneself and relates to others. Continual frustration about these daily needs could lead to social conflict and unrest. (emphasis added) [Earthplan, p. 32]

Physical Development and Urban Design

- o Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.

- o Policy 5: Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.

- o Neighborhood Board #10, after repeated attempts to work with the DRCD unanimously passed a motion calling for the revision of the Pawa'a Redevelopment Project. There are four points to the motion. The final sentence states: "That the Pawa'a project as proposed is rejected by this Board as being inconsistent with the character of the surrounding community and inappropriate for the site and community." [Minutes of Regular Meeting, August 13, 1992, p.4]

- o DHCD will be seeking an exemption from City's Park Dedication Ordinance No. 4621 [EIS, p. VI-76]

- o Specific plans for project-related recreational facilities are unknown at this time. [EIS, p. VI-77] When will they be known. And how can EIS be evaluated when if is so obviously incomplete. Where is there room for these facilities, given the proposed project?

Culture and Recreation

- o Objective D: To provide a wide range of recreational facilities and services that are readily available to all residents of Oahu.

- o Policy 3: Develop and maintain urban parks, squares, and beautification areas in high density urban places.

- o See comments under State Recreation Functional Plan, D. City and County of Honolulu General Plan, Physical Development and Urban Design

E. City and County of Honolulu Development Plan

- o Common Provisions

- o (ii) Encourage walking and bicycling activities, especially walking to and from jobs, thus reducing automobile dependency and demands upon the transportation system.

- o The DEIS states: "Young Street is presently part of a bike route that runs from Iseberg Street to Victoria Street. The city and State have indicated an interest in re-routing the bike route through the project site, although specific plans have not yet been presented. The Pawa'a Redevelopment project will disrupt the bike route and will generate two types of impacts. In the short term, cyclists will need to use an alternative route. Both King and Beretania Streets, however, are heavily traveled by vehicles and

pose more danger for cyclists. In the long term, this project may set a precedent for further disruption of bike routes. Without safe routes, cyclists will either have to risk their safety on congested roadways, maneuver on sidewalks, or discontinue the activity." (emphasis added) [DEIS, p. VI-74]

There can be no assessment of feasible alternative to a proposed action when no plans are presented, as is the case here. All three long-term impacts are unacceptable. The bike route was located along Young Street because of the safety factor. Riding bikes on the sidewalk is in violation of the Hawaii Traffic Code. Forcing the discontinuation of bicycling is not consistent with our efforts to find alternative means of transportation and lessen our dependence on automobile usage. In addition, biking is an excellent cardio-vascular exercise which can significantly improve the health of Hawaii's residents, provided they are not forced to ride on dangerous roads (Beretania and King Streets).

There is no discussion of mitigative measures or solutions to the dilemma bicyclists will face if the bike route is terminated with the closure of Young Street.

Special Provisions

Alapai-Sheridan Special Area provides that "Growth within this area shall be generally characterized by medium-density and high-density apartments in combination with commercial and mixed-use developments. [DEIS, p.V-16]

(C) General height limits for this area shall be as follows:

(iii) 150 feet for all other areas, including all Medium Density Apartment areas and the mixed use areas along King, Hotel, Young and Beretania Streets.

(D) In addition to the above, special height design and use controls may be applied where necessary to ensure the preservation of important views, landmarks and historic structures, and the compatibility of the permitted mixture of uses with the area.

DHCD will seek exemptions from the 150-foot height limit; seeking 350 foot height for "peak" towers.

Development Plan Common Provisions, Sections 32-1.4 General Urban Design Principals and Controls, (4) General Height controls, allowable heights may be subject to change through consideration of applicable urban design policies and controls and the nature of existing land use in the area: "Maximum allowable heights for structures in each land use classification and for designated special areas are specified in the special provisions of each development plan. [Alapai-Sheridan is 150 feet] They are intended to establish a general policy for maximum overall height in the area rather than set specific zoning standards. Lower zoning height limits may be established where the protection of important views or other design considerations indicate they would be appropriate. The determination of zoning height limits shall take into consideration all applicable urban design policies and controls and the nature of existing land uses in the area.

In other words, under this provision, one would deviate from the height restriction of 150 in the Alapai-Sheridan area by lowering the height, not raising it. This would be more consistent with the existing land use and the preservation of the view plans: Diamond Head, Punchbowl, Tantalus and the Koolau Mountains.

Tourism is the state's largest source of export revenue, making up roughly 20% of the Gross State Product of our Gross State Product. Originating, and any turmoil in tourism translates into important consequences for the economy of the state as a whole. [Bank of Hawaii, "Business Trends," July/Aug 1992, p. 1]

There has been considerable discussion on Hawaii's tourism having reached its peak, and now represents a mature market. Hawaii is having more and more problems differentiating our state at a "destination." When we contemplate multiple highrise towers which will set an example for future development in the Honolulu area, we further erode our position as a travel designation.

Westbound traffic has fallen off. Increases in East bound traffic are not able to offset this trend.

- o [p.46] There is no community based advocacy of the project.
- o Anticipated Impacts and Proposed Mitigation Measures
 - o The EIS discussing short term economic impacts in terms of the construction and material related jobs created. However, the economic impact of existing displaced area businesses are taken into account. These 56 businesses currently generate jobs, contribute to the gross state product, and the tax base. Each business will be impacted by displacement. Employees will have to travel further, or look for new jobs. Do we need more unemployment?
 - o Some of these businesses will go out of business, either opting for early retirement, or simply unable to find or afford a replacement location. Even finding a new location, it will take considerable time to re-establish customer awareness and acceptance of the move. Income lost can never be regained, and we will always be less than we could have been. Given the current economic climate, can we afford to dispose of viable businesses? And is it fair to give the same location to another business? The multiplier effect will also accelerate the consequences.
 - o None of the long term negative socio-economic impacts have been considered.
 - o Dept. of Housing & Community Development letter 5/26/92 to John Steelquist, Chair Makiki NB #10: "not be possible for rents at new rental units developed at the Pavaa project in 1994 or 1995 to be held at the same level as those of the rental units currently existing on the project site since 1992.... [p.3]
 - o what about adjusted for inflation, in terms of real dollars?
 - o acknowledge effect on project to raise rents and fuel inflation. Ultimately all higher costs are passed on to the consumer in the form of higher prices. If this were not so, many companies would go out of business as their profit margins are eroded.
 - o Displacing Class C buildings, replacing with Class A office space at much higher cost and rental
 - o Air Quality
 - o In the year 2002 without the project, concentrations were predicted to decrease substantially even though traffic is expected to increase. [EIS Appendix A, Air Quality Study p.2]

- o The Pavaa Redevelopment Project will accelerate Honolulu loss of the Aloha spirit and the look of Hawaii, as a neighborhood and a way of life are displaced along with the residents and businesses in the two block area.
- o If the Pavaa Redevelopment Project is allowed to proceed and we build high rises from the mountains to the sea, we will look like any other "big city" in the mainland and the world. Why would west-bound tourists expend the sums they do to see another Los Angeles?
- o The DEIS also proposes exemptions from the parking requirement, the building set-back, the City Parks requirement, and the general excise tax. Each of these exemptions leads to a loss of the quality of life, and our island home. The exemption from the park requirement is of special concern.
- o Please note the Social Impact Study by Earthplan
- o [p. 31] The Project will increase the population from 4100- 6500 persons; for each additional 5000 people we need a neighborhood park of 4-6 acres, basketball and volleyball courts, a soft ball field, and a comfort station within 1/2 mile.
- o The Pavaa Redevelopment project will increase regional need for facilities without increasing supply of recreational facilities in surrounding community
- o [p.41] Neighborhood Board #10 has expressed numerous concerns about the project that have been little more than "noted" and not addressed in any meaningful way.
- o [p. 42] There are overall negative aspects to the project, as proposed.
- o [p. 43] There is a pervasive climate of government insensitivity and arrogance as the DKCD is exempt from it's own rules and regulations, and spend taxpayers money unresponsibly. The community feels it's input has been largely ineffective.
- o [p44] Respondents to their survey feel mom & pop stores disappearing and low rent areas are being replace by big expensive condos. The market rate condos are projected to be in the neighborhood of \$300,000 - 500,000!

APPENDIX C: TRAFFIC STUDY

- o Closure of Young Street:
 - o Neighborhood Boards voiced a number of concerns including their opposition to closure of Young Street. (Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10 minutes of Regular Meeting, Nov 15, 1991, p.4, EIS Consultation Comments Received and Comments)
 - o Department of Public Works also recommended Young Street be retained as a public thoroughfare for the street network. [letter dated 11/19/91, EIS Consultation Comments Received and Comments]
 - o Young Street is a two-way collector street running Ewa-Diamond Head between Baratania Street (one way in an Ewa direction) and King Street (one way in the Diamond Head direction). The majority of the traffic passes through. "A significant number of the existing trips on Young Street are through trips and are not associated with current activities on the site...." (emphasis added) (Smith, p. 9)
 - o Young Street is a well used public thoroughfare. What benefit, what compelling reason, other than increasing and extending the building envelope and the density of the proposed project, would there be to the public in closing Young Street?
 - o Consider skyway or even bridging the street to join the two parcels of this project.... [KRP Information Services letter 11/4/91 to C&C Dept. of General Planning]
 - o The next two way, somewhat parallel, street is Wilder Avenue, above the freeway, or Kapiolani Avenue. Young Street is also
 - o Young Street would continue to be a valuable alternative route to King and Baratania. Young Street is the only two way street located between Wilder Avenue, above the freeway, and Kapiolani and Ala Moana Boulevards. The fact that a significant amount of Young Street traffic is through traffic reinforces the fact that Young Street is used in preference to both Baratania and King Streets, regardless of the time of the day. Young Street is usually less hectic and congested than both larger streets. During peak hour traffic, Young Street moves more smoothly and quickly than Baratania or King Streets. The only impediment to the even flow of traffic on Young Street are left and right turns onto Piikoi, Keeaumoku, Kalakaua, Punahou or McCully Streets.
- o The Traffic Study prepared by Wilbur Smith Associates suggests that the proposed changes to the four streets bounding the project will be sufficient to handle any potential increase in traffic.

- o A model was developed. However, "actual field observations reveal that traffic congestion is greater than the theoretical level of service calculations indicate." [EIS, Appendix C, Traffic Study, p. 3 of 15] speaking specifically of Keeaumoku Street, but how valid is model, and does this under-calculation occur at other intersections?
- o Trip Generators (for day care center) [EIS, Appendix C, Traffic Study, p. 8 of 15] assumption: > 50¢ live in project; not generate new trips. Valid assumption? What about parents who drop off and pick up kids on the way to and from work? How much more time does it take in the morning, when everyone is rushing, to get the children walked over to center or school? How early must they open to accommodate working parents? And are they making provisions for children walking over on their own, unsupervised? at what age (must be awfully young for day care)
- o EIS suggest additional mitigative measure of removing the turn land from Kalakaua onto King Street (in diamond head direction). Traffic would be diverted, and enter King at Punahou or McCully Streets.
 - o Have they developed the existing Level of Service (LOS), average delay, volume-capacity ratio for these intersections?
 - o Have they projected the impact of this additional traffic? These intersections currently appear quite congested, especially during peak hours.
 - o Left turns from Young Street (mauka) onto Keeaumoku, Kalakaua, Punahou and McCully are difficult to make. They are close to impossible during peak traffic hours. Much of problem is remaining cars in turn lanes (Baratania and King Streets) that have not gotten through the intersection on the green traffic light and are stacked all the way back to Young Street.
 - o Without project the traffic is projected to become worse. Shouldn't the look into timing traffic signal lights? Perhaps they can be adjusted at peak hours, regardless of whether or not there is a project. However, the effects on Young Street must be kept in mind in making any adjustments.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

550 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4437 FAX: (808) 527-8499



E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

FRANK F. KAH
MAYOR

May 6, 1993

Ms. J. Leolani Abdul
P.O. Box 62299
Honolulu, HI 96826


Dear Ms. Abdul:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letters of September 7, 1992 and September 8, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the Initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR



September 6, 1992

Mr. Tim Hata
Department of General Planning
City & County of Honolulu
550 South King Street, 8th Floor
Honolulu, HI 96813

Dear Mr. Hata:

I am writing to you as a concerned commercial landowner involved in the Pawa Superblock Development. I do not want to sell my land or be condemned into selling my commercial property. On Monday, August 31, the Advisory Committee of the Pawa Redevelopment Project met with the HPDC, the DHCD, and concerned citizens. I asked Mr. Keith Ishida whether the state needed our commercial property to finance the Pawa Development. His answer was "yes, part of overall financial plan; but also a necessity for affordable housing, and it is an urban design goal (mixed-use development) (DHCD comment)". We do not want to sell our commercial property to enable the state to build their commercial activity to finance their project.

As stated in the August 14, 1992 letter to Mr. Clegg by the Budget and Finance Committee, Rene Mansho stated that "our Committee appropriated \$3,000 to allow the Department of Housing and Community Development the opportunity to continue Planning of the project with an alternative plan that would be more appropriate for the project site. The Alternatives discussed included support for affordable rentals, and possible mixed-use development, of government-owned lands and those private lands which could be obtained through friendly condemnation. The Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation."

In her July 16 letter to Mr. Clegg, she states "...the Committee on Budget and Finance recommended only token funding for continued planning and requested an alternative plan for an affordable housing project on the government-owned parcels, rather than encumbering private parcels".

Throughout this year at numerous neighborhood meetings, I have asked the planning committee to develop and present other options such as developing affordable/market unit housing on city/state land. Till this date, the committee has ignored our request and failed to present any other proposal except the present master plan of condemnation. As a citizen, their behavior is demoralizing and personally, I have lost faith in government representation.

Also, I would like to address the DEIS report. As a lay person who is unfamiliar with the real estate terminology, "The Language of Real Estate" defines EIS as "a report that includes a detailed description of a proposed development project...." To date, the Pawa Redevelopment Project DEIS is not a "detailed" report addressing environmental concerns which directly affects the projected budget. Therefore, the proposed budget is not a comprehensive financial cost analysis.

For example, a primary concern is the possible soil contamination of the present 10 storage tanks in the vicinity. The study pertaining to this aspect is an "external survey". Because of the horrendous cost of soil contamination clean up; and because it involves several active locations, the study should involve a detailed soil test and a detailed cost analysis. This study is detrimental and a concern to the financial feasibility of the project itself. It is beyond my understanding why government officials would bypass such an important financial issue.

Another concern of the project involves the density which will be created by the projected 4,100 to 6,000 population generated by new residents from the 6 towers. Included with this concern involves education, child care, emergency exits or plans especially for the elderly, handicap and children, no additional park and recreation areas, and additional police supervision. The DEIS have not included a detailed proposal to address these essential concerns in detail.

I believe that all these concerns should have had various proposals and presented as part of the DEIS because the solutions involves additional costs that will be incurred for the health and safety of the residents and surrounding community. Henceforth, I believe that the DEIS should be rejected as incomplete and unacceptable.

As a citizen and private landowner, I sternly believe that this Pawa Superblock Development is not a positive, contributing asset for the community and potential buyers. In fact, it is dangerous and may be more of a liability to the city/state because of the density factor and unaddressed concerns.

In conclusion, I recommend that the Pawa Superblock Development should be rejected and stopped. I take this stand because for a year we have sat through meetings with the city/state representatives who promise to show us other options but have chosen to ignore our proposal of developing city/state land, detrimental environmental issues which affect the proposed budget, and the integrity of the city/state planners.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 • FAX: (808) 527-8488



FRANK F. FARI
MAYOR

C. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Ms. Shirley A. Nakatsu
Castle High School
Business Education Dept.
45-386 Kaneohe Bay Dr.
Kailua, HI 96734


Dear Ms. Nakatsu:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 6, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

Michiko Motosue
546 Lauiki Street #14
Honolulu, Hawaii 96826



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813 / TELEPHONE 523-4000

September 6, 1992

Mr. Tim Hata
Department of General Planning
City & County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

I am writing to you as a commercial landowner in the present Pawa Superblock Development. The DHCD has proposed to condemn my commercial property and lease it for commercial development for the city/state. It has been stated by Mr. Keith Ishida that the financial feasibility of the Pawa Superblock Development depends on acquiring my land for the government's own commercial activity. The Pawa project needs the revenue generated from the acquisition of my property in order for the project to "pencil out".

As a taxpayer and citizen, this procedure infringes on my landowner's rights and is unconstitutional. I do not want to sell my land or be forced to build within a timetable as dictated by the government.

I believe that the budget and finance committee specifically stated that the DHCD must plan affordable rentals, and possible mixed-use development, on government-owned lands and those private lands which could be obtained through friendly condemnation. Rene Mansho's August 14, 1992 letter to Mr. Clegg states that "the Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation".

Also, the DEIS has not addressed or proposed any alternative to the City Council's recommendation. To date, the DHCD has not shown us any alternative proposal. Therefore, entire project should be rejected on the basis that the DEIS does not address the City Council's request and concerns.

Sincerely yours,

Michiko Motosue
Michiko Motosue
Commercial Landowner

cc: Wilson Okamoto & Associates, Inc.

RENE MANSHO
COUNCILMAN
CHAIR, BUDGET & FINANCE COMMITTEE
(608) 523-4838

July 16, 1992

Mr. Donald Clegg, Director
Department of General Planning
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Pawa Redevelopment Project - Comments on Draft EIS

The requested appropriation for the Pawa Redevelopment Project of \$80M was rejected by the City Council during the recent deliberation for the FY 1993 Capital Improvement Program.

Instead, the Committee on Budget and Finance recommended only token funding for continued planning and requested an alternative plan for an affordable housing project on the government-owned parcels, rather than encumbering private parcels.

The Draft EIS discusses this alternative too briefly (page VII-3), devoting less than a page for this discussion. Also, the square foot total area mentioned on this page differs from the square footage shown on Table I (page I-3).

The description of surface and subsurface contamination in Section III indicates a need for further studies, especially of the underground tanks located in at least five of the parcels. Possible PCB contamination from the Police motorpool facility also should be studied further.

It is indicated that a total of 56 businesses and 25 residential households will be impacted (page VI-65). Further, page VI-67 states "...the impacts of displacement will extend well beyond financial ramifications. To mitigate displacement, the relocation needs of on-site businesses and residents would need to be assessed and handled sensitively by the City and State...". A relocation plan for businesses, tenants and residents should be developed in order to provide a better picture of the social impacts and prior to further funding commitments.



CITY COUNCIL
 CITY AND COUNTY OF HONOLULU
 HONOLULU, HAWAII, 96813 / TELEPHONE 523-4000

RENE MANSHO
 CHAIR, BUDGET & FINANCE COMMITTEE
 (808) 523-4923

August 14, 1992

Mr. Donald Clegg
 Page Two
 August 14, 1992

Our Committee is very uncomfortable with the position the City administration appears to be taking without consideration for those people who live and work in this project site. Until we address the alternatives, our Committee cannot support the Pawaas Redevelopment Project.

Sincerely,

Rene Mansho

Rene Mansho, Chair
 Budget & Finance Committee

Concurred:

Andy Minkston

Andy Minkston, Vice-Chair
 Budget & Finance Committee

Leigh-Hai Doo

Leigh-Hai Doo, Member
 Budget & Finance Committee

John DeSoto

John DeSoto, Member
 Budget & Finance Committee

John M. Kelly

John M. Kelly, Member
 Budget & Finance Committee

RH:mk

cc: Office of Environmental Quality Control
 Department of Housing & Community Development
 Wilson, Okamoto and Associates, Inc.
 Council Chair Arnold Horgaudo, Jr.
 Councilmember Donna Mercado Kim
 Councilmember Steve Holmes
 Councilmember Gary Gill

Mr. Donald Clegg, Director
 Department of General Planning
 City and County of Honolulu
 650 S. King Street
 Honolulu, Hawaii 96813

Dear Mr. Clegg:

SUBJECT: Pawaas Redevelopment Project - Comments on Draft EIS

The position recently taken by the Honolulu City Council's Committee on Budget and Finance not only denied the requested \$80K appropriation for capital expenditure in the 1993 fiscal year budget, but the Committee also removed \$59K which was funded during the 1992 fiscal year for the Pawaas Redevelopment Project.

Our Committee appropriated \$3,000 to allow the Department of Housing and Community Development the opportunity to continue planning of the project with an alternative plan that would be more appropriate for the project site.

The alternatives discussed included support for affordable rentals, and possible mixed-use development, of government-owned lands and those private lands which could be obtained through friendly condemnation. The Committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation.

There was also discussion and support for joint development and/or partnerships with current property owners which would create compatible designs and economic benefits for all involved, while still meeting the main objective of providing affordable rentals. Our Committee was not entirely convinced that such alternatives were given any consideration before the determination was made by DMCD that it was not feasible.



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 521-4427 • FAX: (808) 527-3488



FRANK F. FASI
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

May 6, 1993

Ms. Michiko Motosue
546 Lauiki St., #14
Honolulu, HI 96826


Dear Ms. Motosue:

Subject: Draft Environmental Impact Statement (DEIS) -
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
.26-29, 31, 46-48

Thank you for your letter of September 6, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

STEVE PURNELL (808)946-2921
PAWAA LANDOWNERS AND TENANTS

September 7, 1992

Tim Hata
Department of General Planning
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, HI 96813

Dear Mr. Hata,

SUBJECT: PAWAA REDEVELOPMENT MASTER PLAN

I have reviewed the Draft Environmental Impact Statement and offer the following comments:

Our organization, of PAWAA LANDOWNERS AND TENANTS has decided to comment on the Draft HIS section by section. The comments here compliment the SOCIAL IMPACT ASSESSMENT included in the Draft Environmental Impact Statement, prepared by EARTHPLAN.

INTRODUCTION

The following SOCIO-ECONOMIC IMPACT analysis is based on information and opinions gathered in meetings with Pawaa Community members, interviews, a community survey, a phone poll, meetings with Lower Makiki, Ala Moana, and McCully, neighborhood boards, Honolulu City Council members, members of State and City administration and members of the State legislature. Statements are to the best of my recollection and or a matter of opinion.

PREFACE

Public apathy results when citizens are conditioned, by experience to expect pathetic decisions from government executives. When citizens, legislators and administration employees characterize executive actions as "DONE DEALS" there is an ongoing atmosphere for SIGNIFICANT negative SOCIO-ECONOMIC IMPACT. This sort of executive leadership makes a mockery of good government, and robs every good citizen

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

1

STEVE PURNELL (808)946-2921
PAWAA LANDOWNERS AND TENANTS

involved in the community of their best potential. Executive "DONE DEALS" build the foundation for a weak and corrupted community.

This IMPACT study is a capsulized documentary of how arbitrary executive actions (decided on golf courses) and decisions are carried out by the authority, and hire-fire power of the executive empowering the administration while attempting to bypass, or render meaningless, appropriate good faith legislative and public processes.

Fortunately, our government is a system of not only checks, but it is a system of counter balances. Thankfully good balance has been provided by the Honolulu City Council, and those elected to represent the community at the State legislature. While executives are counting the checks, we continue to count and double check the balances of our government system. The good news is that the three branches of government are working to make the system accountable to the public. The bad news is that the executive branches (City and State) are growing like a weed right into the administrative branch.

The administrative branch seems to be more accountable to the executives who appoint them and decidedly NOT the public, or the legislative process. The judicial branch is also an appointed branch, this leaves the public at a disadvantage.

SUMMARY

Unlike the DRAFT ENVIRONMENTAL IMPACT STATEMENT on the PAWAA REDEVELOPMENT PROPOSAL this document will not fail to clearly present positions, recommending against the SUPERBLOCK proposal, against the condemnation of private property, against the closing of Young Street, against the variance on parking, against the "relocation" of business's, against the abuse of government power and process, and support honest, fiscally responsible best use of the abandoned Honolulu Police Department property at Pawaa.

Like the DRAFT ENVIRONMENTAL IMPACT STATEMENT on the PAWAA REDEVELOPMENT PROPOSAL this report will be detailed. The important difference being, this analysis will seek to make the point rather than to down-play, ignore or "brush off" significant negative impacts and legal questions thus far discovered concerning the administrations "MASTER PLAN" proposal.

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

2

STEVE FURNELL (808)946-2921
PAWAA LANDOWNERS AND TENANTS

music, teaching materials etc) has proved to be smart, good business. The idea of being forced to take government as a business partner, as is the proposal here, is not attractive, and we much prefer to remain private enterprise.

EARLY SOCIAL IMPACTS

The community was informed that the Police Department would be re-located through various forms of media including stories in the Honolulu Advertiser, The Honolulu Star Bulletin, Pacific Business News, television and radio reports. The early reports included information that the property might be used to provide temporary emergency shelter to help alleviate the housing crisis in Honolulu.

Elected Representatives and Councilman were in support of using the free space for emergency housing needs. Technical problems involving ASBESTOS hazards were noticed regarding the housing proposal. Presumably, for that reason, the community found that ASBESTOS REMOVAL would be required in order to comply with housing standards. Shortly after the asbestos removal proposal was understood the project began to take on a very different agenda.

Unknown to the majority of Pawaa community members, meetings were held regarding options to develop the city property. News reports informed the community that the Governor and the Mayor decided, while golfing, to enter into a joint development agreement to develop the combined state and city property.

Early development planning meetings were, it seems, closed to the general public and by invitation only. If there was ANY public notice, as required by the Hawaii State Sunshine Laws, then that notice went largely unnoticed. I invite the City to show proof of all notices published regarding early decision making on PAWAA.

As plans for larger scale development were unveiled it became clear to the community that the SOCIAL IMPACT would be far more significant than concepts limited to the city property. Behind the administrative scenes the SUPER-BLOCK was gaining acceptance, while the idea had not yet been publicly released. [In a later McCully Neighborhood board meeting a key member admitted to plans being considered at administrative levels that were not being released for public comment. To punctuate the administrations contempt and lack of good faith participation in the democratic process the member went on to say that

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

4

STEVE FURNELL (808)946-2921
PAWAA LANDOWNERS AND TENANTS

BACKGROUND

In alliance with Pawaa landowners, tenants, Neighborhood Board members, Pawaa Advisory board members, Affordable Housing Alliance members, Members of The Honolulu City Council, and others we are opposed to the illegal condemnation of private property, "relocation" of business's, the abuse of citizens, public process, time and tax funds.

The Lower Makiki neighborhood, as defined by the neighborhood board districts includes the Pawaa area. For twelve years my wife and I have lived within a mile of the proposed development area. From 1980 to 1986 we lived makai (south) of the proposed SUPERBLOCK development area at 1547 Ala Wai, The Ala Wai Terrace (presently targeted for another SUPER-BLOCK). Since 1986 we have lived mauka (north) of the proposed SUPER-BLOCK development in the lower Makiki area.

My wife is employed at 1500 South King Street, the Baldwin Sanders Piano and Organ Center as Director of Baldwin Sanders Conservatory of Music. There are twelve teachers, plus the store staff who would be affected if this Super anti-business Block proposal passes. Additionally in the surrounding area there are many unique businesses that would face at minimum critical disruptions and for many permanent closing of these business if the project is approved as planned.

Since my experience is most close with Baldwin I will illustrate one case that is representative, although not exactly the case of many others in the area.

1500 South King Street was completely renovated in 1987. Prior to that Baldwin Sanders was located in the area of the proposed SUPER-BLOCK near Ward and Kapiolani. In anticipation of a long term commitment to the location, the owner built a teaching facility specially suited to the needs of a music school as expressed by interviews with music teachers and students. The spaces are air conditioned and specifically designed for music teaching. A contemporary designed waiting area is adjacent to the studios.

