October 9, 1996

Mr. Gary Gill, Director
Office of Environmental Quality Control
220 South King Street, 4th Floor
Honolulu, Hawaii 96813

Dear Mr. Gill:

Subject: Final Environmental Assessment (Negative Declaration) for the Waikiki Rental and/or Condominium Development, Tax Map Key: 2-6-24: 65, 66, 67, 68, 80, 81, 82 and 83, Honolulu, Oahu, Hawaii

The Department of Housing and Community Development has reviewed the Final Environmental Assessment (EA) for the subject project and wishes to submit a negative declaration. Please publish the notice of availability for this project in the October 23, 1996 issue of The Environmental Notice.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA. Please contact Mr. Jason Ching at 523-4368 if you have any questions.

Sincerely,

[Signature]

ROLAND D. LIBBY, JR.
Director

Enclosures
FINAL ENVIRONMENTAL ASSESSMENT
H & M APARTMENT PROJECT
PHASES I AND II

Waikiki, Oahu, Hawaii
TMK's: 2-6-24: 34-40, 42-45, 65-68, and 80-83

Okada Trucking Co., Ltd.
2065 So. King Street, Room 105
Honolulu, Hawaii 96826
APPLICANT

Kusao & Kurahashi, Inc.
Planning and Zoning Consultants
Ward Plaza
210 Ward Avenue, Suite 124
Honolulu, Hawaii 96814
AGENT

OCTOBER 1996
FINAL
ENVIRONMENTAL ASSESSMENT

H & M APARTMENT PROJECT
PHASES I AND II

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OCTOBER 1996
# Final Environmental Assessment for Proposed
# H & M Apartment Project Phases I and II

## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. INTRODUCTION</td>
<td>1</td>
</tr>
<tr>
<td>II. GENERAL INFORMATION</td>
<td>2</td>
</tr>
<tr>
<td>A. Applicant</td>
<td>2</td>
</tr>
<tr>
<td>B. Recorded Fee Owner</td>
<td>5</td>
</tr>
<tr>
<td>C. Approving Agency</td>
<td>5</td>
</tr>
<tr>
<td>D. Tax Map Keys</td>
<td>5</td>
</tr>
<tr>
<td>E. Agent</td>
<td>5</td>
</tr>
<tr>
<td>F. Location</td>
<td>5</td>
</tr>
<tr>
<td>G. Lot Area</td>
<td>5</td>
</tr>
<tr>
<td>H. Zoning</td>
<td>5</td>
</tr>
<tr>
<td>I. State Land Use</td>
<td>5</td>
</tr>
<tr>
<td>J. Development Plan</td>
<td>6</td>
</tr>
<tr>
<td>K. Special District</td>
<td>6</td>
</tr>
<tr>
<td>L. Existing Use</td>
<td>6</td>
</tr>
<tr>
<td>M. Agencies Consulted</td>
<td>6</td>
</tr>
<tr>
<td>III. DESCRIPTION OF PROPOSED ACTION</td>
<td>6</td>
</tr>
<tr>
<td>A. General Description</td>
<td>6</td>
</tr>
<tr>
<td>1. Proposed Development</td>
<td>6</td>
</tr>
<tr>
<td>2. Location</td>
<td>8</td>
</tr>
<tr>
<td>3. Surrounding Area</td>
<td>9</td>
</tr>
<tr>
<td>4. Land Use Approvals</td>
<td>11</td>
</tr>
<tr>
<td>B. Technical Characteristics</td>
<td>13</td>
</tr>
<tr>
<td>1. Use Characteristics</td>
<td>13</td>
</tr>
<tr>
<td>2. Physical Characteristics</td>
<td>14</td>
</tr>
<tr>
<td>3. Construction Characteristics</td>
<td>16</td>
</tr>
</tbody>
</table>
IV. IMPACTS ........................................ 17
   A. Demographic Impacts ...................... 17
      1. Residential Population ................. 17
      2. Visitor Population ..................... 18
      3. Character or Culture of the Neighborhood 18
      4. Displacement ............................ 19
   B. Economic Impacts .......................... 19
      1. Economic Growth ........................ 19
      2. Employment ............................. 19
      3. Government Revenues/Taxes ............. 20
   C. Housing Impacts ......................... 20
      1. Increase Supply ........................ 20
      2. Affordable Units ....................... 21
   D. Public Services ......................... 21
      1. Access and Transportation ............. 21
      2. Water .................................. 22
      3. Wastewater ............................ 23
      4. Drainage ............................... 25
      5. Solid Waste Disposal .................. 25
      6. Schools ................................ 26
      7. Parks .................................. 26
      8. Police ................................ 27
      9. Fire .................................. 27
     10. Utilities ............................... 27
   E. Environmental Impacts .................... 28
      1. Historical and Archaeological Resources 28
      2. Natural Resources ...................... 34
   F. Topography ................................ 36
   G. Soils .................................... 37
   H. Noise ................................... 37
   I. Air Quality .............................. 38
   J. Visual Impact ............................ 39
   K. Hazards .................................. 41

V. MAJOR IMPACTS AND ALTERNATIVES CONSIDERED ............................. 41
Final Environmental Assessment for Proposed H & M Apartment Project Phases I and II

VI. MITIGATION MEASURES ............................................. 42

VII. CHAPTER 201E EXEMPTIONS ..................................... 46

VIII. AFFORDABLE RENTAL RATES PROPOSED ............... 49

IX. AGENCY COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT AND THE APPLICANT'S RESPONSES .................................................. 50

X. BASIS FOR A FINDING OF NO SIGNIFICANT IMPACT (FONSI) ................................................................. 51
   A. Description of the Proposed Action ......................... 51
   B. Determination and Reasons Supporting Determination 51
      1. No irrevocable commitment to loss or destruction of any natural or cultural resource would result. .................. 52
      2. The action would not curtail the range of beneficial uses of the environment. ......................... 56
      3. The proposed action does not conflict with the state's long-term environmental policies or goals and guidelines. ........... 56
      4. The economic or social welfare of the community or state would not be substantially affected. ..................... 57
      5. The proposed action does not substantially affect public health. ..................... 57
      6. No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated. ................. 58
      7. No substantial degradation of environmental quality is anticipated. ......................... 59
      8. The proposed action does not involve a commitment to larger actions, nor would cumulative impacts result in considerable affects on the environment. ......................... 60
<table>
<thead>
<tr>
<th>No.</th>
<th>Statement</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.</td>
<td>No rare, threatened or endangered species or their habitats would be affected.</td>
<td>61</td>
</tr>
<tr>
<td>10.</td>
<td>Air quality, water quality or ambient noise levels would not be detrimentally affected.</td>
<td>61</td>
</tr>
<tr>
<td>11.</td>
<td>The project would not affect environmentally sensitive areas, such as flood plains, tsunami zones, erosion-prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters.</td>
<td>62</td>
</tr>
</tbody>
</table>

**XI. RECOMMENDATION** ........................................ 63
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

LIST OF EXHIBITS

<table>
<thead>
<tr>
<th>Exhibit</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Location Map</td>
<td>3</td>
</tr>
<tr>
<td>B</td>
<td>Zoning</td>
<td>4</td>
</tr>
<tr>
<td>C</td>
<td>Existing Use Map</td>
<td>7</td>
</tr>
</tbody>
</table>
LIST OF APPENDICES

<table>
<thead>
<tr>
<th>Appendix</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Site Plan</td>
</tr>
<tr>
<td>II</td>
<td>Traffic Impact Analysis Report</td>
</tr>
<tr>
<td>III</td>
<td>Agency Comments</td>
</tr>
<tr>
<td>IV</td>
<td>Agency Comments on the Draft Environmental Assessment and the Applicant’s Responses</td>
</tr>
</tbody>
</table>
FINAL
ENVIRONMENTAL ASSESSMENT

H & M APARTMENT PROJECT
PHASES I AND II

Waikiki, Oahu, Hawaii
TMK’s: 2-6-24: 34-40, 42-45, 65-68, and 80-83

I. INTRODUCTION

The applicant, Okada Trucking Co., Ltd., proposes to develop a multi-story affordable rental development in Phase I and a condominium or rental apartment development in Phase II of their project. This Final Environmental Assessment Report, for the development of this multi-story affordable rental development in Phase I and condominium or rental apartment development in Phase II, is prepared pursuant to and in accordance with the requirements of Chapter 343 HRS and Chapter 200 of Title 11, Administrative Rules - Environmental Impact Statement Rules. The action that triggers this assessment is the proposed development’s location in the Waikiki area of Oahu.

The proposed multi-family dwelling use is permitted in the Apartment Precinct of the Waikiki Special District under the Land Use Ordinance (Section 7.80-4).
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

The proposed development is planned in two phases. Phase I involves a 26,227 square foot lot located on eight parcels of land bounded by Mountain View Drive to the north, Liliuokalani Avenue to the east, Tusitala Street to the south and a privately owned parcel to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and Exhibit B, Zoning Map. The 30,235 square foot parcel to the west contains a 21-story, 160 unit condominium called Waikiki Lanais.

Phase II involves a 49,394 square foot lot on 11 parcels of land bounded by Tusitala Street to the north, Liliuokalani Avenue to the east, Cleghorn Street to the south, and Kapili Street to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and Exhibit B, Zoning Map. There are three parcels within this one block area that are not part of the Phase II project.

II. GENERAL INFORMATION

A. Applicant : Okada Trucking Co., Ltd
2065 So. King Street, Room 105
Honolulu, Hawaii 96826
EXHIBIT A
LOCATION MAP
### Final Environmental Assessment for Proposed H & M Apartment Project Phases I and II

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<tr>
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<th></th>
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</thead>
</table>
| B. Recorded Fee Owner: | Okada Trucking Co., Ltd.  
2065 So. King Street, Room 105  
Honolulu, Hawaii 96826 |
| C. Approving Agency: | Department of Housing and Community Development |
| D. Tax Map Keys: | Phase I - 2-6-24: 65-68 and 80-83  
Phase II - 2-6-24: 34-40 and 42-45 |
| E. Agent: | Kusao & Kurahashi, Inc.  
Planning and Zoning Consultants  
210 Ward Avenue, Suite 124  
Honolulu, Hawaii 96814 |
| F. Location: | Phase I - Eight parcels of land bounded by Mountain View Drive to the north, Liliuokalani Avenue to the east, Tuisitana Street to the south and a privately owned parcel to the west in Waikiki (Exhibit A)  
Phase II - Eleven parcels of land bounded by Tuisitana Street to the north, Liliuokalani Avenue to the east, Cleghorn Street to the south, and Kapili Street to the west in Waikiki (Exhibit A) |
| G. Lot Area: | Phase I - 26,227 square feet  
Phase II - 49,394 square feet |
| H. Zoning: | Apartment Precinct of the Waikiki Special District (Exhibit B) |
| I. State Land Use: | Urban |
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

J. Development Plan
   Land Use Map : Medium Density Apartment
   Public Facilities Map : No improvements affecting this site

K. Special District : Waikiki Special District

L. Existing Use : Vacant (Exhibit C)

M. Agencies Consulted : Department of Housing and Community Development
                        Department of Land Utilization
                        Department of Wastewater Management
                        Department of Parks and Recreation
                        Board of Water Supply
                        Department of Land & Natural Resources
                        Fire Department
                        Department of Education
                        Waikiki Neighborhood Board No. 9

III. DESCRIPTION OF PROPOSED ACTION

A. General Description

1. Proposed Development

   In Phase I, the applicant proposes to develop an affordable rental apartment with 132 rental units, including 88
one-bedroom units and 44 two-bedroom units. The ground floor will include a lobby area, manager's office, mail room, storage, electrical and mechanical rooms, a laundry room, a recreation room, and parking and loading stalls.

In Phase II, the applicant proposes to develop approximately 200 condominium or rental apartment units and accessory uses. In order to achieve this the applicant would require exemptions from the Land Use Ordinance (Luo) and the project would be processed as a 201E development similar to Phase I. The applicant as an alternative, however, may decide to develop a market priced project at a lower density, in accordance with the Luo.

2. Location

Phase I involves a 26,227 square foot lot that is located on eight parcels of land bounded by Mountain View Drive to the north, Liliuokalani Avenue to the east, Tusitala Street to the south and a privately owned parcel to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and
Exhibit B, Zoning Map. The 30,235 square foot parcel to the west contains a 21-story, 160-unit condominium called Waikiki Lanais.

Phase II involves a 49,394 square foot lot on 11 parcels of land bounded by Tusitala Street to the north, Liliuokalani Avenue to the east, Cleghorn Street to the south, and Kapili Street to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and Exhibit B, Zoning Map. There are three parcels within this one block area that are not part of the Phase II project.

3. Surrounding Area

Located in an urban setting both the Phase I and the Phase II sites are vacant. Both sites are surrounded by condominiums and apartment structures (Exhibit C, Existing Land Use Map).

Both the proposed rental apartment use of the site in Phase I and the proposed condominium or rental apartment use
in Phase II are permitted uses in the Apartment Precinct, that are compatible with the surrounding uses.

Phase I is bounded on its north (mauka) side by Mountain View Drive and a 14-story, 50-unit condominium (Fairway Manor) and a 23-story, 90-unit condominium (Monte Vista). On its east (kokohead) side is Liliuokalani Avenue and a duplex unit, a single family residence and a 12-story, 44-unit apartment building (King Kalani). On its south (makai) side, across Tusitala Street is a large, 49,394 square foot, vacant lot. On its west (ewa) side is a 21-story, 160-unit condominium building (Waikiki Lanais).

Phase II is bounded by the roadways mentioned earlier and the Phase I project to the north. Other surrounding lots are used for low to mid-rise apartment/condominium developments.

The Phase I site, proposed for the rental apartment development, and the Phase II site, the proposed condominium or rental apartment development, are both vacant and no residents or businesses will be displaced by this project. The
proposed rental apartment use in Phase I and the proposed condominium or rental apartment use in Phase II, are both compatible with the surrounding condominium and apartment uses.

Both Phases of the project site originally contained low-rise apartment units and single-family residences.

4. Land Use Approvals

a. State Land Use

Both Phases of the project site are designated under state land use. The proposed affordable rental apartment development in Phase I and the proposed condominium or apartment development in Phase II are consistent with this designation.

b. Development Plan

The project site is planned for Medium Density Apartment Use on the Development Plan Land Use Map. The proposed rental apartment development in Phase I and the proposed condominium or rental apartment
development in Phase II would conform to this designation, however, Phase I of the project would be developed at a higher density to allow for the provision of 50% of the units at affordable rates, as established by the Department of Housing and Community Development. An exemption from the density guideline for Medium Density Apartments in the Primary Urban Center Development Plan Special Provisions will be requested in the processing of the Chapter 201-E, HRS, permit application.

Phase II will be developed in the future either as an affordable rental development similar to Phase I or as a market rental or condominium development.

The Development Plan Public Facilities Map indicates no improvements are planned affecting this site.

c. Zoning

The project site is zoned Apartment Precinct in the Waikiki Special District. The proposed affordable rental
apartment use in Phase I and the proposed condominium or rental apartment use in Phase II are both consistent with this zoning precinct. In order to accommodate the provision of 50% of the units at affordable rates in Phase I, the applicant will be requesting exemptions from certain design standards of the Apartment Precinct in the processing of the Chapter 201-E, HRS, permit application.

B. Technical Characteristics

1. Use Characteristics

Phase I of the proposed development will include a new 26-story building that will house a 4-story multi-level parking structure with a multi-story rental building above.

Phase I involves development of 132 rental units, including 88 one-bedroom units and 44 two-bedroom units.

Phase I will include four one-bedroom and two two-bedroom units per floor. The ground floor will include a lobby area, manager's office, mail room, storage, electrical and
mechanical rooms, a laundry room, a recreation room and parking and loading stalls.

Phase II of the development will involve the development of about 200 units in a condominium or rental apartment project and accessory uses.

2. Physical Characteristics

Phase I of the proposed development will include construction of a new 26-story building that will house a 4-story multi-level parking structure with a multi-story (22 stories) rental building above. A site plan, floor plans and elevation plans of the 26-story rental apartment building are provided in Appendix I.

Phase I of the project involves development of 132 rental units, including 88 one-bedroom units and 44 two-bedroom units.

