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HOUSING AND COMMUNITY DEVELOPMENT CORPORATION OF HAWAII
877 QUEEN STREET, SUITE 300
HONOLULU, HAWAII 96813
FAX (808) 587-0600

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August 9, 2000

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

RE: FINDING OF NO SIGNIFICANT IMPACT (FONSI)
KALAKAUA VISTA
TMK (1)2-3-24:33 and 2-3-23:21

The Housing and Community Development Corporation has reviewed the comments received during the 30-day public comment period which began on April 8, 2000. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the August 23, 2000 OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the final EA. Please call Lisa Wond at 587-0569 if you have any questions.

Sincerely,

Sharyn Miyashiro
SHARYN MIYASHIRO
Acting Executive Director

SM:dp

Attachments: 1) Final Environmental Assessment (4 sets)
2) Completed Publication Form (ver. 6-98)
3) Disk containing project summary and
publication form information

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AUG 23 2000

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**FINAL
ENVIRONMENTAL ASSESSMENT**

**(KALAKAUA VISTA
AFFORDABLE ELDERLY RENTAL)
APARTMENT DEVELOPMENT
Waikiki, Oahu, Hawaii
TMK's: 2-3-24: 33 and 2-3-23: 21**

HAWAII HOUSING DEVELOPMENT CORPORATION

**Randolph G. Moore, Board Chair
Gary S. Furuta, Project Manager
Imperial Plaza, Suite C-103
725 Kapiolani Boulevard
Honolulu, Hawaii 96813**

APPLICANT

**Kusao & Kurahashi, Inc.
Planning and Zoning Consultants
Manoa Market Place
2752 Woodlawn Drive, Suite 5-202
Honolulu, Hawaii 96822**

AGENT

AUGUST 2000

**FINAL
ENVIRONMENTAL ASSESSMENT**

**KALAKAUA VISTA
AFFORDABLE ELDERLY RENTAL
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Waikiki, Oahu, Hawaii
TMK's: 2-3-24: 33 and 2-3-23: 21**

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AUGUST 2000

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ENVIRONMENTAL ASSESSMENT AND THE
APPLICANT'S RESPONSES

**FINAL
ENVIRONMENTAL ASSESSMENT**

**KALAKAUA VISTA
AFFORDABLE ELDERLY RENTAL
APARTMENT DEVELOPMENT**

Oahu, Hawaii

TMK's: 2-3-24: 33 and 2-3-23: 21

I. INTRODUCTION

The applicant, Hawaii Housing Development Corporation, proposes to develop an eight-story elderly affordable rental apartment building in accordance with the requirements of Chapter 201G of the Hawaii Revised Statutes (HRS), as amended. The eight-story building will provide 80 1-bedroom affordable rental apartment units, one resident manager's unit and 37 at grade parking stalls, one of which is an accessible stall, an additional van accessible loading stall and a freight loading stall, for elderly residents (62 and older) who earn at or below 30% and 50% of the area median income (AMI). This Final Environmental Assessment Report for the development of this multi-story affordable rental apartment building 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 at 1620 and 1628 Kalakaua Avenue, Oahu, as shown on Exhibit A, Location and Zoning Map, and the possible use of State and City funds for the project.

The proposed elderly affordable apartment use is permitted in the BMX-3 Community Business Mixed Use District of Honolulu under the Land Use Ordinance (Section 7.80-4).

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Kalakaua Vista Affordable Elderly Rental Apartment Development

The 17,211 square foot property at 1620 and 1628 Kalakaua Avenue is located on two adjacent parcels of vacant land. The property is bounded by a low-rise commercial building to the north; a low-rise mixed use (commercial/residential) development to the south; the Makiki Drainage Ditch and residential properties to the west; and Kalakaua Avenue to the east.

II. GENERAL INFORMATION

- A. Developer/Applicant : Hawaii Housing Development Corp.
725 Kapiolani Blvd., Suite C-103
Honolulu, Hawaii 96813
Randolph G. Moore, Board Chair
Gary S. Furuta, Project Manager
- B. Recorded Fee Owner : Mr. and Mrs. Young Pae Lee
Local Discount, Inc,
Aiea, Oahu, Hawaii
(Hawaii Housing Development Corporation has an option to purchase)
- C. Approving Agency : State of Hawaii, Dept. Of Business,
Economic Development & Tourism,
Housing and Community Development
Corporation of Hawaii (HCDCH)
- D. Tax Map Keys : 2-3-24: 33 and 2-3-23: 21
- E. Agent : Kusao & Kurahashi, Inc.
Planning and Zoning Consultants
2752 Woodlawn Drive, Suite 5-202
Honolulu, Hawaii 96822

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Kalakaua Vista Affordable Elderly Rental Apartment Development

- F. Location : 1620 and 1628 Kalakaua Avenue in Honolulu, Hawaii (Exhibit A)
- G. Lot Area : 17,211 square feet
- H. Zoning : BMX-3 Community Business Mixed Use District (Exhibit A)
- I. State Land Use : Urban
- J. Development Plan : Commercial Emphasis Mixed Use
Land Use Map
- Public Facilities Map : Additional right-of-way (within 6-years)
- K. Special District : Not in Special District
- L. Existing Use : Vacant
- M. List of Agencies : Board of Water Supply
Consulted : Department of Community Services
Department of Environmental Services
Department of Planning and Permitting
Department of Transportation Services
Honolulu Fire Department
McCully/Moiliili Public Library
Office of Environmental Quality Control, State of Hawaii
Waikiki-Kapahulu Public Library

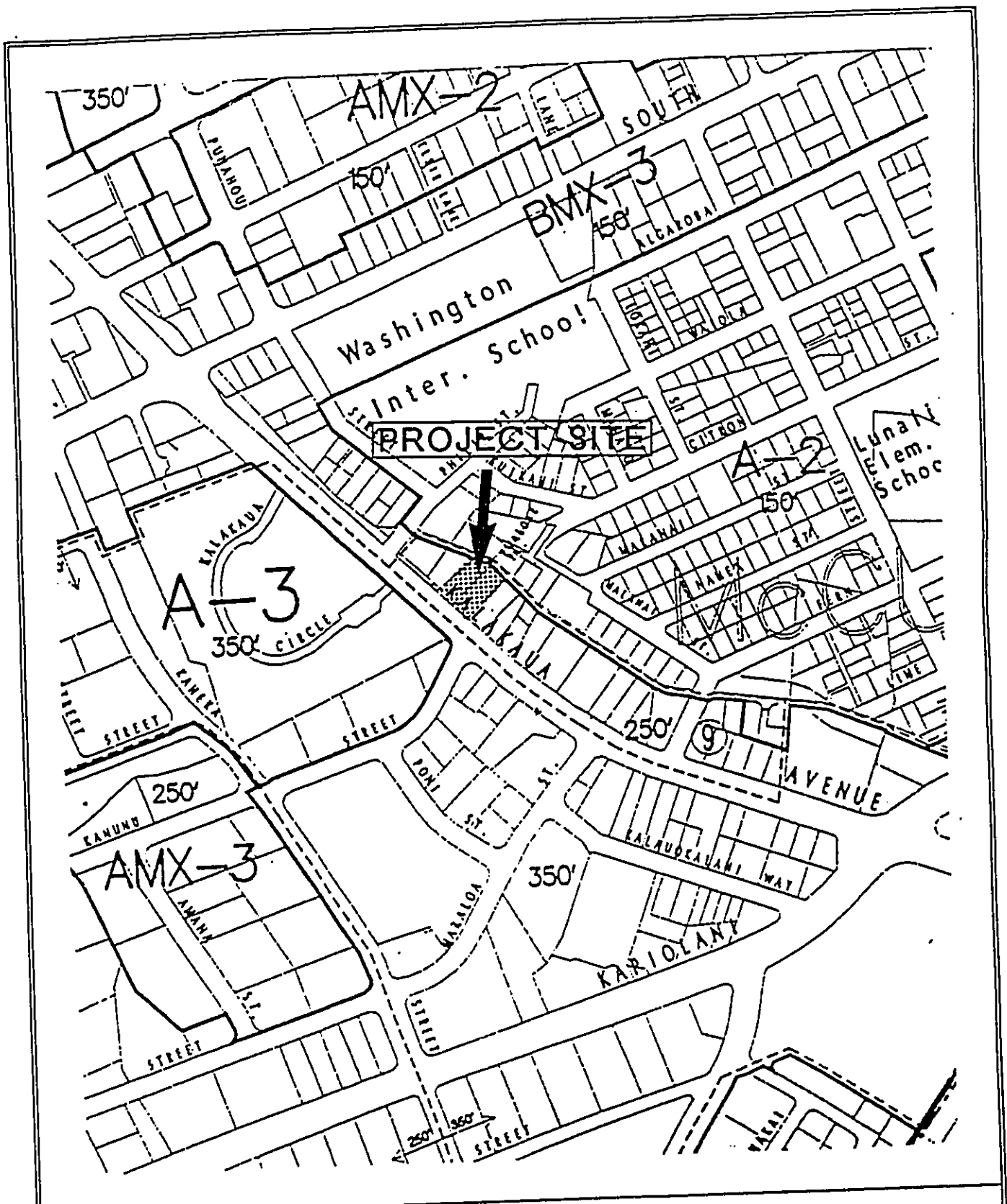


EXHIBIT A
LOCATION MAP and ZONING MAP

III. DESCRIPTION OF PROPOSED ACTION

A. General Description

1. Proposed Development

The proposed development will provide rental units affordable to elderly residents (62 years of age and older) who earn at or below 30% and 50% of the area median income (AMI). The concept of aging in place will be promoted by this development and seniors will be able to enjoy the company of friends and neighbors until age and/or illness place them in a position of 24-hour care that is provided by long term care facilities. The project also hopes to provide a service similar to an assisted living component that will be offered on an "as needed basis" to minimize the maintenance cost for individual residents of the complex. Our project planned for seniors in the low income category will try to minimize maintenance cost by developing individual programs of assistance for the seniors as they need it. The applicant is working with the Catholic Charities of the Diocese of Honolulu and more specifically with its Elderly Services group to come to an agreement on the services that they will provide. The purpose of providing these services, on a non-denominational basis, is to help the individuals to manage living in their own apartments and

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Kalakaua Vista Affordable Elderly Rental Apartment Development

community environment for as long as possible and as independently as possible.

The proposed eight story Kalakaua Vista apartments will consist of 81 one-bedroom units with 37 at-grade parking stalls, one of which is an accessible stall. In addition to the 37 parking stalls a van accessible loading stall will be located next to the freight loading space, as indicated in the plans provided in Appendix I. Eight of the parking stalls will be marked as visitor stalls. Each apartment unit will be 432 square feet in size. Eighty (80) of the units are intended as affordable to elderly residents 62 years of age and older. The remaining unit is intended for use as the resident manager's apartment. In addition to the apartment units, the development will include a Manager's Office, and the Mechanical and Electrical Room adjacent to the entry lobby on the ground floor. A Multi-Purpose Room with adjoining bathroom and laundry room will be located on the 2nd floor.

A total open space area of approximately 4,333 square feet will include a victory garden and picnic area of approximately 1,183 square feet, at the north rear corner of the site. The concept of a Victory Garden has been used successfully in similar elderly rental projects built by this developer. Within the Victory Garden, garden plots will be set up as needed to allow

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the elderly residents to enjoy gardening and the growing of various types of vegetables, fruit and/or ornamental plants. The well-being of the elderly residents' can be greatly enhanced in this effort, through their physical effort in caring for the growing plants and the social interaction that would take place with their neighboring gardeners. Resting benches will be located within other areas of the landscaped open spaces.