Time and money, community events, recitals and advertisements have been continuously invested into the future of the Baldwin Sanders Conservatory of Music and its relationship to Baldwin Sanders location at 1500 South King Street. The relationship of the teaching facility to the sales floor and the Sharp & Gordon Music center (they special order sheet

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

3

STEVE PURNELL (808)946-2921
PAWAA LANDOWNERS AND TENANTS

the neighborhood board had insufficient authority to demand that the plans be released, only the Mayor had that power according to the architect. The general public were, in the last quarter of 1991 due to reasons such as these stated, still unaware of the administrations intentions. Simply re-developing the soon to be abandoned HPD property to maximize public benefits and public service was becoming an excuse to take away private property, close Young Street, Zen Lane, Kahaka Lane and develop a SUPER-BLOCK.

In November 1991 plans for the Pawaa Proposal as published in the Pacific Business News revealed that the city and state would probably be negotiating for friendly condemnation of land. That proposal as illustrated included the private sector Kalakaua One development, and left Young Street intact.

One hint that we had that the announcement of this agreement came long AFTER the decision, is that in the Governors State of the State address in January of 1992 the Governor mentioned "what better place for our senior citizens to retire than on Young Street". Little did we know, at the time, that the Governor meant EXACTLY, ON, YOUNG STREET. (It's now clear that the decision to close Young Street for "PUBLIC USE" had been accepted by certain key decision makers and administrators)

Reports from various members of the community about requests for information from the City and State regarding the proposal and how it would change there business or quality of life were answered, according to many members of the community, with vague assurances that residents and business's had nothing to fear and that the project would not impact upon them for some time. Further assurances were reportedly given that should any significant changes be made that the community would be continuously updated and informed. Most agree that the assurances given by the City and State administration fail to note, or ignore the concern the community has regarding future planning for their lives and their business.

TENANTS MEETING AT WASHINGTON INTERMEDIATE SCHOOL

The tenants in the community were invited to participate in a meeting held at Washington Intermediate School, in April 1992. Some tenants were made aware of the meeting by a personal visit from a state official employee who handed to them a notice of the meeting time and place accompanied by an outline of intended relocation procedures. A visit by a state official carrying a notice with intent of disrupting your business and relocating you has

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

5

STEVE PURNELL (808)946-2921
PAWAA LANDOWNERS AND TENANTS

a serious significant impact upon the SOCIO-ECONOMIC fabric of the community.

We were later to find that the State had very questionable legal jurisdiction to proceed in such a manner. Yet, after the visit and the distribution of announcements to condemn and relocate the community, the damage of that harmful information had been delivered. Both the landowners and the tenants had been subjected to unfair government tampering and interference in their private business's. Economic blight on the community was promoted by this action. That action is related to subsequent negative personal and economic impacts upon citizens and business in the area, it also may negatively effect market appraisals.

For the above reasons I believe such hostile government actions violate the spirit of our Constitutional rights as expressed in the statement "nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use without just compensation". [The Constitution of the United States of America, Bill of Rights, Amendment five, adopted December 15, 1791]

Although tenants in the affected area may not be private property owners (see simple) we do enjoy life and liberty that is associated with our interests in the community and the land. Our rights have been violated by administrative and executive tampering, the quality of our lives and our liberty is threatened by the abuse of the power of eminent domain.

These actions are beyond the scope of good government as understood by those that formed our nation. Legitimate reasons government has to exercise power are to "pursue life, liberty and the pursuit of happiness". Government power in our nation is intended to be limited by the simple phrase "with the consent of the governed". Whenever any form of Government (such as a Mayor) becomes destructive of these ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its foundation on such principles and organizing its powers in such form, as to them that seem most likely to effect Safety and Happiness" [Declaration of Independence 1776 paragraph two] (Declaration of Independence 1776)

The purpose of the Washington Intermediate meeting was billed as gathering community input from the tenants. Community members who received notice of the meeting (and of the intention to relocate tenants) from the state official quickly passed the word to others in the community resulting in a packed room for the meeting.

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

6

STEVE PURNELL (808) 946-2921
PAWAA LANDOWNERS AND TENANTS

Fortunately, the Honolulu City Council, has ample experience with tactics to counteract an executive amenable to contempt. We received fair hearings from members of the Honolulu City Council, and honest advice. If it were not for their experience and willingness to counteract the misuse of executive power Honolulu government would be hopeless.

RELOCATION RECORD

The record of business relocations in Hawaii reads like a business obituary file, 600 business's have been critically disrupted or ruined by arbitrary re-zoning applications. The dismal anti-business relocation record begins with the affordable housing proposal at Kakaako, where many of Honolulu's light industrial business's were lost, to 404 Piikoi where affordable commercial space was previously available, the Blaisdell Hotel where more merchants and commercial business's were disrupted, to the Keeaumoku Superblock where commercial retail and light industrial business's were lost and the casualty list goes on now threatening to wipe an additional 59 business's and 25 AFFORDABLE apartments off the map.

Relocation, as provided for by current law, is a misnomer. Until the relocation requirements, especially for business, are better addressed in law and experience relocation might be more accurately termed termination. I would be like to see any evidence that could disprove this perception.

A complete review, appropriate readjustment of condemnation / relocation procedures and legal remedies is recommended in order to avoid the "impasse" situation that the Pawaa Community quickly arrived at with the administrative process. Fair, clear guidelines need to be understood on both sides as to appropriate "public use".

PAWAA ADVISORY COMMITTEE

August 4, 1992

The continued theme of reckless disregard for the integrity of public participation and process was evident. These issues illustrate :

The PAWAA ADVISORY COMMITTEE was formed by City Housing and Community Development department. 18 members of the community were chosen to participate, some

MEMBER
8 PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

STEVE PURNELL (808) 946-2921
PAWAA LANDOWNERS AND TENANTS

However the meeting was promoted, the perception of many community members who attended was that the ACTUAL purpose was to announce that the City and State Administration intended to TAKE all private property, "relocate" residents and business's regardless of contrary public input or comment. A good faith exchange of information and alternatives was not witnessed by those who opposed the master plan proposal.

The potential SOCIAL and ECONOMIC IMPACT of the "SuperBlock" proposal came into focus at that Washington Intermediate tenants meeting when pages titled LAND ACQUISITION PROCEDURE, RELOCATION PROCESS, FOR FARMS, BUSINESSES AND NON-PROFIT ORGANIZATIONS, and, RESIDENTS were again distributed.

SOCIAL IMPACT (the social impact of hostile government executive action moving against private citizens) motivated landowners to join tenants in forming an alliance to resist and REFORM the PAWAA REDEVELOPMENT PROPOSAL by demanding our right to participate in the decision process and protect our interests.

HONOLULU CITY COUNCIL

In an meeting with Finance Chairwoman Rene Mansho of the Honolulu City Council, the understanding was clear that Pawaa landowners and tenants there were not opposed to building AFFORDABLE housing on City Property. The group encouraged the City to propose an affordable housing package scaled to fit on the existing city property. The idea of friendly condemnation was discussed in comparison to the "extortion" techniques that some landowners perceived coming from the city administration. Landowners objected to the administrations "negotiation" style in which community does all the giving and the administration does all the taking. Clearly the takeover was being forced upon the landowners without good faith negotiations.

Landowners expressed that they were having difficulty renewing lease agreements because of the uncertainties involved with the PAWAA REDEVELOPMENT PROPOSALS, and the effect of notice served to tenants by the State official distributing relocation plans. Resident and business tenants concerns were expressed as to the inadequacy of the relocation process especially for small business's who had the least protection under the law. Inadequate relocation enabling laws and the unwillingness of either state or city administration to address these concerns.

MEMBER
7 PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

STEVE PURNELL (808) 946-2921
PAWAA LANDOWNERS AND TENANTS

STEVE PURNELL (808) 946-2921
PAWAA LANDOWNERS AND TENANTS

asked to be included and were refused as is my case and at least one other who have followed the issues as closely or closer than most, others were included without ever expressing any desire or consent to attend the meetings.

The first meeting was scheduled for 8/4/92, without adequate notice to the community regarding the importance of the meeting and its possible relationship to there future plans.

The professional facilitator employed by the city to control the meeting demonstrated, a high acceptance for input by the city administration, a low tolerance level for comments from the "advisory committee" and little to no tolerance for public comments.

Previous to the first advisory committee meeting I was told, by an official of the City and County Department of Community Development and Housing that I would not be permitted to attend, I challenged the authority of the Housing Director to systematically exclude any member of the public from attending. On that basis I attended the meeting in protest, preceded by an active member in HAWAII COMMON CAUSE who served notice on the city administration they were proceeding without regard to the spirit of the State Sunshine Laws.

Eighty minutes into the meeting and immediately following a City officials summary of condemnation and relocation procedures I requested, as a member of the public, for permission to address the meeting. The facilitator disallowed my comments at that time on the basis that the committee members had the right to speak first. There were approximately two minutes of questions and answers from the advisory board, then when it seemed that the board had paused sufficiently I again asked if the facilitator would allow a comment and a bloc of time for alternative proposals and rebuttals to the cities Master Plan, SUPERBLOCK proposal. The facilitator told me that public comments would have to be written and addressed at some later date. I challenged the authority to disallow a comment from the public, and reminded the committee that they had been subjected to approximately 75 minutes of presentations from city employees and had only taken or been allowed approximately five minutes of comments up to that point, I reminded the committee that the Honolulu City Council had reduced the budget for this project to a token amount of three thousand dollars with the specific instructions of going back to the drawing board, starting over with a clean sheet of paper re-designing a scaled down proposal for the government owned property and not to force private property owners to sell.

GOVERNMENT CENSORSHIP

On at least two instances the City Administration, by admission of their own staff, CENSORED meeting minutes written by the facilitator hired by the city to control the public meetings prior to distribution. This came to my attention as I requested HAWAII COMMON CAUSE and myself to be included on the mailing list for any and all meeting notices or meeting minutes regarding the Pawaa redevelopment proposal. I was told by a city employee that the decision on who will be informed in this manner was made by city officials in the City and County Department of Housing and Community Development. The city officials controlling the flow of information are also controlling access to full participation.

ADEQUATE NOTICE

Since decisions and advisory suggestions might adversely change the quality of life for those living in the area it is not unreasonable to expect that this meetings comply with the State Sunshine law and the requirements of adequate notice. To do so would lessen the potential adverse SOCIO-ECONOMIC IMPACT. Notice should be clear and understood so that any person receiving notice of the planned meeting will understand that decisions made at the meeting and subsequent decisions made based upon such a meeting may substantially impact their SOCIO-ECONOMIC status.

When PRIVATE PROPERTY, HOMES AND BUSINESS'S are threatened by abusive government executives and their administrations there is no reason to settle for handpicked "representatives" especially when you're more than able to either choose your own representative or better speak on your own behalf for your interests. Administrative process "business as usual" on Pawaa makes a mockery of democracy.

FIRST ADVISORY BOARD MEETING (continued)

During the eighty minutes I stayed in the meeting I witnessed no free flow exchange of information. The direction of the information was 93% ONE (wrong) WAY (Advisory members were able to gain the floor approximately 5 or 6 minutes, for brief comments and questions). The meeting was basically another presentation of the same superblock proposal that had already been rejected by both the community and the City Council. During the administrations presentation the advisory committee was informed by the

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

MEMBER

10

PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

STEVE FURNELL (808) 946-2921
PAWAA LANDOWNERS AND TENANTS

architect, that advised by his (un-elected) computer, the proposed SUPERBLOCK was the best design of the property. Rather than private enterprise, the government would have to develop the property for best and highest use. No details were offered, during the eighty minutes concerning rationale for better alternatives to condemnation and affordable housing. Financial analysis was absent to consideration for the estimated losses to public use associated with the closing of Young Street, Kahala lane and Zen Lane, or to the costs incurred due to increased demands upon scarce community resources such as parking.

Parking problems alone have already been exacerbated by the lack of foresight applied to the new location of the Honolulu Police Department where planners opted to provide (again) less than needed parking for the police department, thereby increasing demand upon parking at every scarcely available community resource. I wonder who's computer advised the planners that the new police department would not need parking?

Costs and public benefits in the administrations presentation seemed to have been of less concern than isolated (highly subjective) ambiance and design criteria.

LOWER MAKIKI NEIGHBORHOOD BOARD August 13, 1992

The Lower Makiki Neighborhood Board reported to the community on the first Pawaa Advisory Board meeting. The primary objections discussed were:

- 1) The lack of serious consideration to cumulative community impacts caused by the a succession of superbloc developments and the resultant increased demand on scarce community resources.
- 2) The lack of a detailed financial analysis.
- 3) The lack of discussion of alternative site plans.

According to the Vice Chairman the ADVISORY BOARD process would be improved by rejecting the administrations Pawaa Superblock Master Plan and arranging for blocs of time for the advisory board and the public to present questions and alternative proposals. It was the recommendation of many that the Draft Environmental Impact Statement does not meet minimum required criteria and for that reason should be rejected.

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

11

STEVE FURNELL (808) 946-2921
PAWAA LANDOWNERS AND TENANTS

Motions were made, voted & passed by the Neighborhood board to reject the (Pawaa superbloc) "master Plan" and the Pawaa Redevelopment Draft EIS.

PAWAA SURVEY

I interviewed a cross section of the Pawaa community who were located in the area effected by the proposal. On that day, I walked around the entire perimeter of the proposed site and talked to owners, tenants, residents, business people, employees etc. Of those who responded (none refused) to the written questionnaire none supported Pawaa Redevelopment Master Plan proposal, one was neutral, and the remaining 41 respondents all indicated they were opposed to the Superblock Master Plan proposal. (respondents were given equal opportunity to indicate they were in favor of the proposal)

PAWAA ADVISORY BOARD PHONE POLL

Over the labor day weekend I conducted an informal telephone poll of the members of the Pawaa Redevelopment Project Advisory Committee. The question was asked whether the member supported or opposed the position of the Honolulu City Council as expressed in the August 14th letter to Director of General Planning. The following two paragraphs, from the letter were read to each respondent before they were asked to offer their opinion of either support or opposition:

"Our committee appropriated \$3,000 to allow the Department of Housing and Community Development the opportunity to continue planning of the project with an alternative plan that would be more appropriate for the project site.

The alternatives discussed included support for affordable rentals, and possible mixed-use development, of government-owned lands, and those private lands which could be obtained through friendly condemnation. The committee was not in support of condemnation of commercial property that would in effect take away taxpayers livelihood by condemning their commercial property for development and then lease to another commercial operation."

MEMBER
PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

12

STEVE PURNELL (808) 946-2921

PAWAA LANDOWNERS AND TENANTS

ADVISORY PHONE POLL RESULTS

Results, (as of September 6, 1992) are as follows,

- 10 agree/support the Honolulu City Council position reflected in the excerpt above
- 1 preferred not to comment at this time
- 0 oppose/disagree

The survey concludes the majority of advisory committee members support the City Councils recommendations to the administration.

PRIVATE PROPERTY

The value of private property is at the core of every right that we hold as citizens. It's difficult to separate property rights from the practical day to day exercise of constitutional and human rights. The public benefits of healthy Socio-Economics are forever tied to good leadership in government. That leadership needs to reflect a basic respect for private property.

The United Nations adopted the Universal Declaration of Human Rights on December 10, 1948. Article 17 states:

1. Everyone has the right to own property alone as well as in association with others.
2. No one shall be arbitrarily deprived of his property.

The end of the cold war brought a fresh appreciation of the relationship between human potential, human rights and private property rights. Governments around the world are working to privatize ownership, and guarantee property rights to citizens in hope of increasing liberty and freedom. Even given the constraints of working on Hawaiian time in the middle of the largest body of water in earth, it is past time that Hawaii wake up and join the free world instead of going backwards into the failed policies of big brother government, where government owns and over controls everything, including the citizens who live out their lives in tax servitude.

STEVE PURNELL (808) 946-2921

PAWAA LANDOWNERS AND TENANTS

The importance of private property rights for citizens should be considered more carefully by the administration during the planning process. The disregard of the planning process for the concept of private property, and conversely the importance to citizens that government will protect and assure your private property rights is not only important to the socio-economic fabric of individual blocks and communities but it is very important to the overall character of the City and County and the State of Hawaii. Allowing planners to toy with the idea that they can trample private property rights at will is a very dangerous habit to the Hawaii's business and quality of life.

Good business theory is good social theory. There can be no SOCIO-ECONOMIC benefit derived from concentrating more power, more land and more control into the hands of a government that has a low regard for private property. It is IMPOSSIBLE for such a government to contribute in the long term to increased socio-economic benefits and quality standards of life for all the people.

PUBLIC USE & EMINENT DOMAIN

PUBLIC USE is a loose term subject to abuse by hair-brained administrative schemes. It's clear the public was going to loose the public use of Young Street, yet the law is written in such a loose way that it has caused our community to be on guard defending our rights against the very ones we employ to protect our rights. Laws need to be changed to clearly define public use from the counterfeit we have encountered here "public ab-use".

CLOSING COMMENTS

It should come as no surprise that I oppose the Pawaa Superblock master plan. I do encourage redevelopment or redesign of the Police Department property. To maximize the opportunity in providing the most effective public priorities it will take a good faith dialog with the public and more than a meeting of the States two top executives on the golf course.

Consider the alternatives, especially in the private sector. Go back to the drawing boards. Government has no higher purpose than to negotiate on behalf of the publics common good, remember who your working for and what your supposed to be doing.

MEMBER

PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

13

MEMBER

PAWAA REDEVELOPMENT PROJECT ADVISORY COMMITTEE

14

STEVE PURNELL (808) 946-2921
PAWAA LANDOWNERS AND TENANTS

One last quote in context to close:

I know that the American People are much attached to their government; - I know they would suffer much for its sake; - I know they would endure evils long and patiently, before they would ever think of exchanging it for another. Yet, notwithstanding all this, if the laws be continually despised and disregarded, if their rights to be secure in their persons and property, are held by no better tenure than the caprice of a mob, the alienation of their affections for the Government is the natural consequence, and to that, it must sooner or later come." [Abraham Lincoln]

Sincerely,



Steve Purnell
for; Pawaa Landowners and Tenants

Copy: Eileen Mark 527-5095 voice / 527-5498 fax
Department of Housing and Community Development
650 South King St. 5th Floor
Honolulu, HI 96813

Frauces Yamada 531-5261 voice / 536-5623 fax
Wilson Okamoto & Associates, Inc.
1150 South King Street, Suite 800
Honolulu, HI 96814

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTHERN STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4327 • FAX: (808) 527-5498



May 6, 1993

E. JAMES TURSE
DIRECTOR
GAIL M. KATO
DEPUTY DIRECTOR

FRANK F. FASH
MAYOR

Mr. Steve Purnell
1419 Domains
Honolulu, HI 96822

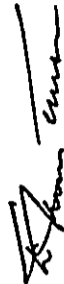
Dear Mr. Purnell:

Subject: Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 7, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pawaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pawaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.



E. JAMES TURSE
DIRECTOR

One
KALAKAUA

PRIVATE
RESIDENCES
7301 Topanga Canyon Boulevard, Suite 300
Corona Park, California 91303
(818) 887-6900

September 4, 1992

Department of General Planning
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813
Attn: Tim Hata

Re: Pawa Redevelopment Master Plan June 1992
Draft Environmental Impact Statement and
July 1992 Addendum (collectively, "DEIS")

Dear Mr. Hata:

One Kalakaua Partners is a Hawaii partnership which has been developing One Kalakaua, a residential condominium project located at 1314 Kalakaua Avenue (TMK (1) 2-4-5-20 & 47), since early 1990. This is to provide the partnership's comments on the DEIS.

The development of One Kalakaua has proceeded, is proceeding, and will continue to proceed, pursuant to certain governmental approvals and actions, entitlements, statutes and ordinances, and vested development rights. These matters are more fully addressed in a number of communications directly between One Kalakaua Partners, its partners and its representatives on the one hand, and various State and City officials on the other. We would be happy to make copies of those communications available to you should you desire.

Accordingly, to the extent that the DEIS reflects any activity on the One Kalakaua site other than the One Kalakaua project, the DEIS is in error. Additionally, because of the proximity of some of the possible development described in the DEIS to the One Kalakaua project site, One Kalakaua's representatives have, on a number of occasions, solicited the input of state and city personnel with respect to the compatibility and interaction of the One Kalakaua project with any such adjacent or nearby development. By this letter, One Kalakaua again offers to participate in any such discussions and specifically requests that such discussions finally commence and continue.

Finally, it appears from the DEIS that a principal focus of the projects proposed in the DEIS is the development of mixed income housing. One Kalakaua Partners is willing, on request, to meet with the appropriate officials to share certain studies it has

Department of General Planning
Page 2
September 4, 1992

conducted on this subject. Essentially they demonstrate that the City can create the intended number of public housing units utilizing only its State and City owned lands.

Please be sure to contact One Kalakaua Partners in the event that there are any questions or comments on this response.

Sincerely,

One Kalakaua Partners

By Amusement Park Hawaii, Inc.,
a general partner

By W. Yamada
Its PRES.

cc: Office of Environmental Quality Control
State of Hawaii
220 South King Street, Fourth Floor
Honolulu, Hawaii 96813

Department of Housing and Community Development
City and County of Honolulu
650 South King Street, 5th Floor
Honolulu, Hawaii 96813
Attn: Eileen Mark

Wilson Okamoto & Associates, Inc.
1150 South King Street, Suite 800
Honolulu, Hawaii 96814
Attn: Frances Yamada

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4437 • FAX: (808) 527-5499



FRANK F. FARI
MAYOR

E. JAMES TURSE
DIRECTOR
GAIL M. KATO
DEPUTY DIRECTOR

May 6, 1993

One Kalakaua Partners
7301 Topanga Canyon Boulevard, Suite 300
Canoga Park, CA 91303

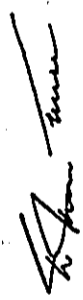
Dear Sirs:

Subject: Draft Environmental Impact Statement (DEIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 1-8, 10, 13, 14, 18-23,
26-29, 31, 46-48

Thank you for your letter of September 4, 1992 to the Planning Department regarding the subject project.

Please be informed that due to concerns expressed by the community to various elements of the initial Pavaa Redevelopment Project, the master plan has since been revised to address the concerns. Development of the revised master plan was largely based on input and recommendations of the Advisory Committee on the Pavaa Redevelopment Project.

With the recent completion of the revised master plan, a revised Draft EIS is currently being prepared. Upon its issuance, you will be provided another opportunity to comment on the revised Draft EIS. Please be assured that your comments to the initial project plan which are relevant to the revised master plan will be taken under advisement in the preparation of the revised Draft EIS.


E. JAMES TURSE
DIRECTOR

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

The following government and private agencies were consulted and comments solicited for the Revised Draft Environmental Impact Statement. A total of 32 comments for the Revised Draft Environmental Impact Statement were received as of November 1, 1993.

A double asterisk (**) indicates comments to which substantive responses were required.

A single asterisk (*) indicates letters offering "no comments" and for which no substantive responses were provided.

Federal Agencies

- * Naval Base, Pearl Harbor
- * Soil Conservation Service
- ** U.S. Army Corps of Engineers
- U.S. Department of Interior - Fish and Wildlife Service
- U.S. Department of Housing and Urban Development
- * U.S. Geological Survey

State Agencies

- Department of Health
- ** Department of Land and Natural Resources
- Department of Land and Natural Resources - State Historic Preservation Division
- * Department of Accounting and General Services
- Department of Defense - Office of the Adjutant General
- ** Department of Defense - Office of the Director of Civil Defense
- ** Department of Business, Economic Development & Tourism - Energy Division
- Office of State Planning
- ** Department of Transportation
- ** University of Hawaii - Environmental Center
- * Office of Environmental Quality Control
- ** Department of Agriculture
- ** Department of Education
- ** Land Use Commission
- ** Housing Finance and Development Corporation

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

City and County of Honolulu

- Board of Water Supply
- ** Planning Department
- ** Department of Land Utilization
- ** Department of Public Works
- Department of Wastewater Management
- ** Department of Transportation Services
- ** Building Department
- ** Department of Parks and Recreation
- * Fire Department
- * Police Department
- * Department of Finance

Private Organizations

- Hawaiian Electric Company
- GTE Hawaiian Tel
- PRI Gasco, Inc.
- American Lung Association
- ** McCully/Moiliili Neighborhood Board No. 8
- Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10
- Ala Moana/Kakaako Neighborhood Board No. 11
- Honolulu Chamber of Commerce
- American Institute of Architects Hawaii Society
- Historic Hawai'i Foundation Mainstreet
- Outdoor Circle

Elected Officials

- Representative Mazie Hirono, House District No. 22
- ** Senator Carol Fukunaga, 12th Senatorial District,
Community Advisory Committee on the Pawa'a Redevelopment Project,
Chairperson
- Councilmember Arnold Morgado
- Councilmember Gary Gill, Chairperson
- Councilmember Andy Mirikitani
- Councilmember Rene Mansho

CONSULTATION COMMENTS RECEIVED
AND RESPONSES

SECTION XIV

Others

- William & Ying Mei Sanders
- ** Jacqueline A. Parnell, AICP
- David Sox
- Jacqueline Ralston
- ** J. Leolani Abdul
- Wilfred Motosue
- A. Lono Lyman
- Robin Anawalt
- Sonette Muramoto
- Shirley A. Nakatsu
- Michiko Motosue
- Steve Purnell
- One Kalakaua Partners
- ** John Steelquist
- ** Charles McClure
- ** Richard C. Stancliff
- ** Chock's T.V. and Appliance, Ltd.
- First Federal Savings & Loan Association
- Meadow Gold Dairies



DEPARTMENT OF THE NAVY
 COMMANDER
 NAVAL BASE PEARL HARBOR
 BOX 110
 PEARL HARBOR, HAWAII 96860-0110

11010
 Ser N4 (N42)/3635
 19 OCT 1993

FRANK FARM
 10/29/93



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
 CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
 HONOLULU, HAWAII 96813
 PHONE: (808) 521-4427 FAX: (808) 521-5888

E. JAMES TURSE
 DIRECTOR
 GHEM SAITO
 DEPUTY DIRECTOR

Mr. Tim Hata
 Planning Department
 City and County of Honolulu
 650 South King Street, 8th Floor
 Honolulu, HI 96813

Dear Mr. Hata:

REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
 PAWAA REDEVELOPMENT PROJECT
 HAKIKI, OAHU

Thank you for the opportunity to comment on the subject
 Revised Draft Environmental Impact Statement (DEIS) dated
 July 30, 1993. The Navy has no comments to offer at this time.

Sincerely,

Ed

STANFORD B. C. YUEN
 Facilities Engineer
 By direction of
 the Commander

Copy to:
 Ms. Karen Iwamoto
 City and County of Honolulu
 Department of Housing and Community Development
 650 South King Street, 5th Floor
 Honolulu, HI 96813

Ms. Frances Yamada
 Wilson Okamoto & Associates, Inc.
 1907 South Beretania Street, Suite 400
 Honolulu, HI 96826

Blind copy to:
 PACNAVFACENGCOM (Code 23)

Mr. Stanford B. C. Yuen
 Facilities Engineer
 Naval Base Pearl Harbor
 U.S. Department of the Navy
 Box 110
 Pearl Harbor, Hawaii 96860-5020

Dear Mr. Yuen:

Subject: Revised Draft Environmental Impact Statement
 (Revised Draft EIS)
 Pawa Redevelopment Project
 Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
 46

Thank you for your letter of October 19, 1993 (Reference 11010, Ser N4
 (N42)/3635) indicating that you have no comments on the subject Revised
 Draft EIS. Your letter and this response will be included in the Final
 Environmental Impact Statement for the project. We appreciate your
 participation in the consultation phase of the environmental review
 process.