Phase I will include four one-bedroom and two two-bedroom units per floor. The ground floor will include a lobby area, manager’s office, mail room, storage, electrical and
mechanical rooms, a laundry room, a recreation room and parking and loading stalls.

The Phase I rental apartment, with a finished height of 240 feet, will be at the maximum height limit of 240' for this Apartment Precinct location.

The ground level of the parking structure for Phase I, will enter the building from Tusitala Street. There will be a second driveway and ramp off of Tusitala Street, accessing the upper levels of the parking structure and the loading space. The development will include one loading zone as required by the Land Use Ordinance (L.U.O). The parking levels will contain about 152 parking stalls which is 20 stalls more than required for this apartment building.

Phase I's 12-foot landscaped yard along Liliuokalani Avenue will include an entry feature at the lobby entrance. There will be about a 16-foot landscaped yard along Mountain View Drive and a 10-foot landscaped yard along the west property boundary. Along Tusitala Street, the front yard will
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

vary between 18 feet and 30 feet. The area that encroaches
into the 20-foot front yard begins with a 2-foot encroachment
and narrows to no encroachment after about 18 feet. Beyond
that 18 feet of building frontage, at the west corner of the
proposed building, the yard area increases along the remaining
132 feet of building frontage to about 30 feet.

The total floor area for Phase I will be about 130,292
square feet.

The site and development plans for Phase II have not
been formulated at this time, but will include facilities for
approximately 200 units in a condominium or rental apartment
development, at least 200 parking stalls, and other uses
accessory to the apartment use.

3. Construction Characteristics

Phase I will be constructed over a one-year period.
Construction will begin as soon as the applicant is able to
receive approval of the project by the City, including building
permit approvals.
Final Environmental Assessment for Proposed H & M Apartment Project Phases I and II

Phase I will be built at or near existing grade and the applicant expects that no de-watering activity will be required. Excavation for the project should be limited to the footings and foundation of the structure.

Phase II will be developed at a later date.

IV. IMPACTS

A. Demographic Impacts

1. Residential Population

Phase I of the project will provide 132 one and two-bedroom apartment units, 50% of which will be affordable. These units will support a population of about 264 residents in Waikiki. This will to a certain extent replace some of the residents displaced from this and other sites in Waikiki as apartment and single family dwelling units were demolished to prepare sites for other types of development.
Phase II of the project will provide approximately 200 apartment units which will support a population of about 400 residents in Waikiki.

The General Plan Population Guidelines establish a population range for the Primary Urban Center Development Plan Area for the Year 2010 of between 450,800 and 497,800 persons. In 1990 the actual population for the Primary Urban Center was 432,023. The additional population supported by this development will help the Primary Urban Center to reach the population range planned in the Year 2010.

2. Visitor Population

The project will have no impact on the visitor population.

3. Character or Culture of the Neighborhood

Located in an urban setting the site is vacant. The site is surrounded by condominiums and apartment structures.

The proposed rental apartment use in Phase I and the proposed condominium or rental apartment use in Phase II will be in keeping with the existing character of the neighborhood.
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

and is compatible with the surrounding condominium and
apartment uses.

4. Displacement

Phase I and Phase II lots are both vacant and no residents
or businesses will be displaced by this project.

B. Economic Impacts

1. Economic Growth

As a rental apartment development in Phase I and a
condominium or rental apartment development in Phase II, the
project will have primarily a secondary effect on economic
growth by providing short-term construction jobs and possibly
a demand for service industry jobs to support the population
increase. The project will also provide a limited amount of
long-term, full time employment for resident managers,
possibly security guards, and a maintenance person.

2. Employment

As mentioned earlier the project will provide short-term
construction jobs and a few long-term jobs in the form of
resident managers, possibly security guards, and a maintenance person.

3. Government Revenues/Taxes

Tax revenues will be generated by the short-term construction work and also modest revenues by the long-term employment and secondary service industry jobs that support the increase in population.

Property tax revenues will increase based on the higher value of improvements on the site upon completion of the project.

C. Housing Impacts

1. Increase Supply

An additional 132 rental apartment units are planned for Phase I of the project and will increase the number of rental units available in Waikiki.

Another 200 condominium or rental apartment units are planned for Phase II of the project.
2. Affordable Units

The applicant proposes that 50% of the rental units in Phase I will be affordable in accordance with the requirements of the Department of Housing and Community Development.

The Phase II unit pricing has not been established.

D. Public Services

1. Access and Transportation

Access to the project site is provided by Liliuokalani Avenue, a one-way street with access from Kuhio Avenue and access onto Ala Wai Boulevard. In addition, Mountain View Drive, Tusitala Street, Cleghorn Street and Kapili Street provide access to Phases I and II.

The proposed expansion may involve some short term construction disruption of traffic for transportation of construction equipment to and from the site and delivery of building materials to the site. The delays are normally of short duration and will end when the construction is completed.
Phillip Rowell and Associates has prepared a traffic impact analysis report (TIAR) for the project. The TIAR is titled "Traffic Impact Analysis Report H & M Apartment Project in Honolulu, Hawaii" and dated May 29, 1996, (Appendix II).

The TIAR concluded that traffic related impacts at the study intersections (the intersections of Liliuokalani Avenue with Kuhio Avenue, Cleghorn Street, Tusitala Street, Mountain View Drive and Ala Wai Boulevard) are minimal and no mitigation measures are required for this project. It is projected that all intersections will operate at better than acceptable levels-of-service upon completion of the project.

2. Water

The Honolulu Board of Water Supply (BWS) currently provides potable water for the project site.

The total water demand for the project is estimated to be 99,600 gallons per day (gpd). Additional water consumed for
irrigation of landscaping and ground maintenance is considered to be minimal.

The existing water system is adequate to accommodate the proposed development, according to a BWS letter (Appendix III, Agency Comments) dated January 12, 1996.

3. Wastewater

The average daily wastewater expected to be discharged by the proposed development is estimated to be approximately 74,368 gpd.

The Department of Wastewater Management has indicated that the a major portion of Phase I, 128 of the 132 units proposed, can be accommodated as replacement units for the previous development on the Phase I and Phase II lots.

In order to accommodate the additional flows required for a small portion of Phase I of the proposed development and the future development planned for Phase II, the applicant in coordination with the Department of Wastewater Management will design and construct a relief sewer line to create additional
capacity in Waikiki. This relief sewer line will actually provide excess capacity beyond that required for this project and the development of the makai lot.

In the interim period, if the relief sewer line is not completed prior to the development of Phase I, the City would allow the additional four units to be occupied provided that a holding tank system is provided for these four units.

The applicant will work with the Department of Wastewater Management to determine if the final four units planned in the Phase I project could be developed without the holding tank system, but not allowed to be connected to the wastewater system or issued a certificate of occupancy, until completion and acceptance of the relief sewer system. Because of the planned timing of the relief sewer system, it would not be practical to build a temporary holding tank system for the four units, that would be abandoned in less than a year.
4. Drainage

There are no unique topographical features on the project site and it is relatively level. The major part of the project site is now drained towards the surrounding roadway storm drainage system which directs the flows toward the Ala Wai Canal.

The proposed development will not significantly increase the runoff from the site. The existing storm drainage system should be adequate to handle the projected flows. No change in the drainage patterns on the site is anticipated. Catch basins to accommodate on-site drainage will be directly connected into the existing municipal storm drainage system.

5. Solid Waste Disposal

The solid waste generated by the proposed expansion will be collected by a private refuse firm and will not impact municipal refuse services.
6. Schools

Based on discussions with staff at the Department of Education (DOE), the project will generate the following number of students:

- Grades K-6 = 83 students
- Grades 7-8 = 20 students
- Grades 9-12 = 3 students

Staff at DOE has indicated that Jefferson Elementary School and Washington Intermediate School will be able to accommodate this increase in student population. Staff further indicated that Kaimuki High School is near capacity.

7. Parks

Kuhio Beach Park, Jefferson Elementary School, Kapiolani Park and Paki Playground are situated near the proposed development and along with the Honolulu Zoo and the Aquarium provide for a multitude of recreational activities.

Kuhio Beach Park and Jefferson Elementary School are both about one fourth of a mile from the project site.
8. Police

The project site will be serviced as needed by patrol officers in Waikiki. There is a police substation on Kalakaua Avenue that supports the Waikiki Community.

9. Fire

Engine No. 7 at the Kapahulu-Waikiki Fire Station would be the first station responding to an alarm, with Engine No. 2 at the Pawaa Fire Station providing backup services as needed. The Kapahulu-Waikiki Fire Station is situated less than a half mile away from the project site.

10. Utilities

a. Electric

The Hawaiian Electric Company has existing power lines serving this area and the applicant will coordinate development of the project to insure that the power lines will be adequate to support the proposed rental apartment development.
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

b. Telephone

The GTE Hawaiian Telephone Company has existing utility service lines in the area. It is expected that these existing lines will be used to service this proposed apartment development. Development of the project will be coordinated with GTE Hawaiian Telephone Company to determine if new lines will be required.

c. Others

Cable television presently services other buildings in the surrounding area and arrangements will be made with the appropriate firms to provide cable service to this development as well.

E. Environmental Impacts

1. Historical and Archaeological Resources

The Department of Land and Natural Resources, State Historic Preservation Division (SHPD) has indicated by letter, dated July 18, 1996, (Appendix III) that "If the proposed
foundation footing excavations do not exceed the depth of fill soil, then the project will have 'no effect' on historic sites. If the excavations do exceed the depth of fill soil, then the recommendations contained in our earlier review will apply to the subject project."

The fill soil extends to a depth of four to five feet and our footings will probably extend down to about five feet. Because of this, we have contracted with Cultural Surveys Hawaii to do a subsurface inventory survey in accordance with the May 22, 1991 letter from SHPD (Appendix III), referenced in the July 18, 1996 letter from SHPD.

The earlier May 22, 1991 letter stated that an earlier environmental assessment "correctly notes that portions of this parcel were used for cultivation of taro and rice and that the southwest corner of the parcel was part of Ainahau, the estate of Governor Cleghorn. It is thus likely that significant subsurface historic sites remain at the parcel."
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

Cultural Surveys Hawaii will be completing the following tasks, in accordance with the recommendations of the May 22, 1991 SHPD letter:

1. Field work consisting of backhoe testing on the property with concentration in lots 36 through 40 (Tax Map Key 2-6-24: 36-40) indicated to be the location of former habitation structures associated with Ainahau. Stratigraphic profiles of the trenches will be documented, samples will be collected, soil profiles will be described, and correlated, and photographs will document field findings.

2. A report will be prepared documenting results of the field work and will contain stratigraphic descriptions of soil features, catalogs of artifacts and midden samples and results of radio carbon dating. This report will summarize findings and present recommendations for further research. If
there are major findings in the test trenching, a mitigation plan will be prepared to comply with the directives of SHPD in their May 22, 1991 letter.

The following excerpts from the Cultural Surveys Hawaii’s findings and summary report, dated September 12, 1996, provides the proposed tentative archaeological mitigation plan for the project:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.

"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo’i were identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These
sediments were sampled in increments of five centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an internment of a native Hawaiian by virtue of the flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial’s program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O’ahu Island Burial Council for review and approval. This matter was presented to the O’ahu Island Burial Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

must await approval of the burial treatment plan. Therefore
final mitigation for the Phase II area is still undetermined.
Archaeological coordination with DLNR will continue until this
final mitigation is determined.

"Concerning the Phase I development as a result of the
recently performed testing, it is our recommendation that no
further archaeological fieldwork is necessary. Plentiful
controlled samples of lo'i sediments were collected during the
backhoe testing. One sample has been submitted for
radiocarbon dating and one sample for exploratory pollen
analysis. At this point, it is recommended that a separate and
final phase of mitigation consist of submittal of a series of
samples for C14 and pollen analysis and preparation of a report
with the results of these analyses. This mitigation report will
be separate from the soon-to-be completed testing results report
and will comprise the necessary data recovery which hopefully
will be the final step of mitigation. Archaeological
coordination with DLNR will continue on the Phase I.
development area and final mitigation will be determined with their concurrence."

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc. we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O'ahu Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.

2. Natural Resources

a. Water Resources

The Ala Wai Canal is located approximately 200 feet mauka (north) of the subject lot. The Pacific Ocean is located approximately 1,200 feet makai (south) of the
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

subject lot. The project will have no significant effect on
either of these two bodies of water.

b. Flood Plain Management

The project site is in Zone AE with a base flood
elevation of 6 feet. The project will be developed with
dwelling units situated above the 6-foot elevation and will
meet other requirements for development within the flood
district.

c. Wetlands Protection

The project site involves urbanized lots that contain
no wetlands.

d. Coastal Zone Management

The project site is not within the coastal zone
management area or the City's Special Management
Area.

e. Unique Natural Features

The project site is level with soil suitable to
support urban development as can be seen from other
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

high rise structures on adjacent lots. Their are no unique
features such as sand dunes or sloped areas where
erosion would be a concern.

f. Flora and Fauna

This urbanized site does not contain any wildlife
habitats or rare or endangered flora or fauna.

g. Agricultural Lands

The project site is in an urban area where its use
will not impact agricultural lands or lands with the
potential for agricultural use.

h. Open Space

The project site although presently vacant is zoned
for apartment use. Development of this site will not
affect any important open space features in the Waikiki
area.

F. Topography

The subject site is a level, vacant lot, located in an urban
setting.
G. Soils

The U.S. Department of Agriculture Soil Conservation Service Soil Survey Report for the Island of Oahu classifies the soils for this site and for a large part of Waikiki, McCully, and Kakaako as fill land, mixed (FL), which occurs within several thousand feet of the ocean. It consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources. This land is used for urban development including airports, housing, and industrial facilities. Many of the high-rise developments in Waikiki, McCully and Kakaako occurs on fill land.

H. Noise

Short term noise impacts at construction sites are a normal result of construction activity. The State Department of Health administers rules and regulations relating to the hours during which construction is permitted and the noise levels permitted during those hours. The contractor will be required to apply for a permit from the State Department of Health should noise from construction activities
exceed regulatory limits. The contractor will abide by the noise regulations incorporated into the permit.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

Long term noise impact from the proposed expansion are expected to be minimal and primarily related to the increase in traffic due to the project. As mentioned earlier, the increase in traffic is not expected to have a significant impact on the surrounding area.

I. Air Quality

Short term impacts on air quality are expected to be primarily related to dust generated by the construction activity. Dust will be
generated in the course of excavating for foundations and utility lines. Dust control measures appropriate to the situation will be employed by the contractor, including where appropriate, the use of water wagons, erection of dust barriers and other methods for minimizing dust.

Due to the minimal impact from traffic projected for the project as discussed in the previous section on Noise, vehicular emissions will have minimal impact on the surrounding area. Therefore, special noise mitigation measures are not considered necessary for this project.

J. Visual Impact

The proposed structures in Phase I and Phase II will have a finished height of about 240 feet which is at the 240-foot height limit of this Apartment Precinct area. The proposed development will not affect any important view planes in the Waikiki area. The visual impact of this particular development will be an infilling of an Apartment Precinct lot currently under utilized and surrounded by adjacent or more distant high-rise structures. As this and other under
utilized Apartment Precinct lots are developed, the primary visual impact will be to existing surrounding high rise structures as the new structures will tend to fall in the profile of these existing high rises. Immediately ewa of this project site is the 21-story Waikiki Lanais condominium. A half block ewa of the Waikiki Lanais is a 30-story nonconforming hotel, the Waikiki Townhouse. Immediately mauka of this proposed rental apartment is the 23-story Monte Vista condominium on Ala Wai Boulevard. Two blocks makai and east of the project site is the Outrigger Prince Kuhio Hotel. One block makai and one block east of the project site is the 38-story Waikiki Banyan condominium. Further makai, are two much taller structures, the 37-story wing of the Pacific Beach Hotel and the 39-story Waikiki Beach Hotel.

The applicant will work with the Department of Land Utilization to determine if visual screening of the roof top will be required. At this time no equipment or machinery is planned for the roof top except vents for certain interior rooms in the apartment complex.
K. Hazards

The project site does not contain any nuisances, airport clear zones, or other features which would jeopardize its development.

V. MAJOR IMPACTS AND ALTERNATIVES CONSIDERED

As mentioned throughout this report the proposed rental apartment in Phase I and the proposed condominium or rental apartment in Phase II do not have a significant impact on the surrounding area in terms of public services and the environment.