The building will be setback 24 feet from the Kalakaua Avenue property line, in order to allow for increased landscaping and to accommodate the City's future 10-foot Kalakaua Avenue street widening plan. Until such time as the City implements its proposed 10-foot road widening at this location, landscaping will be provided within the total 24-foot setback. A staggered walkway from Kalakaua Avenue to the main canopied entryway with tropical landscaping and resting benches will provide a pleasant shaded ambiance where none exists at the present time. Being conscious of the aesthetics and desire to increase landscaping along Kalakaua Avenue, the architect was able to re-design the building to provide an additional 169 square feet (approximate) of landscaping that is located directly behind the 24-foot setback at the south/east corner of the building. This area, though small, will give additional depth (approximately 13 feet) to the 24-foot deep front yard setback. The landscape treatment for the

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

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the elderly residents to enjoy gardening and the growing of various types of vegetables, fruit and/or ornamental plants. The well-being of the elderly residents' can be greatly enhanced in this effort, through their physical effort in caring for the growing plants and the social interaction that would take place with their neighboring gardeners. Resting benches will be located within other areas of the landscaped open spaces.

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Final Environmental Assessment

Kalakaua Vista Affordable Elderly Rental Apartment Development

Kalakaua Vista Apartments will consist of Coconut palms in the planting areas adjacent to Kalakaua Avenue as well as Kou trees along the north and south property lines to minimize the visual impact of the structure. Macarthur palms and Red Ginger will flank the entrance to the apartments and outdoor seating areas to further minimize the buildings's impact at ground level. Native ground cover and shrubs such as 'Akia, Kupukupu fern and Koki'o ke' oke' o will also be used at the entrance to the complex. The 'Akia and Koki'o ke'oke'o have attractive flowers and are drought tolerant and the Kupukupu fern forms a lush ground cover. Mock orange will be used as a hedge in planting areas along Kalakaua Avenue to screen surface parking and the loading area. The irrigation system will be connected to an existing water line that is designed to provide adequate water coverage to all planting areas. The new automatic irrigation system will consist of spray heads and drip emitters. Ground cover and grass areas will be zoned separately for water management.

2. Location

The 17,211 square foot project site is located on two vacant parcels of land fronting Kalakaua Avenue, bounded by a low-rise commercial building to the north; a low-rise mixed use (commercial/residential) development to the south; the Makiki

Drainage Ditch and residential properties to the west; and Kalakaua Avenue to the east. The project site is located on Kalakaua Avenue between the major arterials of King Street and Kapiolani Boulevard. It is located within the Pawaa, Ala Moana and Kapiolani neighborhoods in the McCully/Moiliili Neighborhood Board District.

3. Surrounding Area

The project site is centrally located in the Primary Urban Center of Honolulu. The surrounding area is developed with a mix of commercial, residential and apartment uses. Also in the greater surrounding area are public uses, industrial uses, churches and parks. The property is located within the Pawaa, Ala Moana and Kapiolani neighborhoods in the McCully/Moiliili Neighborhood Board District. Numerous small businesses are in the area, as well as market and affordable residential rental apartments. Daiei, formerly Holiday Mart, is one block Ewa of the site.

The proposed rental apartment use of the site is a permitted use that is compatible with the surrounding uses.

The site fronts Kalakaua Avenue in the block between Philip Street and Fern Street. The City owned Makiki Drainage Ditch (approximately 20' wide) separates the residential properties located directly east of the site.

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Kalakaua Vista Affordable Elderly Rental Apartment Development

The project site proposed for the elderly rental apartment development is vacant and no residents or businesses will be displaced by this project. The proposed elderly rental apartment is compatible with the surrounding condominium and apartment uses.

4. Land Use Approvals

a. State Land Use

The project site is designated Urban under state land use and the proposed affordable rental apartment development is consistent with this designation.

b. Development Plan

The project site is planned for Commercial Emphasis Mixed Use on the Development Plan Land Use Map. The proposed elderly affordable rental apartment development will conform to this designation.

The Development Plan Public Facilities Map indicates additional right-of-way for Kalakaua Avenue (10-foot road widening) in the "within six years category". The applicant is providing the 10-foot widening setback and a 14-foot yard setback, 4 feet more than the 10 feet required.

c. Zoning

The project site is zoned BMX-3 Community

Business Mixed Use District. The proposed affordable rental apartment use is consistent with this zoning district. In order to accommodate the provision of 100% of the units at affordable rates, the applicant will be requesting exemptions from certain design standards of the BMX-3 Community Business Mixed Use District in the processing of the Chapter 201G, HRS, permit application.

B. Technical Characteristics

1. Use Characteristics

The applicant will provide all 80 rental apartment units (100%), to those residents 62 years and older who fall within 30% and 50% of the area median income (AMI). The additional one-bedroom unit, that makes up the 81-units, will be used by the resident manager.

The proposed rental rates are as follows: Eight (8) units within the proposed development will be rented at the 30% and below AMI levels. The initial gross rent for these apartments will be \$313.00 per month, \$50.00 per month less than HUD's maximum of \$363.00 per month. Seventy two (72) units within the proposed development will be rented at the 50% and below AMI levels, with an initial gross rent of \$551.00 per month. This rent will be \$175.00 per month below HUD's maximum gross of \$726.00 per month.

Additional uses within the development will include a Manager's Office, and the Mechanical and Electrical Room adjacent to the ground floor lobby. A Multi-Purpose Room with adjoining bathroom and a laundry room will be located on the 2nd floor.

2. Physical Characteristics

The proposed development will include a new 8-story concrete building consisting of 81 1-bedroom units, 37 at grade parking stalls that includes one accessible stall, an additional van accessible loading stall, and one freight loading space. Eight parking stalls will be marked as visitor stalls. A rendering, site plan, floor plans and elevation plans of the 8-story elderly affordable rental apartment building are provided in Appendix I.

The project involves development of an 81 one-bedroom rental unit project. Eighty (80) of the units will be affordable to elderly residents 62 years of age and older. The remaining unit is intended as the resident manager's apartment. In addition to the apartment units, the development will include a Manager's Office, and the Mechanical and Electrical Room on the ground floor. A Multi-Purpose Room with adjoining bathroom and a laundry room will be located on the 2nd floor.

The apartment building will be designed to incorporate energy saving light fixtures, energy efficient split system air

Final Environmental Assessment

Kalakaua Vista Affordable Elderly Rental Apartment Development

conditioning, energy efficient hot water heaters, and low flow plumbing fixtures. In addition, the building envelope meets the State energy code, and xeriscape landscaping will be incorporated within the landscape plan for the project.

The elderly affordable rental apartment building, with a finished height of approximately 86' 2", will be well below the maximum height limit of 250' for this BMX-3 Community Business Mixed Use Precinct location.

Access to the project site will be via an existing right-turn in/right-turn out driveway just north of the intersection of Kalakaua Avenue and Kanunu Street. A separate walkway entrance to the Lobby will also be directly off Kalakaua Avenue. The development will include one freight loading zone as required by the Land Use Ordinance (LUO). The at-grade parking will contain 37 parking spaces of which two will be accessible stalls. A total of approximately 4,333 square feet of open space area will be provided on the project site, 1,183 square feet of which will be dedicated as a Victory Garden and Picnic Area for use by the residents. The project's 24-foot deep front yard setback, directly off Kalakaua Avenue, will include tropical landscaping including native plant materials, and a canopied entry feature at the lobby entrance. The landscape treatment for the Kalakaua Vista Apartments will consist of

Coconut palms in the planting areas adjacent to Kalakaua Avenue as well as Kou trees along the north and south property lines to minimize the visual impact of the structure. Macarthur palms and Red Ginger will flank the entrance to the apartments and outdoor seating areas to further minimize the building's impact at ground level. Native ground cover and shrubs such as 'Akia, Kupukupu fern and Koki'o ke' oke'o will also be used at the entrance to the complex. The 'Akia and Koki'p ke'oke'o have attractive flowers and are drought tolerant and the Kupukupu fern forms a lush ground cover. Mock orange will be used as a hedge in planting areas along Kalakaua Avenue to screen surface parking and the loading area. Within the Victory Garden, garden plots will be set up as needed to allow the elderly residents to enjoy gardening and the growing of various types of vegetables, fruit and/or ornamental plants. The well being of the elderly residents will be greatly enhanced in this effort, through their physical effort in caring for the growing plants and the social interaction that would take place with their neighboring gardeners.

The total floor area for the project will be approximately 47,186 square feet, with each 1-bedroom unit consisting of approximately 432 square feet. The ground floor lobby, managers office, electrical room etc. will consist of

approximately 1,086 square feet. The multi-purpose room on the 2nd floor will measure approximately 884 square feet in addition to the adjoining bathroom and laundry room.

3. Construction Characteristics.

The project 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.

The project will be built at or near existing grade. Excavation for the project should be limited to the footings and foundation of the structure.

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.

IV. IMPACTS

A. Demographic Impacts

1. Residential Population

The project will provide 80 one-bedroom affordable rental apartment units, and one resident manager's unit. These units could support a resident population of 81 or more.

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 in reaching the population range planned in the Year 2010.

A market study conducted by Prudential Locations Research & Consulting for this project states:

"The overall and specific real estate and rental market was analyzed for affordable units suitable for senior residents whose incomes were at or below 30% to 50% of the median income for the area. Strong indications of a market imbalance — with the demand for senior affordable rentals outweighing the supply — were found, both for the present and for the future".

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, apartment structures and numerous small commercial buildings.

The proposed rental apartment use of the site is in keeping with the existing character of this mixed use neighborhood and is compatible with the surrounding condominium and apartment uses.

4. Displacement

The site proposed for the rental apartment development is vacant and no residents or businesses will be displaced by this project.

B. Economic Impacts

1. Economic Growth

As a rental apartment development it 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 a resident manager, 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 a resident manager and a maintenance person. The development will also benefit existing service contractors, e.g. elevator maintenance, security, alarm, etc.

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.

C. Housing Impacts

1. Increase Supply

An additional 80 affordable rental apartment units are planned for this development and will increase the number of affordable rental units available to elderly residents in the Pawaā, Ala Moana and Kapiolani neighborhoods of Honolulu.

2. Affordable Units

The applicant proposes that 100% of the 80 rental apartment units will be affordable to those 62 years and older, who fall within the category of 30% and 50% of the area median income (AMI).

D. Public Services

1. Access and Transportation

Access to the project site will be via an existing right-turn in/right-turn out driveway on Kalakaua Avenue, just north of the intersection of Kalakaua Avenue with Kanunu Street.

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.

Pacific Planning and Engineering Inc., have prepared a traffic impact analysis report (TIAR) for the project. The TIAR is titled "Traffic Impact Assessment Report for Kalakaua Vista

Apartments in Honolulu, Hawaii" and dated September 22, 1999, (Appendix II).

The Kalakaua Vista Elderly Apartment Project, when completed in the year 2001, would not affect the Level-of-Service (LOS) at the existing study intersections of Kalakaua Avenue with Kanunu Street and Kalakaua Avenue with Philip Street during the weekday commuter hours. In addition, motorists making a right-turn from the Project Driveway to Kalakaua Avenue should experience LOS "B" conditions. No capacity mitigating actions are required due to the proposed project.

The standard three-step procedure of trip generation, trip distribution and traffic assignment was used to estimate peak hour traffic from the proposed project.

Trip generation for the proposed project was determined based on the project land uses and trip rate data from the ITE Trip Generation Report by the Institute of Transportation Engineers, Sixth Edition, 1997. The project site trip generation count for the proposed 81-unit elderly apartment is as follows: morning entry = 4, morning exit = 2; afternoon entry = 5, afternoon exit = 3.

Parking generation was determined based on the project land uses and data from the ITE Parking Generation Report. The parking generation rate is the number of occupied parking

spaces per one unit of independent variable. The average parking generation rate on a weekday for a retirement community is 0.27 occupied stalls per dwelling unit which includes parking generated by residents, visitors and service personnel. Therefore, using this rate with 81 occupied units gives an estimated peak parking load of 22 stalls.

Although we had initially planned to provide 42 parking stalls, in order to meet concerns presented by other branches and departments, the number of parking stalls has been reduced to 37. A few of the eliminated parking stalls could be added back in to the plan, however, it would require elimination of some of the additional parking space provided at the Victory Gardens.