E. James Turse
 E. JAMES TURSE
 DIRECTOR

October 29, 1993

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 527-9889



E. JAMES TURSE
DIRECTOR
GAIL M. KATO
DEPUTY DIRECTOR

November 4, 1993

P. O. Box 50004
Honolulu, HI 96850-0001
SEP -9 P1:14

Sept 29 1993 11:14 AM

United States
Department of
Agriculture
Soil
Conservation
Service

Ms. Karen Iwamoto
Department of Housing and Comm. Development
City and County of Honolulu
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Ms. Iwamoto:

Subject: Draft Environmental Assessment for proposed
Pawaia Redevelopment, Makiki, Oahu

We have completed our review of the Draft Environmental Assessment for the proposed Pawaia Redevelopment Project and have no major concerns. Thank you for the opportunity to provide comment on such a worthy project.

Sincerely,

NATHANIEL R. CONNER
State Conservationist

cc: Michael Baginting, D.C., Honolulu Field Office, Honolulu, Hawaii
State of Hawaii, Office of Environmental Quality Control

Mr. Nathaniel Conner
State Conservationist
Soil Conservation Service
U. S. Department of Agriculture
P. O. Box 50004
Honolulu, Hawaii 96850-0001

Dear Mr. Conner:

Subject: Revised Draft Environmental Impact Statement (Revised Draft EIS)
Pawaia Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31 and 46

Thank you for your letter of September 9, 1993 indicating that you have no major concerns on the subject Revised Draft EIS. Your letter and this response will be included in the Final Environmental Impact Statement for the project.

We appreciate your participation in the consultation phase of the environmental review process.

Sincerely,

E. JAMES TURSE
Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU HAWAII 96813
PHONE (808) 523-4437 • FAX (808) 527-3499



E. JAMES TURSE
DIRECTOR
GEN. M. RAITO
DEPUTY DIRECTOR

FRANK F. FASI
DIRECTOR

October 15, 1993

Mr. Kisek Cheung, P.E.
Director of Engineering
Department of the Army
U.S. Army Engineer District, Honolulu
Building 230
Ft. Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of August 30, 1993 on the subject Revised Draft EIS indicating that you have no additional comments beyond those provided in your previous letters dated November 20, 1991 and July 22, 1992. With respect to your letter dated July 22, 1992, we acknowledge your comment which recognizes that the previous comments set forth in your letter dated November 20, 1991 have been included in the Draft EIS and that a Department of the Army permit is not required for the project.

Your letter and this response will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
DIRECTOR

5/93-3291

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU

BUILDING 230
FT. SHAFTER, HAWAII 96858-5440

August 30, 1993



REPLY TO
ATTENTION OF:

Planning Division

Mr. Tim Hata
Department of General Planning
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Thank you for the opportunity to review and comment on the Revised Draft Environmental Assessment for the Pawaa Redevelopment Project, Makiki, Oahu (TMX 2-4-5: 13, 14, 18, 19, 21-23, 26-29, 31, 46). We do not have any additional comments to offer beyond those provided in our previous letters dated November 20, 1991 and July 22, 1992.

Sincerely,

James A. Hata
James A. Hata
Director of Engineering

Copies Furnished:

Ms. Eileen Mark
City and County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Ms. Frances Yamada
Wilson Okamoto & Associates, Inc.
1150 South King Street, Suite 800
Honolulu, Hawaii 96814

RECEIVED

'93 OCT 31 PM 2:53

PLAN. DIV. REPT.
C&C HONOLULU



United States Department of the Interior



GEOLOGICAL SURVEY

WATER RESOURCES DIVISION

677 Ala Moana Blvd., Suite 415
Honolulu, HI 96813

August 20, 1993

Mr. Tim Hata
Planning Department
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Subject: Pavaa Redevelopment Project, Revised Draft Environmental Impact Statement (DEIS), Hakiki, Oahu

We are in receipt of the subject DEIS. We regret that due to prior commitments, we are unable to review the subject DEIS by the October 7th deadline.

As requested, we are returning the DEIS to your office for your future use.

Sincerely,

William Meyer
William Meyer
District Chief

Enclosure

cc: Ms. Karen Iwamoto
City and County of Honolulu
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Frances Yamada
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 1808/522-4237 • FAX: 1808/527-3498



FRANKLY EASY
TO USE

E. JAMES TURSE
DIRECTOR
GAIL M. KAIHO
DEPUTY DIRECTOR

October 15, 1993

Mr. William Meyer
District Chief
Geological Survey
United States Department of the Interior
Water Resources Division
677 Ala Moana Boulevard, Suite 414
Honolulu, Hawaii 96813

Dear Mr. Meyer:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of August 20, 1993 in which you indicated that you were unable to review the subject Revised Draft EIS due to prior commitments. Your letter and this response will be included in the Final Environmental Impact Statement for the project.

E. James Turse
E. JAMES TURSE
DIRECTOR

COMMISSIONER
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 821
HONOLULU, HAWAII 96809

GENERAL AND SPECIAL SERVICES
DIVISION OF LAND AND NATURAL RESOURCES
DEPUTY COMMISSIONER
COMMUNICATIONS

AGRICULTURE DEVELOPMENT
PROGRAM SOURCES
PLANNING AND OCCUPATION REGULATION
CONSERVATION AND
ENVIRONMENTAL AFFAIRS
CONSERVATION ENFORCEMENT
CONSERVATION ENFORCEMENT
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
PLANNING AND OCCUPATION
WATER AND LAND DEVELOPMENT

FILE NO.: 94-104

R. Foster

We have no other comments to offer at this time. Thank you for the opportunity to comment on this matter.

Please feel free to call Steve Tagawa at our Office of Conservation and Environmental Affairs, at 587-0377, should you have any questions.

Very truly yours,

Keith W. Ahue
KEITH W. AHUE

cc: Karen Iwamoto, DHD
Frances Yabada, Wilson Okamoto & Assoc., Inc.
OERC

FILE NO.: 94-104
DOC. NO.: 3507

SEP 27 1993

The Honorable Robin Foster
Chief Planning Officer
Planning Department
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Foster:

SUBJECT: Revised Draft Environmental Impact Statement (DEIS):
Paua Redevelopment Project, Makiki, Oahu,
TKMS: 2-4-05; 13, 14, 18, 19, 21-23, 26-29, 31, 46

We have reviewed the revised DEIS information for the proposed project filed with our office on August 19, 1993, and have the following comments:

Commission on Water Resource Management

The Commission on Water Resource Management's (CWRM) staff comments that the revised DEIS does not describe in sufficient detail how this project may have an impact on streams, which may include covered and open drainage canals.

Stream permits are required when the bed or banks of streams channels are altered (Section 169-50, Hawaii Administrative Rules, (HAR)), or when stream diversion works are constructed or altered (Section 160-32, HAR).

In addition, since interim instream flow standards have been adopted statewide, an amendment to the interim stream flow standard will be required if the proposed project will alter the flow of streams (Section 169-40, (HAR)). The revised DEIS should describe whether these permits will be required.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4227 • FAX: (808) 527-5499



FRANK FASI
MAYOR

E. JAMES TURSE
DIRECTOR
CARL M. KAITO
DEPUTY DIRECTOR

Mr. Keith Ahue
November 3, 1993
Page 2

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

November 3, 1993

Mr. Keith Ahue, Chairperson
Department of Land and Natural Resources
State of Hawaii
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Ahue:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of September 27, 1993 (REF: OCEA:SKK, File No.: 94-104, Doc. No.: 3507) commenting on the subject Revised Draft EIS.

A storm water National Pollutant Discharge Elimination System (NPDES) permit will be required by the State Department of Health since the area of soil disturbance resulting from activities such as clearing and grubbing, grading and stockpiling will be in excess of five (5) acres. Appropriate or applicable structural or non-structural best management practices (BMP) will be established and implemented to reduce and control discharge of sediment-laden runoff and pollutants resulting from construction and dewatering activities, thus significantly reducing impacts to the Ala Moana Park Drainage Canal. As such, it is not anticipated that a stream channel alteration permit, a stream diversion works construction permit, a stream diversion works alteration permit, or a petition to amend interim instream flow standard would be required for the project. This information will be included in the Final EIS.

In the long-term, as indicated in the Revised Draft EIS (Section VI, page VI-36), due to the already developed nature of the project site, the storm runoff from the proposed development will be reduced due to the increased landscaped areas within the redeveloped site. As may be necessary in consultation with the City Department of Public Works, a drainage report will be developed to determine whether any necessary on-site drainage improvements will be required.

Sincerely,

Kaito
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4437 FAX: (808) 527-3488



E. JAMES TURSE
DIRECTOR
GAY M. HAITO
DEPUTY DIRECTOR

FRANK P. KAM
MAYOR

(P) 1656.3

SEP 13 1993

October 15, 1993

Planning Department
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata

Gentlemen:

Subject: Pavaa Redevelopment Project
Makiki, Oahu, Hawaii
Revised Draft EIS

Thank you for the opportunity to review the subject document. We have no comments to offer.

If there are any questions, please have your staff contact Mr. Ralph Yukumoto of the Planning Branch at 586-0488.

Very truly yours,

Gordon Hatsuoka

GORDON MATSUOKA
State Public Works Engineer

RY:JY OEOC
cc: DHCD, City & County
Wilson Okamoto & Assoc.

Mr. Gordon Hatsuoka
State Public Works Engineer
Department of Accounting and General Services
1151 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hatsuoka:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of September 13, 1993 indicating that you have no comments on the subject Revised Draft EIS. Your letter and this response will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse

E. JAMES TURSE
DIRECTOR

JOHN WALKER
Sergeant
MAJOR GENERAL EDWARD V. BOULANGER
Director of Civil Defense
ROY C. PRICE, SR.
Vice Director of Civil Defense



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
2015 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96814-4100

October 25, 1993



PHONE (808) 734-2161

Mr. Tim Hata
October 25, 1993
Page 2

The impact of potentially destructive tropical storm/hurricane force winds on the five high-rise residential towers (approximately 260, 225 250, 300 and 300 feet high) and two mid-rise residential towers (approximately 110 and 140 feet high) should be addressed. Additionally, the impact of the performance of these structures in the aforementioned winds on adjacent structures and on the surrounding areas should also be addressed. Structures built within this project should be designed and constructed to resist the potentially destructive tropical storm/hurricane force winds. Areas within the high- and mid-rise towers as well as the recreation center and K-2 school can then be surveyed for use as potential public shelters.

Our SCD planners and technicians are available to discuss this further if there is a requirement. Please have your staff call Mr. Mei Nishihara of my staff at 734-2161.

TO: Mr. Tim Hata
Planning Department
City and County of Honolulu

FROM: Roy C. Price, Sr.
Vice Director of Civil Defense

SUBJECT: PAAWA REDEVELOPMENT PROJECT; REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (RDEIS)

c: Ms. Karen Iwamoto
Dept. of Housing & Community Development
City and County of Honolulu

Ms. Frances Yamada
Wilson Okamoto & Associates, Inc.
Office of Environmental Quality Control

We appreciate this opportunity to comment on the RDEIS by the Department of Housing and Community Development, City and County of Honolulu, on the island of Oahu, Makiki, Oahu, Hawaii; TRK 2-04-05: 13, 14, 18, 19, 21, 22, 23, 26, 27, 28, 29, 31, and 46.

We do not have negative comments specifically directed at the RDEIS. The proposed area is covered by an existing siren warning device. However, State Civil Defense (SCD) proposes that a siren simulator and simulator support infrastructure be purchased and installed by the developer. This simulator will help alert security personnel who, in turn, will be able to inform residents and occupants of an impending or actual event that threatens the area. The location of the simulator normally is in any 24-hour manned office, such as a security office.

A siren simulator is a large, suitcase size, portable siren, complete with built-in battery backup power. This device is triggered by the same radio signal that triggers the outdoor sirens. The installation of the proposed device consists of a siren simulator, an antenna, an antenna cable duct, 120 volt AC electrical power and a backup source for AC electrical power, if one is available. The design for the antenna cable would typically provide ducting from the ground floor level to the rooftop/antenna site. It is important that the external antenna is exposed with a virtually unobstructed view of Diamond Head Crater.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 531-4237 • FAX: (808) 537-3188



FRANK F. YARI
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. RAITO
DEPUTY DIRECTOR

Mr. Roy C. Price, Sr.
November 3, 1993
Page 2

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

November 3, 1993

Mr. Roy C. Price, Sr.
Vice Director of Civil Defense
State of Hawaii
Department of Defense
3949 Diamond Head Road
Honolulu, Hawaii 96816-4495

Dear Mr. Price:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of October 25, 1993 regarding the subject Revised Draft EIS.

We acknowledge that you do not have negative comments specifically directed at the Revised Draft EIS. Your comments regarding installation of a warning device and appropriate design requirements associated with the device will be forwarded to our consultants during the schematic design and design development phases and incorporated into the project.

The proposed structures for the Pawaa project will be designed in compliance with the current City and County of Honolulu Building Code. Presently, we are unaware of any studies pertaining to the potential impact that severe tropical storm or hurricane-force winds would have on concrete structures built in compliance with the Building Code, or how adjacent structures and surrounding areas may be affected. It is our understanding that amendments to the Building Code are forthcoming and that some of these amendments will address building performance in hurricane-force winds. We acknowledge your comment regarding the potential use of certain buildings within the project for public shelters.

Sincerely,

E. James Turse

E. JAMES TURSE
DIRECTOR

for

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 3TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 537-3400 FAX: (808) 537-3499



FRENCH FISH
11-10

E. JAMES TURBE
DIRECTOR
GAIL M. KATO
DEPUTY DIRECTOR

JOHN WAHDE
Governor
MAUI HANNEHAWA
Director
JEANNE SCHULTZ
Deputy Director
BOB LEGG
Deputy Director
TUESA YOSHIMURA
Deputy Director

DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM

ENERGY DIVISION, 335 MERCHANT ST., RM. 110, HONOLULU, HAWAII 96813 PHONE: (808) 537-3400 FAX: (808) 537-3420

September 27, 1993

Mr. Tim Hata
Planning Department
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Subject: Revised Draft Environmental Impact Statement (DEIS)
Pawaa Redevelopment Project

Thank you for the opportunity to review and comment on the subject revised Draft Environmental Impact Statement for a self-supportive mixed-use residential, commercial/retail, and community facility development in the Makiki District.

We note on page V-6, in response to our August 10, 1992, letter that you have stated that the project "will incorporate energy-efficient equipment and designs into the redevelopment where feasible."

On page x of the Project Summary you state, "In the context of energy conservation, any shading on adjacent buildings contributes to the reduction of heat and building operational costs." Normally, in energy conservation, shading measures are incorporated into the building being constructed and consideration is given to possible loss of light to adjacent buildings. Perhaps you may want to discuss the shading measures being incorporated into the Pawaa Redevelopment buildings in the Environmental Impact Statement.

We would also like to call your attention to the Model Energy Code, developed under the auspices of this department. We have previously provided copies of the code to your Department and would recommend that you use the code as a guide for this and future projects. If you need additional copies, please contact Mr. Howard Wiig at 587-3811.

Sincerely,

Maurice H. Kaya
Energy Program Administrator

MHK/ER:do
cc: OEQC
Karen Iwamoto
Frances Yamada

October 29, 1993

Mr. Maurice H. Kaya
Energy Program Administrator
Energy Division
Department of Business, Economic Development & Tourism
State of Hawaii
335 Merchant Street, Room 110
Honolulu, Hawaii 96813

Dear Mr. Kaya:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of September 27, 1993 commenting on the subject Revised Draft EIS.

We acknowledge your notation that the Revised Draft EIS was amended as requested in your August 10, 1992 response to the original Draft EIS for the subject project, and now states that the project, "...will incorporate energy-efficient equipment and designs into the redevelopment where feasible."

We agree with your statement that in energy conservation, shading measures are incorporated into the building being constructed and consideration is given to possible loss of light to adjacent buildings. The Shadow Study prepared for the Revised Draft EIS (included in Appendix H) is essentially an assessment of light intensities and shadow patterns in the context of energy conservation and management. With respect to shading measures and energy conservation, the Shadow Study cites seven criteria for energy efficiency as set forth in the *Hawaiian Design: Strategies for Energy Efficient Architecture*, OBEI, 1990. Specifically, these include the following: building form and orientation; solar control; daylighting; natural ventilation; building systems and materials; landscaping; and equipment efficiency. Since the analytical criteria for energy efficiency is fundamental to the building

Letter to Maurice H. Kaya
October 29, 1993
Page 2

design and development of the Pawaa project, an effective strategy for integrating all of the aforementioned criteria will be evaluated during the schematic design and design development phases of the project.

We will also seek to incorporate elements of the Model Energy Code into the Pawaa Redevelopment Project where feasible.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Paul Kaito
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 21ST FLOOR
HONOLULU, HAWAII 96813-5097
PHONE: (808) 533-4437 • FAX: (808) 532-3498



E. JAMES TURSE
DIRECTOR
GAIL N. KAITO
DEPUTY DIRECTOR

REX D. JOHNSON
DIRECTOR
DEPUTY DIRECTORS
KAMAHU HOLT
JOYCE T. OAHIE
AL PANG
CALVIN M. TSUDA

BY REPLY REFER TO:
STP 8.5544

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

JOHN WAIKAE
COUNCILOR

October 20, 1993

Mr. Tim Hata
Planning Department
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Hata:

Subject: Draft Environmental Impact Statement
Pawaa Redevelopment Project
TMK: 2-4-05: 13, 14, 18, 19, 21-23,
26-29, 31, and 46

The proposed Pawaa Redevelopment Project would primarily impact those roadways under the jurisdiction of the City and County of Honolulu. Required mitigation measures should be carefully coordinated with the City to avoid backups on our ramps and other accesses into the area.

Thank you for the opportunity to provide comments.

Sincerely,
Rex D. Johnson
Rex D. Johnson
Director of Transportation

c: Ms. Karen Iwamoto, Dept. of Housing & Community Development
Ms. Frances Yamada, Wilson Okamoto & Associates, Inc.
Mr. Brian Choy, OEQC

November 2, 1993

Mr. Rex D. Johnson
Director of Transportation
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Johnson:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of October 20, 1993 (Reference STP 8.5544) in which you indicated that the Pawaa project would primarily impact those roadways under the jurisdiction of the City and County of Honolulu. Please be assured that appropriate mitigation measures will be coordinated with the City to avoid backups on the State ramps and other access routes into the area.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Gail Kaito
GAIL N. KAITO
DEPUTY DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 533-4427 FAX: (808) 537-9488



E. JAMES THURSE
DIRECTOR
GAIL M. RAITO
DEPUTY DIRECTOR

FRANK J. ASH
UNITED

University of Hawaii at Manoa



Environmental Center
A Unit of Water Resources Research Center
Crawford 317 • 2550 Campus Road • Honolulu, Hawaii 96822
Telephone: (808) 956-7361

October 8, 1993
RE:0637

Mr. Tim Hata
Planning Department
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Hata:

Draft Environmental Impact Statement
Pawaa Redevelopment Project
Honolulu, Oahu

The applicant proposed a mixed-use residential, commercial/retail, and community facility development in the Makiki District. The project site encompasses approximately 461,090 square feet of land within a portion of two blocks and is bounded by King, Keekaumoku and Bercetania Streets and Kaheka Lane and bisected by Young Street.

We have been assisted in this review by George Taoka, Civil Engineering; and Huilin Dong, Environmental Center.

Since we were unable to review this document thoroughly, our comment is limited to the traffic impact section only. Regarding Kenau and Lunaina Ramps, our impression is on-ramps would be supersaturated with a traffic flow of 2,030 cars per hour. On- and off-ramps normally can handle 1,800 cars per hour. The 2,030 estimate seems to exceed the handling capacity of the on-ramps.

Thank you the opportunity to comment on this document. If you have any questions, please call me at 956-7361.

Sincerely,

Jacquelin N. Miller
Jacquelin N. Miller
Associate Environmental Coordinator

cc: OEQC
George Taoka
Huilin Dong

An Equal Opportunity/Affirmative Action Institution

October 29, 1993

Ms. Jacquelin N. Miller
Associate Environmental Coordinator
University of Hawaii at Manoa
Environmental Center
2550 Campus Road, Crawford 317
Honolulu, Hawaii 96822

Dear Ms. Miller:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of October 8, 1993 indicating that since the Environmental Center was unable to review the Revised Draft EIS thoroughly, your comment is limited to the traffic impact section only.

As shown in Table 7 (page VI-21) of Section VI. 3 Traffic of the Revised Draft EIS, the Kinau Street off-ramp and the Lunailo Street on-ramp are projected to experience an increase in vehicle trips without the Pawaa project. The Pawaa project is expected to contribute to a small increase in traffic on these freeway ramps. With the relatively low levels of traffic increases at these ramps, no measurable degradation of operations of these facilities would be expected from the Pawaa project. It should also be noted that on a regional perspective, the Pawaa project would likely have a beneficial impact on traffic conditions of these ramps. This is primarily due in part to the project's large residential population being located near major employment areas such as the Ala Moana area, Waikiki, and the Kapiolani corridor which would likely reduce the number of workers who would otherwise commute to these areas via the freeway from outlying, suburban residential areas.

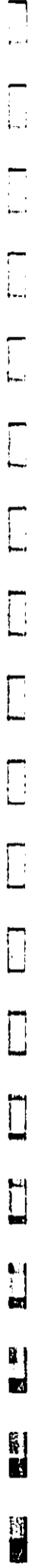
On a regional basis, the State Department of Transportation and the City Department of Transportation Services have identified and studied candidate projects for the two freeway ramps which are of concern to you:

Letter to Jacquelin N. Miller
October 29, 1993
Page 2

- o Kinau Street Off-Ramp: Presently, the Ward Avenue/Kinau Street intersection limits the usage of this off-ramp, not the capacity of the ramp. The City's plan for Ward Avenue includes the widening of a short section adjacent to Kinau Street which would alleviate this problem. Alternatively, the right-turn movement from Kinau Street onto Ward Avenue could be restricted and rerouted via Victoria Street.
- o Lunaillo Street On-Ramp: The State has studied modifications to this ramp, as well as the Vineyard Boulevard off-ramp, in order to reduce the capacity constraint caused by the weaving conflicts between these two ramps. However, this project has not advanced due to physical constraints at the site and cost considerations.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
DIRECTOR



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 533-4227 • FAX: (808) 537-5598



E. JAMES TURSE
DIRECTOR
GAIL M. WAITE
DEPUTY DIRECTOR

FRANK F. EASI
MANAGER

BRIAN J. CHOY
DIRECTOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

220 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE: (808) 534-1188

JOHN WAHLEE
MANAGER

October 29, 1993

Mr. Brian J. Choy, Director
Office of Environmental Quality Control
State of Hawaii
220 South King Street, Fourth Floor
Honolulu, Hawaii 96813

Dear Mr. Choy:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of October 5, 1993 indicating that you have no comments on the subject Revised Draft EIS. Your letter and this response will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Bail Kato
for
E. JAMES TURSE
DIRECTOR

October 5, 1993

Mr. Robin Foster
Chief Planning Officer
Planning Department
City and County of Honolulu
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Foster:

Subject: Revised Draft Environmental Impact Statement for the
Pawaa Redevelopment Project, Honolulu, Hawaii

Thank you for the opportunity to review the subject revised draft environmental impact statement. We do not have any comments to offer.

Sincerely,

Brian J. Choy
Brian J. Choy
Director

BC:jt

c: Department of Housing and Community Development
Wilson Okamoto and Associates, Inc.

JOHN WAIHEE
Governor



State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 So. King Street
Honolulu, Hawaii 96814-2512

October 6, 1993

YUKIO KITAGAWA
Chairperson, Board of Agriculture
ILIJAMA A. PEANALA
Deputy to the Chairperson

FAX: (808) 973-9613

Mailing Address:
P. O. Box 22159
Honolulu, Hawaii 96823-2159

TO: Tim Hata
Planning Department
City and County of Honolulu

FROM: Yukio Kitagawa, Chairperson
Board of Agriculture

SUBJECT: Pawaa Redevelopment Project
Revised Draft Environmental Impact Statement (DEIS)
Department of Housing and Community Development (DHCD),
City and County of Honolulu
Housing Finance and Development Corporation, State of Hawaii
TMK: 2-4-05:13, 14, 18, 19, 21, 22, 23, 26, 27, 28, 29, 31, & 46
Area: Approximately 461,050 Square Feet, Honolulu, Oahu

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 31ST FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 533-4427 • FAX: (808) 537-5499



October 29, 1993

Mr. Yukio Kitagawa
Chairperson
Department of Agriculture
1428 South King Street
Honolulu, Hawaii 96814-2512

Dear Mr. Kitagawa:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

The Department of Agriculture (DOA) has reviewed the subject document and offers the following comments.

The DOA has been working with the Hawaii Community Development Authority (HCDA) to relocate both our Iliio Street and King Street facilities due to the Kakaako Waterfront and Pawaa Redevelopment projects, respectively. At this time, our primary concern is whether the facilities can be relocated prior to actual development of our King Street site. Coordination between our department, HCDA and the Housing Finance and Development Authority and the City and County's Department of Housing and Community Development is critical to prevent any disruption of our department's operations and services to the public.

If there are any questions or clarifications about our concerns please contact me at 973-9550, or Elaine Abe, Administrative Services Officer, at 973-9506, or Dr. Paul Schwind, Planning Program Administrator, at 973-9469.

Thank you for the opportunity to comment.

C: Department of Housing and Community Development
Hawaii Community Development Authority
Housing Finance and Development Authority
Wilson Okamoto and Associates, Frances Yamada
Office of Environmental Quality Control
Office of State Planning



FRANK P. EISENBERG
DIRECTOR

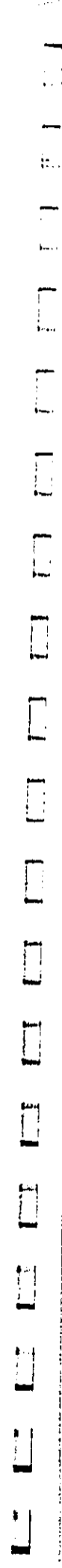
E. JAMES TURSE
DIRECTOR
GAIL M. KAITO
DEPUTY DIRECTOR

Thank you for your letter of October 6, 1993 commenting on the subject Revised Draft EIS.

We recognize your concern on whether the Department of Agriculture's facilities on King Street can be relocated prior to actual development of the Pawaa project. At this time, construction of the site improvements for Phase 1 of the Pawaa project (which includes the Department of Agriculture site) is tentatively scheduled to commence in late 1995. This will be preceded by subsurface hazardous waste abatement plans and site demolition and clearance activities which are anticipated to commence in July 1994. To prevent any disruption of the Department of Agriculture's operations and services to the public, please be assured that the relocation activities affecting your department will be coordinated between the appropriate agencies.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Paul Kaito
E. JAMES TURSE
DIRECTOR



October 13, 1993



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P. O. BOX 1244
HONOLULU, HAWAII 96813

Office of the Superintendent

October 13, 1993

Mr. Tim Hata

-2-

October 13, 1993

Grades 1-2 Play Area 6,000 Square Feet
Apparatus Area 6,912 Square Feet
Paved Court
or
Indoor P.E. Room 1,900 Square Feet
Grassed Area 98,800 Square Feet
(or provide access to nearby Public Park)

Staff Parking 15 Marked Stalls

Visitor Parking 4 Marked Stalls

Additional Parking as required by Land Use Ordinances.