Positive socio-economic impacts are also projected with the provision of affordable housing, increases in employment and indirect revenues to both the State (excise taxes generated) and the City (property taxes).

An alternative plan for luxury condominiums on the site was considered but rejected, due to existing market conditions and an interest that the applicant has in providing rental housing.

Another alternative plan for rental apartment development at or below permitted density (floor area) is not a feasible alternative because based on
today's market rents, the rental income from such a project would not cover the construction costs and operating expenses of the project. Even if we were to discount the land to a zero value, the project would not make economic sense.

VI. MITIGATION MEASURES

Since impacts from the proposed development are not expected to be significant, no extraordinary mitigation measures are planned. However, in order to minimize construction impacts of the project, the applicant's contractor will employ dust control measures where appropriate, including the use of water wagons, erection of barriers, and other methods for minimizing dust. The contractor will also be required to apply for a permit from the State Department of Health should noise from construction activities exceed regulatory limits. The contractor will abide by the noise regulations incorporated into the permit.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done
during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

In addition, a subsurface inventory survey was conducted to determine the potential for impact to a possible archaeological resource. The following excerpts from the Cultural Surveys Hawaii's findings and summary report, dated September 12, 1996, provides the proposed tentative archaeological mitigation plan for the project:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.

"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo'i were
identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These sediments were sampled in increments of five centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an internment of a native Hawaiian by virtue of the flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial’s program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O’ahu Island Burial Council for review and approval. This matter was presented to the O’ahu Island Burial Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing must
await approval of the burial treatment plan. Therefore final mitigation for the Phase II area is still undetermined. Archaeological coordination with DLNR will continue until this final mitigation is determined.

"Concerning the Phase I development as a result of the recently performed testing, it is our recommendation that no further archaeological fieldwork is necessary. Plentiful controlled samples of lo’i sediments were collected during the backhoe testing. One sample has been submitted for radiocarbon dating and one sample for exploratory pollen analysis. At this point, it is recommended that a separate and final phase of mitigation consist of submittal of a series of samples for C14 and pollen analysis and preparation of a report with the results of these analyses. This mitigation report will be separate from the soon-to-be completed testing results report and will comprise the necessary data recovery which hopefully will be the final step of mitigation. Archaeological coordination with DLNR will continue on the Phase I development area and final mitigation will be determined with their concurrence."

45
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc., we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O'ahu Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.

VII. CHAPTER 201E EXEMPTIONS

A. Exemption from Chapter 24, Section 24-2.2.(a)(4)(C), Revised Ordinances of Honolulu (ROH), Development Plan Special Provisions for the Primary Urban Center, to allow a density of approximately 220 units per acre instead of 90 dwelling units per net acre.

B. Exemption from Chapter 21, Article 7, Section 21-7.20-2, ROH, Land Use Ordinance (LUA), Ordinance No. 86-96, as
amended, to eliminate the requirement for processing of a Waikiki Special District permit for this project.

C. Exemption from Chapter 21, Article 7, Section 21-7.80-3(c)(2)(A), ROH, LUO, Ordinance No. 86-96, as amended, to allow a front yard of approximately 18 feet along Tusitala Street, a front yard of approximately 16 feet along Mountain View Drive, and a front yard of approximately 12 feet along Liliuokalani Avenue, instead of 20 feet.

D. Exemption from Chapter 21, Article 7, Section 21-7.80-4(b), ROH, LUO, Ordinance No. 86-96, as amended, to allow the parking lot structure to have a height of approximately 41.9 feet instead of the 40 feet allowed.

E. Exemption from Chapter 21, Article 7, Section 21-7.80-4(b), ROH, LUO, Ordinance No. 86-96, as amended, to allow the Liljuokalani Avenue face to extend approximately 8 feet 8 inches past the building envelope and allow the Tusitala Street face to extend approximately 7 feet 6 inches past the building envelope.
F. Exemption from Chapter 21, Article 4, Section 21-4.40-21, ROH, LUO, Ordinance No. 86-96, as amended, to waive the requirement for a Conditional Use Permit, for joint development of the adjacent zoning lots.

G. Exemption from Chapter 21, Article 7, Section 7.80-4(c)(1), ROH, LUO, Ordinance No. 86-96, as amended, to allow the density of the project to exceed the maximum density of 37,895 square feet, and provide up to 130,292 square feet of floor area.

H. Exemption from the Park Dedication Ordinance, Chapter 22, Article 7, ROH, which requires 13,029 square feet to be set aside for park and playground. The project will provide a 397 square foot lobby/sitting area which will contain a television set and passive table games and a 301 square foot multi-purpose room.

I. Exemption from Chapter 21, Article 3, Section 3.70-13(f), ROH, LUO, Ordinance No. 86-96, as amended, to allow 550 square feet of a loading space and maneuvering space to encroach into the front yard.
J. Exemption from Chapter 21, Article 7, Section 7.80-4(d), ROH, LUO, Ordinance No. 86-96, as amended, to allow 42.9 percent of the zoning lot to be devoted to open space instead of 50 percent.

VIII. AFFORDABLE RENTAL RATES PROPOSED

The following table provides the proposed range of rental rates in each of the affordable categories:

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>&lt;80%</th>
<th>81%-120%</th>
<th>121%-140%</th>
<th>Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-Bedroom</td>
<td>$650-850</td>
<td>$850-950</td>
<td>$850-950</td>
<td>$850-950</td>
</tr>
<tr>
<td>2-Bedrooms</td>
<td>$800-$1,150</td>
<td>$1,150-1,250</td>
<td>$1,150-1,250</td>
<td>$1,150-1,250</td>
</tr>
</tbody>
</table>

The rental units will be marketed through newspaper advertisements. The City’s Department of Housing and Community Development (DHCD) will provide guidelines for determining the eligibility of renters, and our records on renter eligibility will be subject to DHCD review. At the present
time, we understand that the most recently filed tax return is used to
determine renter eligibility. There are no plans to give special preference
to renters displaced when the former housing units on the site were
demolished by a previous owner. We will follow DHCD requirements
applicable to this 201E rental project in the selection of tenants and
determining their eligibility.

IX. AGENCY COMMENTS ON THE DRAFT ENVIRONMENTAL
ASSESSMENT AND THE APPLICANT'S RESPONSES

The applicant has prepared responses to each of the comments
received during the agency comment period for the Draft Environmental
Assessment. Copies of the agency comment letters and the applicant's
response are included in Appendix IV.
X. BASIS FOR A FINDING OF NO SIGNIFICANT IMPACT (FONSI)

A. Description of the Proposed Action

In Phase I, the applicant proposes to develop an affordable rental apartment with 132 rental units, including 88 one-bedroom units and 44 two-bedroom units. The ground floor will include a lobby area, manager's office, mail room, storage, electrical and mechanical rooms, a laundry room, a recreation room, and parking and loading stalls.

In Phase II, the applicant proposes to develop approximately 200 condominium or rental apartment units and accessory uses.

B. Determination and Reasons Supporting Determination

The proposed project would not have a significant effect on the environment and therefore preparation of an environmental impact statement is not required. Based on the "Significance Criteria", Section 12 of Hawaii Administrative Rules Title 11, Chapter 200, "Environmental Impact Statement Rules", which were reviewed and analyzed, we have come to the following conclusions:

51
1. No irrevocable commitment to loss or destruction of any natural or cultural resource would result.

The development site in Waikiki was previously occupied by low-rise apartment units and single family residences. Their are no significant natural resources on this vacant site.

A subsurface inventory survey was conducted to determine the potential for impact to a possible archaeological resource. The following excerpts from the Cultural Surveys Hawaii’s findings and summary report, dated September 12, 1996, provides the proposed tentative archaeological mitigation plan for the project:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.
"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo‘i were identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These sediments were sampled in increments of five centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an internment of a native Hawaiian by virtue of the flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial’s program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O‘ahu Island Burial Council for review and approval. This matter was presented to the O‘ahu Island Burial
Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing must await approval of the burial treatment plan. Therefore final mitigation for the Phase II area is still undetermined. Archaeological coordination with DLNR will continue until this final mitigation is determined.

"Concerning the Phase I development as a result of the recently performed testing, it is our recommendation that no further archaeological fieldwork is necessary. Plentiful controlled samples of lo'i sediments were collected during the backhoe testing. One sample has been submitted for radiocarbon dating and one sample for exploratory pollen analysis. At this point, it is recommended that a separate and final phase of mitigation consist of submittal of a series of samples for C14 and pollen analysis and preparation of a report with the results of these analyses. This mitigation report will
be separate from the soon-to-be completed testing results report and will comprise the necessary data recovery which hopefully will be the final step of mitigation. Archaeological coordination with DLNR will continue on the Phase I development area and final mitigation will be determined with their concurrence."

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc. we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O‘ahu Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.
2. The action would not curtail the range of beneficial uses of the environment.

The project will not curtail the range of beneficial uses of the environment. The privately owned project site is situated in an urbanized community and does not serve or affect any recreational areas or provide any other beneficial use of the environment to the general public.

3. The proposed action does not conflict with the state's long-term environmental policies or goals and guidelines.

The State's environmental policies and guidelines are set forth in Chapter 344, Hawaii Revised Statutes, "State Environmental Policy". The broad policies set forth include conservation of natural resources and enhancement of the quality of life. As discussed earlier, the project does not affect significant natural resources.

The project will enhance the quality of life for Oahu's residents by providing 50% of the units in Phase I for rent at affordable rates as determined by the Department of Housing
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

and Community Development. The project will also improve
a vacant, fenced, private lot with an apartment development and
a well maintained, landscaped yard area.

4. The economic or social welfare of the community or state
would not be substantially affected.

Construction of the apartment and/or condominium units
would result in temporary economic benefits to the construction
industry. It will provide a benefit to the social welfare of the
community by providing affordable rental units in an area
where there are little or no rental apartment units with
government established affordable rental rates.

5. The proposed action does not substantially affect public
health.

The proposed action will not substantially affect public
health. Impacts from the action are expected to be minimal and
mostly temporary in nature, related to the construction activity.
6. No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated.

The proposed development will have an impact on the provision of housing and will accommodate about 664 persons in the Waikiki area. This, however, can to a certain extent be seen as providing an opportunity for replacing the housing lost in Waikiki on the Phase I and II lots when the previous low rise apartments and single family dwellings were demolished. It will also support the City's General Plan Policy for full development of the Primary Urban Center.

The project will not have a significant impact on public facilities, which, except for the wastewater transmission system, are adequate to support this development.

The project will in fact have a positive impact on the wastewater transmission system, in that the applicant will be funding a relief sewer line (at no cost to the City) in an area where the existing line is operating at or near capacity. This will provide additional capacity to allow development of the
Phase II lot and allow other lots in the area to be developed in accordance with their zoning designations.

7. No substantial degradation of environmental quality is anticipated.

The project will have minimal impact on environmental quality. The proposed development will minimal impact on the noise environment or air quality of the surrounding area, except for temporary impacts during construction.

In order to mitigate temporary construction impacts on air quality, the contractor will be directed to incorporate frequent (twice daily) watering of exposed soil areas and to landscape the project site as soon as possible, upon completion of construction to minimize the length of time of soil exposure. Contractors working on the project will also be directed to insure that their vehicles engines are properly maintained to insure efficient operation and minimized vehicle exhaust fumes.

In order to mitigate temporary construction impacts on noise, the contractors will be directed to insure that vehicle and
Final Environmental Assessment for Proposed
H & M Apartment Project Phases I and II

equipment engines are properly maintained to insure efficient operation. Further mitigation of noise impacts will be provided by insuring that contractors comply with existing noise regulations of the State and County.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

8. The proposed action does not involve a commitment to larger actions, nor would cumulative impacts result in considerable affects on the environment.

The proposed project does not involve a commitment to larger actions nor will it result in cumulative impacts to the
environment. The proposed action involves just Phase I and II of the H & M Apartment Project.

9. **No rare, threatened or endangered species or their habitats would be affected.**

   As mentioned earlier, this urbanized site does not contain any wildlife habitats or rare or endangered flora or fauna.

10. **Air quality, water quality or ambient noise levels would not be detrimentally affected.**

    In order to mitigate temporary construction impacts on air quality, the contractor will be directed to incorporate frequent (twice daily) watering of exposed soil areas and to landscape the project site as soon as possible, upon completion of construction to minimize the length of time of soil exposure. Contractors working on the project will also be directed to insure that their vehicles engines are properly maintained to insure efficient operation and minimized vehicle exhaust fumes.

    In order to mitigate temporary construction impacts on noise, the contractors will be directed to insure that vehicle and
equipment engines are properly maintained to insure efficient operation. Further mitigation of noise impacts will be provided by insuring that contractors comply with existing noise regulations of the State and County.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

11. The project would not affect environmentally sensitive areas, such as flood plains, tsunami zones, erosion-prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters.
The project site is in Zone AE flood district with a base flood elevation of 6 feet. The project will be developed with dwelling units situated above the 6-foot elevation and will meet other requirements for development within the flood district. The project site is surrounded by other projects and will not have a significant impact on this flood district.

No other environmentally sensitive areas would be affected. The project will not be situated on land involving or affecting tsunami zones, erosion-prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters.

XI. RECOMMENDATION

Based on this final environmental assessment, we respectfully request a Finding of No Significant Impact (FONSI) for the proposed affordable rental apartment development planned in Phase I and the condominium or rental apartment development planned in Phase II.
APPENDIX I

SITE PLAN, FLOOR PLAN, ELEVATIONS AND LANDSCAPING
G CANOPY TREES
CAESAR WENGIFIC
6 KUKU
KONO ORCHID
TECHNA

FLOWERING SHRUBS
11 GAL 30' HT
E.G. ISOKA WORA DRANT
TECOWARA
PLUMACO

GROUND COVERS
MOUDED CUTTINGS OR DIVISIONS
E.G. RELLIA
LAGAN FERN
MONOO GRASSES
OVATER PLANT
WEDDLA

LAWN

AVENUE

LILIDOKALILI

COLOR PLANTING
14 POT
E.G. JOYNEED
MONTANA
PAP HONER

ACCENT PALMS
14 GAL W 30' HT
E.G. ISOKA WORA DRANT
PRINCESS PALM

ACCENT SHRUBS
10 GAL
E.G. SPIDER LILY
BIRD OF PARADISE

NOTES:
1. LANDSCAPE PLANTING SHALL MEET THE REQUIREMENTS OF THE LAND USE ORDNANCE'S VARIOUS SPECIAL DISTRICTS, SPECIFICALLY EXISTING TREES AND PALMS OVER 9 FT. IN TRUNK DIAMETER SHALL BE RELOCATED ON SITE OR REPLACED BY AN APPROVED TREE OR PALM.
2. ALL LANDSCAPED AREAS SHALL BE AUTOMATICALLY IRRIGATED VIA A PERMANENTLY INSTALLED, LOW FLOW IRRIGATION SYSTEM.
APPENDIX II

TRAFFIC IMPACT ASSESSMENT REPORT
TRAFFIC IMPACT ANALYSIS REPORT

H & M APARTMENT PROJECT

IN HONOLULU, HAWAI'I

Prepared For
SATO & ASSOCIATES, INC.