We are requesting an exemption from the number of parking stalls required by the Land Use Ordinance, based on an analysis of the projected parking generation provided by our traffic consultant, Pacific Planning and Engineering, Inc. (Attached). This analysis included an estimated peak parking load of 22 stalls, based on the ITE Parking Generation Report and a table of parking provided at similar urban elderly housing developments in Honolulu. Our 37 parking stalls is significantly greater than the projected peak parking load of 22. The 37 parking stalls also places us at about 0.36 parking stalls per unit with 8 guest stalls which is more than the 0.31 parking stalls per unit average for parking stalls provided in other urban elderly

housing projects, many of which provide less than the one guest stall for each 10 units, that we are providing.

To further support the adequacy of 37 parking stalls to accommodate the parking demands projected for Kalakaua Vista, please refer to table prepared by the former Department of Housing and Community Development on page 19 of the Traffic Impact Assessment Report - Appendix II. This table indicates that the average parking ratio for tenant parking requirements is about 1 stall per 5 units in urban elderly housing projects. Our project may enjoy an even lower parking demand when developed because the affordable income group that this project will support is the group earning 30% and 50% below annual median income (AMI). For a family of one in the at or below 30% AMI, the income limit is \$13,550.00 and for a family of two it is \$15,500.00. For a family of one in the at or below 50% AMI, the income limit is \$22,600.00, and for a family of two it is \$25,850.00. With the advanced age of each resident and the limited income, the cost of maintaining and up-keeping a car, in addition to other living expenses, such as rent, food and clothing may be cost prohibitive.

Other factors which, in this project, will minimize the need for vehicles for elderly residents is its convenient location to major bus lines on Kalakaua Avenue; the many restaurants

and small stores close by, and its proximity to Daiei just a very short walk away on Kanunu Street. The Daiei store houses everything from a full grocery store, bank, florist, many ethnic restaurants, a pharmacy, clothing section, household wares, shoe repair store and numerous other outlets.

In summary, it is projected that the proposed 81-unit rental apartment development will have minimal impact on traffic since it is anticipated that the majority of the elderly residents will not be driving, the 37 parking stalls should be more than adequate to support the proposed apartment units.

Bus transportation servicing the project site travels along Kalakaua Avenue. The bus stop for buses traveling north on Kalakaua Avenue is situated approximately 150 feet from the project site. The bus stop for buses traveling south on Kalakaua Avenue is situated approximately 320 feet from the project site. In addition to an accessible stall within the parking lot, a van accessible loading space will also be located in the parking lot to accommodate TheHandi-Van vehicle. Please refer to Site and Ground Floor Plan in Appendix I.

2. Water

The Honolulu Board of Water Supply (BWS) currently provides potable water for the project site via an 8" main on Kalakaua Avenue. No off-site water improvements are needed

to service the proposed development.

The design of the project will incorporate water efficient toilet fixtures, low flow shower heads and sink faucets, for water conservation.

The existing water system is adequate to accommodate the proposed apartment building, according to a BWS letter (Appendix III, Agency Comments) dated July 22, 1999.

The average daily water consumption (demand) per day for the 81-unit apartment building will be approximately 16,200 gallons per day. Additional water used for irrigation of landscaping and ground maintenance is considered to be minimal.

3. Wastewater

The average daily wastewater flow expected to be discharged by the proposed development is estimated to be approximately 12,960 gallons per day based on the proposed rental apartment use.

Municipal wastewater service for the area is provided by a 6" wastewater transmission line and East End Relief Sewer on Kalakaua Avenue. In their letter dated September 2, 1999, Mr. Kenneth Sprague, Director of the Department of Environmental Services, approved a temporary connection for our project to the East End Relief Sewer. Please refer to Appendix III, Agency Comments. The approval is based on the following:

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Kalakaua Vista Affordable Elderly Rental Apartment Development

- a. Technical feasibility given the heavy utility load in the Kalakaua Avenue corridor.
- b. A requirement to connect to the Diamond Head local service sewer when additional capacity is provided. Subsequent connection to the Diamond Head local service will be at the developer's expense.

The pro-forma budget for the project has provided enough funds for this contingency.

4. Drainage

The existing topography is flat with a slight slope in the Diamond Head direction. It is a vacant lot covered with asphalt pavement with some patched areas. The parcel has street frontage on Kalakaua Avenue. The streets are fully improved with curbs and gutters and a storm drainage system. No off-site drainage improvements will be required for the proposed project. The proposed development may reduce runoff from the project site since the proposed development will introduce landscaping that is not existing presently.

Design of onsite drainage systems will comply with "Rules Relating to Storm Drainage Standards, Department of Planning and Permitting, City and County of Honolulu, 2000". The applicant will also employ best management practices (BMP's) to control and reduce the discharge of pollutants during the

construction of the Kalakaua Vista apartments.

Existing drainage patterns will be maintained. The project site generally slopes from Kalakaua Avenue to the Makiki Drainage Ditch. Drainage systems will be designed to sheet flow and/or pipe storm water into the Makiki Drainage Ditch and Kalakaua Avenue.

On site drainage systems will be designed to accommodate a storm with a 10-year recurrence interval. Storm water runoff from a 10-year storm will be approximately 2 cubic feet per second for the existing and with project conditions.

Most of the project site is in Zone X, an area determined to be outside the 500 year flood plain. A very small portion of the site, about 12 feet wide, adjacent to Makiki Drainage Ditch, is in the Zone AO flood district. This is an area of 100-year shallow flooding with an average flood depth of 2 feet. Plans will be developed to comply with the requirements of the LUO.

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

The proposed elderly affordable rental development will not impact the local school system.

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7. Parks

The newly improved pedestrian walk-way along the Ala Wai Canal is within walking distance from the project site. Ala Moana Beach Park and Magic Island are situated approximately a mile away from the project site. Washington Intermediate School is approximately 500 feet away from the project site and provides play ground and recreational areas in close proximity to the project site.

8. Police

The project site will be serviced by patrol officers from District #1, stationed at the Alapai Headquarter's Building.

9. Fire

The Pawaa Fire Station #2 on Makaloa Street is located approximately 1,500 feet from the project site and will provide primary response in case of an emergency.

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.

A memorandum dated April 23, 1999 from Mike

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Choy of Hawaiian Electric Co., Inc. to Tim Swartz of Clayton Environmental Consultants states the presence of pole-mounted transformers at 1620 and 1628 Kalakaua Avenue. Transformer 47755 was purchased in December of 1985 and installed at its present Kalakaua Avenue address in March of 1986. This is a PCB-free transformer. Transformer 47942 was purchased in February of 1986 and installed at its present Kalakaua Avenue address in March of 1986. This is also a PCB-free transformer.

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 rental apartment as well.

E. Environmental Impacts

1. Historical and Archaeological Resources

The project site has been in urban use for many years and a number of different uses and buildings have existed on the two lots. The earliest aerial photographs at R.M. Towill Corporation are from 1949. They show two buildings that appear to be houses on the subject property. Because the site has been extensively developed with no previous record of historic or archaeological discoveries, the proposed development is not expected to have an impact on archaeological resources.

Although it does not appear that the project will impact on any historic sites, the applicant will instruct his contractor (earthwork) to immediately stop work and contact the State Historic Preservation Division (SHPD) for review and approval of proposed mitigation measures should any previously unidentified historic sites (including but not limited to artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings or walls) be encountered during the development of the project approved under this Environmental Assessment. Work in the immediate area shall be stopped until SHPD is able to assess impacts and make further recommendations for appropriate mitigation measures.

2. Natural Resources

a. Water Resources

The Ala Wai Canal is located approximately 2,000 linear feet makai (south) of the subject lot. The Pacific Ocean is located approximately 3,000 linear feet makai (south) of the 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 X, area determined to be outside 500-year flood plain. A small strip at the rear of the property bordering the ditch is in Zone AO (base flood elevation 2 feet). No residential units are planned on the ground floor.

c. Wetlands Protection

The project site is an urbanized lot that contains 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 high rise structures on nearby lots. There are no unique features

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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 BMX-3 Community Business Mixed Use District. The project is situated in an urbanized and developed area and development of this site will not affect any important open space features in the 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 area as Kawaihapai Series (KIA). This series consists of well-drained soils in drainage-ways and on alluvial fans on the coastal plains on the islands of Oahu and Molokai. These soils formed in alluvium derived

from basic igneous rock in humid uplands. They are nearly level to moderately sloping. Elevations range from nearly sea level to 300 feet. The annual rainfall amounts to 30 to 50 inches. The mean annual soil temperature is 73 degrees F. Kawaihapai soils are geographically associated with Haleiwa, Waialua, and Jaucas soils.

Kawaipahia clay loam, 0 to 2 percent slopes (KIA), - This soil occupies smooth slopes. Included in mapping were small areas where the slope is 3 to 7 percent and the texture is silty clay. Also included were small areas of poorly drained soils and small In a representative profile the surface layer is dark-brown clay lam about 22 inches thick. The next layer is dark-brown stratified sandy loam 32 inches thick. The substratum is stony and gravelly. The soil is neutral in reaction throughout the profile.

Permeability is moderate. Runoff is slow, and the erosion hazard is no more than slight. The available water capacity is about 1.8 inches per foot in the surface layer and about 1.6 inches per foot in the subsoil.

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.

Long term noise impact from the proposed development are expected to be minimal due to the nature of the proposed elderly rental apartment. 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.

J. Visual Impact

The proposed structure will have a finished height of about 86' 2" which is well below the 250-foot height limit of this BMX-3 Community Business Mixed Use District. The proposed development will not affect any important view planes in this area of Kalakaua Avenue. The visual impact of this particular structure will be an in

filling of a BMX-3 Community Business Mixed Use lot currently underutilized and surrounded by a mixture of commercial, residential and mid to high-rise apartments. As this and other underutilized BMX-3 Community Business Mixed Use District lots are developed, the primary visual impact will be to existing nearby structures. However, since many of the existing nearby structures are high-rise apartments buildings, the proposed development will fall in the profile of these existing high rises. Southwest of this project site (corner of Kalakaua Avenue and Kanunu Street) is the 14-story Holiday Manor condominium. Beyond Holiday Manor are many more high-rise building, as can be seen on Appendix V, Photos of Site. Approximately a half block looking north/east is the 8-story "Harry and Jeanette Weinberg Philip Street Elderly Housing" development. Approximately two house lots away across the drainage ditch, and to the south/east is another 8-story apartment building located at 802 Punahou Street.

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 elderly affordable rental apartment will not have a significant impact on the surrounding area in terms of public services and the environment.

Positive socio-economic impacts are projected with the provision of affordable housing, and increases in employment both short term and long term.

A. No Action

This alternative was considered and rejected due to the continuing negative cash flow that would result from payment of property taxes, maintenance cost and liability expenses for the vacant land.

B. Market Rental Project

This alternative was considered but would result in greater impacts to the surrounding neighborhood, primarily related to traffic.

The cost of construction and the cost of land make it in-feasible to develop a market rental project because market rental income will not be able to provide a reasonable return on the investment.

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.

VII. GOVERNMENT PERMITS AND APPROVALS REQUIRED

The project will require the following governmental permits or approvals:

- 201G Permit Approval from the Honolulu City Council.
- Conditional Use Permit, Minor for Joint Development of the two parcels from the Department of Planning and Permitting, City and County of Honolulu.
- Building Permits from the Department of Planning and Permitting, City and County of Honolulu.

VIII. SIGNIFICANCE CRITERIA

The following review of the significance criteria indicates that the project will not have a significant impact on the environment.

- **No irrevocable commitment to loss or destruction of any natural or cultural resource would result.**

The vacant project site is an urbanized lot that is partially covered with asphalt and was previously developed.

The property is not listed on either the Hawaii or National Registers of Historic Places. With no previous record of historic

or archaeological discoveries, the proposed development is not expected to have an impact on archaeological resources.

During the construction of the project, should any previously unidentified archaeological resources such as artifacts, shell, bone, or charcoal deposits, human burial, rock or coral alignments, pavings or walls be encountered, the applicant will stop work and contact the Historic Preservation Office for review and approval of mitigation measures.