The DOE is concerned about the location of the school as stated in Section II, page II-13 of the report. The school as proposed will be located on Level 5 above the commercial/retail complex and one level above grade. The playground will be on Level 6, a floor above the school. The safe ingress and egress of the students to and from the school located on Level 5 is a concern of the DOE. The playground location also requires further discussion.

It is our understanding that students in grades K-2 located on the second floor must have a sprinkler system in their classrooms and two exit stairwells solely for the students and staff to use in the event of a fire or other emergencies. The school must also be accessible for the handicapped. We request that the developer meet with the DOE to address these concerns and to design the elementary school.

We will also request that the developer contribute a fair share for the construction of needed school facilities to the satisfaction of the DOE.

The number of students projected from this development has been revised based on the proposed 1,768 residential units in the development.

School	Grade	Projected Students
Kaahumanu Elementary	K-6	216
Washington Intermediate	7-8	74
McKinley High	9-12	115

Mr. Tim Hata
Planning Department
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

SUBJECT: Pavaa Redevelopment Project
Revised Draft Environmental Impact Statement

We have reviewed the subject statement and have the following concern regarding the floor space allocated for a K-2 elementary school in the development. The total useable floor area of 10,000 square feet for the K-2 elementary school is inadequate as proposed. The Department of Education (DOE) projects that the enrollment for the K-2 school to be approximately 220 students from the development and the surrounding area.

The 220 students will require approximately 14 classrooms of 918 square feet each for a total floor space of 12,852 square feet. Based on current educational specifications, the new K-2 school will require the following additional support facilities:

Administration	2,862 Square Feet
Library	4,000 Square Feet
Kitchen (Conventional)	2,365 Square Feet
or (Service)	905 Square Feet
Dining Room	3,255 Square Feet
Custodial Resource Center	251 Square Feet
Computer Resource Center	900 Square Feet
Faculty Center	770 Square Feet
Kindergarten Play Area	
Grassed Field	2,520 Square Feet
Apparatus Area	2,684 Square Feet

Mr. Tim Hata

-3-

October 13, 1993

The projected 405 students from this development will have a severe enrollment impact on the area schools. Both Kaahumanu Elementary and McKinley High Schools are operating at or beyond capacity and will not be able to accommodate the projected students. The DOE will request that the developer make a fair-share contribution to the satisfaction of the DOE for the construction of needed school facilities.

Should there be any questions, please call the Facilities Branch at 737-4743.

Sincerely,

Charles T. Toguchi

Charles T. Toguchi
Superintendent

CTT:hy(AH)

cc: A. Suga, Office of Business Services
E. Masagatani, Honolulu District Office
K. Iwanoto, Dept. Housing & Comm. Development
F. Yamada, Wilson, Okamoto, & Assc., Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, STEAK LOAF
HONOLULU, HAWAII 96813
PHONE: 1808/523-4427 • FAX: 1808/527-5489



FRANCIS P. SHI
DIRECTOR

C. JAMES TORRES
DIRECTOR
DAN M. BAUTO
DEPUTY DIRECTOR

November 3, 1993

Mr. Charles T. Toguchi
Superintendent of Education
Department of Education
State of Hawaii
P.O. Box 2360
Honolulu, Hawaii 96804

Dear Mr. Toguchi:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of October 13, 1993 regarding the Revised Draft EIS for the Pawaa Redevelopment Project.

On October 22, 1993, representatives of the Department of Education (DOE) and the City Department of Housing and Community Development (DHCD) and Senator Carol Fukunaga met to discuss the concerns expressed in your October 13, 1993 letter regarding the potential impacts of the proposed project on the existing public schools in the project area. Our responses are reflective of the discussions and results of that meeting and are indicated in the respective order of your comments.

- Your letter states that the 10,000 square feet (sf) allocated for the Kindergarten through Grade 2 (K-2) elementary school is inadequate as proposed and that the DOE now requires 12,852 sf for classrooms (14 at 918 sf per classroom), 15,000 sf for office and support services, and over 110,000 sf of outdoor play and grassed area. As a result of your letters of November 15, 1991 and August 5, 1992 regarding the subject project, the State and City previously agreed that provision of an approximately 10,000 square-foot building within the project site would satisfy the DOE's request to accommodate the anticipated student enrollment from the project and surrounding area. It was also agreed that the State would be responsible for securing the necessary funding to construct the interior improvements of the facility.



Mr. Charles T. Toguchi
November 3, 1993
Page 2

At the October 22, 1993 meeting, DOE representatives agreed, in concept, that the proposed 10,000 square-foot building along with the 9,000 square-foot playground in front of the proposed school and landscaped open areas within the project site would be adequate to meet the DOE space requirements. As indicated in the Revised Draft EIS, the approximately 12 parking stalls allocated for the school is in compliance with the parking requirements of the Land Use Ordinance (LUO). DOE staff will be intimately involved in the design of the school facilities and necessary modifications incorporated to the extent possible.

2. In response to DOE's concern regarding the location of the K-2 school, the principal decision to locate the school above the commercial/retail complex was based on privacy and security concerns. By locating the school above the commercial/retail complex, the vertical elevation provides separation which affords security for the students. The school will also be provided with an independent vehicular access from Beretania Street to the designated drop-off and parking area for the school. For safety and security purposes, vehicular and pedestrian access to the school is limited to this one area. The school playground depicted on Level 6 of the development is adjacent to the front of the school. Specific details regarding design and operational issues, including security measures for the K-2 school and adjacent playground, will be determined in consultation with DOE during the design phase of the project.

3. The design of the K-2 school, including accessibility requirements, will be developed in consultation with the DOE during the schematic design and design development phases of the project. The facilities will be designed to meet the standards regulating school facilities of the DOE.

4. Provision of a K-2 school will off-set the enrollment impact anticipated by the project on area school facilities and fulfill the project's fair share contribution for schools. As stated at the October 22, 1993 meeting, the Pawaa Redevelopment Project is an affordable housing project with market-rate units and retail space to help support the affordable units. The project is being built in accordance with the uses and density allowed for the area under existing zoning designations and regional plans for the area which call for commercial and multi-family residential uses. Provision of schools is a State function and the project occupants and tenants should not be expected to bear the entire financial burden of paying for a school which serves not only the project occupants but the surrounding area as well. The City and State will continue to consult with the DOE during the planning and design phases of the project to ensure that the needs of the students are met.

Mr. Charles T. Toguchi
November 3, 1993
Page 3

5. We acknowledge the revised projected number of students from the Pawaa development based on the proposed 1,768 residential units. The revised number of students will be incorporated in the project's Social Impact Assessment and Final EIS.

6. We acknowledge that the Pawaa project will contribute to an enrollment impact on the public schools in the area. As indicated in our prior responses identified as nos. 1 and 4, provision of the K-2 school is intended to alleviate this impact and satisfy the developer's fair share contribution for the construction of needed school facilities. We reiterate that the DOE's active participation in the planning and design phases of the Pawaa project will contribute toward ensuring that the needs of the students are adequately met.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Sincerely,

E. James Turse

E. JAMES TURSE
DIRECTOR

jt

JOY WANG
COUNCIL



STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813
Telephone: 587-3822

ESTHER UEDA
EXECUTIVE OFFICER

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

530 KOUA PARKING STREET, 3TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4277 FAX: (808) 523-5699



FRANK YASH
DEPUTY

E. JAMES TURSE
DIRECTOR
GAIL M. HAITO
DEPUTY DIRECTOR

August 23, 1993

Mr. Robin Foster
Chief Planning Officer
Planning Department
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Attn.: Mr. Tim Hata

Dear Mr. Foster:

Subject: Revised Draft Environmental Impact Statement -
Pawaa Redevelopment Project

We have reviewed the subject Revised Draft Environmental Impact Statement for the Pawaa Redevelopment Project ("Revised DEIS") received by our office on August 19, 1993 and confirm that the revised project site consisting of approximately 461,090 square feet and identified as Tax Map Key Nos.: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46 is within the State Land Use Urban District.

We have no further comments to offer at this time.

Thank you for the opportunity to provide comments on the Revised DEIS. If you have any questions in regards to this matter, please feel free to contact me or Leo Asuncion of my staff at 587-3822.

Sincerely,

Esther Ueda
ESTHER UEDA
Executive Officer

EU:th

cc: DBEDT
OEQC
DHCD
Wilson Okamoto & Associates, Inc.

October 15, 1993

Ms. Esther Ueda
Executive Officer
Land Use Commission
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813

Dear Ms. Ueda:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of August 23, 1993 regarding the subject Revised Draft EIS. Your letter and confirmation regarding the State Land Use Urban District designation, along with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4457 FAX: (808) 525-5489



E. JAMES TURSE
DIRECTOR
DALE M. KAITO
DEPUTY DIRECTOR

FRANK F. FISH
CLERK

JOSEPH K. CONANT
EXECUTIVE DIRECTOR

IN REPLY REFER TO:
93:PPB/4912

10/93-238



STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
HOUSING FINANCE AND DEVELOPMENT CORPORATION
677 QUEEN STREET, SUITE 300
HONOLULU, HAWAII 96813
FAX: (808) 527-0600

JOHN WALSH
GOVERNOR

October 29, 1993

Mr. Joseph K. Conant
Executive Director
Housing Finance and Development Corporation
Department of Budget and Finance
State of Hawaii
677 Queen Street, Suite 300
Honolulu, Hawaii 96813

October 6, 1993

Mr. Tim Hata
Planning Department
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Re: Revised Draft EIS for the Pawaia Redevelopment Project

The Pawaia Redevelopment Project is a joint development of the City Department of Housing and Community Development and the State Housing Finance and Development Corporation. As housing advocates, HFDC fully supports the project as it will provide approximately 1,768 new residential units, 1,061 of which will be affordable rentals.

Thank you for the opportunity to comment.

Sincerely,

Joseph K. Conant
JOSEPH K. CONANT
Executive Director

Dear Mr. Conant:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaia Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of October 6, 1993 regarding the subject Revised Draft EIS. We appreciate your support for the project as it will provide much needed housing units for people of all income levels.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
for DIRECTOR

RECEIVED

'93 OCT 8 PH 1:21

PLANNING DEPT.
C&C HONOLULU

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



FRANK F. ZARI
MAYOR

ROBIN FOSTER
CHIEF PLANNING OFFICER
ROLAND D. LIBBY, JR.
DEPUTY CHIEF PLANNING OFFICER
TH 8/93-1910

October 4, 1993

MEMORANDUM

TO: E. JAMES TURSE, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT PROJECT
THRS: 2-4-051 13, 14, 18, 19, 21-23, 26, 29, 31 AND 46

In response to your memorandum of August 10, 1993, we have reviewed the subject DEIS. We have no comments in addition to those indicated in our July 6, 1992 memorandum. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Robin Foster
ROBIN FOSTER
Chief Planning Officer

RF:js
cc: Frances Yamada, Wilson Okamoto
and Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
850 SOUTH KING STREET, 27TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 1808/523-4427 • FAX: 1808/527-5888



FRANK F. ZARI
MAYOR

E. JAMES TURSE
DIRECTOR
GINA M. RAITO
DEPUTY DIRECTOR

October 29, 1993

MEMORANDUM

TO: MR. ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

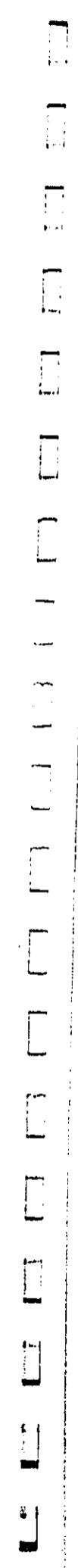
FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your memorandum of October 4, 1993 (Reference TH 8/93-1910) indicating that you have no comments in addition to those indicated in your memorandum dated July 6, 1992 (Reference TH 6/92-1887A).

Regarding your memorandum of July 6, 1992, we offer the following responses in the respective order of your comments:

1. We appreciate your supportive comment indicating that your department has no objections to the proposed project.
2. We regret the inadvertent reference to the "commercial" designation in the original Draft EIS for the subject project. We acknowledge that the project site is currently designated "public facility" and "commercial-emphasis mixed use" on the Primary Urban Center Development Plan Land Use Map. The correct designation is reflected in the Revised Draft EIS, where referenced, and will be reflected in the Final EIS.
3. We acknowledge your confirmation that the project site is located in the Alapai-Sheridan Special Area of the Primary Urban Center. As stated in the Revised Draft EIS, an exemption from the 150-foot height limit will be sought pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS).



Memorandum to Robin Foster
October 29, 1993
Page 2

This response, along with your recent and prior memoranda, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Paul Kirk

E. JAMES TURSE
DIRECTOR

for

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET
HONOLULU, HAWAII 96813 • (808) 533-4433



DONALD A. CLEGG
DIRECTOR
LORETTA K. CHEE
DEPUTY DIRECTOR
93-06269 (JT)

October 26, 1993

MEMORANDUM

TO: ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

ATTENTION: TIM HATA

FROM: DONALD A. CLEGG, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR PAWAA REDEVELOPMENT PROJECT
MAKIKI, OAHU, HAWAII

We have completed our review of the Revised DEIS for the Pawaa Redevelopment Project and submit the following comments.

General

We find that the plan revision in response to community concerns regarding the original proposal is commendable. We find the continued commitment to providing affordable rental housing and the reduction in height of the residential towers particularly notable.

Special Design District View Corridors

The Environmental Impact Statement (EIS) should address impacts of the proposed building and roof materials, finishes, and color upon the Punchbowl/Diamond Head view corridor.

Exemptions Through Chapter 201E, Hawaii Revised Statutes

While we support the City and State plan to request exemptions from the height limit, street setback, and elderly parking stall reductions through the Chapter 201E, HRS procedure, we respectfully offer the following comments regarding the impacts of these exemptions.

Robin Foster, Chief Planning Officer
Page 2
October 26, 1993

Height

1. Increasing amounts of arcade and street planting should be considered to mitigate impacts of providing less than the required street setback.
2. The proposed project height of 300 feet may create pressures to also raise the height limits of other properties in the surrounding BMX-3 District and Apartment Districts.

Parking

We are opposed to any reduction in parking for non-elderly units. Such a reduction will be a disservice to working residents of the housing units who deserve the same access to personal transportation modes as residents of market housing units.

We appreciate the opportunity to review and comment upon the Revised DEIS. Should you have any questions, please contact Joan Takano of our staff at 527-5038.

Donald Clegg
DONALD A. CLEGG
Director of Land Utilization

DAC:ak
cc: OEQC
DHCD
Wilson Okamoto & Associates, Inc.
G:\REV\AWA2.JHT

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 21ST FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 521-4222 • FAX: (808) 527-3498



November 2, 1993

FRANK PARI
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. HAIKO
DEPUTY DIRECTOR

Memorandum to Donald A. Clegg
November 2, 1993
Page 2

MEMORANDUM

TO: MR. DONALD A. CLEGG, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your memorandum of October 26, 1993 (Reference 93-06269 (JT)) commenting on the subject Revised Draft EIS. We offer the following responses in the respective order of your comments:

1. We appreciate your comments regarding the revisions made to the Pawaa plan in response to community concerns; the continued commitment to providing affordable rental housing; and the reduction in height of the residential towers.
2. The building and roof facades, including materials, finish and colors, will be established during the schematic design and design development phases of the project and will be designed to be compatible with the Punchbowl/Diamond Head view corridor.
3. We acknowledge your support of our plan to request exemptions from the height limit, street setback, and affordable residential elderly parking requirements through the Chapter 201E, HRS procedure. We offer the following responses to your comments regarding the impacts of these exemptions:

Height

1. Consideration will be given to increasing the amount of arcade and street planting to mitigate impacts of providing less than the required street setback during the schematic design and design development phases of the project.

2. As you know, we intend to obtain an exemption from the 150-foot height limit to allow for the maximum project height limit of 300 feet pursuant to the affordable housing provisions of Chapter 201E, HRS. Given the proposed program for the project, the 300-foot height limit was established to achieve the fundamental design objectives of integrating compatible uses, maximizing open space, and preserving views and vistas. Although it is acknowledged that the proposed project height of 300 feet may create pressures to raise the height limits of other properties in the surrounding zoning districts, it is incumbent upon developers to obtain waivers from DLU or seek exemptions through Chapter 201E, HRS, if they plan to develop affordable housing.

Parking

Regarding your department's opposition to any reduction in parking for the non-elderly units, we reiterate that the principal rationale for allocating one parking stall per affordable unit is based on the City's prior experience with other Downtown Pauahi projects, such as the Chinatown Gateway and Hale projects. This parking allocation is based in part on an average of 70 percent utilization of the allocated parking spaces for tenants within the Downtown affordable rental projects. Although one parking stall is allocated for each rental unit within these projects, only 70 percent of the tenants have opted to rent a stall. We note that this parking allocation has been successful in our projects located within the urban core. Furthermore, the Pawaa project's location is in close proximity and walking distance to employment, shopping and recreational opportunities, and public transportation.

This response, along with your memorandum, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
DIRECTOR

for

MR. ROBIN FOSTER
PAGE 2
SEPTEMBER 2, 1993

Should you have any questions, please contact Mr. Alex Ho,
Environmental Engineer at 523-4150.

ENV 93-196

September 2, 1993

C. Michael Street

C. MICHAEL STREET
Director and Chief Engineer

cc: Department of Housing & Community Development
Office of Environmental Quality Control
Wilson Okamoto & Associates, Inc. (Frances Yamada)

MEMORANDUM

TO: MR. ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

ATTENTION: MR. TIM HATA

FROM: C. MICHAEL STREET, DIRECTOR AND CHIEF ENGINEER

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (RDEIS)
PAWAA REDEVELOPMENT PROJECT
TMK:2-4-05:13, 14, 18, 19, 21, 22, 23, 26, 27, 28,
29, 31 AND 46

We have reviewed the subject RDEIS and have the following comments:

1. The RDEIS should address the potential impact of water discharge associated with construction activities on water quality of the receiving waters.
2. The RDEIS should also state what structural or non-structural best management practices (BMP) will be provided to reduce and control discharge of pollutants resulting from construction and dewatering activities.
3. If dewatering activity is anticipated during construction, dewatering permits will be required by the State Department of Health as well as the City Department of Public Works.
4. If the disturbed area resulting from activities such as clearing and grubbing, grading and stockpiling exceeds five (5) acres or more, a storm water NPDES permit will be required by the State Department of Health.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 523-5488



E. JAMES TURSE
DIRECTOR
GAIL M. HASTO
DEPUTY DIRECTOR

Memorandum to C. Michael Street
October 29, 1993
Page 2

National Pollutant Discharge Elimination System (NPDES) permit
will be required for the project by the State Department of
Health.

Your memorandum along with this response will be included in the Final
Environmental Impact Statement for the project. We appreciate your
participation in the consultation phase of the environmental review
process.

E. JAMES TURSE
DIRECTOR

October 29, 1993

MEMORANDUM

TO: MR. C. MICHAEL STREET, DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your memorandum of September 2, 1993 (Reference ENV 93-
196) commenting on the subject Revised Draft EIS. We offer the
following responses in the respective order of your comments:

1. The Revised Draft EIS addresses the potential impact of water
discharge associated with construction activities on water quality
of the receiving waters in Section VI. A. 4. Water Quality and
Drainage (page VI-6).
2. The appropriate or applicable structural or non-structural best
management practices (BMP) to reduce and control discharge of
pollutants resulting from construction and dewatering activities
will be determined during the National Pollutant Discharge
Elimination System (NPDES) permit application process.
3. Dewatering will likely be required during excavation and
construction of the project's parking complex and any attendant
foundation work. As such, it is acknowledged that construction
dewatering permits will be required by the State Department of
Health and the City Department of Public Works. The requirement
for construction dewatering permits will be included in the Final
EIS.
4. Since the area of soil disturbance resulting from activities such
as clearing and grubbing, grading and stockpiling will be in
excess of five (5) acres, it is acknowledged that a storm water

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

HONOLULU MUNICIPAL BUILDING
150 SOUTH KING STREET
HONOLULU, HAWAII 96813

NOV -2 AND 55



JOSEPH M. MAGALDI, JR.
DIRECTOR
ANAR BAPPAL
DEPUTY DIRECTOR

TE-3277
PL93.1.342

November 1, 1993

MEMORANDUM

TO: ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

ATTENTION: TIM HATA

FROM: JOSEPH M. MAGALDI, JR., DIRECTOR

SUBJECT: PAWAA REDEVELOPMENT PROJECT
REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
THK: 2-4-05

This is in response to the revised DEIS submitted to us for review by the Office of Environmental Quality Control.

Based on our review, we have the following comments:

1. All unsignalized access locations should be constructed as standard City dropped driveways. Curb returns should be used at all signalized access locations.
2. Driveway grades should not exceed five percent (5%) for a minimum distance of 35 feet from the curb line. Adequate sight distance should be provided and maintained at all driveway locations.
3. Parking entry controls, if provided, should be recessed as far into the project as practical. The type and method of collection used should be designed to minimize the potential for vehicular queuing onto any public street.
4. All loading activities, including maneuvering of vehicles, should occur on the project site.
5. An internal traffic circulation plan should be submitted to our department for review.

Robin Foster, Chief Planning Officer
Page 2
November 1, 1993

6. The proposed driveway along Beretania Street should be located on the Eva side of the traffic signal servicing the crosswalk near the old police station. It should be aligned directly across from the Foodland driveway.

7. The length of the 10-foot widening on Beretania Street along its approach to Keeaumoku Street, and King Street along its approach to Kaheka Lane, should be specified.

8. Conceptual drawings showing the proposed striping and lane widths of all streets surrounding the project site, including all driveway widths and access locations, should be submitted to our department for review and approval.

9. The intended ownership of Kaheka Lane should be specified. It should be built to City standards if the City is to be the intended owner.

10. The intended use of the following, as shown in Figure 3 COMPOSITE SITE PLAN, should be clarified:

- a. The indentation along Beretania Street on the Eva side of the access driveways.
- b. The "porta-cochera" area between Keeaumoku Street and Beretania Street. Due to the proximity of this area to the Keeaumoku Street/Beretania Street intersection, the proposed access points should be relocated and/or redesigned to minimize the impact to this intersection.

11. The projected traffic volumes without the project shown on Figures 6 and 7 versus with the project shown on Figures 8 and 9 should be clarified, especially at intersections such as Kalakaua Avenue/Beretania Street, where the volumes have been reduced with the project.

12. The developer should work closely with our department during the early stages of the project to determine the extent of street improvements that will be needed to support this project, as identified in the Traffic Report; and to establish driveway locations prior to any commitments on the footprint of the buildings.

JOSEPH M. MAGALDI, JR.

cc: Department of Housing and Community Development
Office of Environmental Quality Control
Wilson Okamoto & Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 31ST FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 522-4277 5/FAX: (808) 527-3488



PAULINE P. FARR
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. LEWIS
DEPUTY DIRECTOR

November 3, 1993

MEMORANDUM

TO: MR. JOSEPH H. MAGALDI, JR., DIRECTOR
DEPARTMENT OF TRANSPORTATION SERVICES

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your memorandum of November 1, 1993 (Reference TE-3277, PL93-1.342) commenting on the subject Revised Draft EIS. In general, we will design all improvements in accordance with applicable standards and regulations. In the event we are unable to fully comply, exemptions may be requested pursuant to Chapter 201E, Hawaii Revised Statutes, provided that safety standards are deemed acceptable. We offer the following responses in the respective order of your comments:

1. The decision to implement standard City dropped driveways or curb returns will be determined during the design phase of the project and further coordinated with your department.
2. All driveway grades within the project will be designed to City standards and adequate sight distance will be provided at all driveway locations. Such measures will be coordinated with your department during the project's design phase.
3. The location of any parking entry controls provided within the project will be determined during the project's design phase. The location of such parking entry controls, and the type or method of collection, will be established so as to minimize any potential for vehicular queuing onto the public streets.
4. To the extent possible, the project's design will ensure that all loading activities, including maneuvering of vehicles, be accommodated within the project site.

Memorandum to Joseph H. Magaldi, Sr.
November 3, 1993
Page 2

5. An internal traffic circulation plan for the project will be prepared and submitted to your department for review.
6. The project's proposed driveway located perpendicular to Beretania Street between the affordable mid-rise tower 6 and affordable tower 5 will be located Ewa of the existing traffic signal servicing the crosswalk near the Pawaa Annex. Although every effort will be made to align the driveway directly across from the Foodland driveway, the exact location of this driveway will be determined during the project's schematic design and design phases.
7. The approximate lengths of the 10-foot widening along Beretania Street at its approach to Keeaumoku Street and along King Street at its approach to Kaheka Lane are 200 feet and 150 feet, respectively. The exact lengths of the 10-foot widenings will be determined during the project's design phase.
8. Conceptual drawings showing the proposed striping and lane widths of all streets surrounding the project site, including all driveway widths and access locations, will be prepared and submitted to your department for review and approval.
9. Kaheka Lane will be under the ownership of the City and County of Honolulu and will be widened in accordance with City standards.
10. The project's recessed area located Ewa of the access driveway from Beretania Street between the affordable mid-rise tower 6 and affordable tower 5 (Figure 3, Composite Site Plan, of the Revised Draft EIS) is intended as a passenger pick-up/drop-off area for residents of the project. Likewise, the driveway area between Keeaumoku and Beretania Streets is also intended as a passenger pick-up/drop-off area for residents of the adjacent market towers. Please be assured that the project's designers will coordinate with your department regarding the locations of the proposed access points and design of the driveway.
11. There are several locations along Kalakaua Avenue where year 2004, with the Pawaa project traffic as shown in Figures 8 and 9 of the project's traffic study, are slightly lower than those indicated without the project as shown in Figures 6 and 7 of the traffic study. These decreases in volumes reflect changes in the area's traffic circulation patterns which are anticipated as a result of the roadway improvements to be implemented with the project. The two primary improvements are:

Memorandum to Joseph H. Magaldi, Sr.
November 3, 1993
Page 3

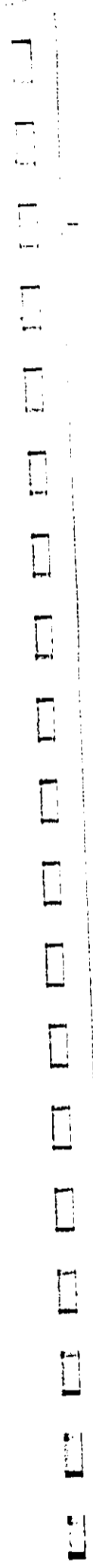
1. Kaheka Lane, between King and Young Streets, would be widened to 40 feet and converted from a one-way mauka-bound lane to a two-way street.
2. A new project driveway would be constructed between Young and Beretania Streets, generally aligning with Kaheka Street. This driveway would provide access to and from the project's residential parking area, and through access from Beretania Street to Young Street in the mauka-bound direction.

As a result of these circulation modifications, traffic volumes at the following locations would decrease with the project: the left-turn movement from Beretania Street to Kalakaua Avenue; and the mauka-bound left-turn movement from Kalakaua Avenue to King Street.

12. Please be assured that we will coordinate with your department during the planning and schematic design phases of the project to determine the extent of street improvements needed to support the project as identified in the traffic study, and to establish driveway locations prior to any commitments on the footprint of the buildings.