Prepared By
Phillip Rowell and Associates
47-273 'D' Hui Iwa Street
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FAX: (808) 239-4175
May 29, 1996
TABLE OF CONTENTS

1. INTRODUCTION
   Project Location and Description ........................................... 1
   Study Methodology and Order of Presentation ............................. 3

2. ANALYSIS OF EXISTING CONDITIONS
   Description of Existing Streets and Intersection Controls ............. 4
   Existing Peak Hour Traffic Volumes ......................................... 6
   Level-of-Service Concept .................................................... 6
   Existing Level-of-Service Analysis ......................................... 8

3. PROJECTED CUMULATIVE TRAFFIC CONDITIONS
   Background Traffic Growth Rate .............................................. 11
   Related Project Generated Traffic ......................................... 12
   2001 Cumulative Traffic Volumes ........................................... 12

4. PROJECT-RELATED TRAFFIC CONDITIONS
   Trip Generation ........................................................................ 14
   Trip Distribution ...................................................................... 14
   Trip Assignment ....................................................................... 17
   2001 Cumulative Plus Project Peak Hour Traffic Volumes ............... 17

5. CONCLUSIONS AND RECOMMENDATIONS
   Definition of Significant Impacts ............................................. 23
   Project Related Traffic Impacts and Mitigation Measures ........ ..... 24
   Conclusions and Summary ....................................................... 25
LIST OF FIGURES

1 Location Map .............................................................. 2
2 Existing Roadway Network ........................................... 5
3 Existing Peak Hour Traffic Volumes ............................... 7
4 Cumulative Peak Hour Traffic Volumes Without Project .... 13
5 Trip Distribution ................................................................ 16
6 Traffic Assignments for Phase 1 .................................... 18
7 Traffic Assignments for Phase 2 ..................................... 19
8 Traffic Assignments for Phase 1 Plus Phase 2 .................. 20
9 2001 Cumulative Plus Phase 1 Peak Hour Traffic Volumes ... 21
10 2001 Cumulative Plus Phase 1 & 2 Peak Hour Traffic Volumes 22

LIST OF TABLES

1 Level-of-Service Definitions for Signalized Intersections .... 8
2 Level-of-Service Definitions for Unsignalized Intersections .. 9
3 Existing Level-of-Service Analysis .................................. 10
4 Existing Level-of-Service Analysis for Unsignalized Intersections 10
5 Trip Generation Calculations ......................................... 15
6 Level-of-Service Analysis ............................................. 24
7 Level-of-Service Analysis for Unsignalized Intersections .... 24
1. INTRODUCTION

Phillip Rowell and Associates has been retained by Sato & Associates, Inc. to prepare a Traffic Impact Analysis Report (TIAR) for a proposed apartment project in the Waikiki area of Honolulu, Hawaii.

The following report has been prepared to describe the traffic characteristics of the project and likely impacts to the adjacent roadway network. This introductory chapter discusses the location of the project, the proposed development, and the study methodology.

Project Location and Description

The location of the proposed project shown on Figure 1. The project is located along the ewa side of Liliuokalani Avenue between Air Wai Boulevard and Kuhio Avenue. The site is currently vacant.

The proposed project will be developed in two phases. The first phase will consist of 126 units with 153 parking spaces. The second phase will consist of 200 units. The number of spaces required for the second phase will be determined when the developer initiates design.
Study Methodology and Order of Presentation

In order to conduct this traffic study, a number of tasks were performed. These tasks are discussed in the following paragraphs.

1. Analysis of Existing Traffic Conditions

Existing traffic volumes at the study intersections were determined from traffic counts performed in April 1996 specifically for this study. Intersection configurations and traffic signal information was also collected in the field at the time of the traffic counts.

Using the data collected, existing traffic operating conditions in the vicinity of the project were determined. The methodology described in the 1994 Highway Capacity Manual (HCM) was used to determine the level-of-service (LoS) at the study intersections.

Existing traffic conditions, the LoS concept and the results of the LoS analysis of existing conditions is presented in Chapter 2.

3. Determination of Cumulative Traffic Projections

The year 2001 was used as the design year. This does not necessarily represent the project completion date. It represents occupancy for purposes of conducting the impact analysis. Cumulative traffic conditions are defined as future traffic conditions without the proposed project. A description of the process used to estimate 2001 cumulative traffic volumes and the resulting cumulative traffic projections are presented in Chapter 3.

4. Analysis of Project-Related Traffic Impacts

The next step in the traffic analysis was to estimate the peak-hour traffic that would be generated by the proposed development. This was done using standard trip generation rates published by the Institute of Transportation Engineers.

These trips were distributed based on the origin of the visitors and employees and the available approach and departure routes. The project-related traffic was then superimposed on 2001 cumulative traffic volumes at the subject intersections. The HCM methodology was used again to conduct a LoS analysis for cumulative plus project conditions. The results of this analysis was compared to 2001 cumulative conditions to determine the impacts of this project.

The 2001 cumulative plus project traffic projections are presented in Chapter 4. The analysis of the project-related impacts and the conclusions of the analyses are presented in Chapter 5.
2. ANALYSIS OF EXISTING CONDITIONS

This chapter presents the existing traffic conditions and volumes on the roadways adjacent to the proposed project. The level-of-service concept and the results of the level-of-service analysis for existing conditions are also presented. The purpose of this analysis is to establish the base conditions for the determination of the impacts of the project which are described in a subsequent chapter.

Description of Existing Streets and Intersection Controls

The intersections analyzed and existing lane configurations are shown on Figure 2. Photographs of the roadway in the area are presented as Appendix A.

The intersections of Liliuokalani Avenue at Ala Wai Boulevard and Liliuokalani Boulevard at Kuhio Avenue are controlled by traffic signals. The signals are two phased as shown in Figure 2.

The intersections of Liliuokalani Avenue at Mountain View Drive, Tusitala Street and Cleghorn Street are controlled by STOP signs. Liliuokalani Avenue has the right-of-way at all these intersections.

Liliuokalani Avenue is a one-lane, one-way roadway in the mauka direction. Unrestricted parking is allowed along both sides between Kuhio Avenue and Mountain View Drive. The section between Mountain View Drive and Ala Wai Boulevard has been widened to provide two left-turn lanes from Liliuokalani Avenue to Ala Wai Boulevard. No parking is allowed along this section.

Figure 2 Existing Roadway Network
Figure 2

Existing Roadway Network
Ala Wai Boulevard is a major one-way arterial in the Ewa direction. During off-peak periods, Ala Wai Boulevard is three lanes wide and parking is allowed along the mauka side. From 6:30 AM to 8:30 AM and from 3:30 PM to 6:30 PM, parking is prohibited to provide a fourth travel lane.

Kuhio Avenue is a two-way arterial parallel to Ala Wai Boulevard. There are two travel lanes in each direction with a median left-turn lane.

**Existing Peak Hour Traffic Volumes**

Morning and afternoon peak hour traffic volumes were obtained from traffic counts conducted for this study in April 1996.

A count of the number of buses and large vehicles was performed concurrently with the traffic counts. This survey determined that approximately 10% of the vehicles along Lilikoihihihi Avenue are buses or other large vehicles. Since there is a higher than average percentage of large vehicles in the traffic stream, the traffic volumes must be converted to passenger car units to perform the LoS calculation presented later in this report. The expansion factor is 1.1 per the 1994 Highway Capacity Manual.

The peak hour traffic volumes in passenger car units at the study intersections and along the streets in the study area is shown in Figure 3.

**Level-of-Service Concept**

**Signaled Intersections**

The planning method described in the 1994 Highway Capacity Manual (HCM) was used to analyze the operating efficiency of the signalized intersections adjacent to the study site. This method involves the calculation of a volume-to-capacity (V/C) ratio which is related to a level-of-service. A maximum intersection capacity based on the number of phases was used for the V/C calculations.

"Level-of-Service" is a term which denotes any of an infinite number of combinations of traffic operating conditions that may occur on a given lane or roadway when it is subjected to various traffic volumes. Level-of-service (LoS) is a qualitative measure of the effect of a number of factors which include space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized in Table 1. In general, LoS A represents free-flow conditions with no congestion. LoS F, on the other hand, represents severe congestion with stop-and-go conditions. Level-of-service D is typically considered acceptable for peak hour conditions in urban areas.
Figure 3

Existing Peak Hour Traffic Volumes
Table 1  Level-of-Service Definitions for Signalized Intersections

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Interpretation</th>
<th>Volume-to-Capacity Ratio(^{(2)})</th>
<th>Stopped Delay (Seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A, B</td>
<td>Uncongested operations; all vehicles clear in a single cycle.</td>
<td>0.000-0.700</td>
<td>&lt;15.0</td>
</tr>
<tr>
<td>C</td>
<td>Light congestion; occasional backups on critical approaches</td>
<td>0.701-0.800</td>
<td>15.1-25.0</td>
</tr>
<tr>
<td>D</td>
<td>Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed.</td>
<td>0.801-0.900</td>
<td>25.1-40.0</td>
</tr>
<tr>
<td>E</td>
<td>Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.</td>
<td>0.901-1.000</td>
<td>40.1-60.0</td>
</tr>
<tr>
<td>F</td>
<td>Total breakdown with stop-and-go operation.</td>
<td>&gt;1.001</td>
<td>&gt;60.0</td>
</tr>
</tbody>
</table>

Notes:
(2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

Corresponding to each level-of-service shown in the table is a volume/capacity ratio. This is the ratio of either existing or projected traffic volumes to the capacity of the intersection. Capacity is defined as the maximum number of vehicles that can be accommodated by the roadway during a specified period of time. The capacity of a particular roadway is dependent upon its physical characteristics such as the number of lanes, the operational characteristics of the roadway (one-way, two-way, turn prohibitions, bus stops, etc.), the type of traffic using the roadway (trucks, buses, etc.) and turning movements.
Unsignalized Intersections

Like signalized intersections, the operating conditions of intersections controlled by stop signs can be classified by a level-of-service from A to F. However, the method for determining level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for level-of-service at an unsignalized intersection is therefore based on delay of each turning movement. Table 2 summarizes the definitions for level-of-service and the corresponding delay. A subsequent calculation to determine an overall LoS was made, and these results are presented in tables to summarize traffic conditions using parameters similar to those used for signalized intersections.

Table 2  Level-of-Service Definitions for Unsignalized Intersections(1)

<table>
<thead>
<tr>
<th>Level-of-Service</th>
<th>Expected Delay to Minor Street Traffic</th>
<th>Delay (Seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Little of no delay</td>
<td>&gt;5</td>
</tr>
<tr>
<td>B</td>
<td>Short traffic delays</td>
<td>5.1 to 10.0</td>
</tr>
<tr>
<td>C</td>
<td>Average traffic delays</td>
<td>10.1 to 20.0</td>
</tr>
<tr>
<td>D</td>
<td>Long traffic delays</td>
<td>20.1 to 30.0</td>
</tr>
<tr>
<td>E</td>
<td>Very long traffic delays</td>
<td>30.1 to 45.0</td>
</tr>
<tr>
<td>F</td>
<td>See note (2) below</td>
<td>&gt;45.1</td>
</tr>
</tbody>
</table>

Notes:
(2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.

Existing Level-of-Service Analysis

The signalized intersections were analyzed using the signalized level-of-service (LoS) planning method. Results of these analyses are shown in Table 3. The calculated level-of-service were confirmed by field observations.

The signalized intersections operate at Level-of-Service C or better during the morning and afternoon peak hours, which is acceptable.

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Table 3  Existing Level-of-Service Analysis for Signalized Intersections

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C(1)</td>
<td>LoS(2)</td>
</tr>
<tr>
<td>Liliuokalani Ave. at Ala Wai Blvd.</td>
<td>0.459</td>
<td>A/B</td>
</tr>
<tr>
<td>Liliuokalani Ave. at Kuhio Ave.</td>
<td>0.362</td>
<td>A/B</td>
</tr>
</tbody>
</table>

**NOTES:**
(1) V/C = Volume-to-Capacity Ratio
(2) LoS = Level-of-Service
(3) Level-of-Service calculated using planning method described in Highway Capacity Manual.
(4) For calculations, see Appendix C.

The Level-of-Service analysis for the unsignalized intersections is presented in Table 4. Left turns from the side streets onto Liliuokalani Avenue are the only movements that will have a calculated delay. Therefore, these are the only movements shown in the calculations. All left turns from the unsignalized intersections have minimal delay and operate at LOS ‘A’.

Table 4  Existing Level-of-Service Analysis for Unsignalized Intersections

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Level of Service</td>
<td>Level of Service</td>
</tr>
<tr>
<td>Liliuokalani Avenue at Mountain View Drive</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Liliuokalani Avenue at Tussilala Street</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Liliuokalani Avenue at Cleghorn Street</td>
<td>A</td>
<td>A</td>
</tr>
</tbody>
</table>

**NOTE:**
(1) For calculations, see Appendix C.

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3. PROJECTED CUMULATIVE TRAFFIC CONDITIONS

The purpose of this chapter is to discuss the assumptions and data used to estimate 1999 cumulative project traffic conditions. Cumulative traffic conditions are defined as the traffic conditions resulting from background growth and related projects.

Future traffic growth consists of two components. The first is ambient background growth that is a result of regional growth and cannot be attributed to a specific project. This growth rate is typically estimated by analyzing historical counts taken over a period of several years. The second component is estimated traffic that will be generated by other development projects in the vicinity of the proposed project.

Background Traffic Growth Rate

The background growth rate of traffic in the study area was estimated from traffic projections provided in the Waikiki Regional Traffic Impact Study prepared by Kaku Associates in 1995. This study provided an estimate of future trip ends produced within Waikiki for the year 2005. The study estimated that AM peak hour trip ends would increase 11% from 1995 to 2005 and the PM peak hour trip ends would increase 23% for the same period. These increases would represent an average of 1.1% and 2.3% per year increase for the study period. Therefore, existing (1995) AM peak hour traffic volumes were expanded by 1.1% per year for five years to estimate 2001 background growth between 1995 and 2001. PM peak hour traffic volumes were expanded by 2.3% per year for five years for the same period.

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Related Project Generated Traffic

The second component in estimating cumulative traffic volumes is the traffic generated by other proposed projects in the vicinity. Related projects are defined as those projects that are under construction or have been approved for construction by the City and would significantly impact traffic in the study area.

It was determined that the expansion factors used to estimate background traffic growth from 1996 to 2001 would include any related projects in the vicinity. It was further determined that there are no specific plans for any projects within the study area that would impact the study intersections in the time frame of this project.

2001 Cumulative Traffic Volumes

Estimated 2001 cumulative traffic volumes are calculated by applying the background growth rate to existing traffic volumes and adding trips generated by related projects. The resulting 2001 cumulative peak hour traffic projections are shown in Figure 4.
Cumulative Peak Hour Traffic Volumes Without Project
4. PROJECT-RELATED TRAFFIC CONDITIONS

This chapter discusses the methodology used to identify the traffic-related impacts of the proposed project. Generally, the process involves the determination of weekday and peak-hour trips that would be generated by the proposed project, distribution and assignment of these trips on the approach and departure routes, and finally, determination of the levels-of-service at affected intersections subsequent to implementation of the project.

Trip Generation

Future traffic volumes generated by each phase of the project were determined using trip generation equations contained in *Trip Generation*, Fifth Edition, prepared by the Institute of Transportation Engineers. The trip generation analysis and the resulting daily and peak hour volumes are summarized in Table 5.

Trip Distribution

The project-related trips were distributed along the anticipated approach routes to the project site. This information was obtained from previously conducted traffic studies in the area, which have been generally accepted by the reviewing agencies.

The approach and departure distributions are shown as percentages in Figure 5.
## Table 5  Trip Generation Calculations

<table>
<thead>
<tr>
<th>Period</th>
<th>Trips Per Unit</th>
<th>Trips For Phase 1</th>
<th>Trips For Phase 2</th>
<th>Total Project Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>126 Units</td>
<td>200 Units</td>
<td>326 Units</td>
</tr>
<tr>
<td>Weekday Total</td>
<td>6.28</td>
<td>791</td>
<td>1256</td>
<td>2047</td>
</tr>
<tr>
<td>AM Peak Hour of Adjacent Street</td>
<td>0.44</td>
<td>55</td>
<td>88</td>
<td>143</td>
</tr>
<tr>
<td></td>
<td>% Inbound</td>
<td>24</td>
<td>13</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>% Outbound</td>
<td>76</td>
<td>42</td>
<td>67</td>
</tr>
<tr>
<td>PM Peak Hour of Adjacent Street</td>
<td>0.49</td>
<td>62</td>
<td>98</td>
<td>160</td>
</tr>
<tr>
<td></td>
<td>% Inbound</td>
<td>64</td>
<td>40</td>
<td>63</td>
</tr>
<tr>
<td></td>
<td>% Outbound</td>
<td>36</td>
<td>22</td>
<td>35</td>
</tr>
<tr>
<td>AM Peak Hour of Generator</td>
<td>0.54</td>
<td>68</td>
<td>108</td>
<td>176</td>
</tr>
<tr>
<td></td>
<td>% Inbound</td>
<td>42</td>
<td>29</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>% Outbound</td>
<td>58</td>
<td>39</td>
<td>63</td>
</tr>
<tr>
<td>PM Peak Hour of Generator</td>
<td>0.63</td>
<td>79</td>
<td>126</td>
<td>205</td>
</tr>
<tr>
<td></td>
<td>% Inbound</td>
<td>53</td>
<td>42</td>
<td>67</td>
</tr>
<tr>
<td></td>
<td>% Outbound</td>
<td>47</td>
<td>37</td>
<td>59</td>
</tr>
</tbody>
</table>

Notes:
Figure 5

Trip Distribution

LEGEND
100% Percent of Total Trips

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Trip Assignment

Using the trip generation and trip distribution previously discussed, project-related traffic was assigned to the various traffic movements at the intersections studied. Separate assignments were prepared for Phases 1 and 2 and are presented as Figures 6 and 7, respectively. Figure 8 presents the project related traffic volumes for the total project (Phase 1 plus Phase 2).