- **The action would not curtail the range of beneficial uses of the environment.**

The proposed development will not curtail, but will instead enhance the range of beneficial uses of the environment. The present vacant property partially covered in asphalt is void of all natural landscaping, offering no beneficial use of the possible uses associated with the environment. With the development of the proposed project, landscaping and an irrigation system will be installed where none exist at the present time. The project site will provide much needed affordable elderly rental units to meet the growing housing demands of the elderly.

- **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 adversely affect significant natural resources. With the proposed development, the existing vacant property partially covered with asphalt and bare of any significant vegetation, for our seniors through the elderly provision of affordable rental units.

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

The project will give a temporary boost to the State's economy with the provision of short-term construction employment and related tax impacts, and a few long-term jobs in the form of a resident manager and a maintenance person.

The social welfare of the community would be positively affected by the development of this affordable elderly rental apartment building, to those in most need in our community. The Kalakaua Vista Affordable Elderly Rental Apartment Development will offer an attractive living environment to the elderly and in addition will offer lush landscaping and open spaces, including a victory garden, all for the benefit of the elderly residents.

- **The proposed action does not substantially affect public health.**

The proposed action will not affect public health. The proposed land use is compatible with the surrounding residential and commercial developments.

- **No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated.**

As mentioned earlier under "Residential Population" on page 13 of our Draft EA 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 in reaching the population range planned in the Year 2010.

The existing water system is adequate to accommodate the proposed apartment building, according to a BWS letter dated July 22, 1999. (Appendix III, Agency Comments).

In their letter dated September 2, 1999, Mr. Kenneth Sprague, Director of the Department of Environmental Services approved a temporary connection for our project to the East End Relief Sewer, with a requirement to connect to the Diamond

Head local service sewer when additional capacity is provided. Subsequent connection to the Diamond Head local service will be at the developer's expense.

Pacific Planning and Engineering, Inc. have prepared a traffic impact analysis report (TIAR) for the project. The Kalakaua Vista Elderly Apartment Project, when completed in the year 2001, would not affect the Level-of-Service (LOS) at the existing study intersections of Kalakaua Avenue with Kanunu Street and Kalakaua Avenue with Philip Street during the weekday commuter hours. No capacity mitigating actions are required due to the proposed project.

- **No substantial degradation of environmental quality is anticipated.**

The project will not result in a substantial degradation of the environment. Only minimal impact is projected during the construction phase. The project will be built at or near existing grade. Excavation for the project should be limited to the footings and foundation of the structure. 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. Only minimal impact is projected during the construction phase of the proposed development.

- **The proposed action does not involve a commitment to larger actions, nor would cumulative impacts result in considerable effect 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 Kalakaua Vista Affordable Elderly Rental Apartment Development will not generate future projects, creating a cumulative impact.

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

No rare, threatened, or endangered species or their habitats would be affected in the proposed development.

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

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.

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

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Kalakaua Vista Affordable Elderly Rental Apartment Development

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.

Long term noise impact from the proposed development are expected to be minimal due to the nature of the proposed elderly rental apartment.

Water quality would not be detrimentally affected by the proposed development. The Honolulu Board of Water Supply (BWS) currently provides potable water for the project site via an 8" main on Kalakaua Avenue. No off-site water improvements are needed to service the proposed development.

- **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.**

Most of the project site is in Zone X, an area determined to be outside the 500 year flood plain. A very small portion of the site, about 12 feet wide, adjacent to Makiki Drainage Ditch, is in Zone AO flood district. This is an area of 100-year shallow flooding with an average flood depth of 2 feet. Plans will be developed to comply with the requirements of the LUO.

The project will not affect tsunami zones, erosion-prone areas, geologically hazardous land, estuaries, fresh water nor

coastal waters.

- **Substantially affects scenic vistas and view planes identified in county or state plans or studies.**

The proposed development will not impact on important coastal views, since the eight story, 86' 2" high building is well below the 250-foot height limit of this BMX-3 Community Business Mixed Use District. The visual impact of this particular structure will be an in filling of a BMX-3 Community Business Mixed Use surrounded by a mixture of commercial, residential and mid to high-rise apartments.

- **Requires substantial energy consumption.**

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. Normal energy consumption for an eight story building of this nature is anticipated. The apartment building will be designed to incorporate energy saving light fixtures, energy efficient split system air conditioning and energy efficient hot water heaters. In addition, the building envelope meets the State energy code.

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

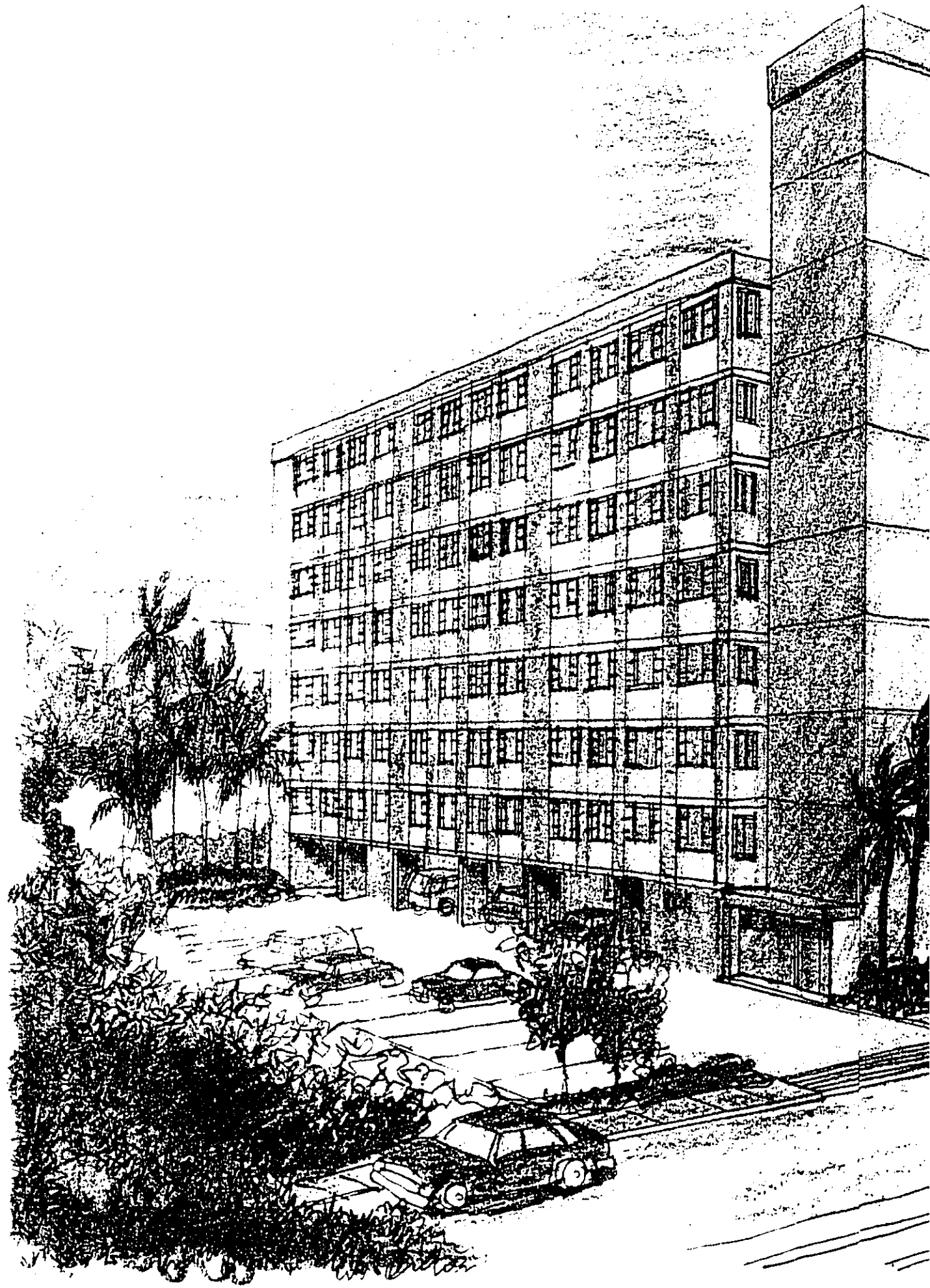
The applicant has prepared responses to each of the comments received during the agency review period for the Draft Environmental Assessment. Copies of the agency comment letters and the applicant's response are included in Appendix V.