This response, along with your memorandum, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Hailkaito
E. JAMES TURSE
for DIRECTOR



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

890 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 • FAX: (808) 527-3498



E. JAMES TURSE
DIRECTOR
GAR. M. SAITO
DEPUTY DIRECTOR

FRANKS PASS

PB 93-964

October 7, 1993

November 3, 1993

MEMO TO: ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

FROM: HERBERT K. MURAOKA
DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: PAWAA REDEVELOPMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT REVISED (DEIS)

The following response is provided per the Office of Environmental Quality Control's request for comments dated August 10, 1993 to the subject DEIS.

We would like to reiterate our previous request of November 4, 1991 for a 2,500 square feet space to be used as a drivers' licensing facility.

Should there be any questions, please have your staff contact Craig Nishimura at local 6370.


HERBERT K. MURAOKA
Director and Building Superintendent

CN:11
CC: J. Harada
Office of Environ. Quality Control
Housing & Comm. Dev. Dept.
(Karen Iwamoto)
Wilson Okamoto & Assoc.
(Frances Yamada)

MEMORANDUM

TO: *Herb*
HERBERT K. MURAOKA, DIRECTOR AND BUILDING SUPERINTENDENT
BUILDING DEPARTMENT

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31 AND 46

Thank you for your memorandum of October 7, 1993 reiterating your previous request of November 4, 1991 for a 2,500-square foot space to be used as a drivers' licensing facility.

Space for a drivers' licensing facility will be programmed into the commercial component of the project. However, please be advised that although the project's commercial/retail component will be developed as part of the Pawaa project, this component will be privately owned and operated. The City and State will select a private developer through a request for proposals (RFP) process to own and operate the commercial/retail component prior to completion of Phase 1 of the project, which is scheduled for late 1998. The RFP will include the requirement to lease space to the City for the drivers' licensing facility, however, decisions regarding lease rents will ultimately be made by the private commercial developer. Please provide details on your space requirements to us as soon as they become available.

Your memorandum and this response will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Jim
E. JAMES TURSE
Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET, 3TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 527-5488



E. JAMES TURSE
DIRECTOR
GAIL M. SAITO
DEPUTY DIRECTOR

FRANK FASI
MAYOR

WALTER M. OZAWA
DIRECTOR
ALVIN C. AU
DEPUTY DIRECTOR

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK FASI
MAYOR

October 21, 1993

TO: ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

FROM: WALTER M. OZAWA, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
PAWAA REDEVELOPMENT - MAKIYKI
TAX MAP KEY 2-4-05: 13 ET AL

We have reviewed the revised DEIS for the Pawaa Redevelopment and make the following comments.

The report addresses the increased demand for recreational facilities from the population generated by the 1,768-unit project. The design of the project has partially mitigated the recreational impact by providing a community center building, recreation decks and passive, open space within the project site. We recommend that the Community Advisory Committee continue its efforts to find a viable balance of active and passive recreational facilities in this challenging project.

Thank you for the opportunity to comment on the DEIS.

For WALTER M. OZAWA, Director

WMO:ei

cc: Dept. of Housing & Community Development (Karen Iwamoto)
Wilson Okamoto & Associates, Inc. (Frances Yamada)

October 29, 1993

MEMORANDUM

TO: MR. WALTER M. OZAWA, DIRECTOR
DEPARTMENT OF PARKS AND RECREATION

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your memorandum of October 21, 1993 regarding the subject Revised Draft EIS.

We acknowledge your comments which indicate that the Revised Draft EIS addresses the increased demand for recreational facilities from the population generated by the 1,768-unit project, and that the design of the project has partially mitigated the recreational impact by providing a community center building, recreation decks, and passive open space within the project.

We believe that the current Pawaa project plan provides a viable balance of active and passive recreational facilities. In response to the need for recreation space to satisfy the active recreational needs of the project residents and community as expressed by the Pawaa Advisory Committee, the community recreation center was incorporated into the project plans. The project's development concept also allows for increased open space which will provide an opportunity for residents and the community to enjoy informal active and passive recreational activities.

We will be coordinating our planning efforts with your department as the design work progresses to ensure the project complies with the Park Dedication Ordinance standards. In the event we are unable to fully comply, however, appropriate exemptions may be requested pursuant to Chapter 201E, Hawaii Revised Statutes.



Memorandum to Walter H. Ozawa
October 29, 1993
Page 2

This response, along with your memorandum, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

James Turse
E. JAMES TURSE
for DIRECTOR

**FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU**

3375 KOA PALA STREET, SUITE 423
HONOLULU, HAWAII 96819-1849



FRANK F. FARM
MAYOR

DONALD S. M. CHANG
FIRE CHIEF
RICHARD K. SETO-MOOR
DEPUTY FIRE CHIEF

FRANK F. FARM
MAYOR

August 30, 1993

TO: ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

ATTN: TIM HATA

FROM: DONALD S. M. CHANG, FIRE CHIEF

SUBJECT: PAWAA REDEVELOPMENT PROJECT
REVISED DEIS
TAX MAP KEYS 2-4-05: 13, 14, 18, 19, 21, 22, 23, 26, 27,
28, 29, 31, 46

We have reviewed the revised draft of the subject material provided and have no additional comments.

Should you have any questions, please call Assistant Chief Aililio Leonard of our Administrative Services Bureau at 831-7775.

DONALD S. M. CHANG
Fire Chief

AKL:ny

Copy to: DHCD (Karen Iwamoto)
Wilson Okamoto & Associates (Frances Yamada)
Office of Environmental Quality Control w/EIS

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU**

830 SOUTH KING STREET, 31ST FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 923-6227 FAX: (808) 927-5458



E. JAMES TURSE
DIRECTOR
GAIL M. RAITO
DEPUTY DIRECTOR

October 15, 1993

MEMORANDUM

TO: MR. DONALD S. M. CHANG, FIRE CHIEF
FIRE DEPARTMENT

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your memorandum of August 30, 1993 in which you indicated that you have no additional comments on the subject Revised Draft EIS. We acknowledge your memoranda of June 30, 1992 and September 17, 1992 to the original Draft EIS and Addendum to the Draft EIS, respectively. In response to your memorandum of June 30, 1992, please be assured that access for fire apparatus and water supply will be provided in conformance to existing codes and standards.

Your memorandum and this response will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. JAMES TURSE
DIRECTOR

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
801 SOUTH BERTANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 528-3111



FRANK E. FASI
MAYOR

MICHAEL S. NAKAMURA
CHIEF
HAROLD M. KAWASAKI
DEPUTY CHIEF

FRANK FASI
MAYOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
450 SOUTH KING STREET, 21ST FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 537-6427 • FAX: (808) 527-5489



E. JAMES TURSE
DIRECTOR
CAROL BRITO
DEPUTY DIRECTOR

OUR REFERENCE BS-LX

September 23, 1993

October 15, 1993

MEMORANDUM

TO: MR. MICHAEL S. NAKAMURA, CHIEF OF POLICE
POLICE DEPARTMENT

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAVAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

TO: ROBIN FOSTER, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

ATTENTION: TIM HATA, PLANS REVISION BRANCH

FROM: MICHAEL S. NAKAMURA, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: PAVAA REDEVELOPMENT PROJECT
REVISED DEIS
TAX MAP KEY NUMBERS: 2-4-05: 13, 14, 18, 19, 21,
22, 23, 26, 27, 28, 29, 31, 46

This is in response to your request for comments on a draft environmental impact statement for the proposed Pavaa Redevelopment Project.

The Honolulu Police Department has no further comment on the proposal at this time.

Thank you for the opportunity to review this document.

MICHAEL S. NAKAMURA
Chief of Police
Michael S. Nakamura

BY: EUGENE UEMURA
Assistant Chief of Police
Administrative Bureau

cc: Office of Environmental Quality Control
Department of Housing and Community Development
Wilson Okamoto & Associates, Inc.

Thank you for your memorandum of September 23, 1993 (Reference BS-LX) in which you indicated that you have no further comment on the subject Revised Draft EIS. We acknowledge your memorandum of July 20, 1992 (Reference ES-LK) to the original Draft EIS for the subject project in which you did not find anything which required comment.

Your memorandum and this response will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
DIRECTOR

DEPARTMENT OF FINANCE
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813



AUG 24 10 53 AM '93

FRANK FASI
MAYOR

RUSSELL W. MIYAKE
DIRECTOR
GLENN HONAGA
DEPUTY DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
830 SOUTH KING STREET, 31st FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 527-5488



E. JAMES TURSE
DIRECTOR
CARL M. HAITO
DEPUTY DIRECTOR

August 23, 1993

October 15, 1993

TO: ROBIN FOSTER, CHIEF PLANNING OFFICER
DEPARTMENT OF PLANNING

FROM: RUSSELL W. MIYAKE
DIRECTOR OF FINANCE

SUBJECT: PAWAA REDEVELOPMENT PROJECT
REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Department of Finance has no comments.

Russell W. Miyake
RUSSELL W. MIYAKE
Director of Finance

RWM:dlm
Enclosure (August 1993 Revised Draft)

cc: Department of Housing & Community Development

MEMORANDUM

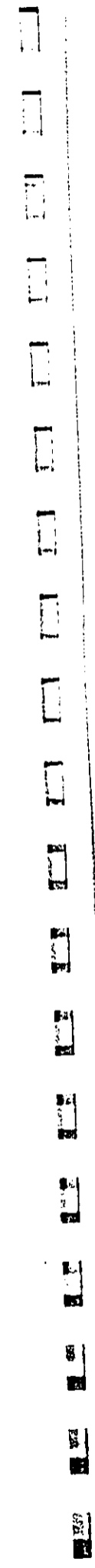
TO: MR. RUSSELL W. MIYAKE, DIRECTOR OF FINANCE
DEPARTMENT OF FINANCE

FROM: E. JAMES TURSE, DIRECTOR

SUBJECT: REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
(REVISED DRAFT EIS)
PAWAA REDEVELOPMENT PROJECT
TAX MAP KEYS: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your memorandum of August 23, 1993 in which you indicated that you have no comments on the subject Revised Draft EIS. Your memorandum and this response will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
DIRECTOR





McCULLY/MOILILI NEIGHBORHOOD BOARD NO. 8

410 NEIGHBORHOOD COMMISSION - CITY HALL, ROOM 493 - HONOLULU, HAWAII 96813

DEPT. OF HOUSING
& COMM. DEVELOPMENT

October 1, 1993

James E. Turse, Director
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Turse:

The McCully-Moiliili Neighborhood Board No. 8 has reviewed the Draft Environmental Impact Statement for the Pawaia Redevelopment Project and submits the following comments.

We endorse the efforts by the project team to address the community concerns and acknowledge that many amenities are included in this project which will benefit the community. In particular, we support the affordable rental housing, the park and playground, the public school and the bikeway. The design characteristics of the project, especially the retention and enhancement of the park and renovation of the Department of Agriculture building, are attractive to this community. We endorse efforts to create an human-scale, pedestrian-oriented neighborhood with housing and businesses.

We ask that the residents and businesses who are displaced be given as much assistance and information as possible.

We have no specific facts to argue your points that impacts from traffic, noise and air pollution will be insignificant; however, we are concerned about the traffic, noise and air pollution during the construction (especially if it has to be phased over a much longer period than expected) and upon completion of the project. We acknowledge that many actions will be taken to minimize the traffic impacts and to provide adequate parking. We still believe the 3,500 to 5,500 population increase and the public's use of the school, recreation facilities, and stores will have a significant impact on traffic congestion. We also believe that the number of parking stalls may not be adequate to meet the parking demands.

Finally, our greatest concerns are the financial projections. From experience with other public projects and because of the uncertainties of the economy, we believe the financial projections are low and that more public funds will be needed than anticipated. We ask these questions: How will you know, and at what time will you know, if the \$64 million of public funds are adequate? At that time, how will you proceed to get the additional funds? What will this do to the length of construction and the completion of the project?

Again, overall we are pleased with the master plan design for the project and the attention given to community concerns. Thank you for this opportunity to comment and we look forward to providing further input to the City and County Department of Housing and Community Development as this project proceeds.

Sincerely,

Janet Shepler
Janet Shepler, Chair



Oahu's Neighborhood Board System - Established 1973

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4427 • FAX: (808) 527-9480



E. JAMES TURESE
DIRECTOR
GAIL M. KALITO
DEPUTY DIRECTOR

FRANK P. PASH
OFFICE

Ms. Janet Shepler
November 3, 1993
Page 2

Impedement of traffic flow due to maneuvering of construction vehicles; closure of curb lanes adjacent to the project site during certain construction operations; and temporary closure of a portion of Young Street between Kaheka Lane and Keeaumoku Street to allow transition of the street to belowgrade, requiring motorists to use an alternate route.

Although these construction-related traffic impacts will be unavoidable, certain measures will be implemented to minimize any potential traffic congestion. These include restricting the movement of construction vehicles to and from the project site and any lane closures during the morning and afternoon peak traffic hours, and employing flagmen or off-duty police officers to direct traffic during significant phases of the project.

In the long-term as indicated in the Pawa'a Project's Traffic Study prepared for the Revised Draft EIS (Appendix D), the combined traffic increases from both the existing and other proposed/planned projects in the vicinity and general area growth would result in significant increases in both AM and PM peak hour traffic on the major streets adjacent to the Pawa'a Project site. In addition, no roadway improvements are anticipated to occur on the streets adjacent to the Pawa'a project site without development of the project.

With development of the Pawa'a project, we appreciate your acknowledgment that many actions will be taken to minimize traffic impacts. Regarding your continuing concern that the project's projected population, in addition to the public's use of the school, recreation, and retail facilities will have a significant impact on traffic congestion, we reiterate that significant roadway improvements are proposed for the streets adjacent to the project site to accommodate the projected increase in traffic flow with the Pawa'a project. These include the addition of left-turn lanes at King Street onto Kaheka Lane, Beretania Street onto Keeaumoku Street, and Keeaumoku Street onto Beretania Street, and the restriping of a segment of Keeaumoku Street to accommodate a second makai-bound left-turn lane onto King Street. In addition, the traffic study identifies mitigation measures for the segment of Keeaumoku Street adjacent to the project site which would contribute to improved traffic flow than projected conditions without the project. Such improvements may include minor widening and operational modifications to Keeaumoku Street. Mitigation actions are also recommended for intersections located further out from the project site. At the intersection of Kalakaua Avenue at King Street, the conversion of the Diamond Head-bound left-turn lane to a shared through/left-turn lane would improve the PM peak hour traffic. At the intersection of Punahou

November 3, 1993

Ms. Janet Shepler, Chair
McCully/Moiliili Neighborhood Board No. 8
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Dear Ms. Shepler:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)

Pawa'a Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter of October 1, 1993 commenting on the subject Revised Draft EIS. We offer the following responses in the respective order of your comments:

1. We appreciate your acknowledgement and supportive comments on the efforts of the Pawa'a project team in addressing previous community concerns and the inclusion of many project amenities which will benefit the community. We also appreciate your support of the project's design characteristics and efforts to create a pedestrian-oriented community which is intended to enhance the neighborhood.
2. Please be assured that the City will assist residents and businesses displaced by the project and attempt to minimize personal and business disruptions. A relocation plan, which addresses the needs of the displaced, potential relocation sites and other benefits which displaced are entitled to, will be prepared for this project and provided to all displaced.
3. We acknowledge your concerns with respect to impacts from traffic, noise and air pollution during the construction period and upon completion of the Pawa'a project and offer the following responses:
Traffic: During construction of the Pawa'a project, short-term construction-related traffic impacts will occur for the duration of Phase 1 and Phase 2. Such impacts, which are typically associated with large construction projects, may include

Street at Beretania Street, the provision of a maukabound protected left-turn phase would improve traffic during the PM peak hour.

Noise: As indicated in the Revised Draft EIS, noise from construction activities will likely be unavoidable during the entire construction period of the project and will occur particularly during the excavation and pile driving activities on the site. The use of muffled equipment as well as adherence to Department of Health Community Noise Permit regulations will minimize construction-related noise levels. Adverse impacts are not expected to be highly significant due to the temporary nature of the work, the business/commercial character of the neighborhood, the prevalent use of air-conditioning within the neighboring buildings, and due to construction noise mitigation.

Upon completion of construction, most of the increased traffic-related noise impact will not be project related, but will occur as a result of regular traffic increases over time. In comparison to non-project increases in traffic noise levels, increases resulting from project generated traffic are not considered to be significant. Traffic noise levels along the adjacent streets are anticipated to increase by 0.1 to 1.2 Ldn resulting from non-project traffic, as compared to an increase of 0.0 to 0.2 Ldn resulting from project-related traffic. In addition, because of the business/commercial character of the project area, the predicted moderate increases in traffic noise levels are not expected to generate adverse noise impacts. Mitigation of high traffic noise levels may be implemented through the use of sound attenuating windows or total closure and air-conditioning of the residential units which are expected to be exposed to traffic noise levels greater than 65 Ldn.

Air Quality: During the construction phase, potential short-term air quality impacts will be mitigated through compliance with Department of Health Administrative Rules regarding air pollution control. Control measures will be implemented to reduce fugitive dust, including frequent wetting down of loose soil areas with water, and paving and establishing landscaping early in the construction schedule to help control dust. Construction equipment and personnel will be moved to the site during off-peak traffic hours to minimize increased vehicular emissions.

In the long-term and as indicated in the Revised Draft EIS, the additional traffic generated by the Pawa project will not have any significant impacts on air quality in the vicinity. This is largely due to the proposed roadway improvements which will be implemented in conjunction with the project. With the Pawa project and the planned roadway improvements, maximum

concentrations in year 2004 will differ slightly from the year 2004 without the project. Also, implementation of additional roadway improvements suggested in the project's traffic study would result in slightly lower maximum concentrations at most adjacent intersection locations. It should be noted that in year 2004 with the Pawa project, worst-case air pollution concentrations will decrease slightly compared to the current year due to the retirement of older model motor vehicles.

Parking: We acknowledge your concern that the number of parking stalls may not be adequate to meet the parking demands, although the Board recognizes that actions will be taken to provide adequate parking. In addressing your concern, we reiterate the rationale for providing the indicated number of parking stalls for the Pawa project.

A total of 2,897 parking stalls are planned for the entire project. Approximately 884 of those stalls are designated for the affordable rental units and 44 stalls for the elderly rental units. This corresponds to a parking ratio of one (1) stall per affordable rental unit and one (1) stall per four (4) elderly rental units. An exemption from the LUD parking requirements pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS), will be sought to allow for the affordable component parking requirements.

The principal rationale for allocating one parking stall per affordable unit is based on the City's prior experience with other Downtown affordable rental projects, such as the Chinatown Gateway and Hale Pauahi projects, and the percentage of car usage by tenants of seven City and State elderly housing projects in the urban core. This parking allocation is based in part on an average of 70 percent utilization of the allocated parking spaces for tenants within the Downtown affordable rental projects. Although one parking stall is allocated for each rental unit within these projects, only 70 percent of the tenants have opted to rent a stall. In addition, an average of only 15 percent of the elderly tenants, or 1 out of every 6 tenants, actually have vehicles.

Parking for the project's approximately 145,000-square foot commercial/retail component, which includes approximately 40,000 square feet for a supermarket, approximately 65,000 square feet of leasable retail space, and approximately 40,000 square feet for an 8-plex cinema, will be provided in compliance with the LUD requirements. The 670 parking stalls for the commercial/retail component are derived from the LUD requirements of one stall per 400 square feet for the supermarket and leasable retail space, and one stall per five (5) fixed seats for the cinema complex.

Ms. Janet Shepler
November 3, 1993
Page 5

Parking for the approximately 707 market-rate residential units, the Kindergarten through Grade 2 public elementary school, and the community recreation center will also be in compliance with the LUD requirements. Based on the LUD parking requirements for dwelling units, 1 space per 600 square feet or less, 1.5 spaces per 600 to 800 square feet, and 2 spaces per 800 square feet and over, a total of about 1,237 parking stalls will be provided for the market-rate units. The approximately 10,000 square-foot Kindergarten through Grade 2 school will be allocated about 12 parking stalls, or 1 stall for each 20 students of design capacity, plus 1 per 400 square feet of office floor space. Based on the LUD requirement of 1 stall per 200 square feet, about 50 parking stalls will be provided for the approximately 10,000 square-foot community recreation center.

Overall, on-site parking for the Pawaa project is deemed adequate, especially since the project will provide a self-contained mix of uses and is located in close proximity and within walking distance to employment, shopping and recreational opportunities, with ready access to public transportation.

4. With respect to your concerns regarding the financial projections, please be advised that the financial assessments for the Pawaa project were updated as the project design changed in response to community concerns and market conditions. The revised assessments included updated construction cost estimates from a professional cost estimator, updated rents for the affordable rental units, revised retail space inventory, updated retail rents and capitalization rates, updated land acquisition cost estimates, and refinements in bond financing assumptions. These revisions and updates were made to provide a reasonable assessment of the equity that would be required of the City and State for the Pawaa project.

In response to your specific questions, we will know if the approximately \$64,000,000 of public funds are adequate upon completion of the project's working drawings and once the project goes out to bid. If necessary, requests for additional project funding will be made to the City Council and State legislature. In general, the effect on the length of construction and completion of the Pawaa project will primarily be dictated by financial conditions.

We intend to keep the Neighborhood Board No. 8 apprised of the progress of the project and look forward to your continued participation in the course of the planning process and as the project plans are finalized.

Ms. Janet Shepler
November 3, 1993
Page 6

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Sincerely,
Paul Keito
E. JAMES TURSE
for DIRECTOR



HAWAII STATE LEGISLATURE
STATE CAPITOL
HONOLULU, HAWAII 96813

93 OCT 11 A7:52

DEPT. OF HAWAIIAN
& COMM. DEVELOPMENT

October 6, 1993

Mr. Tim Hala
Department of General Planning
City & County of Honolulu
650 S. King Street, 8th floor
Honolulu, Hawaii 96813

RE: Comments on the Pawa'a Redevelopment Project, Revised
Draft Environmental Impact Statement (October 1993)

Dear Mr. Hala,

The following listing includes our comments regarding the modified Pawa'a
Redevelopment Project upon which the August 1993 Revised Draft
Environmental Impact Statement is based.

Generally, this committee is extremely gratified by the community-oriented
planning process that has occurred during the past 18 months since the
project's unveiling. Ten major concerns raised by the committee during our
public forums and meetings in 1992-93 have been substantively addressed.
The below-grade solution proposed to maintain traffic flow on Young Street
creatively accommodates both the need to maximize recreational and open
space, as well as the retention of Young Street as an alternative traffic artery
from Moiliili to Thomas Square.

Another pressing community concern dealt with traffic congestion and
routing. The Revised Draft EIS contains an expanded 1993 traffic analysis
which provides many traffic modification and mitigation measures beyond
those presented in the 1992 Draft EIS.

We strongly believe the project's redesign will complement the surrounding
residential and business neighborhoods rather than overwhelming them.
However, there are a few issues that should be addressed in the final EIS and
in project implementation:

- a. Adverse impacts of business/residential relocation: A specific plan for
business and residential relocation should be included in the Final EIS

and communicated to all affected parties as soon as possible. Factors
which must be taken into consideration include (a) unique relocation
needs of specific businesses affected by the development, (b)
opportunities for preferences in returning to redeveloped commercial
space, (c) concrete parameters and timetables for land acquisition,
displacement and redevelopment, so that affected businesses and
landowners in Phases I and II have more assurance that their needs
will be addressed.

- b. Adequacy of parking stalls for commercial and residential usage: a
number of comments during our September 21, 1993 public forum
dealt with the adequacy of the number of parking stalls allocated to the
affordable housing units, and for commercial/retail use (including
employee parking).

On one hand, the availability of 670 stalls for combined recreational
and commercial usage in the immediate vicinity of the affordable
housing complex will likely increase the total number of parking stalls
in the project area. On the other hand, we also believe that the parking
allocations should be revisited before final designs and construction
decisions are made, so that the appropriate mix of market/ affordable
housing and commercial spaces can be developed.

- c. Traffic congestion and routing: upon completion of the Final EIS,
further evaluation of traffic routing and mitigation measures should
be continued, particularly with respect to the plans for Kalakaua
Avenue (Waikiki Master Plan), potential convention center
development at the Aloha Motors site, and other development projects
described in Appendix D, page 6 of the Revised Draft EIS.

The present range of mitigation measures in the Revised Draft EIS does
not detail the combination of changes that would be required to address
all of the following issues: improve current traffic flow conditions,
handle the increased population and visitors (between 3,500-5,000+
individuals) generated by the project and deal with the potential
increase in traffic caused by the eight developments listed in Appendix D.

- d. Planning/coordination of classroom/facility requirements with
Department of Education and other State agencies: further
consultation with Department of Education facilities planners should
be done to insure that the additional secondary education needs can be
met within school campuses in the area (i.e., including additional
classrooms at Washington Intermediate and McKinley High School).
Funding requirements must be defined and clarified.

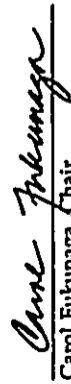
e. Market analysis: other comments from our September 21, 1993 public forum dealt with the validity of the market analysis applicable to the market housing and the retail/commercial components of the project. In light of current conditions in Hawaii's economy, an updated written evaluation of the appropriate market/public sector financing alternatives should be provided.

f. Comprehensive planning and design issues: broader planning and design issues were raised about (a) the need for a table summarizing project impacts (see Attachment A); and (b) the opportunity to enhance the appearance of major traffic arteries like Berehanua, Keaumoku and King Streets through underground placement of electrical and telecommunications lines.

g. Acceptance of the EIS by the City Department of Housing and Community Development and State Housing Finance Development Corporation: committee members have agreed that a broader developmental perspective will provide better opportunities to resolve such issues as recreational, educational and other socio-economic impacts. Accordingly, we recommend that acceptance of the final EIS be broadened to include the State Housing Finance and Development Corporation or the Office of State Planning.






Apart from the items listed above, which we would like to see addressed in the final design/implementation of the project, the committee reiterates its belief that the Revised Pawa'a Redevelopment Project represents an outstanding commitment to government/private sector and community development efforts.

Sincerely,


 Carol Fukunaga, Chair
 Community Advisory Committee on
 the Pawa'a Redevelopment Project

cc: Mr. Joseph Conant, Housing Finance & Development Corporation
 Ms. Eileen Mark, Department of Housing & Community Development
 Ms. Frances Yamada, Wilson Okamoto and Associates

Summary of Impacts	
RESOURCE	IMPACT
Physical Resources	
Climate & Air Quality	
Volcanic Hazards	
Soils & Geology	
Water Resources	
Biological Resources	
Flora	
Fauna	
Socioeconomic Resources	
Archaeological and Cultural Resources	
Land Use and Ownership	
Population and Employment	
Visual Resources	
Property Values	
Transportation	
Noise	
Public Safety and Community Services	

LEGEND	
	Beneficial Impact (may be significant)
	Beneficial Impact (may not be significant)
	No Adverse Impact
	Adverse Impact (may not be significant)
	Adverse Impact (may be significant)

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE (808) 525-4227 FAX (808) 527-5495



FRANK P. ASI
20100

E. JAMES TUBRE
DIRECTOR
GAIL M. KATO
DEPUTY DIRECTOR

November 3, 1993

Honorable Carol Fukunaga
Chairperson
Advisory Committee on the Pavaa Redevelopment Project
c/o State Office Tower, Room 302
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Senator Fukunaga:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of October 6, 1993 commenting on the modified Pavaa Redevelopment Project upon which the Revised Draft EIS is based.