2001 Cumulative Plus Project Peak Hour Traffic Volumes

Future traffic volumes with the project were determined by superimposing the project-generated traffic on the 2001 cumulative traffic volumes presented in Chapter 3. The resulting peak hour traffic volumes for 2001 cumulative plus Phase 1 are shown for the peak hours on Figure 9. Figure 10 presents 2001 cumulative plus Phases 1 and 2 peak hour traffic volumes.

The traffic projection worksheets are presented as Appendix B.
Figure 6
Traffic Assignments For Phase 1
Figure 7
Traffic Assignments
For Phase 2

Phase 2
Total In 45 (67)
Total Out 63 (99)

LEGEND
100 (100) PM Peak Hour
AM Peak Hour

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Figure 8
Traffic Assignments For Phase 1 Plus Phase 2
Figure 9

2001 Cumulative Plus Phase 1
Peak Hour Traffic Volumes

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Figure 10

2001 Cumulative Plus Phases 1 & 2
Peak Hour Traffic Volumes
5. CONCLUSIONS AND RECOMMENDATIONS

The purpose of this chapter is to present the results of the level-of-service analysis, which identifies the project-related impacts. In addition, any mitigation measures necessary and feasible are identified and other access, egress and circulation issues are discussed.

Definition of Significant Impacts

Criteria for determining if a project has a significant traffic impact for which mitigation measures must be investigated have been established based on traffic impact study guidelines used in other traffic studies. Generally, the criteria are as follows: if the level-of-service (LOS) without the project is E or F and the volume/capacity (V/C) ratio changes less than 0.020, the project's traffic impacts are considered insignificant. However, if the V/C ratio change is greater than 0.020, then mitigation measures which will reduce the V/C ratio change to less than 0.020 must be identified. If the LOS with the project is D or better, then no mitigation measures need to be identified.

The above criteria has been used in the traffic impact studies for the Hawaii Convention Center and the Waikiki Regional Traffic Impact Study prepared for the City and County of Honolulu Department of Transportation Service and therefore has been used for this study.
Project Related Traffic Impacts and Mitigation Measures

The level-of-service analysis for 2001 are summarized in Tables 6 and 7. During the afternoon peak hour, the intersection of Liliuokalani Avenue at Kuhio Avenue will operate at LOS D. However, the volume-to-capacity ratio changes less than the 0.020 for the impact to be considered significant and therefore no mitigation is required. All other signalized intersections will operate at LOS A during both peak hours.

### Table 6: Level-of-Service Analysis for Signalized Intersections

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Phase 1</td>
<td>Phase 1</td>
</tr>
<tr>
<td></td>
<td>V/C(1) LoS(2)</td>
<td>V/C(1) LoS(2)</td>
</tr>
<tr>
<td>Liliuokalani Ave. at Ala Wai Blvd.</td>
<td>0.499 A</td>
<td>0.419 A</td>
</tr>
<tr>
<td>Liliuokalani Ave. At Kuhio Ave.</td>
<td>0.389 A</td>
<td>0.826 D</td>
</tr>
</tbody>
</table>

**NOTES:**
(1) V/C = Volume-to-Capacity Ratio  
(2) LoS = Level-of-Service  
(3) Level-of-Service calculated using planning method described in Highway Capacity Manual.

The LOS analysis for unsignalized intersections is summarized in Table 7. All intersections are expected to operate at LOS C or better with completion of Phases 1 and 2.

### Table 7: Level-of-Service Analysis for Unsignalized Intersections

<table>
<thead>
<tr>
<th>Approach &amp; Movement</th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Phase 1</td>
<td>Phases 1 &amp; 2</td>
</tr>
<tr>
<td></td>
<td>LOS</td>
<td>LOS</td>
</tr>
<tr>
<td>Liliuokalani Avenue at Mountain View Drive</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>Liliuokalani Avenue at Tustala Street</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Liliuokalani Avenue at Cleghorn Street</td>
<td>A</td>
<td>C</td>
</tr>
</tbody>
</table>

*Phillip Rowell and Associates*
Conclusions and Summary

Traffic related impacts at the study intersections are minimal and no mitigation measure are required. All intersections should operate at better than acceptable levels-of-service upon completion of both phases of the project.
APPENDIX A

PHOTOGRAPHS OF STUDY INTERSECTIONS
Figure A1: Westbound approach of Kuhio Ave. At Liliuokalani Ave.

Figure A2: Eastbound approach of Kuhio Ave. At Liliuokalani Ave.
Figure A3
Northbound
and
Eastbound
approaches
of Kuhio Ave.
at
Liiuokalani
Ave.

Figure A4
Looking
north along
Liiuokalani
Ave. from
Kuhio Ave.
Figure A5
Looking east along Cleghorn St. from Liliuokalani Ave.

Figure A6
Looking north along west side of Liliuokalani Ave. from Cleghorn St.
Figure A7
Looking east along Tustala St. from Liliuokalani Ave.

Figure A8
Looking north along west side of Liliuokalani Ave. from Tustala St.
Figure A9
Looking east along Mountain View Drive from Liliuokalani Ave.

Figure A10
Looking east along south side of Ala Wai Bl. From Liliuokalani Ave.
Figure A11
Looking north along Liliuokalani Ave. from Mountain View Dr. to Ala Wai Bl.

Figure A12
Looking north along west side of Liliuokalani Ave. to Ala Wai Bl. From Mountain View Dr.
Figure A13
Looking south along Liliuokalani Ave. from Ala Wai Bl. toward Kuhio Ave.
APPENDIX B

TRAFFIC PROJECTION WORKSHEETS
### Input Data

**PROJECT:** H & M Apartment Project  
**DATE:** April 1996

<table>
<thead>
<tr>
<th>NO</th>
<th>INTERSECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Liliuokalani Avenue at Ala Wai Boulevard</td>
</tr>
<tr>
<td>2</td>
<td>Liliuokalani Avenue at Mountain View Drive</td>
</tr>
<tr>
<td>3</td>
<td>Liliuokalani Avenue at Tualalani Street</td>
</tr>
<tr>
<td>4</td>
<td>Liliuokalani Avenue at Cleghorn Street</td>
</tr>
<tr>
<td>5</td>
<td>Liliuokalani Avenue at Kuhio Avenue</td>
</tr>
<tr>
<td>6</td>
<td>Ohua Avenue at Kuhio Avenue</td>
</tr>
<tr>
<td>7</td>
<td>Driveway 'A' at Mountain View Drive</td>
</tr>
<tr>
<td>8</td>
<td>Driveway 'B' at Tualalani Street</td>
</tr>
<tr>
<td>9</td>
<td>Driveway 'C'/Driveway 'D' at Tualalani Street</td>
</tr>
<tr>
<td>10</td>
<td>Driveway 'E' at Cleghorn Street</td>
</tr>
</tbody>
</table>

### Level-of-Service Criteria and Precision

<table>
<thead>
<tr>
<th>V/C Ratio</th>
<th>LoS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0000</td>
<td>A</td>
</tr>
<tr>
<td>0.6000</td>
<td>B</td>
</tr>
<tr>
<td>0.7001</td>
<td>C</td>
</tr>
<tr>
<td>0.8001</td>
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</tr>
<tr>
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- VIC Round-off (decimals)
- 1500 Default Lane Capacity
- 10 Default Left Turn Penalty (%)

### Other Data

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Phillip Rowell and Associates

18-Apr-96
### TRIP GENERATION CALCULATIONS

#### Waikiki Apartments

#### April 1996

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Phillip Rowell and Associates 06-Apr-95
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18-Apr-95
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**TOTAL**

| 4578 | 3330          | 4924            | 3892                          | 6202                          | 1020  |

**Approach Totals**

| 2234 | 1855          | 2425            | 1831                          | 2801                          | 2001  |

**Departure Totals**

| 2234 | 1855          | 2425            | 1831                          | 2801                          | 2001  |

**Total**

| 2234 | 1855          | 2425            | 1831                          | 2801                          | 2001  |

Philip Rowell and Associates

25 Apr 96
| No | Approach & Exit | AM | PM | AM | PM | AM | PM | AM | PM | % IN | OUT | Phase 1 | Phase 2 | Phase 1 | Phase 2 | Phase 1 | Phase 2 | Phase 1 | Phase 2 | Phase 1 | Phase 2 | Phase 1 | Phase 2 | Phase 1 | Phase 2 | Phase 1 | Phase 2 | Phase 1 | Phase 2 |
|----|----------------|----|----|----|----|----|----|----|----|-----|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1  | N - RT          | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 78 | 2 TH            | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 77 | 3 LT            | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 78 | 4 E - RT        | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 79 | 6 TH            | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 80 | 6 LT            | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 81 | 7 S - RT        | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 82 | 8 TH            | 249| 303| 274| 333| 299|372| 0.91| 35 | 34 | 1.00| 63| 59| 324| 407| 387| 466| 0.09| 4  | 3  | 0  | 24 | 14 | 24 | 14 |
| 83 | 9 LT            | 0  | 10 | 6  | 10 | 6  | 11 | 0.09| 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| 84 | 10 W - RT       | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 85 | 11 N - RT       | 0  | 10 | 10 | 10 | 20 | 11 | 0.09| 4   | 3  | 0  | 0  | 24 | 14 | 24 | 14 |
| 86 | 12 LT           | 10 | 10 | 10 | 10 | 20 | 11 | 0.09| 4   | 3  | 0  | 0  | 24 | 14 | 24 | 14 |
| 87 | TOTAL           | 274| 333| 299| 353| 315| 385| 42 | 41 | 63 | 59| 357| 436| 420| 495 | 0.2 | 0.236| 0.21| 0.263| 0.238| 0.290| 0.280| 0.330 |

| 90 | A               | 0  | 10 | 10 | 10 | 20 | 11 | 0.09| 4   | 3  | 0  | 24 | 14 | 24 | 14 |

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| Total | 274 | 333 | 299 | 353 | 315 | 385 | 42 | 41 | 63 | 59| 357| 436| 420| 495 | 0.2 | 0.236| 0.21| 0.263| 0.238| 0.290| 0.280| 0.330 |

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| Total | 274 | 333 | 299 | 353 | 315 | 385 | 42 | 41 | 63 | 59| 357| 436| 420| 495 | 0.2 | 0.236| 0.21| 0.263| 0.238| 0.290| 0.280| 0.330 |

Philip Rowell and Associates

25-Age-90
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- The table represents various intersection data and cumulative phase project flows.
- The data includes various approaches and movements with corresponding counts and percentages.
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Philip Rowell and Associates
# TRIP ASSIGNMENT WORKSHEET

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- **16 N Apartment Project**

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- **Descent Totals**
- **Total**

### Leg Totals

- **North**
- **East**
- **South**
- **West**

### Total

- **Total**

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*Philip Rowell and Associates*
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**Philip Rowell and Associates**

25-Apr-96
APPENDIX C

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25-Apr-80

Philip Rossell and Associates
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- **Cumulative Peak Hour**: Cumulative volumes and VIC ratios for each approach.
- **Cumulative Plus Phase 1 Peak Hour**: Cumulative volumes and VIC ratios for each approach plus phase 1 peak hour.
- **Cumulative Plus Phase 1 & 2 Peak Hour**: Cumulative volumes and VIC ratios for each approach plus phase 1 and 2 peak hour.
## Summary of Level-of-Service Analysis for Existing Conditions

**H & M Apartment Project**

April 1996

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<td>14</td>
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Phillip Rowell and Associates  

25-Apr-96
### Summary of Level-of-Service Analysis for Cumulative Plus Project Conditions

**H & M Apartment Project**

**April 1986**

<table>
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<tr>
<th>NO</th>
<th>Intersection</th>
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<th>Cumulative PM Peak Hour</th>
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</tbody>
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Philip Rowell and Associates

25-Apr-86
APPENDIX III

AGENCY COMMENTS
January 12, 1996

Mr. Kelvin S. Sato
Sato & Associates, Inc.
2046 South King Street
Honolulu, Hawaii 96826

Dear Mr. Sato:

Subject: Your Letter of December 18, 1995 Requesting the Proposed H & M Apartment Building, THU: 3-2-14, 63-64 and 82-83

Thank you for your letter regarding the proposed development.

The existing water system is presently adequate to accommodate the proposed apartment building.

The availability of water will be confirmed when the building permit is submitted for our review and approval. If the development plan requires action by the Department of Land Utilization, the plan should be approved by that department before we take action on the proposed development. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.

If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.

We no longer conduct flow tests on fire hydrants. We have suspended this practice as a water conservation measure.

You may, however, use the following calculated data for the Fire Hydrant No. 1951 on Liliuokalani Avenue.

<table>
<thead>
<tr>
<th>Static Pressure</th>
<th>73 psi</th>
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<tbody>
<tr>
<td>Residual Pressure</td>
<td>20 psi</td>
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<tr>
<td>Flow</td>
<td>4,000 gpm</td>
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The data are based on the existing water system, and the static pressure represents the theoretical pressure at the point of calculation with the reservoir full and no demands on the water system. The static pressure is not indicative of the actual pressures in the field. Therefore, in order to determine the flows that are available to the site, you will have to ascertain the actual field pressure by taking on-site pressure readings at various times of the day and correlating that field data with the above hydraulic design data.

Attached is a map showing the location of the hydrant.

If you have any questions, please contact Joseph Kaskua at 527-6123.

Very truly yours,

Raymond H. Sato
Manager and Chief Engineer

Attachment

Pure Water: our greatest need - use it wisely
DEPARTMENT OF WASTEWATER MANAGEMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

JEREMY HARRIS
MAIER

FELIX B. LIMTIACO
DIRECTOR
CHERYL K. OKUMA-SEFC
DEPUTY DIRECTOR

In reply refer to:
WFC 96-97

July 17, 1996

Mr. Kelvin Sato
Sato & Associates, Inc.
2046 S. King Street
Honolulu, Hawaii 96826

Dear Mr. Sato:

Subject: H & M Apartment Building
308 and 312 Liliuokalani Avenue
Tax Map Key: 2-6-024:066-068.080-083

Please refer to your July 17, 1996, letter regarding the
construction of the required sewer line for the H & M
Apartment project.

We have no objection to the developer constructing the required
sewer line in Kanakapolei Avenue, Ala Wai Boulevard and Lewers
Street to accommodate their development and dedicating the line to
the City. To assist the developer, the City is also looking into
other alternatives to relieve the inadequate situation.

For your information, the developer will receive a Wastewater
System Facility Charge credit for installing the relief line
because it qualifies as a backup facility.

For the Phase I project (132 units), the City will allow the
construction of 128 units as a replacement for the existing units.
The City will also allow an additional 4 units to be connected via
a holding tank system. The proposed 200 units for the future makai
project will not be allowed until a relief sewer system is
constructed and accepted.

If you have any questions, please call Mr. Dennis Nishimura at
527-6091.

Very truly yours,

[Signature]

FELIX B. LIMTIACO
Director

cc: Planning Branch
July 18, 1996

Anne Kusao
Kusao & Kurashashi, Inc.
210 Ward Avenue, Suite 124
Honolulu, Hawaii 96814

LOG NO: 17675
DOC NO: 9607TD23

Dear Ms. Kusao:

SUBJECT: Phase I and II, Proposed Multi-family Rental Development
          Waikiki, Kona, O'ahu
          TMK: 2-6-24:34-40, 42-45, 65-68, 80-83

Thank you for the opportunity to review this proposed project which will construct approximately 332 rental apartments using slab on grade construction with excavation for foundation footings. A review of our records shows that we reviewed a project proposal for these parcels in 1991. A copy of our review (LOG NO: 2912) is attached for your information.