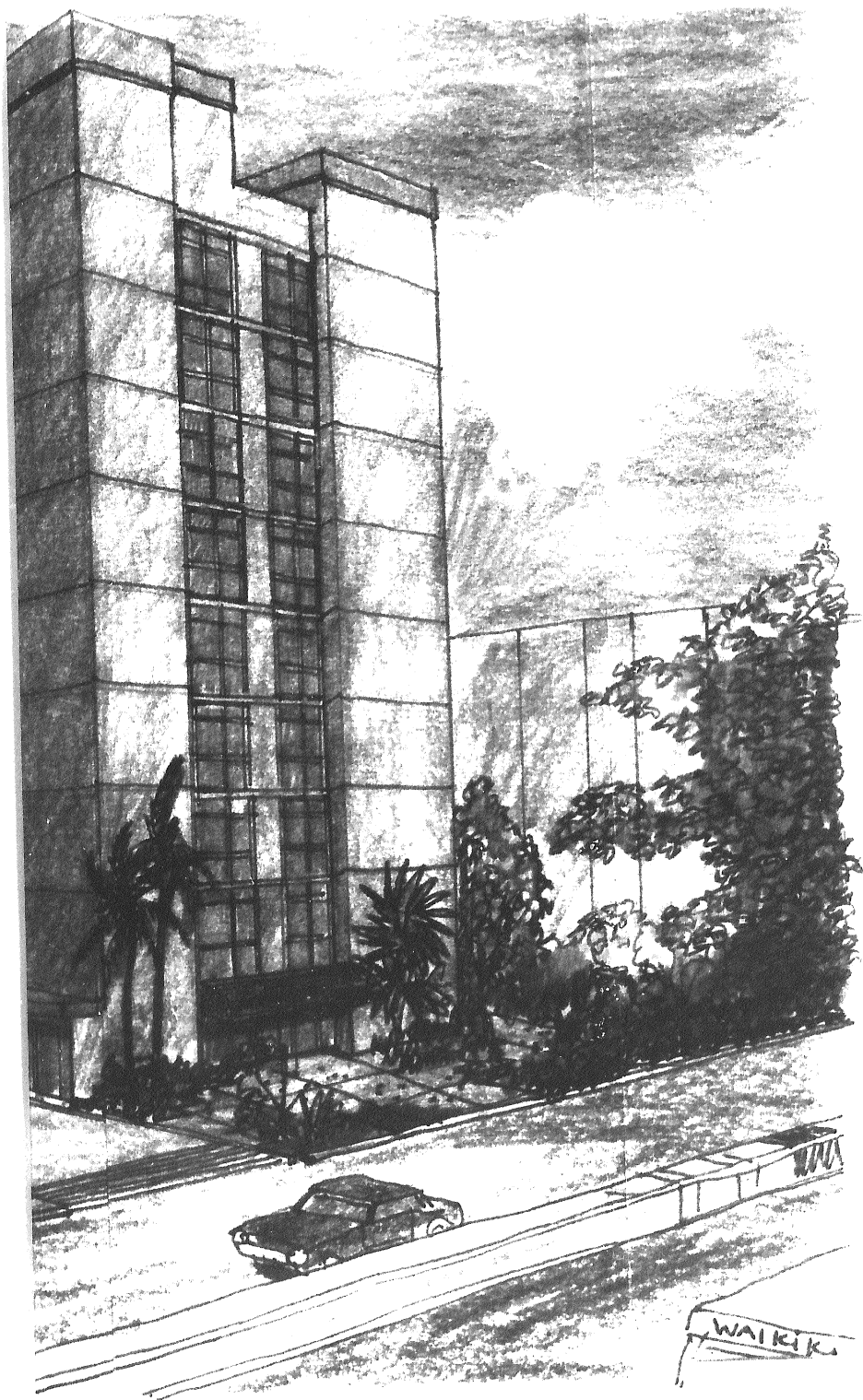
X. RECOMMENDATION

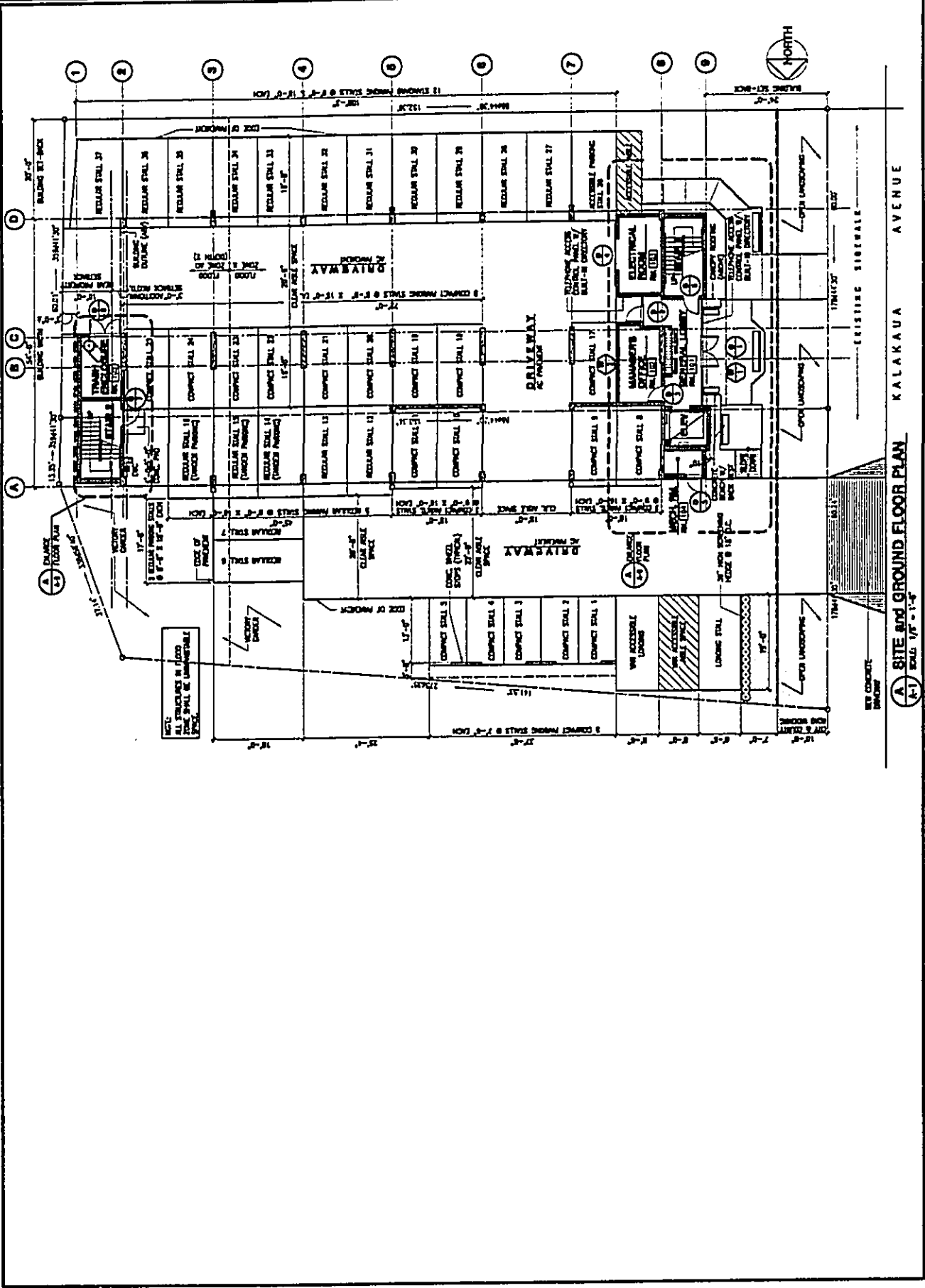
Based on this Final Environmental Assessment, we respectfully request a Finding of No Significant Impact (FONSI) for the proposed Kalakaua Vista Affordable Elderly Rental Apartment Development.

APPENDIX I

**RENDERING, SITE PLAN, FLOOR PLAN,
ELEVATIONS AND LANDSCAPING**







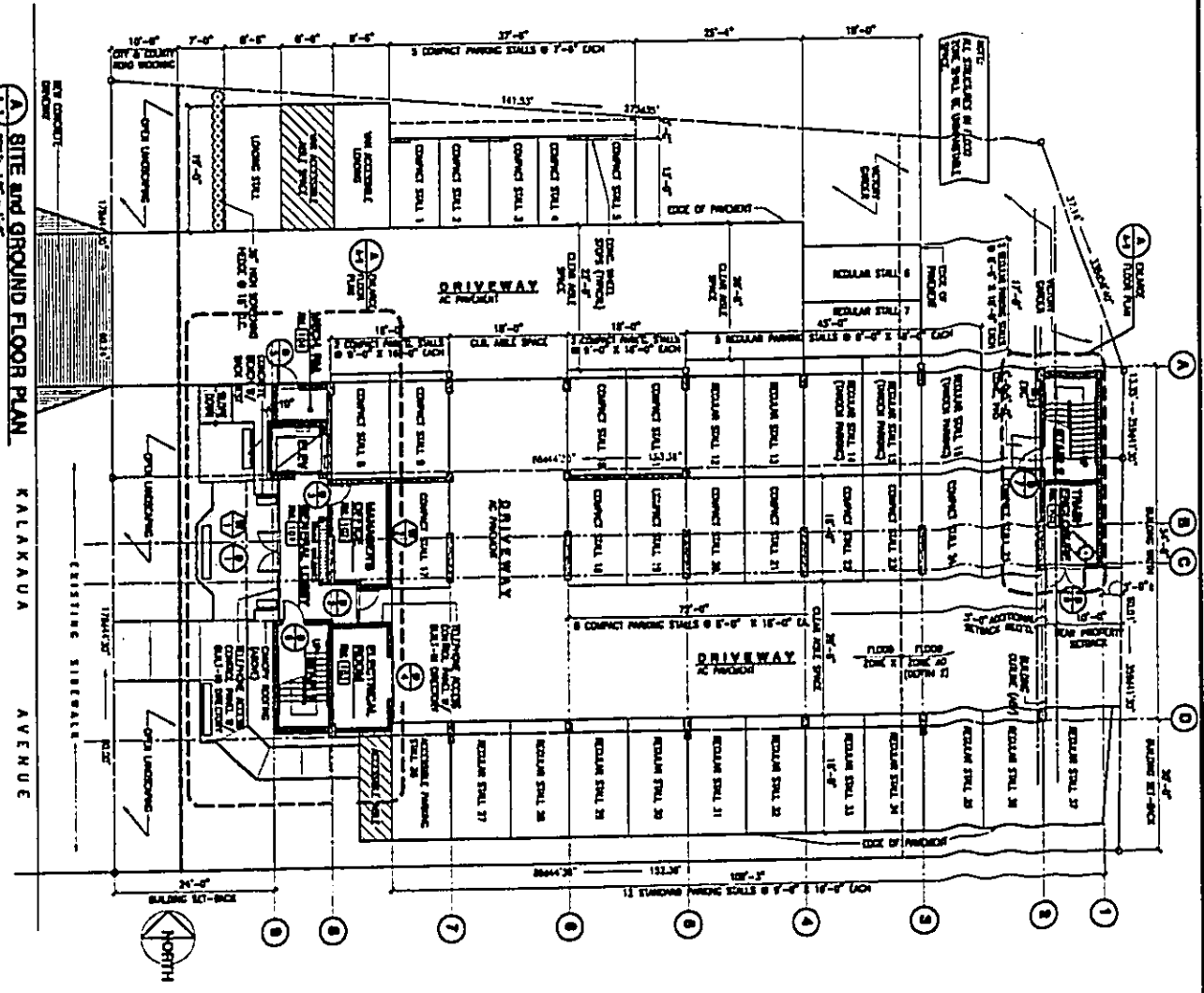
A-1

A-1 SITE AND GROUND FLOOR PLAN
 KALAKAUA AVENUE
 SCALE: 1/8" = 1'-0"

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

A-1 SITE AND GROUND FLOOR PLAN
 KALAKAUA AVENUE



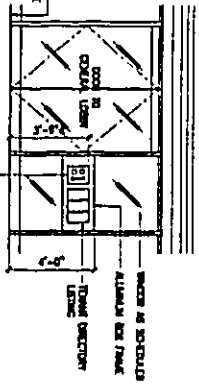
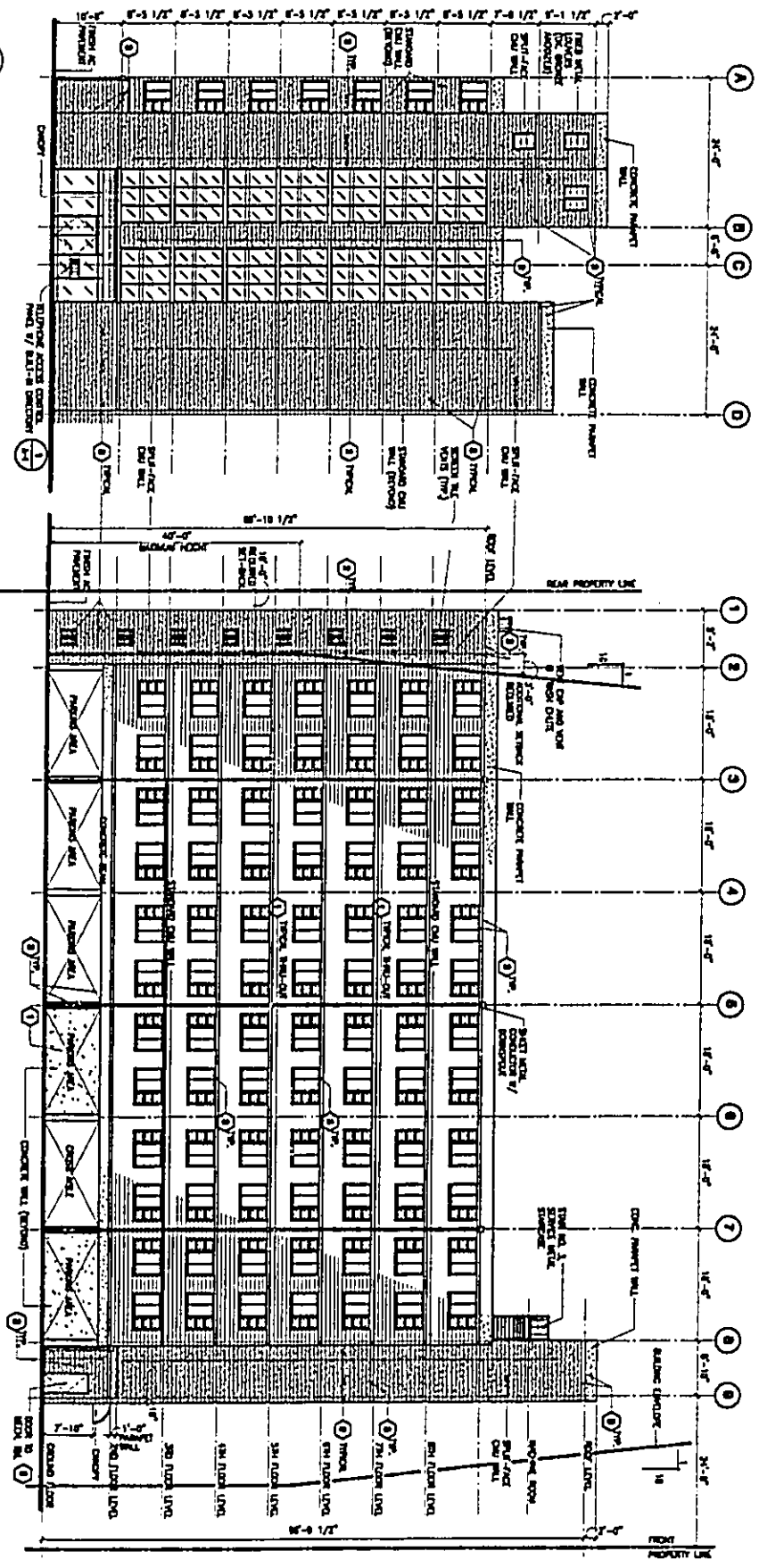
A-1
 SCALE: 1/8" = 1'-0"

| | |
|-------------------------|-----------------|
| DATE: 11-11-11 | BY: [Signature] |
| CHECKED: [Signature] | DATE: 11-11-11 |
| PROJECT: KALAKAUA VISTA | SHEET: A-1 |