We acknowledge and are appreciative of the Advisory Committee's expressed gratification with the community-oriented planning process which occurred during the past 18 months with respect to the Pavaa project. With the input of the committee, we were able to address the major concerns and issues raised during public forums and meetings and design a better project which we can all be proud of.

We concur that transitioning a portion of Young Street to below-grade has both allowed for maximum open space as well as enabled its retention as an alternative traffic artery.

In acknowledging previous traffic-related concerns, the Pavaa traffic study conducted for the Revised Draft EIS included an extensive analysis of project-related traffic due to concerns expressed to the original Pavaa project.

We further acknowledge and concur that the project's redesign is intended to complement the surrounding residential and business neighborhood. Regarding the issues identified which the committee feels should be addressed in the Final EIS and in project implementation, we offer the following responses in the respective order of the comments:

Honorable Carol Fukunaga
November 3, 1993
Page 2

a. Relocation plans for the businesses and residents displaced by the Pavaa project will be prepared by the City prior to issuance of the eviction notices, and subsequently provided to the affected parties. By law, eviction notices must be issued to the affected parties no less than 90 days prior to the actual date of eviction. However, the City intends to prepare the relocation plans well in advance of the 90-day period in an attempt to minimize personal and business disruptions and allow tenants more time to plan and make appropriate arrangements. The relocation plan addresses the needs of the displacees, potential relocation sites, and other benefits which displacees are entitled to. However, as the purpose of the EIS is to disclose potential impacts and identify mitigative measures (refer to Section VI., pages VI-62 to VI-64 of the Revised Draft EIS for discussion of displacement impacts and mitigative measures), inclusion of the specific relocation plans for the displaced businesses and residents will not be included in the Final EIS. Regarding the three factors identified by the committee, we offer the following responses:

- (a) Both residents and businesses displaced by the project are entitled to relocation payments and services which include determining the relocation needs of each displacee and providing assistance such as market or rental information and referrals to replacement housing or business sites.
- (b) With respect to opportunities for preferences in returning to redeveloped commercial space, the City's present policy is to assist permanently displaced businesses to reestablish themselves in other locations. Businesses temporarily displaced (less than one year) from City projects due to renovation/rehabilitation activities, have been permitted to move back into their previous location on a priority basis. In the Pavaa project, specifically, such an arrangement may not be possible. The commercial component within the Pavaa project will be sold to a private developer for operation, who will ultimately make all decisions regarding lease rents and tenant selection through a request for proposals (RFP) process. In addition, the construction of the commercial center may take up to three years, during which time businesses may have already established themselves in new locations. The RFP may include a provision to give existing tenants preference.

- (c) The Revised Draft EIS provides an estimated project schedule for the Pavaa Redevelopment Project, including anticipated timetables for land acquisition of privately-owned lands, construction of site improvements, and completion of improvements. During the course of the planning process, more definitive parameters and timetables for land

acquisition, displacement, and redevelopment will be established to minimize personal and business disruptions.

b. In response to the comments stated at the September 21, 1993 public forum regarding the adequacy of parking stalls allocated to the project's affordable residential units and the commercial/retail component, we reiterate the rationale for providing the indicated number of parking stalls for the Pawa project.

Of the total of approximately 2,897 parking stalls planned for the Pawa project, approximately 884 of these stalls are designated for the affordable rental units and 44 stalls for the elderly rental units. This corresponds to a parking ratio of one (1) stall per affordable rental unit and one (1) stall per four (4) elderly rental units. An exemption from the City and County of Honolulu Land Use Ordinance (LUO) parking requirements pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS), will be sought to allow for the affordable component parking allocations.

The principal rationale for allocating one parking stall per affordable unit is based on the City's prior experience with other Downtown affordable rental projects, such as the Chinatown Gateway and Hale Pauahi projects, and the percentage of car usage by tenants of seven City and State elderly housing projects in the urban core. This parking allocation is based in part on an average of 70 percent utilization of the allocated parking spaces for tenants within the Downtown affordable rental projects. Although one parking stall is allocated for each rental unit within these projects, only 70 percent of the tenants have opted to rent a stall. In addition, an average of only 15 percent of the elderly tenants, or 1 out of every 6 tenants, actually have vehicles.

Parking for the project's approximately 145,000 square-foot commercial/retail component, which includes approximately 40,000 square feet for the supermarket, approximately 65,000 square feet of leasable retail space, and approximately 40,000 square feet for the 8-plex cinema, will be provided in compliance with LUO requirements. The approximately 670 stalls for the commercial/retail component are derived from the LUO requirements of one stall per 400 square feet for the supermarket and leasable retail space, and one stall per five (5) fixed seats for the cinema.

In addition, the approximately 1,237 parking stalls for the 707 market-rate residential units is in compliance with the LUO requirements. Parking for the Kindergarten through Grade 2 public elementary school (12 stalls) and the community recreation center (50 stalls) will also be provided in compliance with the LUO requirements.

Overall, adequate parking within the Pawa project site will be provided to accommodate residents, guests and commercial patrons so as to avoid any impacts to on-street parking in the project vicinity. In addition, the project will provide a self-contained mix of uses and is located in close proximity and within walking distance to employment, shopping and recreational opportunities, with ready access to public transportation.

As the Pawa project plans are finalized during the design development phase, the parking allocations will be adjusted as deemed necessary to ensure adequate parking for the project components and to avoid any impacts to on-street parking in the area.

c. As indicated in Section X, page X-3 of the Revised Draft EIS, upon completion of construction of the Pawa project, monitoring of traffic on the roadways in the immediate vicinity of the project site may be periodically conducted to determine if any additional roadway improvements as indicated in the project's traffic study are warranted. It should be noted that the actual composition of the major developments reflected in the Pawa traffic study particularly the proposed development at the Aloha Motors site, could vary from the assumptions used in the study. The largest impact, however, would likely occur as a result of any conversion of Kalakaua Avenue to one-way operation makai of Kapiolani Boulevard. Conversion of Kalakaua Avenue to a one-way operation was not reflected in the Pawa traffic study since there are variations to the proposals and they are in the proposal stage only. Such variations to the proposals include conversion of Kalakaua Avenue to one-way operation inbound to Waikiki, one-way outbound from Waikiki, and various permutations to each concept. In general, one-way inbound operation of Kalakaua Avenue makai of Kapiolani Boulevard would increase makai-bound traffic and decrease mauka-bound traffic on Kalakaua Avenue near the Pawa project site, while one-way outbound operation would have the opposite effect. Based on the draft *Waikiki Regional Traffic Study*, the magnitude of the increases or decreases in peak hour traffic volumes on Kalakaua Avenue near the project would likely be in the range of 10 to 20 percent.

With respect to the concern expressed that the present range of mitigation measures set forth in the Revised Draft EIS does not detail the combination of changes which would be required to address the stated issues, please be advised that the project's traffic study focuses on identifying mitigation measures to offset traffic impacts of the Pawa project, where such measures are appropriate. The Pawa traffic study (Appendix D, page 16) discusses additional modifications which could be implemented along the section of Keeaumoku Street adjacent to the project site between King and Beretania Streets, which in year 2004 with the project should result in similar to or better than existing conditions along this section. The modifications were not recommended for immediate implementation with development of the Pawa project since the additional traffic lane included in the proposal would require one of two less than desirable actions on Keeaumoku Street between King and Young Streets:

- o Restripe the existing segment of Keeaumoku Street between King and Young Streets with 9-foot wide lanes to gain the additional lane. However, the 9-foot lane width is less than the City's 10-foot standard minimum lane width and would pose a safety concern.
- o Widen Keeaumoku Street by one lane between King and Young Streets. Due to the significant large tree located immediately adjacent to Keeaumoku Street on the Pawa project site, another alternative would be to condemn a 10-foot wide strip of privately-owned property on the Ewa side of Keeaumoku Street to allow for widening by one lane.

The more desirable approach would be to place a dedication requirement for a 10-foot wide strip of property along each side of Keeaumoku Street between King and Young Streets, to be taken when the tree dies or the Ewa side of the street is redeveloped. The street would then be widened on the side first available. The approach using 9-foot lane widths could be used as an interim measure in the future should traffic conditions worsen.

d. The City and State will coordinate with the State Department of Education (DOE) to meet the needs of students generated by the Pawa project. If necessary, appropriate funding requirements will be defined upon determination of space or other school facilities requirements.

e. As indicated in Section 11. B. Project Need (page 11-16) of the Revised Draft EIS, the Market Assessment for the Pawa Redevelopment Project prepared in October 1991 for the original project plan has been reviewed for applicability with respect to

the revised project as of June 1993. Based on this review, applicable revisions and updated findings to the original Market Assessment, including the assessment of affordable and market-rate residential units and the commercial/retail space demand, have been incorporated in the Project Need section of the Revised Draft EIS. As such, the need for the Pawa project reflects the most recent market assessment data and, likewise, current conditions in Hawaii's economy. A letter dated November 1, 1993 from John Child & Company, the preparers of the original Market Assessment, confirming these findings, will be included in Appendix A of the Final EIS.

Regarding your comment that an updated evaluation of the public sector financing alternatives should be provided, please be advised that the financial assessments for the project were updated as the project design changed in response to community concerns and market conditions. The revised assessments included updated construction cost estimates from a professional cost estimator, updated rents for the affordable rental units, revised retail space inventory, updated retail rents and capitalization rates, updated land acquisition cost estimates, and refinements in bond financing assumptions. These revisions and updates were made to provide a reasonable assessment of the equity that would be required of the City and State for the Pawa project. This information is included in the letter from John Child & Company dated November 1, 1993 which will be included in Appendix A of the Final EIS.

f. (a) Regarding the expressed need for a table summarizing project impacts, the Revised Draft EIS includes a concise summary of the significant beneficial and adverse impacts and proposed mitigation measures in the section entitled Project Summary (pages iv to xiii). According to the State EIS Law, the EIS must disclose all identifiable impacts of a proposed action, and must include measures to minimize any foreseen adverse impacts. However, the EIS Law does not specify that each impact be identified as being either beneficial or adverse, nor does it require that each impact be rated in terms of significance level as depicted in Attachment A of your letter. We also feel that such rating of impacts is highly subjective. As such, we maintain that the summary of beneficial and adverse impacts as set forth in the Project Summary section of the Revised Draft EIS is adequate in disclosing the project impacts. However, to further facilitate review of the EIS, the Final EIS for the Pawa project will include a listing of the project impacts in the Summary Sheet of the Project Summary section.

Honorable Carol Fukunaga
November 3, 1993
Page 7


(b) The opportunity to enhance the visual appearance of the portions of King, Beretania, Keamoku and Young Streets adjacent to and within the project site through the placement of underground electrical and telecommunication lines will be considered in the design development phase of the project.

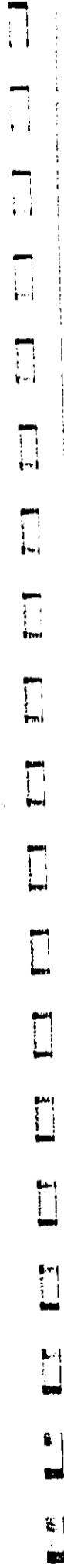
9. We acknowledge that a broader developmental perspective will provide better opportunities to resolve such issues as recreational, educational and other socio-economic impacts. However, with respect to acceptance of the Final EIS for the Pawa project, please be advised that the State of Hawaii deferred the accepting authority to the City and County of Honolulu Planning Department at the outset of the project. It should also be noted that this project is being undertaken jointly by the City and State and that the State Housing Finance and Development Corporation has been involved in the project planning from its inception. Also, the Office of State Planning has been provided the opportunity to comment on the Pawa project through the environmental review process.

Please be assured that the issues identified by the committee will be addressed in the final design and implementation of the Pawa project. Again, we acknowledge the committee's expressed recognition that the revised Pawa project represents an outstanding commitment to government/private sector and community development efforts.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate the Advisory Committee's participation and valuable input in the project planning and environmental review process and look forward to the committee's continued participation and support as the Pawa project plans are finalized.

Sincerely,


E. JAMES TURSE
DIRECTOR



93 OCT 13 10 24 AM
DEPT. OF HOUSING
& COMM. DEVELOPMENT

650 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 808/537-4457 • FAX: 808/537-3499



FRANK P. HUI
DIRECTOR

E. JAMES TURSE
DIRECTOR
GAIL M. RAITO
DEPUTY DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

October 7, 1993

City & County of Honolulu
Department of General Planning
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Attention: Tim Hala

Subject: Pawaia Redevelopment Project Revised Draft
Environmental Impact Statement

I have reviewed the revised project plan and EIS and find that my concerns have been adequately addressed. I am particularly pleased with the reduced scale of the development which is now more in keeping with the purpose and intent of BMX-3 development standards, and the fact that Young Street will remain open for both vehicles and bicycles.

I would also like to express my appreciation for the hard work of Senator Carol Fukunaga and the Community Advisory Committee and Jim Turse and his staff at the Department of Housing and Community Development for their efforts in effecting these changes. The process presents a model that should be followed by other agencies for similar projects, at the stage where alternatives are being developed.

Sincerely,

Jacqueline A. Parnell
Jacqueline A. Parnell AICP

cc: Senator Carol Fukunaga
Department of Housing and Community Development

October 29, 1993

Ms. Jacqueline A. Parnell, AICP
1310 Heulu Street, #1701
Honolulu, Hawaii 96822

Dear Ms. Parnell:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaia Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter dated October 7, 1993 in which you indicated that you have reviewed the project plan and Revised Draft EIS and find that your concerns have been adequately addressed.

We appreciate your supportive comments regarding the reduced scale of the development and the retention of Young Street for both vehicular and bicycle traffic.

We also appreciate your expressed recognition and appreciation of the efforts of Senator Carol Fukunaga and the Community Advisory Committee of the Pawaia Redevelopment Project, as well as the Department of Housing and Community Development in effecting the revisions to the project plan. We also acknowledge the overall success of the process which was undertaken in formulating the revised project plan.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. James Turse
E. JAMES TURSE
DIRECTOR

October 7, 1993

Mr. Tim Hata
Planning Department
City & County of Honolulu
650 S. King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Thank you for this opportunity to comment on the Revised Draft Environmental Impact Statement (EIS) for the proposed Pawa'a Redevelopment Project. I support the laudable goal of increasing the long-term supply of permanent affordable housing for O'ahu residents. I believe project objectives should be re-ordered to prioritize affordable housing within existing zoning ordinances, while achieving financial feasibility. Only after a project meets these three parameters should the developer attempt to optimize land uses and urban designs.

Many changes have been made in response to the concerted and vocal public opposition to the Draft EIS. Many concerns remain to be fully addressed. First, the draft revised EIS fails to meet the standard of EIS Administrative Rule 11-200 §200-17. In particular, the draft revised EIS does not set forth a rigorous exploration and objective evaluation of the environmental impacts of all reasonable alternative actions, particularly those that might enhance environmental quality or avoid or reduce some or all of the adverse environmental benefits, costs, and risks shall be included in the agency review process in order not to prematurely foreclose options which might enhance environmental quality or have less detrimental effects....In each case, the analysis shall be sufficiently detailed to allow the comparative evaluation of the environmental benefits, costs and risks of the proposed action and each reasonable alternative. (emphasis added)

Numerous requests have been made for the development of alternative plans for an affordable housing projects on government-owned parcels (Mansho by letter did 7/6/92). This alternative has never been fully or rigorously explored.

The revised draft EIS has deleted many of the City and County of Honolulu General Plan provisions which are in conflict with the proposed Pawa'a Redevelopment Project. Physical and Development and Urban Design of the City and County of Honolulu General Plan call for Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located. Policy 5 provides for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities. (emphasis added.)

Objective B, policy 3 calls for encouraging establishment of mixed-use districts with appropriate design and development controls to insure an attractive living environment and compatibility with surrounding land uses. (emphasis added)

'93 OCT 11 08:03

DEPT. OF HOUSING
& COMM. DEVELOPMENT

October 7, 1993

Ms. Karen Iwamoto
City & County of Honolulu
Dept. of Housing and Community Development
650 S. King Street, 5th Floor
Honolulu, Hawaii 96813

REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
PAWA'A REDEVELOPMENT PROJECT

Dear Ms. Iwamoto:

Enclosed please find a copy of comments to the revised draft EIS for the Pawa'a Redevelopment Project. We attempted to FAX a copy to your office. Apparently your machine is turned off.

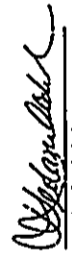
I strongly support the concept of affordable housing. I would like to support the development of the Pawa'a Redevelopment Project but find myself unable to for a number of reasons.

The educational impacts are of special concern. The impacts on the community obviously extend past grades K-2. As developer and lead agency, I believe the DHCD is jointly and severally responsible for all costs.

On balance, when full social costs are included, I believe the net benefit to the proposed Pawa'a Redevelopment Project is negative.

Thank you for the opportunity to comment on this important project. I look forward to a reasonable affordable housing project that prioritizes affordable housing in compliance with existing zoning ordinances. A financially feasible project could be financed by revenue bonds.

Very truly yours,


Leolani Abdul
1513 Young Street #202
Honolulu, Hawaii 96826
phone (808) 955-0505
FAX (808) 949-5606

Department of Education (DOE) letters dated November 15, 1991, and August 5, 1992, clearly assert the severe enrollment impact on neighborhood schools. Kaahumanu Elementary, Washington Intermediate and McKinley High schools are at or near capacity.

The revised Draft EIS proposes classroom facilities for Kindergarten through Grade 2. This is inadequate, given the projected impact generated by the proposed Pawa'a Redevelopment Project. Kaahumanu Elementary (K-6) operates at capacity. There is no room for additional classrooms. Where will grade 3-6 students be accommodated? When students complete the second grade at the proposed Pawa'a Redevelopment Project location, where will they go for grade 3-6?

Where will the intermediate and high school level students be placed? The DOE cannot assure the availability of classrooms to meet the enrollment increases. With the limited space available, projected enrollment increases will result in overcrowding. This is hardly conducive to education.

DOE requested the developer contribute a pro rata share of approximately \$1,100,000 for ten classrooms to accommodate the projected enrollment growth of 262 students at Washington Intermediate School and McKinley High School. Department of Housing and Community Development (DHCD) personnel have repeatedly rationalized funding of educational facilities as the State's obligation and responsibility. By letter dated May 14, 1992 DHCD states it's understanding that the DOE will be responsible for securing the funding necessary to construct such facilities.

The City and County of Honolulu DHCD and the State of Hawaii Housing Finance and Development Corporation (HFDC) jointly propose Pawa'a Redevelopment Project. DHCD is the lead agency. As such, it is insufficient to attempt to assign responsibility to the State. The proposed project will create the educational impact. It is incumbent upon the DHCD to insure that \$1.1 million plus the cost of grades K-2 project school is encumbered. As a joint project, each partner should contribute a fair share of expenses.

I am alarmed at the proposed placement of the grade K-2 facility above the retail/commercial complex. Such close proximity will increase the risk to children attending the school. When schools are separated, strangers are more visible and immediately attended to. In the proposed environment, strangers may become part of the background and be ignored.

In discussing the retail/commercial component of the project, much more information is needed. For instance, the inventory of existing and proposed space on a district-wide basis should be compared and contrasted with the proposed Pawa'a Redevelopment Project. How will government requests for office space within the project be handled?

There are numerous other concerns. Many have been stated in previous oral and written testimony.

The proposed Pawa'a Redevelopment all counts. The revised project remains tremendously oversized compared to surrounding neighbors as a result of its height variance, building setbacks and parking exemption.

The project proposes exceeding the existing 150 foot height limit. The original draft EIS discussed the Alapai-Sheriden Special Area provisions in some detail. The revised draft EIS presents only that portion of the Alapai-Sheriden Special Area provisions that are favorable to this project. Excluded is the section of Development Plan Common Provisions, Section 32-1.4 General Urban Design Principles and Controls, (4) General Height Controls which state:

Maximum allowable heights for structures in each land use classification and for designated special areas are specified in the special provisions of each development plan. They are intended to establish a general policy for the maximum overall height in the area rather than set specific zoning standards. Lower zoning height limits (emphasis added) many be established where the protection of important views or other design considerations indicate they would be appropriate.

The proposed height, density, and parking violate the spirit and intent of BMX-3 zoning and the Development Plan Provisions. The high rise and mid-rise towers intrude into and negatively impact the view corridors. BMX-3 recognizes that certain areas of the City have historically been mixtures of commercial and residential uses, occurring vertically and horizontally and to encourage the continuance and strengthening of this pattern. (emphasis added) [LUO 1993, p.5-72]

The proposed Pawa'a Redevelopment flies in the face of these goals. It will displace many existing long-time residential and commercial tenants. This will not encourage the existing pattern, but tend the fabric and sense of community.

The revised draft EIS proposes use of Heritage Park (crown lands) and Young Street development rights to increase Floor Area Ratio (FAR) from 2.5 to 3.5. DHCD justifies use of existing open space, placing Young street under ground, exceeding existing zoning regulations and taking private property to make the project "pencil out." If zoning ordinances and development standards are too restrictive, they should be amended for all development.

Projected cashflows from residential, commercial, and parking revenues have never been disclosed in any detail.

I believe education should have a high priority. State Education Functional Plan § A(4): Services and Facilities policy is to ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs. To implement this policy §A(4)(c) pursue actions with other agencies which will ensure adequate and appropriate services and facilities on a timely basis.

October 7, 1993

Ms. Frances Yamada
Wilson, Okamoto & Associates, Inc.
1907 S. Beretania Street, Suite 400
Honolulu, Hawaii 96826

REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT
PAWA'A REDEVELOPMENT PROJECT

Dear Ms. Yamada:


Enclosed please find a copy of comments to the revised draft EIS for the Pawa'a Redevelopment Project. I strongly support the concept of affordable housing. I would like to support the development of the Pawa'a Redevelopment Project. However, I find I am unable to do so for a number of reasons. Some of these concerns were identified in the enclosed comments. Many of my original concerns have not been fully addressed (letters did 9/8/92).

I believe we must place a very high priority on education. Therefore the educational impacts of the proposed development are of special concern. The effects to the community are much broader than grades K-2. As the lead agency in this proposed Pawa'a Redevelopment project, I believe the DHCD is jointly and severally responsible for all costs. At the very least, DHCD has a responsibility to ensure the cost of grades K-2 and the \$1.1 million necessary for additional classroom space for intermediate and high school is committed.

On balance, when full social costs are included, I believe the net benefit to the proposed Pawa'a Redevelopment Project is negative.

Thank you for the opportunity to comment on this important project. I look forward to a reasonable affordable housing project that prioritizes affordable housing in compliance with existing zoning ordinances. A financially feasible project could be financed by revenue bonds.


Very truly yours,


Leolani Abdul
1513 Young Street #202
Honolulu, Hawaii 96826
phone (808) 955-0505
FAX (808) 949-5606

10/14/93 10:00 AM

Please review all previous comments received from the public to develop an affordable housing project on city and state owned land. One of the best concepts is development of special needs projects for handicapped and elderly. They, more than any other group, need proximity to transportation and shopping.

Respectfully,


Leolani Abdul
1513 Young Street #202
Honolulu, Hawaii 96826
phone (808) 955-0505

cc: Office of EQC
DHCD
Wilson Okamoto & Associates, Inc.
Pawa'a Redevelopment Advisory Committee
Honolulu City Council

10/14/93 10:00 AM

October 7, 1993

Mr. Tim Hata
Planning Department
City & County of Honolulu
650 S. King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Mr. Hata:

Thank you for this opportunity to comment on the Revised Draft Environmental Impact Statement (EIS) for the proposed Pawa'a Redevelopment Project. I support the laudable goal of increasing the long-term supply of permanent affordable housing for O'ahu residents. I believe project objectives should be re-ordered to prioritize affordable housing within existing zoning ordinances, while achieving financial feasibility. Only after a project meets these three parameters should the developer attempt to optimize land uses and urban designs.

Many changes have been made in response to the concerted and vocal public opposition to the Draft EIS. Many concerns remain to be fully addressed. First, the draft revised EIS fails to meet the standard of EIS Administrative Rule 11-200 §200-17. In particular, the draft revised EIS does not set forth a rigorous exploration and objective evaluation of the environmental impacts of all reasonable alternative actions, particularly those that might enhance environmental quality or avoid or reduce some or all of the adverse environmental benefits, costs, and risks shall be included in the agency review process in order not to prematurely foreclose options which might enhance environmental quality or have less detrimental effects....In each case, the analysis shall be sufficiently detailed to allow the comparative evaluation of the environmental benefits, costs and risks of the proposed action and each reasonable alternative. (emphasis added)

Numerous requests have been made for the development of alternative plans for an affordable housing project on government-owned parcels (Mansho by letter dtd 7/6/92). This alternative has never been fully or rigorously explored.

The revised draft EIS has deleted many of the City and County of Honolulu General Plan provisions which are in conflict with the proposed Pawa'a Redevelopment Project. Physical and Development and Urban Design of the City and County of Honolulu General Plan call for Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located. Policy 5 provides for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities. (emphasis added.)

Objective B, policy 3 calls for encouraging establishment of mixed-use districts with appropriate design and development controls to insure an attractive living environment and compatibility with surrounding land uses. (emphasis added)

The proposed Pawa'a Redevelopment all counts. The revised project remains tremendously overscaled compared to surrounding neighbors as a result of its height variance, building setbacks and parking exemption.

The project proposes exceeding the existing 150 foot height limit. The original draft EIS discussed the Alapai-Sheridan Special Area provisions in some detail. The revised draft EIS presents only that portion of the Alapai-Sheridan Special Area provisions that are favorable to this project. Excluded is the section of Development Plan Common Provisions, Section 32-1.4 General Urban Design Principles and Controls, (4) General Height Controls which state:

Maximum allowable heights for structures in each land use classification and for designated special areas are specified in the special provisions of each development plan. They are intended to establish a general policy for the maximum overall height in the area rather than set specific zoning standards. Lower zoning height limits (emphasis added) many be established where the protection of important views or other design considerations indicate they would be appropriate.

The proposed height, density, and parking violate the spirit and intent of BMX-3 zoning and the Development Plan Provisions. The high rise and mid-rise towers intrude into and negatively impact the view corridors. BMX-3 recognizes that certain areas of the City have historically been mixtures of commercial and residential uses, occurring vertically and horizontally and to encourage the continuance and strengthening of this pattern. (emphasis added) [LUO 1993, p.5-72]

The proposed Pawa'a Redevelopment flies in the face of these goals. It will displace many existing long-time residential and commercial tenants. This will not encourage the existing patterns, but rend the fabric and sense of community.

The revised draft EIS proposes use of Heritage Park (crown lands) and Young Street development rights to increase Floor Area Ratio (FAR) from 2.5 to 3.5. DHCD justifies use of existing open space, placing Young street under ground, exceeding existing zoning regulations and taking private property to make the project "pencil out." If zoning ordinances and development standards are too restrictive, they should be amended for all development.

Projected cashflows from residential, commercial, and parking revenues have never been disclosed in any detail.

I believe education should have a high priority. State Education Functional Plan § A(4): Services and Facilities policy is to ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs. To implement this policy §A(4)(c) pursue actions with other agencies which will ensure adequate and appropriate services and facilities on a timely basis.

Please review all previous comments received from the public to develop an affordable housing project on city and state owned land. One of the best concepts is development of special needs projects for handicapped and elderly. They, more than any other group, need proximity to transportation and shopping.