The potential effect of the subject project can be determined by comparing the depth of excavation for foundation footings with the depth of land fill at the parcels. If the proposed foundation footing excavations do not exceed the depth of fill soil, then the project will have "no effect" on historic sites. If the excavations do exceed the depth of fill soil, then the recommendations contained in our earlier review will apply to the subject project.

If you have any questions please call Tom Dye at 587-0014.

Aloha,

[Signature]

DON HIBBARD, Administrator
State Historic Preservation Division

TDjk

attach: LOG NO: 2912
May 22, 1991

MEMORANDUM

TO: Roger Evans, OCEA

FROM: Don Hibbard, Administrator
       State Historic Preservation Division

SUBJECT: Department of Land Utilization, City and County of
         Honolulu -- Environmental Assessment for Waikiki
         Project 1, Mauka/Makai Towers (Pensee USA)
         Waikiki, Kona, O‘ahu (File No. 91-452)
         TPK: 2-6-24: various

HISTORIC PRESERVATION PROGRAM CONCERNS:

The project parcel is located within the Waikiki Archaeological
District, State Site # 50-80-14-2872. The environmental
assessment correctly notes that portions of this parcel were
likely used for cultivation of taro and rice and that the
southwest corner of the parcel was part of Ainahau, the estate of
Governor Cleghorn. It is thus likely that significant subsurface
historic sites remain at the parcel.

The environmental assessment proposes that mitigation measures
will include subsurface test excavations after demolition of
existing structures. We suggest that an archaeological subsurface
inventory survey be carried out after existing structures are
demolished. This survey should establish the presence or absence
of historic sites and collect sufficient information with which to
evaluate the significance of any extant sites. Based on the
evaluations of significance it will be possible to assess the
impact of the project on any significant historic sites that are
present. At this stage a mitigation plan can be prepared to
ensure that the project has "no adverse effect" on historic
sites. If this project warrants preparation of an environmental
impact statement, then an acceptable final report of the
subsurface inventory should be appended to the final environmental
impact statement, which should include a commitment to carry out
the mitigation plan.

Thank you for your interest in historic preservation. If you have
any questions please call Tom Dye at 587-0014.

TD: jle 5/22/91  fe/ DON HIBBARD
0207t/2912
Member Benfatti voiced the following concerns: is there a guarantee that funds will be available for a second newsletter to print and mail the results of the survey to the community; and previously the Board put out the newsletter in the fall, allowing them time to compile and present the result to the State Legislature for review.

Member Sturgeon concurred with member Benfatti's comments and acknowledged that the newsletter committee worked hard on the newsletter, but he also felt that the funds should be returned to the Neighborhood Commission.

Chair Bren noted that all Boards will be getting a new budget beginning June 1, 1996, and that the publicity funds will be available at that time.

The motion to approve the draft newsletter/survey as submitted carried 13-1-0. Ayes: Among, Bren, Hong, Snow, Thomas, Flannelly, White, McCulloch, Polin, and Sword. Nays: Bowen, Benfatti, Pegan, Sturgeon, Korus and Miller.

**PRESENTATION/ACTION**

**VARIANCES/DISCUSION/ACTION/MOTION**

REQUEST APPROVAL OF CONSTRUCTION OF A 201E.140 UNIT CONDOMINIUM ON THE TUSITALA PROPERTY, CONSISTING OF 50% LOW INCOME RENTALS, 50% MARKET VALUE RENTALS. REQUIRING VARIANCE SETBACK.

Keith Kurahashi representing property owner/developer Okada Trucking Company provided the following information on the project: the property is on 2,600 square feet vacant lot on Tusitala Street; there will be 132 units, 88 one-bedroom and 44 two bedroom two baths; the owner is requesting the following exemption variances - density (Land Use Ordinance requires 1.083, they request 3.7); height of base structure (required 40 feet they request 42 feet); and set back variances at various locations of the property; there will be 152 parking spaces (20 more than is required); and the project is privately funded.

In answer to questions and concerns, Kurahashi noted the following: the have not yet determined how the 50% affordable homes will be distributed (i.e. 50% of one bedroom and 50% of two bedrooms or 50% overall); there is a clause in the contract that states that the affordable units must remain affordable for at least 10 years; it is unlikely that the building will have an option on Condominium conversion as the owner favors rental units; they are unsure if the are any plans for a recreation/barbecue area; if they do not put in a convenience store, the space will be used for other than commercial use; the proposed rents will be $650 for the one-bedroom and $800 for the two-bedroom; the targeted completion date is the end of 1997; and they have not spoken to the neighbors in
the surrounding area as the property is designated for apartment use and they did not hire a community relations person.

Benfatti moved and White seconded that the Board recommend the approval of the variance application. The motion carried 15-0-1. Abstention: Korus.

DUTY FREE SHOPS REQUEST FOR VARIANCE ON REDUCTION OF PARKING REQUIREMENT FOR NEW CONSTRUCTION
A representative from Duty Free Shops briefly explained why the variance is needed.

White moved and McCulloch seconded that the Board recommend approval of the variance application by Duty Free Shops. The motion carried 15-0-1. Abstention: Snow.

White moved and Among seconded that the Board recess for five minutes to allow the next speakers to set up. (7:55 p.m.) The motion carried unanimously 15-0-0.

The meeting reconvened at 8:00 p.m.

WAIKIKI PLANNING AND PROGRAM GUIDE AN THE AMENDMENTS TO THE WAIKIKI SPECIAL DESIGN DISTRICT
Managing Director Bob Fishman, thanked all individuals who participated in the Waikiki Special Design Task Force and the Waikiki Regional Traffic Task Force. The latter addressed the traffic problems not only in Waikiki but also the area surrounding the Convention Center.

Fishman reviewed for the different stages of the planning process and reminded everyone that the proposed amendments that are recommended for the Waikiki Special Design Ordinance (WSDO) can still be changed. The City wants to work closely with the residents of Waikiki to get their input as to visions for Waikiki. Fishman reiterated that the City will attend as many meeting relating to the WSDO as the community requested. In closing, Fishman noted that the Waikiki plan is the key to the quality of life in Hawaii.

Christina Kemmer, Director of the Office of Waikiki Development, presented a slide show to review some of the changes that have taken place in Waikiki, such as torchlight ceremonies, historic Hawaiian trails and landmarks, bike path along the Ala Wai Canal, and more open space in the downtown Honolulu area. She also reviewed some of the proposed recommendations.

Kemmer introduced Dr. George Kanahele, who shared his views and concerns regarding the future growth of Waikiki. Kanahele stated
APPENDIX IV

AGENCY COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT AND THE APPLICANT'S RESPONSES
August 7, 1996

Roland Libby, Jr.
Department of Housing and Community Development
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Attention: Jason Ching

Dear Mr. Libby:

Subject: Draft Environmental Assessment (EA) for H & M Apartments, Phases I and II, Waikiki

In the final EA:

1. Please discuss the design standards for which a Chapter 201E exemption is being sought. If available, also include a copy of the resolution being proposed for City Council approval.

2. Discuss the definition of the standards of affordability being considered for this project, the number of units that will be made available at each level of affordability, and a description of the method that will be employed to market the units and assure eligibility of renters or owners. Will renters displaced by demolition of former housing at this site be given first right of refusal to relocate into the new structure, or any other special consideration?

3. Revised Ordinances of Honolulu 21-3.80 require rooftop machinery to be screened, i.e., with a sloping roof. The drawings of the buildings do not show any screening with sloped roofs or any form of screening incorporated into the project to mitigate visual impacts. How will visual impacts be mitigated?
4. Does the project design accommodate the Ala Nui Hele walkway, a component of the Waikiki masterplan? Does the project conform to any other provisions of the Waikiki masterplan?

5. Will pile driving be necessary for the building foundations? Include a full discussion of noise mitigation measures during the construction phase beyond simple compliance with Department of Health standards. Pile driving in urban areas, especially as shown recently by Convention Center construction, has constituted a health hazard as well as being an extreme nuisance to neighboring residences.

If you have any questions, call Nancy Heinrich at 586-4185.

Sincerely,

[Signature]

GARY GILL
Director

c: Gavin Hubbard, Okada Trucking
Keith Kurahashi
October 7, 1996

Mr. Gary Gill
Director
Office of Environmental Quality Control
State of Hawaii
220 So. King Street, 4th Floor
Honolulu, Hawaii 96813

Dear Mr. Gill:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment (EA) for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. As recommended, the design standards for which Chapter 201E exemptions are being sought will be discussed in the Final EA. A copy of the draft resolution being proposed for City Council approval is not available at this time.

2. As recommended, the Final EA will include a discussion on the range of rental rates being proposed, including affordable and market rents and the number of units proposed in each category of affordability. The rental units will be marketed through newspaper advertisements. The City’s Department of Housing and Community Development (DHCD) will provide guidelines for determining the eligibility of renters, and our records on renter eligibility will be subject to DHCD review. At the present time, we understand that the most recently filed tax return is used to determine renter eligibility.
Mr. Gary Gill
Page 2

There are no plans to give special preference to renters displaced when the former housing units on the site were demolished by a previous owner. We will follow DHCD requirements applicable to this 201E rental project in the selection of tenants and determining their eligibility.

3. The applicant will work with the Department of Land Utilization to determine if visual screening of the roof top will be required. At this time no equipment or machinery is planned for the roof top except vents for certain interior rooms in the apartment complex. This information will be repeated in Section IV.J. Visual Impacts of the Final EA.

4. The proposed Waikiki Special District Ordinance and the City’s proposed Waikiki masterplan in their latest forms, do not include the Ala Nui Hele Walkway plan. The project conforms to other aspects of the Waikiki masterplan, except in relation to the specific exemptions requested.

5. Pile driving will be necessary for stabilizing building foundations on the project site. A full discussion of the noise mitigation measures planned during the construction phase of the project will be included in the Final EA.

Thank you for your thorough review of the Draft EA, your comments and our response will be included in the Final EA for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.
Mr. Roland D. Libby, Director
Department of Housing and
Community Development
City and County of Honolulu
650 S. King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Libby:

Subject: Draft Environmental Assessment (DEA) for the H & M
Apartment Project, Phase I and II, Waikiki, Oahu,
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83

We have reviewed the subject DEA and confirm that the
project site, as represented on the zoning map (Exhibit B), is
located within the State Land Use Urban District.

We have no further comments to offer at this time.

Should you have any questions, please feel free to call me
or Bert Saruwatari of our office at 808-3822.

Sincerely,

ESTHER UEDA
Executive Officer

EU:th
cc: DBEDT (Director’s Referral #96-250-Y)
/Keith H. Kurahashi
October 7, 1996

Ms. Esther Ueda
Executive Officer
State of Hawaii
Department of Business, Economic Development & Tourism
Land Use Commission
P.O. Box 2359
Honolulu, Hawaii 96804-2359

Attention: Mr. Bert Saruwatari

Dear Ms. Ueda:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu, Hawaii
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your prompt response to the Department of Housing and Community Development’s request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Co., Ltd.
August 12, 1996

TO: ROLAND D. LIBBY, JR., DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: MICHAEL S. NAKAMURA, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
H & M APARTMENT PROJECT, PHASE I AND II
TMK: 2-6-24: 34-40, 42-45, 68-68 and 80-83

This is in response to Kusao & Kurahashi, Inc.’s letter of
August 6, 1996, requesting comments concerning the subject project.

The project should have no significant impact on the operations of
the Honolulu Police Department.

Thank you for the opportunity to comment.

MICHAEL S. NAKAMURA
Chief of Police

By
EUGENE UEUMURA, Assistant Chief
Administrative Bureau

cc: Mr. Keith H. Kurahashi
Kusao & Kurahashi, Inc.
October 7, 1996

Mr. Michael S. Nakamura
Chief
City and County of Honolulu
Police Department
801 South Beretania Street
Honolulu, Hawaii 96813

Dear Chief Nakamura:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu, Hawaii
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your prompt response to the Department of Housing and Community Development’s request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Co., Ltd.
August 13, 1996

Mr. Roland D. Libby
Director
Department of Housing and
Community Development
650 S. King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Libby:

Re: Draft Environmental Assessment (EA) for K&M Apartment Project, Phase I and II

Thank you for the opportunity to review the subject draft EA.

The applicant proposes to develop an 132-unit rental project, fifty percent of which will be affordable to low- and moderate-income families. Additionally, approximately 200 condominium or rental apartment units are proposed in Phase II of the project. The proposed action is consistent with the rental housing objective of the State Housing Functional Plan.

Sincerely,

ROY S. OSHIRO
Executive Director

C: Kusao & Kurahashi, Inc.
October 7, 1996

Mr. Roy S. Oshiro
Executive Director
State of Hawaii
Department of Budget and Finance
Housing Finance and Development Corporation
677 Queen Street, Suite 300
Honolulu, Hawaii 96813

Dear Mr. Roy S. Oshiro:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu, Hawaii
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your prompt response to the Department of Housing and Community Development’s request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Co., Ltd.
Mr. Roland D. Libby  
Director  
Department of Housing and Community Development  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Libby:

Subject: H & M Apartment Project, Phase I and II  
Environmental Assessment  
TMK: 2-6-24: 34-40, 42-45, 65-68, 80-83

Thank you for your transmittal of August 6, 1996.

The proposed housing project will not have a significant impact on our State transportation facilities.

We appreciate the opportunity to provide comments.

Very truly yours,

Kazu Hayashiida  
Director of Transportation

C: Mr. Keith H. Kusao, Kusao & Kusao, Inc.
October 7, 1996

Mr. Kazu Hayashida
Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu, Hawaii
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your prompt response (Reference No. STP 8.7507) to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Co., Ltd.
August 14, 1996

Roland D. Libby, Director
Department of Housing and Community Development
City and County of Honolulu
650 S. King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Libby:

SUBJECT: Chapter 6E-42 Historic Preservation Review -- Draft Environmental Assessment for H & M Apartment Project Phase I and II
Waikiki, Kona, O‘ahu
TMK: 2-6-24; 34-40; 42-45; 65-68; 80-83

The Draft Environmental Assessment (DEA) includes our earlier comments on this project (Log No. 17675 & 0207t/2912) and in Section IV E. 1, in accordance with SHPD recommendations, states that an archaeological subsurface inventory survey will be conducted to determine the presence or absence of historic sites, and to gather sufficient information to evaluate the significance of any sites found. A report of the finds should be submitted to the State Historic Preservation Division (SHPD) for review. Also, the DEA states that if significant historic sites are found during the survey, a mitigation plan may need to be developed and executed. We look forward to reviewing the inventory survey report in order to make a determination on this project.

Aloha,

[Signature]
Don Hibbard, Administrator
Historic Preservation Division

EJ:jk

cc: Keith H. Kurahashi, Kusao & Kurahashi, Inc., Ward Plaza, 210 Ward Avenue,
     Suite 124, Honolulu, Hawaii 96814
October 7, 1996

Mr. Don Hibbard, Administrator
State Historic Preservation Division
Department of Land and Natural Resources
State of Hawaii
33 South King Street, 6th Floor
Honolulu, Hawaii 96813

Dear Mr. Hibbard:

Subject: Draft Environmental Assessment H & M Apartment Project, Phase I & II, Tax Map Key 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your response to the Department of Housing and Community Development’s request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following is excerpted from the summary report (dated September 12, 1996) for the above project based on the recent archaeological subsurface inventory survey conducted by Cultural Surveys Hawaii, Inc.:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.

"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo‘i were identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These sediments were sampled in increments of 5 centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an internment of a native Hawaiian by virtue of the
flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial's program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O'ahu Island Burial Council for review and approval. This matter was presented to the O'ahu Island Burial Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing must await approval of the burial treatment plan. Therefore final mitigation for the Phase II area is still undetermined. Archaeological coordination with DLNR will continue until this final mitigation is determined.

"Concerning the Phase I development as a result of the recently performed testing, it is our recommendation that no further archaeological fieldwork is necessary. Plentiful controlled samples of lo'i sediments were collected during the backhoe testing. 1 sample has been submitted for radiocarbon dating and 1 sample for exploratory pollen analysis. At this point, it is recommended that a separate and final phase of mitigation consist of submittal of a series of samples for C14 and pollen analysis and preparation of a report with the results of these analyses. This mitigation report will be separate from the soon-to-be completed testing results report and will comprise the necessary data recovery which hopefully will be the final step of mitigation. Archaeological coordination with DLNR will continue on the Phase I development area and final mitigation will be determined with their concurrence."