KALAKAUA VISTA
 KALAKAUA AVENUE OAHU HAWAII
 TAX MAP KEY: 2-3-23.31 AND 2-3-24.53



ARCHITECT
 [Signature]
 [Firm Name]



(1-1) PARTIAL ELEVATION & CONTROL PANELS
SCALE: 1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE

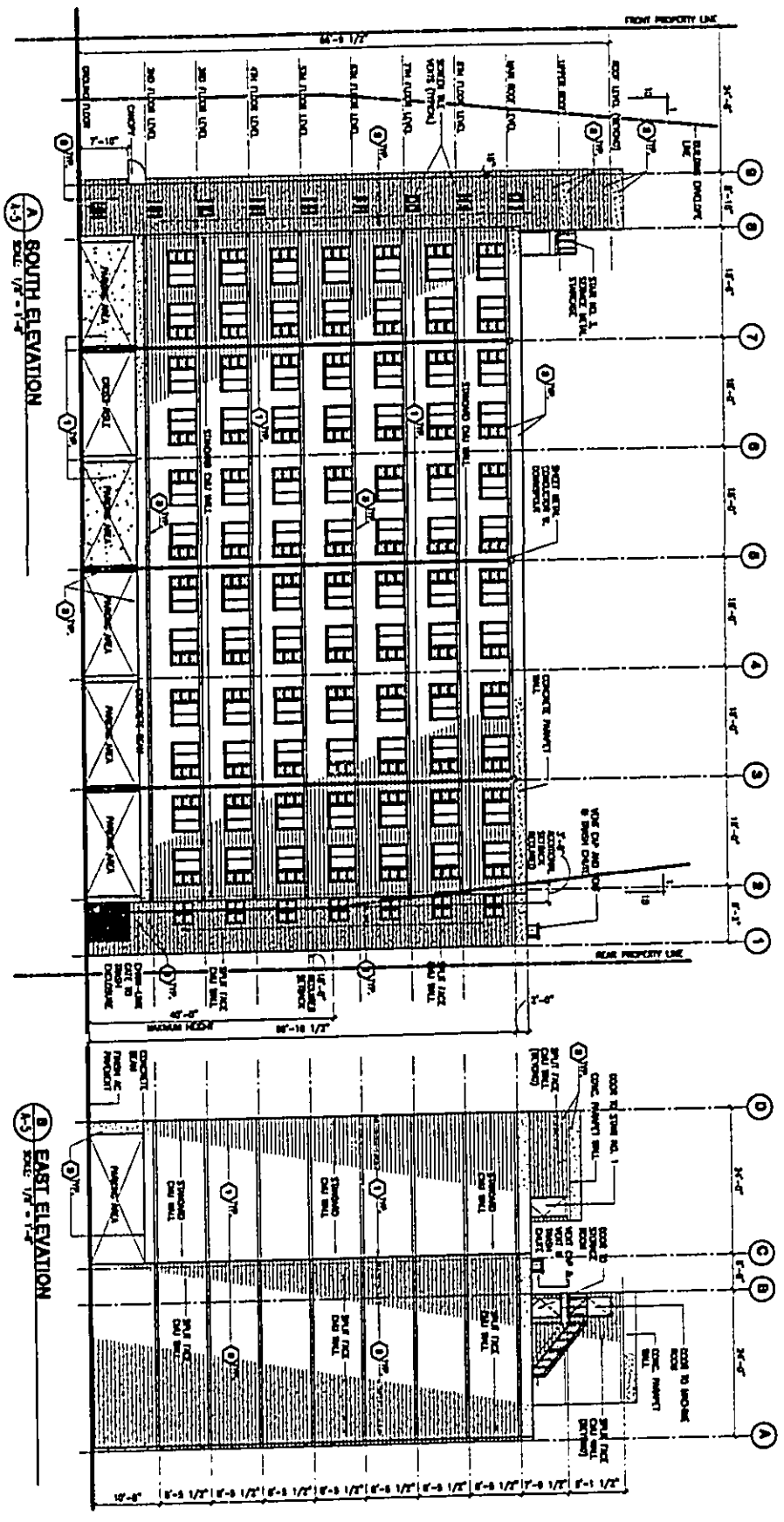
| SYMBOL | DESCRIPTION | LOCATION |
|--------|------------------------|--|
| ① | 3/4" DASHIC ROOF | ROOF (FINISH ONLY) |
| ② | 3/4" ST1 AFRICAN TEA | CLADDING & TRIM SHAPES (FINISH ONLY) |
| ③ | 3/4" 304 LUST OXIDIZED | FINISH CONCRETE WALL, 3/4" CONCRETE ROOF, 3/4" CONCRETE TRIM, 3/4" CONCRETE FINISH |
| ④ | | |
| ⑤ | | |

KALAKAUA VISTA
KALAKAUA AVENUE OAHU HAWAII
TAX MAP KEY: 2-3-25:21 AND 2-3-34:31



Architect's name and contact information, including a signature and the firm name.

A-4



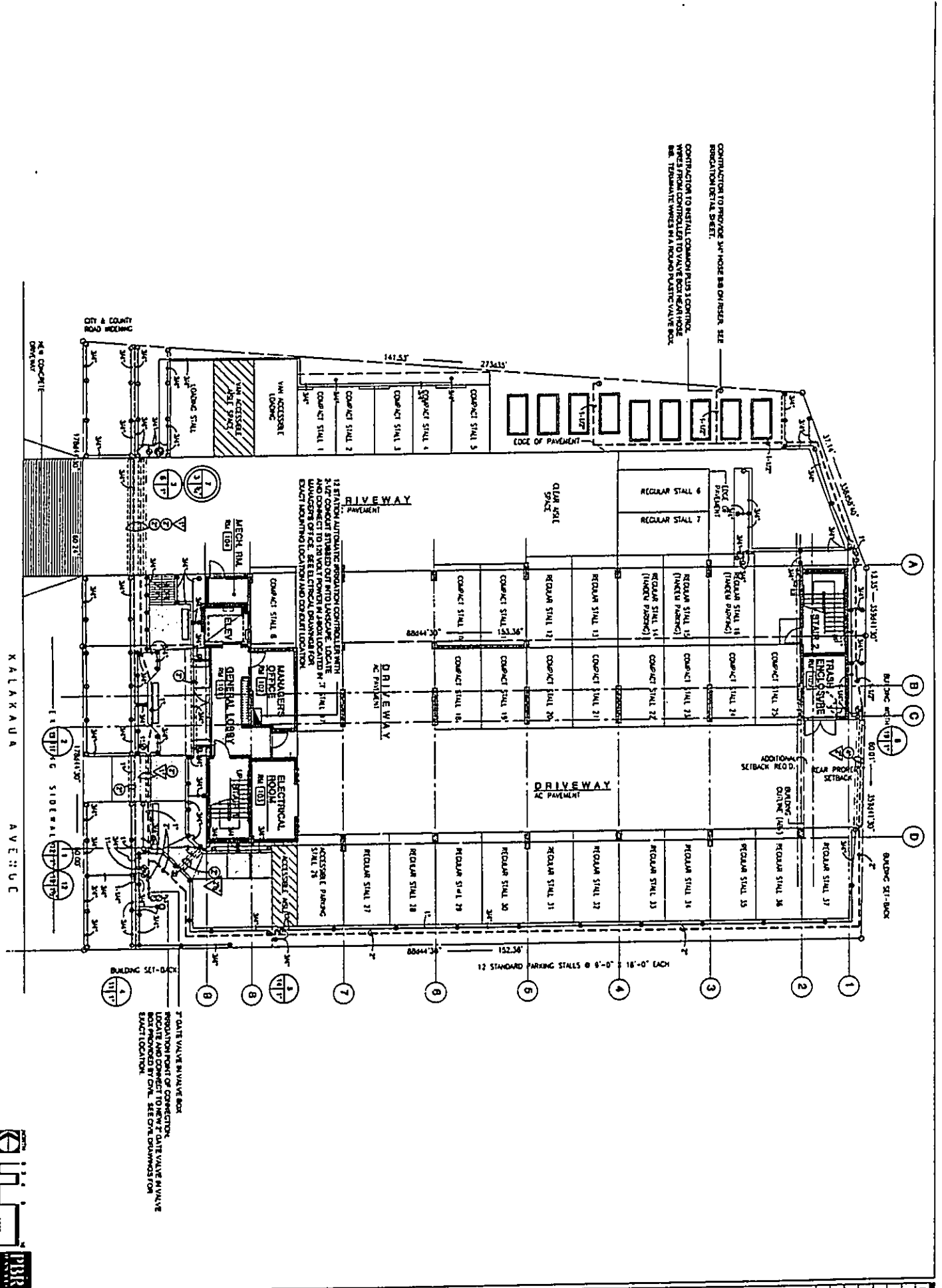
NOTE:
 REFER TO SHEET A-4 FOR EXTERIOR FINISH SCHEDULE.

A-5

KALAKAUA VISTA
 KALAKAUA AVENUE OAHU
 HAWAII
 TAX MAP KEY: 2-3-22-31 AND 2-3-24-33



DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____



| | | | |
|--|--|--|----------------|
| KALAKAUA VISTA KALAKAUA AVENUE OAHU HAWAII TAX MAP KEY: 2-3-23.21 AND 2-3-24.33 | | | EXTENSION 3 BT |
|--|--|--|----------------|

| IRRIGATION MATERIAL SCHEDULE | | |
|------------------------------|--------------------------|---|
| SYMBOL | DESCRIPTION | MANUFACTURER / CATALOG NUMBER |
| ① | REPORT CONTROL VALVE | BRAND NOT LISTED BY PMS-8 OR APPROVED EQUAL SIZE AS NOTED |
| ② | END REPORT CONTROL VALVE | BRAND NOT LISTED OR APPROVED EQUAL SIZE AS NOTED |
| ③ | WATER ON OR OFF VALVE | WATCO MODEL 100 OR APPROVED EQUAL 1/2" SIZE |
| ④ | DATE VALVE | WATCO MODEL 100 OR APPROVED EQUAL 1/2" SIZE |
| ⑤ | SECTION CONTROLLER | RAUMBER ED-1215 SERIES OR APPROVED EQUAL 1/2" SIZE |
| ⑥ | SECTION VALVE | SCHEDULE 40 P.C. SIZE AS NOTED |
| ⑦ | SECTION LATERAL | CLASS 200 P.C. SIZE AS NOTED |
| ⑧ | SECTION SLITVE | SCHEDULE 40 P.C. SIZE AS NOTED |
| ⑨ | SECTION COMPART | SCHEDULE 40 P.C. SIZE AS NOTED |
| ⑩ | STATION NUMBER | |
| ⑪ | VALVE SIZE | |
| ⑫ | RESISTANCE VALVE DIA | |
| ⑬ | STATION NUMBER | |
| ⑭ | VALVE SIZE | |
| ⑮ | ELECTRICAL CONTROL BOX | |