Respectfully,



Leolani Abdul
1513 Young Street #202
Honolulu, Hawaii 96826
phone (808) 955-0505

cc: Office of EQC
DHCD
Wilson Okamoto & Associates, Inc.
Pawa'a Redevelopment Advisory Committee
Honolulu City Council

Department of Education (DOE) letters dated November 15, 1991, and August 5, 1992, clearly assert the severe enrollment impact on neighborhood schools. Kaahumanu Elementary, Washington Intermediate and McKinley High schools are at or near capacity.

The revised Draft EIS proposes classroom facilities for Kindergarten through Grade 2. This is inadequate, given the projected impact generated by the proposed Pawa'a Redevelopment Project. Kaahumanu Elementary (K-6) operates at capacity. There is no room for additional classrooms. Where will grade 3-6 students be accommodated? When students complete the second grade at the proposed Pawa'a Redevelopment Project location, where will they go for grade 3-6?

Where will the intermediate and high school level students be placed? The DOE cannot assure the availability of classrooms to meet the enrollment increases. With the limited space available, projected enrollment increases will result in overcrowding. This is hardly conducive to education.

DOE requested the developer contribute a pro rata share of approximately \$1,100,000 for ten classrooms to accommodate the projected enrollment growth of 262 students at Washington Intermediate School and McKinley High School. Department of Housing and Community Development (DHCD) personnel have repeatedly rationalized funding of educational facilities as the State's obligation and responsibility. By letter dated May 14, 1992 DHCD states it's understanding that the DOE will be responsible for securing the funding necessary to construct such facilities.

The City and County of Honolulu DHCD and the State of Hawaii Housing Finance and Development Corporation (HFDC) jointly propose Pawa'a Redevelopment Project. DHCD is the lead agency. As such, it is insufficient to attempt to assign responsibility to the State. The proposed project will create the educational impact. It is incumbent upon the DHCD to insure that \$1.1 million plus the cost of grades K-2 project school is encumbered. As a joint project, each partner should contribute a fair share of expenses.

I am alarmed at the proposed placement of the grade K-2 facility above the retail/commercial complex. Such close proximity will increase the risk to children attending the school. When schools are separated, strangers are more visible and immediately attended to. In the proposed environment, strangers may become part of the background and be ignored.

In discussing the retail/commercial component of the project, much more information is needed. For instance, the inventory of existing and proposed space on a district-wide basis should be compared and contrasted with the proposed Pawa'a Redevelopment Project. How will government requests for office space within the project be handled?

There are numerous other concerns. Many have been stated in previous oral and written testimony.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96826
PHONE: (808) 523-4427 • FAX: (808) 523-4488



FRANKIE PASE
MAYOR

E. JAMES TURBE
DIRECTOR
DAN M. KATO
DEPUTY DIRECTOR

November 3, 1993

Ms. Leolani Abdul
1513 Young Street, #202
Honolulu, Hawaii 96826

Dear Ms. Abdul:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letters dated October 7, 1993 to the City and County of Honolulu ("City") Planning Department, the City Department of Housing and Community Development (DHCD), and Wilson Okamoto and Associates (WOA) commenting on the subject Revised Draft EIS. We note that your letters to DHCD and WOA appear to be cover letters essentially summarizing your official comments to the Revised Draft EIS as detailed in the letter to the City Planning Department and will respond to concerns raised in all three letters.

Regarding the comments and concerns stated in your letter to the City Planning Department, we offer the following responses in the respective order of your comments:

1. We appreciate your supportive comment supporting the laudable goal of increasing the long-term supply of permanent affordable housing for Oahu residents. Regarding your concern that project objectives should be re-ordered to prioritize affordable housing within existing zoning ordinances while achieving financial feasibility, this concept was evaluated during the project's planning process and is discussed as Option 2 in Section VII. Alternatives to the Proposed Action, pages VII-18 to VII-22 of the Revised Draft EIS. Essentially, the development program for this option does not fully meet the objectives of the proposed action in that the maximum allowable density and allocation of uses cannot be effectively integrated without exceeding the 150-foot height limit established for this district. The current City Land Use Ordinance (LZO) requirements afford minimum development mix and density, therefore precluding the opportunity for optimum land use, including the integration of the supportive uses which are

Ms. Leolani Abdul
November 3, 1993
Page 2

critical to the physical, social and financial viability of the project. This option also provides for the least number of affordable residential units of all the other alternative development schemes developed and has the highest prorata cost per affordable residential unit since there are less units to share the actual land cost.

2. We acknowledge your comment in which you indicated that many changes have been made in response to the concerted and vocal public opposition to the original Draft EIS, and that many concerns remain to be fully addressed. With respect to your comment that the Revised Draft EIS fails to meet the standard of EIS Administrative Rule §11-200-17, we note that this rule also states that, "...The draft EIS shall contain any known alternatives for the action. These alternatives which could feasibly attain the objectives of the action--even though more costly--shall be described and explained as to why they were rejected." (emphasis added). Please note that Section VII. Alternatives to the Proposed Action of the Revised Draft EIS includes a detailed discussion of a number of alternatives which were developed and analyzed for the proposed action along with an explanation of why they were rejected. Included in the alternatives are four (4) alternative site development schemes (refer to Section VII, pages VII-7 to VII-27 of the Revised Draft EIS) which were developed and evaluated on the basis of the project objectives of the City and State and community concerns identified by the Community Advisory Committee on the Pawaa Redevelopment Project, and the original Pawaa Redevelopment Project master plan which was developed in 1992. With the exception of the original Pawaa Redevelopment Project master plan and the alternative identified as Option 3, the other three alternative plans were not feasible and did not meet the project objectives. As such, a rigorous exploration and objective evaluation of the environmental impacts of these alternative actions were not undertaken. Although Option 3 has the contiguous site area which provides the planning and development flexibility necessary to achieve the project objectives, the primary basis for the rejection of this alternative resulted from the planned, privately-developed One Kalakaua project within the parcel identified as Tax Map Key: 2-4-05: 20.

3. In response to community concerns that the Pawaa project be developed on City- and State-owned lands, three alternative plans were developed which involved primarily publicly-owned lands, with the inclusion of two privately-owned parcels necessary to obtain a contiguous land configuration. These three project alternatives are fully described in Section VII, pages VII-18 to VII-24 of the Revised Draft EIS. Given that these alternatives provided for minimum total site area, the allowable number of affordable

residential units would be minimal in comparison to the other project development alternatives. The allowable density would also allow development of less supportive market-rate units, commercial/retail areas, open space, and associated parking, resulting in a financially infeasible project. Although these alternatives would likely result in a proportionate decrease of adverse environmental effects, these alternatives do not fully meet all of the project objectives of the City and State.

On a broader level, development of the project on government-owned lands only precludes the opportunity to create a superblock and a contiguous, well-planned community. Development confined to government-owned lands would ultimately lead to "spot" development wherein future adjacent developments may be incompatible with one another or with the community's desires for the area.

On the other hand, development of a project consisting only of affordable housing for households earning less than 120 percent of the median income would not be financially feasible. The project would not be self-supportive due to the high construction costs in relation to the rents that could be charged for the affordable units. Furthermore, it is generally the City's intent to create a development which encourages diversity of residential mixture and income levels and not a large concentration of any one income group.

4. The Revised Draft EIS references the appropriate City and County of Honolulu General Plan policies and objectives, including Objective A, Policy 5 and Objective B, Policy 3 under Physical Development and Urban Design in Section V., on pages V-8 and V-9.

5. Prior to developing the plan currently under review, the City and State conducted a building height analysis and massing study of the Pawa project site. The analysis included an assessment of the building setbacks and allowable building envelopes for height limits of 150 feet, 250 feet, and 350 feet. With the number of affordable rental units, supportive market-rate units, and commercial/retail space programmed for the project, development of the project within the 150-foot and 250-foot height limits using standard street setbacks would result in a densely-built environment with minimal open space. The lower height limits would not allow for maximum development flexibility and would afford minimum mass-to-open space ratios both at ground level and at the higher elevations. Upon evaluation of the three building height limits, the 350-foot height limit was selected since it provided flexible development phasing, optimal open space and landscaping, and minimal street wall solutions. The project's height limit was subsequently revised to 300 feet due to concerns expressed by the community. The parking exemption for the

affordable rental units would not contribute to an overscale of the project since less stalls would be provided than required by the LUO.

6. The Revised Draft EIS provides the same level of discussion on the Alapai-Sheridan Special Area provisions as in the original Draft EIS. The section on Development Plan Common Provisions, Section 32-1.4 General Urban Design Principles and Controls, (4) General Height Controls is included in Section V., E. City and County of Honolulu Development Plan, page V-14 of the Revised Draft EIS.

7. The Pawa project will conform to the BHK-3 Community Business Mixed-Use District development standards, with the exception of the zoning's maximum height limit, the street setback requirements, and the parking requirements for the affordable residential units. The project will be developed within the maximum Floor Area Ratio (FAR) with open space bonuses of 3.5 established for the BHK-3 District for a total development density of approximately 1,613,815 square feet. As indicated in the Revised Draft EIS (Section V., pages V-12 to V-16), the Pawa project will primarily conform with the stated common and special provisions of the Primary Urban Center (PUC) Development Plan (DP) although the project's 300-foot maximum building height limit will exceed the established allowable limit of 150 feet.

As stated in the Revised Draft EIS (Section V., pages V-16 to V-18), the Pawa project conforms in principle with the purpose and intent of the BHK-3 District with its predominant mixture of residential and commercial uses, in addition to community facilities and amenities which contribute to the project's "sense of community". In keeping with the spirit of the BHK-3 District, the project site is located in close proximity and within walking distance to major businesses and services, providing residents convenient access to employment and retail opportunities. Although the project will provide for a more intensive use of the site, the self-contained mix of uses provides a stimulating environment for the project residents.

The 300-foot height limit was established to achieve the fundamental design objectives of integrating compatible uses, maximizing open space, and preserving views and vistas. Development of the uses proposed for the project within the 150-foot height limit would result in a massive, dense placement of buildings, with little open space. The 300-foot height limit provides greater flexibility for lower placement and vertical massing and optimizes the provision for open space, wider view corridors, and the retention of the Punchbowl-Diamond Head view.

Special design considerations have been implemented to mitigate the visual impact of the project within the major view corridors. In contrast to the project's original master plan concept developed in 1992, the design of the current plan is approximately 25 percent smaller with respect to site area and development density. Part of this is due to a reduction in the number of towers, from seven with height limits up to 350 feet high in the original plan to five towers with heights ranging from 110 feet high to a maximum of 300 feet in the current plan. Reductions in building height and the number of towers better preserve the existing view of Diamond Head from Punchbowl Crater. The placement of three of the project's high-rise towers in line with the Punchbowl/Diamond Head axis allows for retention of wider view corridors through the project site. In addition, 32 percent of the total residential unit count is located within the two mid-rise towers, an increase of 10 percent over the 1992 design. Although it creates visual density at lower elevations, the inclusion of mid-rise towers within the project allows for the opening of Punchbowl-Diamond Head viewing vistas.

Parking for the project will be provided in compliance with the LUO requirements, with the exception of the affordable residential component. Approximately 884 of the 928 parking stalls allocated for the affordable housing component will be assigned to the affordable units for families and the remaining 44 stalls will be for the elderly rental units. This corresponds to a parking ratio of 1 stall per affordable rental unit and 1 stall per 4 elderly rental units. The principal rationale for allocating one parking stall per affordable unit is based on the City's prior experience with other Downtown affordable rental projects, such as the Chinatown Gateway and Hale Pauahi projects, and the percentage of car usage by tenants of seven City and State elderly housing projects in the urban core. This parking allocation is based in part on an average of 70 percent utilization of the allocated parking spaces for tenants within the Downtown affordable rental projects. In addition, an average of only 15 percent of the elderly tenants, or 1 out of every 6 tenants, have vehicles.

Overall, adequate parking within the Pawaia project site will be provided to accommodate residents, guests and commercial patrons so as to avoid any impacts to on-street parking in the project vicinity. In addition, the project will provide a self-contained mix of uses and is located in close proximity and within walking distance to employment, shopping and recreational opportunities, with easy access to public transportation.

As established in the LUO, the project's BMX-3 Community Business Mixed-Use District zoning designation provides for a Floor Area Ratio (FAR) of 2.5, with a maximum FAR of 3.5 with open space

bonuses. The effective implementation of the Pawaia project's development program necessitates development within the maximum FAR of 3.5, as well as exceedance of the LUO development standards for the maximum height limit, street setback requirements, and the parking requirements for the affordable housing component. Exemptions from these standards will be requested pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS).

9. The projected development costs and financing for the Pawaia project are included on pages 11-29 to 11-30 of the Revised Draft EIS. Furthermore, this information has also been presented and discussed at the Pawaia Advisory Committee meeting on August 25, 1993, at the City Council Workshop for the Pawaia project on September 8, 1993, and at the community meeting for the Pawaia project on September 21, 1993. Further detailed costs for the project will be more appropriately established during the schematic design phase of the project.

10. We acknowledge your comments and concerns with respect to the impacts which the projected student enrollment from the Pawaia project may have on the area schools.

In previous letters dated November 15, 1991 and August 5, 1992 from the Department of Education (DOE) regarding the subject project, the DOE requested that on-site school facilities be provided only for children in grades Kindergarten through Grade 2 (K-2) and that other contributions be provided for Kaahumanu Elementary and McKinley High Schools. As a result of those letters, the State and City met and agreed that provision of an approximately 10,000 square foot (sf) building within the project site would satisfy the DOE's request to accommodate the overflow student enrollment anticipated from the project and surrounding area. It was also agreed that the State would be responsible for securing the necessary funding to construct the interior improvements of the facility. The DOE, Senator Carol Fukunaga and representatives from the Department of Housing and Community Development (DHCD) met subsequently and confirmed this understanding. Please bear in mind that the Pawaia Redevelopment Project is an affordable housing project with market-rate units and retail space to help support the affordable units. The project is being developed in accordance with long-range, regional plans for the area which the DOE is aware of and should be planning for. Provision of the schools is a State function and the project occupants and tenants should not be expected to bear the entire financial burden of paying for a school which serves not only youngsters from the project, but the surrounding area as well. The City and State will continue to consult with the DOE during the planning and design phases of the project to work out

14. During the planning process which occurred subsequent to public review of the project's original Draft EIS and Addendum to the Draft EIS, the City and State considered the community issues and concerns identified by the Pawa Advisory Committee. In addition to the comments received in response to the Draft EIS and Addendum to the Draft EIS, during this planning process, alternative site use schemes, including schemes involving development on primarily City- and State-owned lands, were formulated and evaluated. However, upon evaluation of the alternative development schemes by the City and State and the advisory committee, the plan currently under review was determined to be the most feasible in terms of meeting the project objectives and addressing the concerns of the community. This process ultimately culminated in the development of the current revised Pawa project plan which received official support from the Pawa Advisory Committee on April 12, 1993.

About 177 of the approximately 1,061 affordable units proposed for the project will be reserved for elderly households. All residential units within the project site will be handicapped accessible or adaptable. The residential component of this project will provide housing for these groups, as well as other residents, who choose to reside within Urban Honolulu in proximity to major transportation corridors and employment and shopping generators.

We note that two of your concerns expressed in the letter to MOA are not included in the letter to the City Planning Department. In response to your comment that many of your original concerns have not been fully addressed (letters dated 9/8/92), we are unable to respond accordingly since you did not specify which concerns have not been addressed. Regarding your comment that a financially feasible project could be financed by revenue bonds, we will evaluate this possibility prior to finalizing the financing plan for the project. Please note, however, that some private sector funds are necessary to finance the Pawa project and reduce the equity requirement for the affordable housing component.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Sincerely,

Dail Kaito
E. JAMES TURSE
DIRECTOR

an equitable solution and ensure that the educational needs of the students are met. The DOE staff will be intimately involved in the design of the on-site school facilities, and necessary modifications will be incorporated to the extent possible.

11. The principal decision to locate the K-2 school above the commercial/retail complex was based on privacy and security concerns. By locating the school above the commercial/retail complex, the vertical elevation provides separation which affords security for the students. The school will also be provided with an independent vehicular access from Beretania Street to the designated drop-off and parking area for the school. For safety and security purposes, vehicular and pedestrian access to the school is limited to this one area. The school playground depicted on Level 6 of the development is adjacent to the front of the school. Specific details regarding design and operational issues, including security measures for the K-2 school and adjacent playground, will be determined in consultation with the Department of Education during the design phase of the project.

12. The Market Assessment for the Pawa project (Appendix A of the Revised Draft EIS, and as updated in the Revised Draft EIS in Section II - B, Project Need, 3. Retail Space Demand, pages 11-19 and 11-20) includes an analysis of the inventory of existing and projected retail space on a district-wide basis. Using this information as a basis, the Market Assessment includes an analysis of the projected market support for commercial uses on the Pawa Redevelopment Project site, including projected capture rate and supportable floor area. For your information, a letter from John Child & Company, preparers of the original Market Assessment, which confirms these findings, will be included in the Final EIS.

Contrary to the original Pawa Redevelopment Project, the revised Pawa project does not include specific allocation of leasable office space for government agencies. Although the project's commercial/retail component will be developed as part of the Pawa project, this component will be privately owned and operated. The City and State will select a private developer through a request for proposals (RFP) process to own and operate the commercial/retail component. The RFP may include the requirement to lease space to specific government agencies; however, decisions regarding tenant selection and lease rents will ultimately be made by the private commercial developer.

13. Regarding your comment that there are numerous other concerns and that many have been stated in previous oral and written testimony, we are unable to specifically address this comment since you did not elaborate on the specific concerns.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96822
PHONE: (808) 531-4237 • FAX: (808) 527-5408



E. JAMES TURSE
DIRECTOR
CIN. M. HAITO
DEPUTY DIRECTOR

93 OCT -8 P1:43

DEPT. OF HOUSING
& COMM. DEVELOPMENT

4054 Tantalus Drive
Honolulu, HI 96822
October 6, 1993

Mr. E. James Turse, Director
Department of Housing and Community Development
City & County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Turse:

In reviewing the draft Environmental Impact Statement for the Pawa Block, I do not find specific actions addressing the solid waste management problem through recycling. Since this is now and will continue to be a serious environmental problem, the EIS should make specific recommendations in this area.

In addition to discussion of recycling in the EIS, there should be plans for specific actions to ensure recycling in requests for proposals and covenants for both residential and commercial properties related to the Pawa Block.

Sincerely,

John A. Steelquist
Member
Citizens Advisory
Committee on Pawa
Block Development

October 29, 1993

Mr. John A. Steelquist
Advisory Committee on the Pawa Redevelopment Project
4054 Tantalus Drive
Honolulu, Hawaii 96822

Dear Mr. Steelquist:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of October 6, 1993 commenting on the subject Revised Draft EIS.

As discussed in the Revised Draft EIS in Section VI. 10. Solid Waste Disposal, the Pawa project's design will consider incorporating waste diversion and reduction activities into facility design in order to meet the waste reduction goals of the State and the City and County of Honolulu. Such design measures could include providing centralized storage and processing facilities in all buildings for recyclable materials. In addition, composting of greenwaste shall be considered for the existing and proposed park space as well as any landscaped areas.

Specific plans to promote recycling will be developed during the design phase of the proposed project and included in the request for proposals (RFP).

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

E. JAMES TURSE
DIRECTOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

550 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: 18081933-4437 • FAX: 18081927-9189



E. JAMES TURSE
DIRECTOR
GAR. M. SAITO
DEPUTY DIRECTOR

FRANK P. FARR
-11000

2232 Kapiolani Blvd., Apt. 401
Honolulu, HI 96815 OCT 13 P2:04

October 12, 1993

BETTY ANN WILSON
& COMM DEVELOPMENT

James Turse, Director
Department of Housing and Community Development
650 South King Street, 5th floor
Honolulu, HI 96813

Dear Mr. Turse:

I favor redevelopment of the Pawa area, but reviewing the Draft Environmental Impact Statement raised some concerns for me.

By holding community meetings and revising the plan you have achieved community concurrence, but retaining Young Street is not a wise compromise. Closing the street and adding the land area to the project was the most compelling reason for a superb block. How you have the engineering and cost problems of an underpass or tunnel, and the driving experience will be poor. In addition, the ramps up and down will increase auto exhaust and noise emissions.

My neighborhood board favors bike paths through the project to compensate for the interruption of the bike route along Young Street, but the Draft did not provide enough information for me to understand how the proposed bike paths will work.

Proposed commercial developments include a movie theater and a grocery store. I was unable to find any information to support the need for a movie theater, especially one built underground at great expense. I presume someone thought movie parking would complement other commercial parking because movie patrons would arrive after normal business hours. I have not observed this relationship at the Kahaia mall where parking for a movie was a frustrating experience for me. How I don't go there. I use nearby Safeway and Foodland markets with plenty of parking at grade near the stores. Having shopped in urban renewal markets in other cities, I can assure you that dealing with ramps and parking structures on a regular basis for grocery shopping is not pleasant, and superb block residents will either steal shopping carts or drive to other markets for specials and better parking.

The research for market-rate residential sales and rentals must be updated. The market has changed, and it now appears that our civic interest would be to retain the employment base of Meadow Gold rather than to buy the land and write down the cost for an RFP condominium developer. As the Draft indicates, there is no shortage of potential condominium sites nearby.

Sincerely,

Charles McClure

November 3, 1993

Mr. Charles McClure
2232 Kapiolani Boulevard, Apt. 401
Honolulu, Hawaii 96826

Dear Mr. McClure:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letter dated October 12, 1993 indicating that you favor redevelopment of the Pawa area, although review of the Revised Draft EIS has raised some concerns for you. We offer the following responses in the respective order of your comments:

1. We appreciate your supportive comment favoring redevelopment of the Pawa area. With respect to your comment regarding the proposed closure of a portion of the street and its inclusion within the project site was essential in obtaining maximum development potential and the provision of contiguous, unified land area. However, overwhelming community concern and opposition to the proposed closure of the portion of Young Street was the primary factor in retaining it as a through street. We acknowledge that transition of the portion of Young Street was the grade to allow for a contiguous on-grade development will incur some special design and engineering considerations and associated costs. However, special attention will be given to the below-grade portion of Young Street to enhance the driving experience and ensure that the roadway conforms to City and County of Honolulu Department of Transportation Services standards for safety and operational requirements. To address the concern of automobile exhaust, mechanical ventilation systems will be considered in reducing such exhaust. Such on-site mechanical equipment may require sound attenuation treatment for compliance with the State Department of Health Administrative Rules on Community Noise Control for Oahu. Noise emissions from traffic traversing through the below-grade portion of Young Street will be anticipated to some degree.

Mr. Charles McClure
November 3, 1993
Page 2

2. We acknowledge that your Neighborhood Board favors bike paths through the Pawaaw project to compensate for the interruption of the bike route along Young Street. Section II, Description of the Proposed Project (page II-15) of the Revised Draft EIS states that a proposed on-grade bike path will be incorporated along both sides of Young Street within the project site. The bike path will maintain its on-grade elevation adjacent to the below-grade section of Young Street to provide for an uninterrupted course. In addition, Figure 3 (Composite Site Plan) and Figure 5 (Level 4 Site Plan) in the Revised Draft EIS (Section II, pages II-2 and II-4, respectively) illustrate the location of the bicycle route. More detailed information on the bike route and its associated features will be developed during the design phase of the Pawaaw project.

3. Although no formal assessment was made for the project's movie theater, the need for a cinema complex within the Pawaaw project stems from the concept that a commercial/retail component which offers a variety of retail, service, business, and entertainment establishments is viable to support the projected residential population of the project. On a broader level, the cinema complex is also perceived to provide entertainment opportunities for residents in the general Pawaaw vicinity.

The need to develop parking within three underground levels due to site constraints provides an opportunity to develop the cinema complex below-grade without excessive costs that would otherwise be incurred by separate excavation. A vertical marquis element on King Street is envisioned to announce current features of the below-grade cinema complex. The project consultants have discussed the design and location of the cinema complex with local movie theater operators and have received positive response.

Regarding your concern on commercial parking, an area for cinema parking is designated within Level 3 of the project and is further illustrated in Section II, page II-3, Figure 4 (Levels 1, 2, & 3 Site Plan) of the Revised Draft EIS. Parking for the commercial/retail complex is provided at street-level, as well as one level below-grade adjacent to the cinema parking. The component is deemed adequate since the number of stalls will be provided in compliance with the City and County of Honolulu Land Use Ordinance (LUO) requirements. The LUO requirements are one stall per 400 square feet for the supermarket and leasable retail space, and one stall per five (5) fixed seats for the cinema complex.

Mr. Charles McClure
November 3, 1993
Page 3

With respect to parking for the supermarket, project plans depict at-grade supermarket parking adjacent to the market (Section II, Figure 5 (Level 4 Site Plan), page II-4 of the Revised Draft EIS). Additional retail parking is provided adjacent to the supermarket parking. Regarding your comment concerning ramps and parking structures for grocery shopping, the project provides on-grade retail parking, supplemented with below-grade parking and associated vertical transport systems to facilitate shoppers. The concern of project residents taking shopping carts would be more appropriately addressed as a policy or operational issue during the design phase of the project. One possible measure to encourage residents to return shopping carts may be the inclusion of a cart storage area within the residential towers which would allow the retrieval of carts by the supermarket.

4. As indicated in Section II, B. Project Need (page II-16) of the Revised Draft EIS, the Market Assessment for the Pawaaw Redevelopment Project prepared in October 1991 for the original project plan has been reviewed for applicability with respect to the revised project as of June 1993. Based on this review, applicable revisions and updated findings to the original Market Assessment, including the assessment of market-rate and rental units, have been incorporated in the Project Need section of the Revised Draft EIS. A letter from John Child & Company, the preparer of the original Market Assessment, confirming these findings, will be included in Appendix A of the Final EIS.

We acknowledge your statement that since the market has changed, it now appears that the civic interest of Headow Gold would be to retain its employment base rather than to buy the land and write down the cost for an RFP condominium developer. Please note that we are currently working with Headow Gold to identify a suitable site for Headow Gold to relocate its current operations. In addition, in undertaking the market assessment for the Pawaaw project, it has been determined that the highest and best use for the Headow Gold property is to redevelop it with a higher density residential project. In the long-term, it is determined that the land value of the Headow Gold property would be more feasibly supported by the acquisition of the property and its subsequent redevelopment, rather than by retaining its existing use. In addition, it should be noted that residential condominium projects also provide employment opportunities, including personnel affiliated with property management companies, as well as maintenance and security personnel.

Although the project's Market Assessment indicates there is no shortage of potential condominium projects in the vicinity, the study also indicates a growing demand for affordable rental apartments. In addition, the market demand for market-rate

Mr. Charles McClure
November 3, 1993
Page 4

condominium units is expected to remain strong, although prices are anticipated to stabilize at or near current levels. Furthermore, the mix of convenience retail and community service facilities planned for the Pawaa project are anticipated to add to the desirability of the site for market-rate residential condominiums and provide the ability to compete with other comparable projects.