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with your division, the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc. we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O'ahu
Mr. Don Hibbard
Page 3

Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.
DEPARTMENT OF WASTEWATER MANAGEMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 527-6663 • FAX: (808) 527-6475

JEREMY HARRIS
MAYOR

FELIX B. LIMTIACO, P.E.
DIRECTOR
CHERYL K. OKUHA-GEPE, ESE.
DEPUTY DIRECTOR

In reply refer to:
WCC 96-88

August 20, 1996

MEMORANDUM

TO: MR. ROLAND D. LIBBY, JR., DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: FELIX B. LIMTIACO, DIRECTOR
DEPARTMENT OF WASTEWATER MANAGEMENT

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
H & M APARTMENT PROJECT, PHASE I AND II
TMN: 2-6-024:34-40, 42-45, 65-68 AND 80-83

Our response relating to the availability and adequacy of the
municipal sewer system for the subject project is as follows:

[X] Municipal Sewer System Available and Adequate
(This statement shall not be construed as confirmation of
sewage capacity reservation. Sewage capacity reservation
is contingent on submittal and approval of a "Sewer
Connection Application" form.)
SEE OTHER:

[ ] Municipal Sewer System Not Available

[ ] Municipal Sewer System Not Adequate

[X] Liable for Payment of a Wastewater System Facility Charge

[X] Other: For Phase I project (132 units), the City will allow the
construction of 128 units as a replacement for the existing units.
The City will also allow an additional 4 units to be connected via
a holding tank system. The Phase 2 project (200 units) will not
be allowed until a relief sewer system is constructed and accepted.

Contact Person:
Tessa Yuen, Ext. 4956

FELIX B. LIMTIACO
DIRECTOR

cc: Keith Kurashahi, Russo & Kurashahi, Inc.

S-70-98
October 7, 1996

Mr. Felix B. Limtiaco
Director
Department of Wastewater Management
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, Hawaii 96813

Attention: Ms. Tessa Yuen

Dear Mr. Limtiaco:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu, Hawaii
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your prompt response to the Department of Housing and Community Development’s request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following is a response to your comments, dated August 12 and 20, 1996 (Reference No. WCC 96-88):

1. The applicant understands that the municipal sewer system is available and adequate for 128 of the proposed units in Phase I. The applicant has submitted and received approval of a "Sewer Connection Application" for Phase I.

2. The applicant understands that he may be liable for Payment of a Wastewater System Facility Charge.

3. The applicant understands that for the Phase I project (132) units, the City will allow the construction of 128 units as a replacement for the previously existing units on the site. The City will also allow an additional four units
to be connected via a holding tank system. The Phase 2 project (200 units) will not be allowed until a relief sewer system is constructed and accepted.

The applicant will work with your department to determine if the final four units planned in the Phase 1 project could be developed without the holding tank system, but not allowed to be connected to the wastewater system or issued a certificate of occupancy, until completion and acceptance of the relief sewer system. Because of the planned timing of the relief sewer system, it would not be practical to build a temporary holding tank system for the four units, that would be abandoned in less than a year.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.
DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
850 SOUTH KING STREET
HONOLULU, HAWAII 85813

August 22, 1996

TO: ROLAND D. LIBBY, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: DONA L. HANAIKE, DIRECTOR

SUBJECT: H & M APARTMENT PROJECT, PHASES I AND II
HONOLULU, OAHU, HAWAII
TAX MAP KEY 2-6-024: 034-040, 065-068, 080-083

We have reviewed the draft environmental assessment for the above-described project and offer the following comments.

The proposed 132-rental unit project (Phase I) does not provide adequate on-site recreational opportunities for residents of the development, and the project will have a significant impact on our existing parks and facilities in the Waikiki area.

The project will need to comply with all park dedication requirements upon conversion to market-priced rentals or market-priced sales.

Thank you for the opportunity to review the project.

If you have any questions, please contact Lester Lai of our Advance Planning Branch at extension 4696.

For DONA L. HANAIKE
Director

DLH:ei

/ cc: Keith H. Kurahashi
October 7, 1996

Ms. Dona L. Hanaike
Director
Department of Parks and Recreation
650 So. King Street, 10th Floor
Honolulu, Hawaii 96813

Dear Ms. Hanaike:

Subject: Draft Environmental Assessment H & M Apartment Project, Phase I & II, Tax Map Key 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

We have met with your staff and understand that your department will consider an exemption from park dedication requirements based on our proposal to extend the term of the affordable rental housing to 25 years (previously proposed for 10 years).

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.
August 23, 1996

Mr. Roland D. Libby, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Libby:

SUBJECT: Draft Environmental Assessment
K & M Apartment Project, Phase I and II
TMK: 2-6-25: 34-40, 35-45, 55-68 and 80-81

We have reviewed the subject environmental assessment and have determined that the proposed 132 affordable rental units and 200 condominium units will have the following enrollment impact on the area schools:

<table>
<thead>
<tr>
<th>School</th>
<th>Grades</th>
<th>Projected Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson Elementary</td>
<td>K-6</td>
<td>83</td>
</tr>
<tr>
<td>Washington Intermediate</td>
<td>7-8</td>
<td>20</td>
</tr>
<tr>
<td>Kaimuki High</td>
<td>9-12</td>
<td>33</td>
</tr>
</tbody>
</table>

The 136 students projected from this development will have an impact on the three schools. Jefferson Elementary School is operating below capacity and should be able to accommodate the elementary grade students. Both Washington and Kaimuki Intermediate Schools are operating at capacity and may be faced with a shortage of classrooms.
August 23, 1996

The Department of Education (DOE) will request that the developer meet with the DOE regarding fair-share contributions because of the development's impact on the schools in the area. We will also be requesting the County to support our request for a fair-share contribution.

Should there be any questions, please call the Facilities Branch at 733-4862.

Sincerely,

Herman M. Aizawa, Ph.D.
Superintendent

HMA:by

cc: A. Suga, OBS
    J. Sosa, HDO
October 7, 1996

Herman M. Aizawa, Ph.D.
Superintendent
Department of Education
State of Hawaii
P.O. Box 2360
Honolulu, Hawaii 96804

Dear Mr. Aizawa:

Subject: Draft Environmental Assessment H & M Apartment Project,
Phase I & II, Tax Map Key 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your response to the Department of Housing and Community Development’s request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

We understand the Department of Education’s (DOE) policy regarding fair-share contributions from developers to mitigate the development’s impact on schools in the area.

In our proposed development of privately funded affordable rental housing in Waikiki, however, we were hoping that DOE would see its way clear to provide an exemption from the fair-share contribution to help keep our development costs at a reasonable level to minimize our losses. When the land value (appraised) and construction costs are factored into the profit equation, the applicant will lose money on this project for 10 years, in that the projected rental income will not cover the estimated debt service costs related to the land value and construction costs and the operating costs of the apartment development. Added costs such as proposed by yours and other departments will increase the losses over the 10-year period that the applicant will suffer.

Please keep in mind that at some point the applicant will decide that his projected losses are more than he wishes to accept and he will either develop the project site as luxury condominiums or market rental units, in which case the opportunity for a privately funded affordable rental project will be lost.
It is also important to note that if luxury condominiums or market apartment rentals are developed in accordance with the Land Use Ordinance standards, a fair-share contribution for classroom development would not be provided.

The development of privately funded affordable rental apartments is a difficult task even without additional community benefit requirements as proposed by a number of public agencies, particularly in the Waikiki area.

We hope that you will reconsider your requests for a fair-share contribution from this developer, in the interest of supporting this applicant's attempt to develop a privately funded affordable rental development in an area where high land costs have in recent and not so recent times kept others from attempting to develop market or affordable rental units.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.
MEMORANDUM

TO: ROLAND D. LIBBY, JR., DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: PATRICK T. ONISHI, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT - H & M APARTMENT PROJECT, PHASES I AND II; TMKS: 2-6-024: 034-040, 042-045, 065-068 AND 080-083

August 28, 1996

This responds to a request from Kusao & Kurahashi, Inc. dated August 6, 1996 to review and comment on a Draft Environmental Assessment (DEA) for the above project. We understand Phase I of the project, involving a proposed 132-unit rental apartment building, requires zoning exemptions through Chapter 201E-210, Hawaii Revised Statutes, but that the specifics of Phase II are not yet defined. We have the following comments:

- It would be helpful to identify on the location map (Exhibit A, page 4) the specific properties associated with Phase I and Phase II of the project.

- It would be helpful to include within the Final Environmental Assessment (FEA) the Existing Land Use Map (ELUM) for the project area and area properties (e.g., similar scale as that used in the Location Map, Exhibit A), identifying the various existing developments described in the text.

- Page 14 describes Phase I as including 126,600 square feet of floor area. However, plans for Phase I actually involve more than 130,000 square feet of floor area. The project description should be corrected accordingly within the FEA.

- Page 14 describes Phase I as involving a 20-foot front yard along the Tuisitala Street frontage; however, plans for Phase I actually include some yard encroachment (approximately 2
feet). The project description should be corrected within the FEA to state that an encroachment of up to 2-feet into the minimum required front yard along Tusitala Street is associated with the project.

- There is a typographical error in the second sentence of Item No. A-3 on page 17.
- Section VIII, Major Impacts and Alternatives Considered, of the FEA should also include a brief discussion as to why a rental apartment at or below permitted density (floor area) is not a feasible alternative.
- The broad, conceptual proposal for Phase II is described as involving an approximately 200-unit rental or condominium building. We appreciate that this description is relatively undefined at this time. However, for a property of its size (49,394 square feet) and street frontages, we estimate an average gross floor area per unit for Phase II of under 400 square feet; rather small for any but a single room occupancy (SRO) housing project. Therefore, some mention should be made within the FEA that further exemptions through the 201E process would probably be necessary for a future project of this size (i.e., 200-units).
- We have no objections to a Negative Declaration determination for the proposed project.

We note that the proposed Phase I will require a variety of exemptions from park dedication requirements and the provisions of the Land Use Ordinance, including: maximum permitted density, minimum open space, minimum required front yards, street setbacks, height setbacks and minimum loading space dimensions. We will comment on these related issues under separate memorandum with regard to the 201E application.

Thank you for the opportunity to comment. Please contact Jamie Peirson of our staff at extension 5754 for any follow-up.

PTO: fm
/ cc: Kusao & Kurahashi, Inc.
pd1l@oadea.jp

bcc: EMB
201E File
October 7, 1986

Mr. Patrick T. Onishi
Director
Department of Land Utilization
City and County of Honolulu
650 So. King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. Onishi:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment (EA) for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. As recommended, the location map in the Final EA will be revised to denote Phases I and II of the project.

2. As recommended, the Final EA will include the Existing Land Use Map (ELUM) for the area, identifying the project site and the various existing developments described in the text.

3. Page 14 of the Final EA will be corrected to indicate that the total floor area for the project is 130,292 square feet.

4. Page 14 of the Final EA will be revised as follows to describe more accurately the precise front yard encroachment along Tusitala Street (deletions are bracketed and new text is underlined):
"There will be [about a 20-foot landscaped yard along Tusitala Street;] a 16-foot landscaped yard along Mountain View Drive [;] and a 10-foot landscaped yard along the west property boundary. Along Tusitala Street, the front yard will vary between 18 feet and 30 feet. The area that encroaches into the 20-foot front yard begins with a 2-foot encroachment and narrows to no encroachment after about 18 feet. Beyond that 18 feet of building frontage, at the west corner of the proposed building, the yard area increases along the remaining 132 feet of building frontage to about 30 feet."

5. The typographical error on page 17 will be corrected in the Final EA.

6. Section VIII of the Final EA will discuss why a rental apartment at or below permitted density (floor area) is not a feasible alternative.

7. We will add a statement in Section III.A.1. of the Final EA to clarify that, if Phase II is developed with 200 units, it will be processed as a 201E development, similar to Phase I. The applicant as an alternative, however, may decide to develop market priced units with a lower density and unit count, in accordance with the requirements of the Land Use Ordinance.

Thank you for your thorough review of the Draft EA, your recommendations will assist reviewers to better understand the proposed development. Your comments and our response will be included in the Final EA for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
    Okada Trucking Company, Ltd.
September 3, 1996

TO: ROLAND D. LIBBY, DIRECTOR
    DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: RAYMOND H. SATO, MANAGER AND CHIEF ENGINEER
      BOARD OF WATER SUPPLY


Thank you for the opportunity to review and comment on the Draft Environmental Assessment (DEA) for the proposed housing project.

We have the following comments to offer:

1. The existing off-site water system is presently adequate to accommodate the proposed apartment project.

2. The availability of water will be determined when the Building Permit Application is submitted for our review and approval. If water is made available, the applicant will be required to pay our Water System Facilities Charges (WSFC) for resource development, transmission, and daily storage.

3. There are 18 existing water meters currently serving the project site. All of these meters have "order-off" dates that exceed five years. Therefore, they are not eligible to receive any WSFC credits and if reactivated, will be assessed the applicable WSFC.

4. If a three-inch or larger water meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.

5. Our proposed Research and Facility Improvement Program includes projects to replace the existing water mains with 8-inch mains along Mountain View Drive, Cleghorn Street and Kapuni Road for fire protection improvement purposes. However, there currently is no timetable available for the construction of the mains.

6. Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assemblies are required to be installed immediately after each water meter serving the project site.

If you have any questions, please contact Barry Usagawa at 527-5235.

cc: Keith H. Kurahashi, Kusao & Kurahashi, Inc.
October 7, 1996

Mr. Raymond H. Sato
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 So. Beretania Street
Honolulu, Hawaii 96813

Dear Mr. Sato:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83

Thank you for your prompt response to the Department of Housing and Community Development’s request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. The applicant understands that the existing off-site water system is adequate to accommodate the proposed project.

2. The applicant understands that the availability of water will be determined when the Building Permit Application is submitted and that if water is made available the applicant will be required to pay the Water System Facilities Charge (WSFC) for resource development, transmission and daily storage.

3. The applicant understands that the project does not qualify for WSFC credits.

4. If a three-inch or larger water meter is required, construction drawings showing the installation of the meter will be submitted for your review and approval.
5. The applicant understands that the existing 8-inch main along Mountain View Drive which abuts the project is planned for replacement, however, your department has not established a timetable for its construction.

6. The applicant will install, as required, a Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assembly immediately after each water meter serving the project.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.
Our People...Our Islands...In Harmony

September 3, 1996

Mr. Roland D. Libby, Director
Department of Housing and Community Development
City and County of Honolulu
650 S. King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Libby:

Subject: Draft Environmental Assessment (DEA) - H & M Apartment Project, Phase I and II, Waikiki, Hawaii

We have reviewed the above subject matter and have no comments to offer at this time.

Thank you for the opportunity to review this document.

Sincerely,

KENNETH M. KANESHIRO
State Conservationist

cc:
Mr. Keith H. Kurahashi, Kusao & Kurahashi, Inc. Ward Plaza, 210 Ward Avenue, Suite 124, Honolulu, HI 96814

The Natural Resources Conservation Service works hand-in-hand with the American people to conserve natural resources on private lands. AN EQUAL OPPORTUNITY EMPLOYER
October 7, 1996

Mr. Kenneth M. Kaneshiro  
State Conservationist  
United States Department of Agriculture  
Natural Resources Conservation Services  
P.O. Box 50004  
Honolulu, Hawaii 96850

Dear Mr. Kaneshiro:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Co., Ltd.
September 4, 1996

MEMO TO: ROLAND D. LIBBY, DIRECTOR
        DEPARTMENT OF HOUSING & COMMUNITY DEVELOPMENT

FROM: RANDALL K. FUJIKI
       DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: H & M APARTMENT PROJECT, PHASES I AND II
        TMK: 2-6-24:34-40, 42-45, 65-68 AND 80-83
        DRAFT ENVIRONMENTAL ASSESSMENT (DEA)

We have reviewed the subject matter and have no comments to offer.

Should there be any questions, please contact Douglas Collinson at 527-6375.