IRRIGATION NOTES

- THIS PLAN IS REGULATING. IRRIGATION SYSTEM IS SUBJECT TO FIELD ADJUSTMENTS AND REVISIONS. LOCATE ALL VALVES, LATERALS, SLITS, AND SYMBOLS IN FIELD. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS.
2. THIS IRRIGATION SYSTEM WAS DESIGNED WITH A NOMINAL STATIC WATER PRESSURE OF 50 P.S.I. AT THE MAINLINE. VERIFY THE LANDSCAPE ARCHITECT'S WATER PRESSURE OF 50 P.S.I. OR GREATER THAN 100 P.S.I.
3. CONSTRUCTION SHALL SECURE ALL NECESSARY PERMITS AND OBTAIN ALL LOCAL CODES AND REGULATIONS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS.
4. CONTRACTOR IS TO COORDINATE THE INSTALLATION OF ALL SLITS, COMPARTS, VALVES, AND LATERALS UNDER PAYMENT AND THROUGH WALLS. CONTRACTOR SHALL VERIFY THAT THESE ITEMS ARE LAID PROPER TO PLACEMENT OR PAYMENT OR WALL SCHEDULES.
5. CONSTRUCTION SHALL INSTALL IRRIGATION LINES, VALVES, AND HEADS PER SCHEDULES. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS.
6. LOCATE AND INSTALL ALL SPRINKLER HEADS 5' FROM SIDEWALKS, CURBS, DRIVEWAYS, BUILDINGS AND WALLS UNLESS NOTED OTHERWISE. FIELD TURNING SHALL BE INSTALLED ON ALL SPRINKLER HEADS ALONG SIDEWALKS, DRIVEWAYS, AND BUILDINGS UNLESS NOTED OTHERWISE. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS. VERIFY ALL DIMENSIONS, LOCATIONS, AND PLACEMENT OF PLANTING AREAS.
7. INSTALL APPROPRIATE PRESSURE COMPENSATING SECTION WHERE NOTED.
8. INSTALL IN-LINE CHECK VALVES WHERE APPROPRIATE.

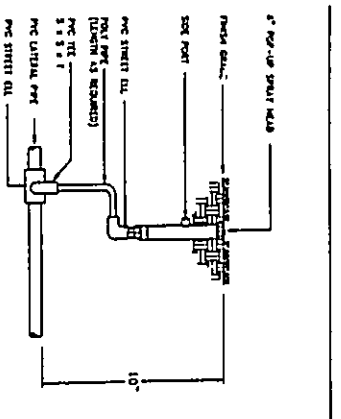
| IRRIGATION SCHEDULE | | | | | |
|--------------------------|-------|---|-----------|--------|--------|
| HEAD SYMBOL | ANGLE | MANUFACTURER / CATALOG NUMBER | G.P.M. | P.S.I. | R.A.D. |
| SPRAY HEAD 4" POP-UP | 90° | RAUMBER 1804 SERIES (OR APPROVED EQUAL) | 0.39 | 30 | 10' |
| ② | 180° | 1804-SLW-PMS-100 1804-SLW-PMS-10H | 0.79 | 30 | 10' |
| SPRAY HEAD 1 1/2" POP-UP | | RAUMBER 1812 SERIES (OR APPROVED EQUAL) | | | |
| ① | -- | 1812-1515ST | 0.81 | 30 | 4'X15' |
| ② | -- | 1812-1535ST | 1.21 | 30 | 4'X10' |
| ③ | 90° | 1812-10Q | 0.39 | 30 | 10' |
| ④ | 180° | 1812-10H | 0.79 | 30 | 10' |
| ⑤ | 90° | 1812-3Q | 0.39 | 30 | 5' |
| ⑥ | 180° | 1812-3H | 0.79 | 30 | 5' |
| ⑦ | VALV | 1812-8VAL | 0.28-1.20 | 30 | 4'-6" |
| SHRUB HEAD ON WHEEL | | RAUMBER SHRUB ADAPTER SERIES (OR APPROVED EQUAL) | | | |
| ⑧ | -- | PA-85-SLW-PMS-1535ST | 1.21 | 30 | 4'X10' |
| ⑨ | 180° | PA-85-SLW-PMS-10P | 1.38 | 30 | 10' |
| DWP HEADS | | RAUMBER XERIBIRD SERIES (OR APPROVED EQUAL) | | | |
| • | -- | XERIBIRD 8 MULTI-OUTLET EMITTER XRD-80 PRESSURE COMPENSATING NOONTE PC-071 THREAT EMITTERS PER IREI 1/4" WHPT DISTRIBUTION TUBING DT-025 1/4" TUBING STAKE 15-025 | 0.4 | 10-50 | |

KALAKAUA VISTA
 KALAKAUA AVENUE DASHU HAWAII
 TAX MAP KEY: 2-3-2321 AND 2-3-2433

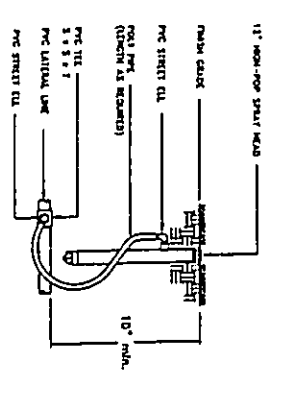


PRR

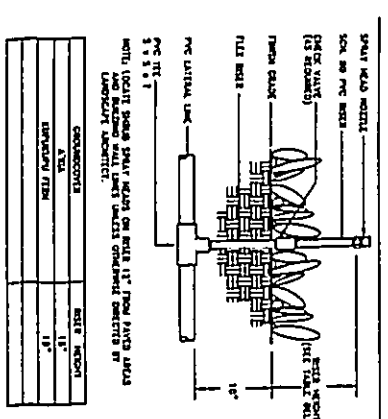
L-2



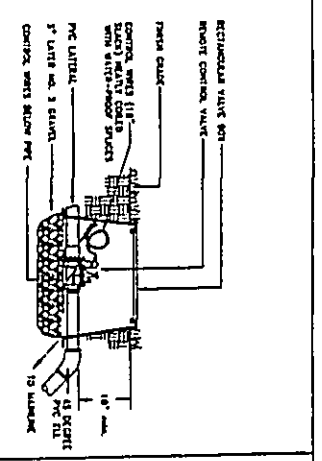
LAWN SPRAY POP-UP W/POLY-PIPE
NOT TO SCALE



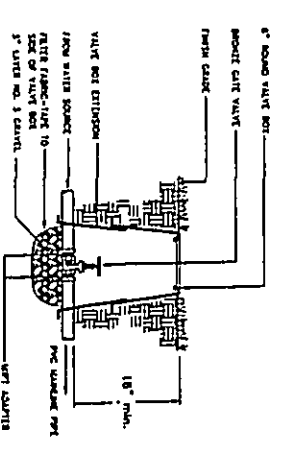
SHRUB SPRAY HIGH-POP HEAD
NOT TO SCALE



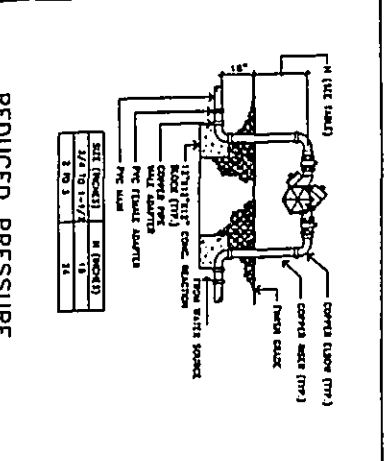
SHRUB SPRAY ON RISER
NOT TO SCALE



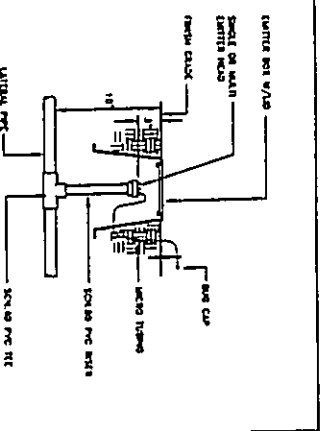
REMOTE CONTROL VALVE
NOT TO SCALE



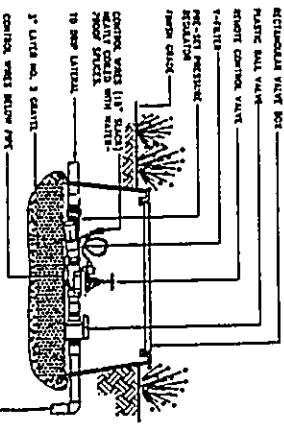
GATE VALVE
NOT TO SCALE



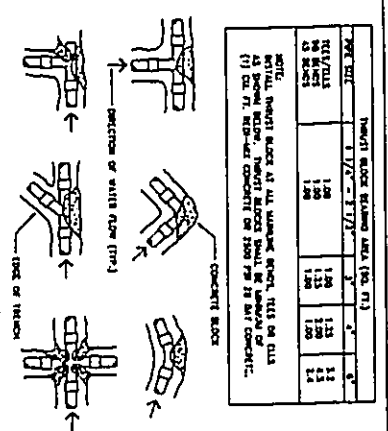
REDUCED PRESSURE BACKFLOW PREVENTER DETAIL
NOT TO SCALE



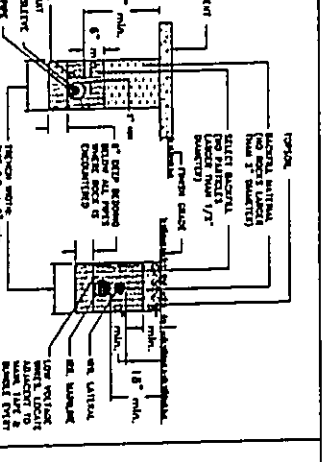
DRIP MULTI-EMITTER IN VALVE BOX
NOT TO SCALE



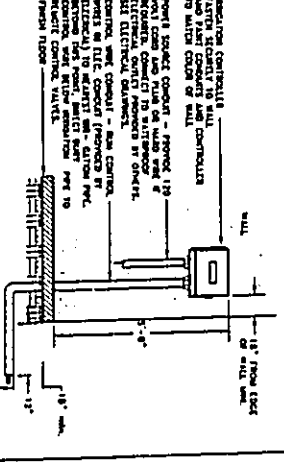
DRIP IRRIGATION VALVE
NOT TO SCALE



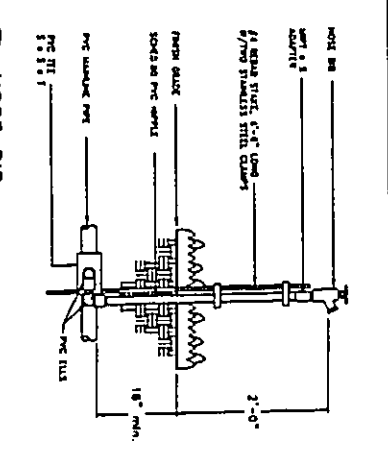
THRUST BLOCK DETAIL
NOT TO SCALE



TRENCH & WIRING DETAIL
NOT TO SCALE



WALL MOUNT CONTROLLER
NOT TO SCALE



HOSE BIB
NOT TO SCALE

Final Environmental Assessment
Kalakaua Vista Affordable Elderly Rental Apartment Development

APPENDIX II

TRAFFIC IMPACT ASSESSMENT REPORT

TRAFFIC IMPACT ASSESSMENT REPORT

FOR

KALAKAUA VISTA APARTMENTS

September 27, 1999

Honolulu, Oahu, Hawaii

Prepared for:

Hawaii Housing Development Corporation

Prepared By:

**Pacific Planning & Engineering, Inc.
1221 Kapiolani Boulevard, Suite PH-60
Honolulu, Hawaii 96814**

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Appendix B. Definitions of Level-of-Service for Signalized and Unsignalized
Intersections

FOREWORD

The traffic forecasts shown within this report's figures and tables are the direct result of Pacific Planning & Engineering, Inc.'s proprietary analytical tools. For report editing and review purposes, some or all of the forecast values have been rounded to the nearest five vehicles from our mathematical results, although we do not imply this level of accuracy can exist in any forecast method. The rounded values, however, reasonably quantify the forecasted traffic volumes for the purposes of this study.