We reiterate our commitment to continue working with Meadow Gold in finding a suitable site to relocate its operations from the Pawaa site, and to provide relocation services to avoid any business disruptions.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Sincerely,

Edil Kaito
for
E. JAMES TURSE
DIRECTOR



10/93-2332



October 1, 1993

Planning Department
ATTN: Mr. Tim Hata
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

RECEIVED
'93 OCT 4 AM 8:51
PLANNING DEPT.
C&C HONOLULU

Gentlemen:

SUBJECT: Revised Draft EIS for the Pawaa Redevelopment Project

The Pawaa Redevelopment Project is a major one which will affect the surrounding area for many years. I find it particularly offensive that the city and state would seek to exceed height restrictions by 100% in order to put together a project that, because of the increased density, will perhaps be economically feasible. However, if the project is but a foregone conclusion, I believe two major concerns must be addressed properly to insure a viable project for the city, state, and community as a whole.

Of particular concern is the commercial feasibility of the Pawaa project. At the community meeting held on September 21, 1993 at Washington Intermediate School Cafeteria, I questioned when the market assessment had been performed and whether the present economic conditions had been considered in the study. Keith Ishida, in conferring with other consultants on hand that evening, indicated that the study was performed last year and was updated again in June or July of this year. Upon reviewing the market analysis in the Revised Draft EIS, I discovered that although the letter by John Childs & Company is dated July 15, 1992, the contents indicate the market assessments and recommendations are effective October 1, 1991 and that much of the study is based on 1989 and 1990 data. With the downturn of Japanese spending and poor consumer confidence, many of the premises of the market analysis no longer hold true. The astute developer must reevaluate projects or face the burden of a possible economic drain. As a business owner and tax payer I am concerned that the Pawaa Redevelopment remain a viable project.

1308 Young St.
Honolulu, Hawaii 96814
Phone (808) 524-8166
Facsimile (808) 536-4296

My other concern is the lack of adequate parking. Presently, parking in the area is at a premium, with both residents and workers in the area vying for street parking. The Pawaa Project seeks an exception to parking stalls, providing only 928 stalls for 1,061 affordable units. The anticipated population increase for the project is between 3000 to 5000 persons. It is not uncommon for households to have more than one vehicle. Inadequate parking for the project will only place a greater burden in finding on-street parking in the area. This situation only exacerbates employers' problems in finding and retaining good employees.

Sincerely,

Sue Ann Lee
Controller

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 21ST FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 525-4227 • FAX: (808) 527-5159



November 3, 1993

FRANK FASI
MAYOR

E. JAMES TURSE
DIRECTOR
GARLAND KATO
DEPUTY DIRECTOR

Ms. Sue Ann Lee, Controller
Chock's T.V. and Appliance, Ltd.
1308 Young Street
Honolulu, Hawaii 96814

Dear Ms. Lee:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pawaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and
46

Thank you for your letter of October 1, 1993 commenting on the subject
Revised Draft EIS. We offer the following responses in the respective
order of your comments:

1. We acknowledge your comment that the Pawaa Redevelopment Project
is a major project which will affect the surrounding area for many
years. The principal rationale for exceeding the 150-foot height
limit by an additional 150 feet is to maximize the amount of open
space, minimize the bulkiness of the buildings, and achieve the
allowable density for an economically feasible, mixed-use
development. These objectives cannot be effectively integrated
without exceeding the 150-foot height limit established for this
district. The current City and County of Honolulu Land Use
Ordinance (LUO) requirements afford minimum development mix and
density, therefore precluding the opportunity for optimum land
use, including the integration of the supportive uses that are
critical to the physical, social and financial viability of the
project.

2. As indicated in Section II. B. Project Need (page 11-16) of the
Revised Draft EIS, the Market Assessment for the Pawaa
Redevelopment Project prepared in October 1991 for the original
project plan has been reviewed for applicability with respect to
the revised project as of June 1993. Based on this review,
applicable revisions and updated findings to the original Market
Assessment, including the assessment of retail space demand, have
been incorporated in the Project Need section of the Revised Draft
EIS. As such, the need for the Pawaa project reflects the most

Ms. Sue Ann Lee
November 3, 1993
Page 2

recent market assessment data. A letter dated November 1, 1993
from John Child & Company, the preparers of the original Market
Assessment, confirming these findings, will be included in
Appendix A of the Final EIS.

The updated assessment for the commercial component included a
review of current market data including rents, sales volumes,
required yields and capitalization rates, and competing inventory.
Generally, the market for retail developments has declined since
preparation of the 1991 Market Assessment for the original Pawaa
project. To reflect the changes in the market, the retail space
rents were reduced and the capitalization rates estimated to be
required to attract an investor to the project were increased.
The result of these changes was a reduction in the estimated
premium for the retail component.

In general, it is anticipated that the projected residential
population resulting from the approximately 1,768 residential
units proposed for the project, in addition to residents within
the trade areas, will use the project's commercial/retail
facilities to meet the needs generally provided by neighborhood
shopping and entertainment facilities.

3. In addressing your concern regarding the lack of adequate parking,
we reiterate the rationale for providing the indicated number of
parking stalls for the affordable residential component of the
Pawaa project.

Of the approximately 1,061 affordable residential units, about 177
units will be designated for elderly housing. Approximately 884
of the 928 stalls allocated for the affordable housing component
will be assigned to the affordable units for families, and the
remaining 44 stalls will be for the elderly rental units. This
corresponds to a parking ratio of one (1) stall per affordable
rental unit and one (1) stall per four (4) elderly rental units.
An exemption from the LUO parking requirements pursuant to the
affordable housing provisions of Chapter 201E, Hawaii Revised
Statutes (HRS), will be sought to allow for the affordable
component parking requirements.

The principal rationale for allocating one parking stall per
affordable unit is based on the City's prior experience with other
Downtown affordable rental projects, such as the Chinatown Gateway
and Hale Pauahi projects, and the percentage of car usage by
tenants of seven City and State elderly housing projects in the
urban core. This parking allocation is based in part on an
average of 70 percent utilization of the allocated parking spaces

Ms. Sue Ann Lee
November 3, 1993
Page 3

for tenants within the Downtown affordable rental projects. In addition, an average of only 15 percent of the elderly tenants, or 1 out of every 6 tenants, have vehicles.

The approximately 1,237 parking stalls for the 707 market-rate residential units is in compliance with the LUO requirements. Parking for the project's commercial/retail component, the Kindergarten through Grade 2 public elementary school, and the community recreation center will also be provided in compliance with the LUO requirements.

Overall, adequate parking within the Pawa project site will be provided to accommodate residents, guests and commercial patrons so as to avoid any impacts to on-street parking in the project vicinity. In addition, the project will provide a self-contained mix of uses and is located in close proximity and within walking distance to employment, shopping and recreational opportunities, with easy access to public transportation.

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

Sincerely,

E. James Turse

E. JAMES TURSE
DIRECTOR

10/8 - 23/8

Richard C. Stancliff
1107 Piikoi St., #16
Honolulu, HI 96814
Sept. 29, 1993

City and County of Honolulu, Planning Department
650 S. King St., 8th Floor
Honolulu, HI 96813
Attn: Mr. Tim Hata

Dear Mr. Hata:

I have reviewed the attached material in the Sept. 8, 1993 OEEC Bulletin, and wanted to make the following observations.

(1) For the non-market components, the cost is estimated at \$290,000,000. From the information given, it is impossible to see whether this is cost-effective or not, but if we assume that the commercial space of 145,000 sq. ft. can rent for \$30/sq. ft./year, it will bring in \$4,350,000 per year if full, and the 1061 rental units, if full and rented for an average of \$785/48 each, will bring in \$10,000,000. The income of \$14,350,000, if analyzed at a capitalization rate of 5%, gives a capital value of \$287,000,000. That means that if we float bonds at a greater interest rate than 5%, we will lose money continuously over the years.

(2) I question whether 928 parking stalls are enough for 1061 apartments, and whether 670 parking spaces are enough for 145,000 sq. ft. of commercial space (this breaks down to 4.5 spaces per 1000 sq. ft., possibly enough for department stores, but not enough for restaurants and especially theaters. I recommend more parking.

(3) Can a grocery store of 43,000 sq. ft. pay \$1,200,000 in rent a year? I doubt it! With Times Market and Safeway both within 3 blocks of the development, why put another grocery? How about a specialty or convenience store only (which can pay higher rent per sq. ft.), and other businesses with more margin than a grocery store?

I hope these comments will be helpful and some of these questions can be addressed.

Very sincerely,
Richard C. Stancliff
Richard C. Stancliff

RECEIVED
'93 OCT 1 PM 1:28

PLANNING DEPT.
C&C HONOLULU

- o Transition of a portion of Young Street within the project site to below-grade to allow for contiguous on-grade development and a proposed on-grade bikepath flanking both sides of Young Street.
- o Preservation and inclusion of the one-level portion of the existing stone building and landscaped grounds located on the State Department of Agriculture parcel at the corner of King and Keolu Streets.
- o Widening of Kahala Lane to provide for improved ingress/egress.
- o A landscaped open park area located mid-block and adjacent to and between Beretana and Young Streets.

In addition to the five City- and State-owned parcels, the City and State plan to acquire the eight privately-owned parcels within the site to consolidate ownership and create the mixed-use and mixed-income urban community. The portion of Young Street traversing through the project site will remain open to through traffic, while serving as the main residential vehicular entryway into the project. Roadway improvements, including the provision of additional turn lanes, will be implemented as part of the redevelopment to accommodate project-related traffic. The project will be developed within a 300-foot height limit and will be built in two major phases. The project components will be situated on seven levels, including three below-grade levels, one on-grade level, and three levels above-grade.

Development of the affordable rental residential towers, the commercial/retail component, the community recreation center, the Kindergarten through Grade 2 public elementary school, and the Phase 1 parking facility will be undertaken by the City and State. Development of the market-rate residential towers and the Phase 2 parking facility will be undertaken by private developers through the Request for Proposals (RFP) process. The City and State will initiate the RFP process for private operation/ownership of the completed improvements of the commercial/retail component. Total development cost for the affordable residential towers, the commercial/retail component, the Phase 1 parking facility, and the community facilities is estimated to be \$290,000,000. Financing for the project will be provided by a combination of City, State and private resources.

The proposed project represents a revision of the original Pawa Redevelopment Project master plan which was developed in 1992. An Environmental Impact Statement Preparation Notice, a Draft Environmental Impact Statement, and an Addendum to the Draft Environmental Impact Statement, prepared for the original master plan were published in the State of Hawaii Office of Environmental Quality Control (OEQEC) Bulletin on November 8, 1991, June 8, 1992, and July 23, 1992, respectively.

The City and County of Honolulu, Department of Housing and Community Development and the State of Hawaii Housing Finance and Development Corporation propose a mixed-use residential, commercial/retail, and community facility development in the Makiki District. The Pawa Redevelopment Project site encompasses approximately 481,000 square feet of land within a portion of two blocks and is bounded by King, Keolu and Beretana Streets and Kahala Lane and bisected by Young Street.

Major elements of the redevelopment include:

- o Approximately 1,768 residential units located within five high-rise residential towers and two mid-rise residential towers.
- o Sixty (60) percent of the residential units, or approximately 1,061 units, will be designated as affordable rental units. Approximately half of the affordable rental units will be offered to low and moderate income households earning between 81 and 120 percent of the median income. The remaining half of the affordable rental units will be rented to low and moderate income households earning below 80 percent of the median income. Approximately 177 of the affordable rental units will be designated for elderly housing.

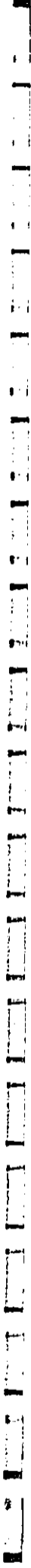
The remaining approximately 707 residential units will be designated as market-rate units and will be sold in fee at prevailing market rates.

- o Approximately 145,000 square feet of commercial/retail space, including approximately 65,000 square feet of leaseable retail space, approximately 40,000 square feet for a supermarket, and approximately 40,000 square feet for an 8-plus cinema. *Commercial space to 19,000 sq. ft. for a community recreation center.*
- o Approximately 10,000 square feet for a community recreation center.

Approximately 10,000 square feet for development of classroom facilities for a Kindergarten through Grade 2 public elementary school, and an approximately 9,000 square-foot school playground.

- o A total of approximately 2,897 on-site parking stalls, including approximately 1,237 stalls to accommodate the market-rate residential units, approximately 619 stalls for the affordable rental units, approximately 619 stalls to accommodate the commercial/retail component, approximately 50 stalls to accommodate the community recreation center, and approximately 12 stalls for the Kindergarten through Grade 2 public elementary school.

*can query this part of the plan
11/10/93
11/10/93*



Richard C. Standliff -1 P2:27
1107 Piikoi St. #16
Honolulu, HI 96814
Sept. 29, 1993 COMM RE: VILUMIN.

City and County of Honolulu
Department of Housing and Community Development
650 S. King St., 5th Floor
Honolulu, HI 96813
Attn: Ms. Karen Iwanoto

Dear Ms. Iwanoto:

I have reviewed the attached material in the Sept. 8, 1993 OEGC Bulletin, and wanted to make the following observations.

(1) For the non-market components, the cost is estimated at \$290,000,000. From the information given, it is impossible to see whether this is cost-effective or not, but if we assume that the commercial space of 145,000 sq. ft. can rent for \$30/sq. ft./rear, it will bring in \$4,350,000 per year if full; and the 1061 rental units, if full and rented for an average of \$785/ea. each, will bring in \$10,000,000. The income of \$14,350,000, if analyzed at a capitalization rate of 5%, gives a capital value of \$287,000,000. That means that if we float bonds at a greater interest rate than 5%, we will lose money continuously over the years.

(2) I question whether 928 parking stalls are enough for 1061 apartments, and whether 670 parking spaces are enough for 145,000 sq. ft. of commercial space (this breaks down to 4.5 spaces per 1000 sq. ft., possibly enough for department stores, but not enough for restaurants and especially theaters. I recommend more parking.

(3) Can a grocery store of 40,000 sq. ft. pay \$1,200,000 in rent a year? I doubt it! With Times Market and Safeway both within 3 blocks of the development, why put another grocery. How about a specialty or convenience store only (which can pay higher rent per sq. ft.), and other businesses with more margin than a grocery store?

I hope these comments will be helpful and some of these questions can be addressed.

Very sincerely,

Richard C. Standliff
Richard C. Standliff

The City and County of Honolulu, Department of Housing and Community Development and the State of Hawaii Housing Finance Commission, in cooperation with the Hawaii Housing Finance Commission, are proposing a mixed-use residential, commercial, retail, and community facility development in the Maikali District. The Pawaia Redevelopment Project site encompasses approximately 461,090 square feet of land within a portion of two blocks and is bounded by King, Keasamoku and Beretania Streets and Kahaka Lane and bisected by Young Street.

Major elements of the redevelopment include:

- Approximately 1,768 residential units located within five high-rise residential towers and two mid-rise residential towers.

- Sixty (60) percent of the residential units, or approximately 1,061 units, will be designated as affordable rental units. Approximately half of the affordable rental units will be offered to GIP group households earning between 81 and 120 percent of the median income. The remaining half of the affordable rental units will be rented to low and moderate income households earning below 80 percent of the median income. Approximately 177 of the affordable rental units will be designated for elderly housing.

- The remaining approximately 707 residential units will be designated as market-rate units and will be sold in fee at prevailing market rates.

- Approximately 145,000 square feet of commercial/retail space, including approximately 65,000 square feet of leaseable retail space, approximately 40,000 square feet for a supermarket, and approximately 40,000 square feet for an 8-play cinema. *Commercial space for 1,000 sq. ft. per apartment*

- Approximately 10,000 square feet for a community recreation center.

- Approximately 10,000 square feet for development of classroom facilities for a Kindergarten through Grade 2 public elementary school, and an approximately 9,000 square-foot school playground.

- A total of approximately 2,697 on-site parking stalls, including approximately 1,237 stalls to accommodate the market-rate residential units, approximately 874 stalls for the affordable rental units, approximately 576 stalls to accommodate the commercial/retail component, approximately 50 stalls to accommodate the community recreation center, and approximately 12 stalls for the Kindergarten through Grade 2 public elementary school.

OEGC BULLETIN
September 8, 1993

- Transition of a portion of Young Street within the project site to below-grade to allow for contiguous on-grade development and a proposed on-grade bikeway along both sides of Young Street.

- Preservation and inclusion of the one-level portion of the existing stone building and landscaped grounds located on the State Department of Agriculture parcel at the corner of King and Keasamoku Streets.

- Widening of Kahaka Lane to provide for improved ingress/egress.

- A landscaped open park area located mid-block and adjacent to and between Beretania and Young Streets.

In addition to the live City- and State-owned parcels, the City and State plan to acquire the eight privately-owned parcels within the site to consolidate ownership and create the mixed-use and mixed-income urban community. The portion of Young Street traversing through the project site will remain open to through traffic, while serving as the main residential vehicular entryway into the project. Roadway improvements, including the provision of additional lane lanes, will be implemented as part of the redevelopment to accommodate project-related traffic. The project will be developed within a 300-foot height limit and will be built in two major phases. The project components will be situated on seven levels, including three below-grade levels, one on-grade level, and three levels above-grade.

Development of the affordable rental residential towers, the commercial/retail component, the community recreation center, the Kindergarten through Grade 2 public elementary school, and the Phase 1 parking facility will be undertaken by the City and State. Development of the market-rate residential towers and the Phase 2 parking facility will be undertaken by private developers through the Request for Proposals (RFP) process. The City and State will initiate the RFP process for private operation/ownership of the completed improvements of the commercial/retail component, Total development cost for the affordable residential towers, the commercial/retail component, the Phase 1 parking facility, and the community facilities is estimated to be \$290,000,000. Financing for the project will be provided by a combination of City, State and private resources.

The proposed project represents a revision of the original Pawaia Redevelopment Project master plan which was developed in 1992. An Environmental Impact Statement Preparation Notice, a Draft Environmental Impact Statement, and an Addendum to the Draft Environmental Impact Statement prepared for the original master plan were published in the State of Hawaii Office of Environmental Quality Control (OEGC) Bulletin on November 6, 1991, June 1, 1992, and July 23, 1992, respectively.

can grocery store pay \$1.2M/yr?
1,000 sq. ft. = 1000 sq. ft. = 1000 sq. ft.
1000 sq. ft. = 1000 sq. ft. = 1000 sq. ft.

Richard C. Stancliff
1107 Piikoi St. #16
Honolulu, HI 96814
Sept. 29, 1993

Wilson Okamoto and Associates, Inc.
1907 S. Beretania St. #400
Honolulu, HI 96826
Attn: Ms. Frances Yamada

Dear Ms. Yamada:

I have reviewed the attached material in the Sept. 8, 1993 OEOC Bulletin, and wanted to make the following observations.

(1) For the non-market components, the cost is estimated at \$290,000,000. From the information given, it is impossible to see whether this is cost-effective or not, but if we assume that the commercial space of 145,000 sq. ft. can rent for \$30/sq. ft./year, it will bring in \$4,350,000 per year if full; and the 1061 rental units, if full and rented for an average of \$785/mt each, will bring in \$10,000,000. The income of \$14,350,000, if analyzed at a capitalization rate of 5%, gives a capital value of \$287,000,000. That means that if we float bonds at a greater interest rate than 5%, we will lose money continuously over the years.

(2) I question whether 928 parking stalls are enough for 1061 apartments, and whether 670 parking spaces are enough for 145,000 sq. ft. of commercial space (this breaks down to 4.5 spaces per 1000 sq. ft., possibly enough for department stores, but not enough for restaurants and especially theaters. I recommend more parking.

(3) Can a grocery store of 40,000 sq. ft. pay \$1,200,000 in rent a year? I doubt it. With Times Market and Safeway both within 3 blocks of the development, why put another grocery. How about a specialty or convenience store only (which can pay higher rent per sq. ft.), and other businesses with more margin than a grocery store?

I hope these comments will be helpful and some of these questions can be addressed.

Very sincerely,

Richard C. Stancliff
Richard C. Stancliff

The City and County of Honolulu Department of Housing and Community Development and the State of Hawaii Housing Finance and Development Corporation propose a mixed-use residential, commercial/retail, and community facility development in the Māhūi District. The Pawaia Redevelopment Project site encompasses approximately 451,030 square feet of land within a portion of two blocks and is bounded by King, Keaumoku and Beretania Streets and Kahaha Lane and bisected by Young Street.

Major elements of the redevelopment include:

- o Approximately 1,768 residential units located within five high-rise residential towers and two mid-rise residential towers.

Sixty (60) percent of the residential units, or approximately 1,061 units, will be designated as affordable rental units. Approximately half of the affordable rental units will be offered to gap group households earning between 81 and 120 percent of the median income. The remaining half of the affordable rental units will be rented to low and moderate income households earning below 80 percent of the median income. Approximately 177 of the affordable rental units will be designated for elderly housing.

The remaining approximately 707 residential units will be designated as market-rate units and will be sold in fee at prevailing market rates.

o Approximately 145,000 square feet of commercial/retail space, including approximately 65,000 square feet of leasable retail space, approximately 40,000 square feet for a supermarket, and approximately 40,000 square feet for an 8-plex cinema. *Carver in 4000 sq. ft. - re. Māhūi*

o Approximately 10,000 square feet for a community recreation center.

o Approximately 10,000 square feet for development of classroom facilities for a Kindergarten through Grade 2 public elementary school, and an approximately 9,000 square-foot school playground.

o A total of approximately 2,897 on-site parking stalls, including approximately 1,237 stalls to accommodate the market-rate residential units, approximately 828 stalls for the affordable rental units, approximately 630 parking stalls to accommodate the commercial/retail component, approximately 50 stalls to accommodate the community recreation center, and approximately 12 stalls for the Kindergarten through Grade 2 public elementary school.

- o Transition of a portion of Young Street within the project site to below-grade to allow for contiguous on-grade development and a proposed on-grade bikepath linking both sides of Young Street.
- o Preservation and inclusion of the one-level portion of the existing stone building and landscaped grounds located on the State Department of Agriculture parcel at the corner of King and Keaumoku Streets.
- o Widening of Kahaha Lane to provide for improved ingress/egress.
- o A landscaped open park area located mid-block and adjacent to and between Beretania and Young Streets.

In addition to the five City- and State-owned parcels, the City and State plan to acquire the eight privately-owned parcels within the site to consolidate ownership and create the mixed-use and mixed-income urban community. The portion of Young Street traversing through the project site will remain open to through traffic, while serving as the main residential vehicular entryway into the project. Roadway improvements, including the provision of additional turn lanes, will be implemented as part of the redevelopment to accommodate project-related traffic. The project will be developed within a 300-foot height limit and will be built in two major phases. The project components will be situated on seven levels, including three below-grade levels, one on-grade level, and three levels above-grade.

Development of the affordable rental residential towers, the commercial/retail component, the community recreation center, the Kindergarten through Grade 2 public elementary school, and the Phase 1 parking facility will be undertaken by the City and State. Development of the market-rate residential towers and the Phase 2 parking facility will be undertaken by private developers through the Request for Proposals (RFP) process. The City and State will initiate the RFP process for private operation/ownership of the completed improvements of the commercial/retail component. Total development cost for the affordable residential towers, the commercial/retail component, the Phase 1 parking facility, and the community facilities is estimated to be \$290,000,000. Financing for the project will be provided by a combination of City, State and private resources.

The proposed project represents a revision of the original Pawaia Redevelopment Project master plan which was developed in 1992. An Environmental Impact Statement Preparation Notice, a Draft Environmental Impact Statement, and an Addendum to the Draft Environmental Impact Statement prepared for the original master plan were published in the State of Hawaii Office of Environmental Quality Control (OEOC) Bulletin on November 6, 1991, June 8, 1992, and July 23, 1992, respectively.

Can quality show pay \$5/ft? ...



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

830 SO. KING STREET, 31st FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 532-4277 • FAX: (808) 537-5595



C. JAMES TURBE
DIRECTOR
GAIL M. RAITO
DEPUTY DIRECTOR

October 29, 1993

FRANK FISH
1100

Mr. Richard C. Stancliff
1107 Piikoi Street, #16
Honolulu, Hawaii 96814

Dear Mr. Stancliff:

Subject: Revised Draft Environmental Impact Statement
(Revised Draft EIS)
Pavaa Redevelopment Project
Tax Map Keys: 2-4-05: 13, 14, 18, 19, 21-23, 26-29, 31, and 46

Thank you for your letters dated September 29, 1993 to the City and County of Honolulu Planning Department, City and County of Honolulu Department of Housing and Community Development, and Wilson Okamoto & Associates, Inc. commenting on the subject Revised Draft EIS. We offer the following responses in the respective order of your comments:

1. As presently conceived, the income generated by the proposed uses in the project are expected to cover the majority of the project costs. As stated on page 11-29 of the Revised Draft EIS, the City and State will provide some cash equity initially. However, over time, as rents increase, all cash equity will be recovered.
We would like to clarify that the commercial space will be sold to a private developer through a request for proposals (RFP) process. The proceeds from the sale of the commercial space will be used to retire a portion of the project debt.
2. The Pavaa project provides for a total of about 928 parking stalls for the approximately 1,061 affordable residential units, of which about 177 units will be designated for elderly housing. This corresponds to a parking ratio of one (1) stall per affordable rental unit and one (1) stall per four (4) elderly rental units which is in noncompliance with the City and County of Honolulu Land Use Ordinance (LUO) parking requirements. An exemption from the LUO parking requirements pursuant to the affordable housing provisions of Chapter 201E, Hawaii Revised Statutes (HRS), will be sought to allow for the affordable component parking requirements.

Mr. Richard C. Stancliff
October 29, 1993
Page 2

The principal rationale for allocating one parking stall per affordable unit is based on the City's prior experience with other Downtown affordable rental projects, such as the Chinatown Gateway and Hale Pauahi projects, and the percentage of car usage by tenants of seven City and State elderly housing projects in the urban core. This parking allocation is based in part on an average of 70 percent utilization of the allocated parking spaces for tenants within the Downtown affordable rental projects. Although one parking stall is allocated for each rental unit within these projects, only 70 percent of the tenants have opted to rent a stall. In addition, an average of only 15 percent of the elderly tenants have vehicles. On the average, about 90 percent of the allocated tenant parking stalls within the elderly housing projects are actually used by tenants.

Parking for the project's approximately 145,000-square foot commercial/retail component, which includes approximately 40,000 square feet for a supermarket, approximately 65,000 square feet of leasable retail space, and approximately 40,000 square feet for an 8-plex cinema, will be provided in compliance with the LUO requirements. The 670 parking stalls for the commercial/retail component are derived from the LUO requirements of one stall per 400 square feet for the supermarket and leasable retail space, and one stall per five (5) fixed seats for the cinema complex.

Overall, on-site parking for the Pavaa project is deemed adequate, especially since the project will provide a self-contained mix of uses and is located in close proximity and within walking distance to employment, shopping and recreational opportunities, including public transportation.

As stated previously, the commercial space will be owned and operated by a private developer, who will ultimately select the tenants and determine lease rents for those tenants. For your information, the Foodland store on Beretania Street located across from the Pavaa Redevelopment site, has expressed an interest in operating approximately 40,000 square feet in the proposed project since its long-term lease has ended. The property owner plans to redevelop the existing Foodland site, without a grocery store, when the residential condominium market improves. Foodland is leasing the property in the interim. Please note that using 40,000 square feet for a grocery store would not preclude a specialty store in a portion of the remaining 65,000 square feet of retail space.

3.

Mr. Richard C. Stancliff
October 29, 1993
Page 3

Your letter, together with this response, will be included in the Final Environmental Impact Statement for the project. We appreciate your participation in the consultation phase of the environmental review process.

April Kaito
E. JAMES TURSE
for DIRECTOR