[Signature]
RANDALL K. FUJIKI
Director and Building Superintendent

cc: Kusao & Kurahashi, Inc.
October 7, 1996

Mr. Randall K. Fujiki
Director and Building Superintendent
Building Department
City and County of Honolulu
650 S. King Street, 2nd Floor
Honolulu, Hawaii 96813

Attention: Mr. Douglas Collinson

Dear Mr. Fujiki:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu, Hawaii
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your prompt response to the Department of Housing and Community Development’s request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Co., Ltd.
MEMORANDUM

TO: ROLAND D. LIBBY, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: CHARLES O. SWANSON, DIRECTOR

SUBJECT: H & M APARTMENT PROJECT, PHASE I AND II

In response to the letter dated August 6, 1996 from Kusao & Kurahashi, Inc., we reviewed the draft environmental assessment for the subject project and have the following comments:

1. There is a 4-foot road widening setback along Mountain View Drive. Full frontage improvements, including a 3-foot sidewalk should be provided with respect to the new property line.

2. There is a 2-foot road widening setback along Tusitala Street. Full frontage improvements, including a 6-foot sidewalk, should be constructed with respect to the new property line.

3. A 30-foot property line radius, along with a 28-foot curb radius, should be provided at the Mountain View Drive/Liliuokalani Avenue and Tusitala Street/Liliuokalani Avenue corners.

4. A standard 32-foot right-of-way turnaround area should be provided at the end of Tusitala Street.

5. Full frontage improvements should be provided along the affected portions of the project's frontage.

6. All vehicular access points should be constructed as standard city dropped driveways.
7. Driveway grades should not exceed 5 percent for a minimum distance of 35 feet from the new curb line, and adequate sight distance to pedestrians and other vehicles should be provided and maintained.

8. Existing driveways which will not be used by this development should be adjusted to match the existing curb grade.

9. Loading and trash pick-up areas should be located and designed such that all maneuvering of vehicles occurs on-site.

10. Landscaping should be placed in locations such that there will no interference with vehicular sight lines.

11. Preliminary construction plans for all off-site improvement work should be submitted to this department for review prior to the processing of building permit applications.

12. No significant impact on traffic signal operations due to the proposed project is foreseen.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation System Planning Division at Local 6976.

/Charles O. Swanson

cc: Kusao & Kurahashi, Inc.
October 7, 1996

Mr. Charles O. Swanson
Director
Department of Transportation Services
Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Dear Mr. Swanson:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83

Thank you for your response to the Department of Housing and Community Development’s request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. The applicant understands that there is a 4-foot road widening setback along Mountain View Drive and will provide for the widening and full frontage improvements, including a 3-foot sidewalk, as required by your Department and the Department of Public Works.

2. The applicant understands that their is a 2-foot road widening setback along Tusitala Street and will provide for the widening and full frontage improvements, including a 6-foot sidewalk, as required by your Department and the Department of Public Works.

3. The applicant will provide a 30-foot property line radius and a 28-foot curb radius at the Mountain View Drive/Liliuokalani Avenue and Tusitala Street/Liliuokalani Avenue corners, as required by your Department and the Department of Public Works.

4. The applicant will provide a standard 32-foot right-of-way turnaround area at the end of Tusitala Street, as required by your Department and the Department of Public Works.
5. The applicant will provide full frontage improvements along affected portions of
the project’s frontage, as required by your Department and the Department of
Public Works.

6. All vehicle access points onto the lot will be constructed as standard City dropped
driveways.

7. Driveway grades will not exceed 5 percent for a minimum distance of 35 feet from
the new curb line, and adequate site distance to pedestrians and other vehicles will
be provided and maintained.

8. Existing driveways which will not be used by this development will be adjusted to
match the existing curb grade.

9. Loading and trash pick-up areas will be located and designed to allow maneuvering
of vehicles on-site.

10. Landscaping will be situated to insure that there will be no interference with
vehicular lines of sight.

11. Preliminary construction plans for all off-site improvement work will be submitted
to your Department prior to the processing of building permits applications.

12. The applicant understands that no significant impact on the traffic signal operations
due to the proposed project is foreseen.

Your comments and our response will be included in the Final Environmental
Assessment for this project. Should you have questions or require additional information,
please contact my office.

Very truly yours,

Keith H. Kurahashi

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.
MEMORANDUM

TO: ROLAND D. LIBBY, JR., DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: CHERYL D. SOON, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE H & M APARTMENT PROJECT, PHASES I AND II, WAIKIKI, OAHU, HAWAII,
TAX MAP KEY: 2-6-24: 34-40, 42-45, 65-68 AND 80-83

In response to a letter dated August 6, 1996 from Kusao and Kurahashi, Inc., we have reviewed the subject EA and offer the following comments.

1. The development of affordable housing projects are given a high priority by the General Plan and Primary Urban Center Development Plan (DP). The proposal for Phases I and II are consistent with the site’s Medium Density Apartment land use designation on the Primary Urban Center DP Land Use Map.

2. Although we support the concept of affordable rental apartments in Waikiki, we are very concerned about the density being proposed for Phase I. Under Phase I, the developer is seeking numerous exemptions from City land use ordinances pursuant to Section 201E-210, Hawaii Revised Statutes (HRS) because of the project’s excessive density.

Our comments and concerns regarding the developer’s request for exemptions pursuant to Section 201E-210, HRS for Phase I are still relevant. A copy is attached for your information and use.

3. The amount of information regarding Phase II is inadequate at this time, therefore, we will reserve our comments until more information is available.
Roland D. Libby, Jr., Director  
Department of Housing and Community Development  
September 10, 1996  
Page 2

4. Please note that page 1 of the attached Traffic Impact Analysis Report (TIAR) erroneously states that the first phase will consist of "126 units with 153 parking spaces." This information in the TIAR should be corrected read "132 units and 153 parking spaces" as reported in the draft EA.

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

CHERYL D. SOON  
Chief Planning Officer

CDS:js

Attachment

cc: Kusao & Kurahashi, Inc.
September 10, 1996

MEMORANDUM

TO: ROLAND D. LIBBY, JR., DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: CHERYL D. SOON, CHIEF PLANNING OFFICER
PLANNING DEPARTMENT

SUBJECT: REQUEST FOR EXEMPTIONS PURSUANT TO SECTION 201E-210,
HAWAII REVISED STATUTES, H & M APARTMENT PROJECT,
WAIKIKI, OAHU, HAWAII, TAX MAP KEY: 2-6-24: 65 THROUGH 68
AND 80 THROUGH 83

In response to your memorandum of August 8, 1996, we have reviewed the subject project
and offer the following comments.

1. Primary Urban Center Development Plan (DP)

The concept of an apartment building consisting of affordable rental units is
consistent with the site’s Medium Density Apartment land use designation on the
Primary Urban Center DP Land Use Map. The 132 units being requested far
exceeds density controls for areas designated Medium Density Apartment. Therefore,
an exemption from Section 24-2.2(a)(4)(C) of the DP Special Provisions for the
Primary Urban Center is required instead of Section 24-2.2(a)(4)(D) as stated on page
1 of your memorandum.

The need for affordable housing is considered a very high development priority for
the Primary Urban Center, including Waikiki. Although the delivery of affordable
housing in Waikiki is extremely difficult, we recommend that the project’s density be
coordinated with traffic considerations, acceptable building massing relative to the
site, and appropriate principles of urban design.
2. Principles and Controls Regarding Public Views

The protection of public views of the natural environment such as Diamond Head and the Koolau Mountain Range are crucial in promoting pleasing and attractive living environments in urban areas. As such, developments within Waikiki are subject to urban design principles and controls relating to the protection of public views. In accordance with Section 24-2.2(a)(2)(E) of the Primary Urban Center DP Special Provisions, views to be protected include views of the mountains from streets and public areas diamond head of Launui Street. Furthermore, Section 24-2.2(b)(2)(E) states:

"Existing views of the mountains, ocean, and Diamond Head from streets, pedestrian corridors and major public places shall be preserved through more stringent development controls in terms of height, bulk, siting and setback. Such views shall be enhanced by appropriate landscaping requirements for private developments along view corridors and the appropriate landscaping of related streets."

Along these lines, we are concerned about the height, bulk, and setbacks of the development’s parking structure, especially the portion fronting Liliuokalani Avenue.

The requested 12-foot setback along Liliuokalani Avenue, if allowed, may seriously compromise the intent of the Waikiki Special Area in several ways. First, it would drastically reduce existing views along this portion of Liliuokalani Avenue. Second, the bulk and mass of the 4-story parking structure sited approximately 12 feet from the sidewalk may create an inappropriately intense urban setting and could seriously erode efforts to promote a pleasurable pedestrian experience in the apartment district between Kuhio Avenue and Ala Wai Boulevard. Therefore, we recommend that the developer search for ways to keep the parking structure within the required building envelope and to use appropriate urban design and landscaping devices to maintain a pleasant, urban residential atmosphere.

3. The Waikiki Special District Permit Process

We are very concerned about the developer’s request for an exemption from the Land Use Ordinance requiring the submission a Waikiki Special District Permit. Given the number and types of exemptions needed to fulfill the proposed development program, we recommend that this project be subject at least to a qualitative design review targeting design quality and contextual/urban design considerations.
4. **Site Landscape Plan**

Page 3, item 8 of the memorandum states that picnic benches and a barbecue pit will be included in the proposed project. However, these amenities are not shown on the project's Site Landscape Plan (Sheet L-1).

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Cheryl D. Soon
Chief Planning Officer
October 7, 1996

Ms. Cheryl D. Soon
Chief Planning Officer
Planning Department
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Draft Environmental Assessment for the H & M Apartment Project, Phases I and II, Waikiki, Oahu
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83

Thank you for your response to the Department of Housing and Community Development’s request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. The applicant understands that the development of affordable housing projects is given a high priority by the General Plan and the Primary Urban Center Development Plan (DP) and that the proposal for Phases I and II are consistent with the site’s Medium Density Apartment land use designation on the Primary Urban Center DP Land Use Map.

2. The applicant appreciates your support of the concept of affordable rental apartments in Waikiki and understands your concern about the increase in density proposed. In our proposed development of privately funded affordable rental housing in Waikiki, however, we are hoping that the City will see its way clear to provide exemptions (including increased density) to help minimize our losses. When the land value (appraised) and construction costs are factored into the profit equation, the applicant will lose money on this project for 10 years, in that the projected rental income will not cover the estimated debt service costs related to the land value and construction costs and the operating costs of the apartment development.
The following responds to your comments and concerns regarding the developer’s request for exemptions for Phase I:

a. Our request for exemptions will be modified to reflect an exemption from Section 24-2.2(a)(4)(C) rather than Section 24-2.2(a)(4)(D).

The project’s density will be coordinated with the Department of Land Utilization (DLU). According to the traffic impact assessment report for the project, traffic related impacts at the study intersections (the intersections of Liliuokalani Avenue with Kuhio Avenue, Cleghorn Street, Tusitala Street, Mountain View Drive and Ala Wai Boulevard) are minimal and no mitigation measures are required for this project. It is projected that all intersections will operate at better than acceptable levels-of-service upon completion of the project.

b. Our request for exemption from the front yard setback is necessary in order to allow the base parking structure being proposed. Although, based on the existing Waikiki Special District Ordinance, the exemption results in an 8-foot encroachment into the 20-foot front yard setback, with the proposed Waikiki Special District Ordinance, the exemption results in a 3-foot encroachment into the proposed 15-foot front yard setback. The 3-foot encroachment in exchange for the affordable rental housing proposed would appear to be a more reasonable request. The front yard area will along Liliuokalani Avenue will be landscaped to maintain a pleasant, urban residential atmosphere.

c. The applicant is hopeful that the qualitative design review targeting design quality and contextual/urban design considerations can and has been done by DLU during the processing of this 201E application. During early preliminary meetings with DLU, the applicant modified his design and provided landscaping as recommended by staff at DLU.

d. The picnic benches and barbecue pit originally proposed for the project are being eliminated, because DLU would not support the requested exemption to allow structures in the required yard areas.

3. The applicant understands that you will reserve comment on Phase II of the project until more information is available.
4. The Traffic Impact Analysis Report (TIAR) was completed in April of 1996 when 126 units were planned. More recently, prior to submittal of the application it was decided that 132 units would be developed. In discussions with the traffic consultant, we have learned that the additional six units will not affect the conclusions discussed earlier.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
    Okada Trucking Company, Ltd.
MEMORANDUM

TO: ROLAND D. LIBBY, DIRECTOR
   DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: SALVATORE L. LANZILLOTI, ED.D. DIRECTOR
   DEPARTMENT OF HUMAN RESOURCES

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
   H & M APARTMENT PROJECT, PHASE I & II
   TMK: 2-6-24, 34-40, 42-45, 65-68 and 80-83

We have reviewed the subject matter cited above and offer the following comments:

The Department of Human Resources serves as the City & County of Honolulu's primary social service entity and is, therefore, responsible for addressing the human, social and economic service needs of our communities throughout Oahu. Furthermore, it is our position to seek support from all segments of society, public and private, in providing these services through collaborative efforts, for the affected communities.

Consequently, it has become our general practice to propose that developers of large recreational and residential projects through Unilateral Agreement(s) with the City & County of Honolulu either:

1. Dedicate an area within the proposed development, preferably in a location that is adjacent to other City facilities/programs that are compatible to human service-type programs (i.e., Department of Parks & Recreation) and provide funds to the City for the construction of a facility to house programs and services which address the community’s social needs such as child care, and programs/services for the youth, elderly, and economically disadvantaged among others; or,
II. Make cash payment in lieu of land to the City & County of Honolulu for the establishment and/or expansion of social, human, and economic service programs within the project’s immediate vicinity for residents of or affected by the proposed project.

In so far as the applicant proposes to develop an affordable rental apartment development consisting of one hundred thirty-two (132) rental units in Phase I of its project and a condominium or rental development consisting of approximately two hundred (200) additional condominium or rental apartment units in Phase II, we believe that the resident population will generate additional social, economic and other-related human service needs that will impact existing programs/services in the target area. Therefore, we recommend that the aforementioned provisions, in particular item II, be required of the applicant.

If you have any questions or require further clarifications concerning our comments, please direct your inquiries to Mr. Ernie Martin at X-6264.

Thank you for the opportunity to comment on this matter.

SSL:ds

c: Keith H. Kurahashi
Kusao & Kurahashi, Inc.
October 7, 1996

Mr. Salvatore S. Lanzilotti, Ed.D.
Director
Department of Human Resources
715 South King Street
Honolulu, Hawaii 96813

Dear Mr. Lanzilotti:

Subject: Draft Environmental Assessment H & M Apartment Project,
         Phase I & II, Tax Map Key  2-6-24: 34-40, 42-45, 65-68 and 80-83

Thank you for your response to the Department of Housing and Community Development’s request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

We understand the Department of Human Resources (DHR) position to seek support from all segments of society, public and private, in providing these services through collaborative efforts, for the affected communities. We further understand DHR’s general practice of proposing that developers of large recreational and residential projects through Unilateral Agreements with the City & County of Honolulu either provide land and construction funds to house social programs and services or provide a cash payment in lieu of land and construction funds for the City’s existing and planned social programs.

In our proposed development of privately funded affordable rental housing in Waikiki, however, we were hoping that the City would see its way clear to provide exemptions to help keep our development costs at a reasonable level to minimize our losses. When the land value (appraised) and construction costs are factored into the profit equation, the applicant will lose money on this project for the first 10 years of the project, in that the projected rental income will not cover the estimated debt service costs related to the land value and construction costs and the operating costs of the apartment development. Added costs such as proposed by yours and other departments will increase the losses that the applicant will suffer during this 10-year period.

Please keep in mind that at some point the applicant will decide that his projected losses are more than he wishes to accept and he will either develop it as luxury
condominiums, in which case the opportunity for a privately funded affordable rental project will be lost.

It is also important to note that if luxury condominiums are developed in accordance with the Land Use Ordinance standards, land and monies for social programs would not be provided.

The development of privately funded affordable rental apartments is a difficult task even without additional community benefit requirements as proposed by a number of public agencies, particularly in the Waikiki area.

We hope that you will reconsider your requests for land and/or monies to support social programs in the area, in the interest of supporting this applicant’s attempt to develop a privately funded affordable rental development in an area where high land costs have in recent and not so recent times kept others from attempting to develop market or affordable rental units. The applicant will in fact be providing for one of the social needs of a sector of the island’s population in the provision of affordable housing.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

Keith H. Kurahashi

cc: Department of Housing and Community Development
Okada Trucking Company, Ltd.