The traffic impact assessment report deals with traffic volumes and roadway capacity, and is not a design document. Recommendations of mitigation actions relate solely to capacity improvements to reduce or minimize traffic delays.

EXECUTIVE SUMMARY

Pacific Planning & Engineering, Inc. (PPE) was engaged to identify and assess future traffic impacts that would be caused by the proposed Kalakaua Vista Apartments project in Honolulu, Oahu, Hawaii.

Project Description

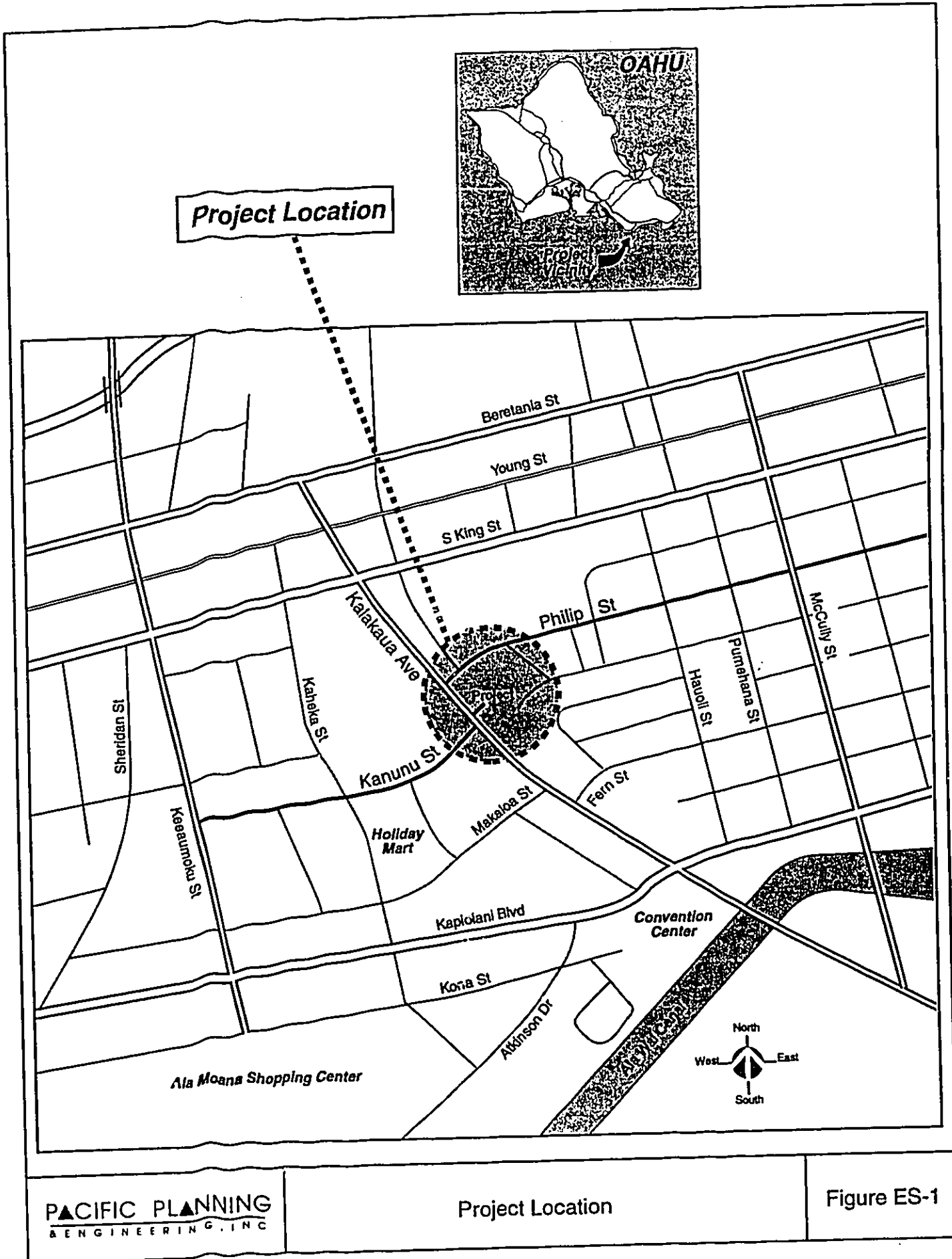
The Hawaii Housing Development Corporation is proposing to develop an elderly affordable rental project in Honolulu, Oahu, Hawaii. The project site is located along Kalakaua Avenue near its intersection with Kanunu Street and is identified by Tax Map Key: 1-2-3-24:33 and 1-2-3-23:21. Figure ES-1 shows the project location.

The proposed Kalakaua Vista Apartments project is intended to be an elderly (age 62+) rental project consisting of 81 one-bedroom units and 42 parking stalls. Access to the project will be via an existing right-turn in/right-turn out driveway just north of the intersection of Kalakaua Avenue with Kanunu Street. The project is expected to be completed by the year 2001.

Methodology

Analysis was conducted for the intersections of Kalakaua Avenue with Kanunu Street, Kalakaua Avenue with Philip Street and Kalakaua Avenue with the Project Driveway to determine the relative impact of the proposed Kalakaua Vista Apartments Project on the local roadway system.

Future traffic was forecasted for the study intersections by adding the following:



- Existing traffic volumes at the study intersections,
- the increase in through traffic on Kalakaua Avenue,
- Traffic generated by the project.

This study assesses the impact on each intersection by determining and comparing the level-of-service (LOS) for existing traffic, year 2001 forecasted traffic without the project and year 2001 forecast with the project traffic conditions.

The time periods analyzed include the two weekday commuter peak hours (morning and afternoon). These periods were studied since traffic volumes on the surrounding roadways would be highest at these times.

Conclusions and Recommendations

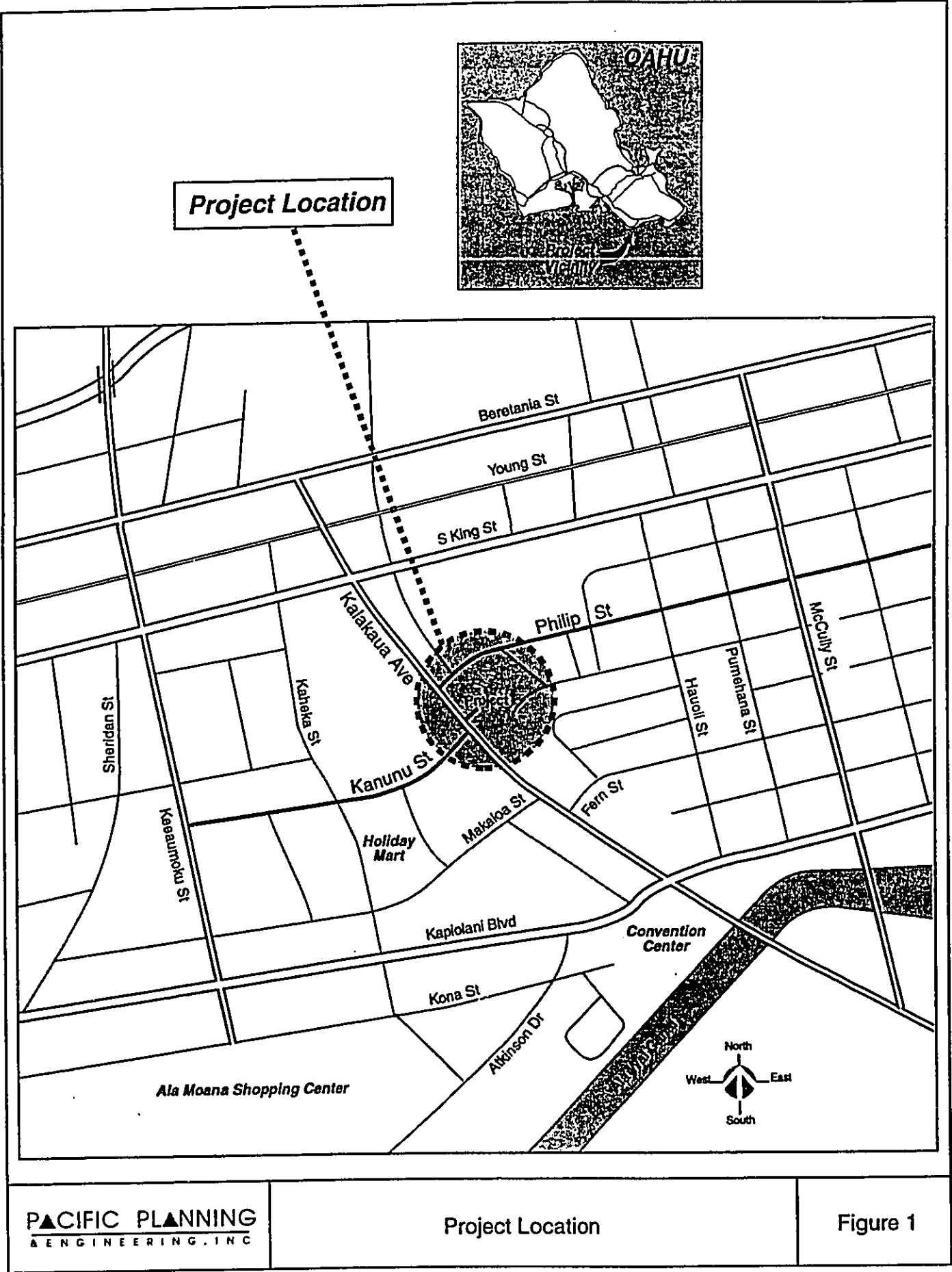
The Kalakaua Vista Apartments Project, when completed in the year 2001, would not affect the Level-of-Service (LOS) at the existing study intersections of Kalakaua Avenue with Kanunu Street and Kalakaua Avenue with Philip Street during the weekday commuter hours. In addition, motorists making a right-turn from the Project Driveway to Kalakaua Avenue should experience LOS "B" conditions. No capacity mitigating actions are required due to the proposed project.

A parking analysis shows that the 42 parking spaces provided as part of the Kalakaua Vista Apartments should be adequate for the intended use as an elderly rental facility.

PROJECT DESCRIPTION

The Hawaii Housing Development Corporation is proposing to develop an elderly affordable rental project in Honolulu, Oahu, Hawaii. The project site is located along Kalakaua Avenue near its intersection with Kanunu Street and is identified by Tax Map Key: 1-2-3-24:33 and 1-2-3-23:21. Figure 1 shows the project location.

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Project Location

Figure 1

EXISTING CONDITIONS

An inventory of existing conditions was conducted to ascertain the current traffic conditions in the area and to provide a basis for estimating the potential traffic impact of the proposed project. The review included the land uses in the area, roadway facilities, and existing traffic conditions.

Land Uses

The land uses in the vicinity of the project consists primarily of commercial and residential uses. Residential uses are generally located east and west of Kalakaua Avenue while commercial uses (shops, restaurants, etc.) are predominately located to the south, west and along Kalakaua Avenue.

Roadway Facilities

Kalakaua Avenue provides one of the gateways to Waikiki with termini at Beretania Street and Poni Moi Road near Diamond Head. In the vicinity of the project, Kalakaua Avenue is a four to five-lane, two-way divided arterial with signalized intersections at Beretania Street, King Street, Philip Street, Kanunu Street and Makaloa Street. There are bus stops located along both sides of the street and on-street parking is not allowed. The posted speed limit is 25 miles per hour (mph).

Kanunu Street is a two-way two-lane road between Keeaumoku Street and Kalakaua Avenue which parallels Kapiolani Boulevard. Kanunu Street services both commercial and residential uses with a number of driveways throughout. Metered parking is provided along both sides of the street and the posted speed limit is 25 mph.

Philip Street is a short two-way two-lane road between Kalakaua Avenue and Kuikahi Street. which provides a connection between Punahou Street and Kalakaua Avenue. Parking is not allowed and the posted speed limit is 25 mph. Heading east, Philip Street eventually turns into Waiola Street.

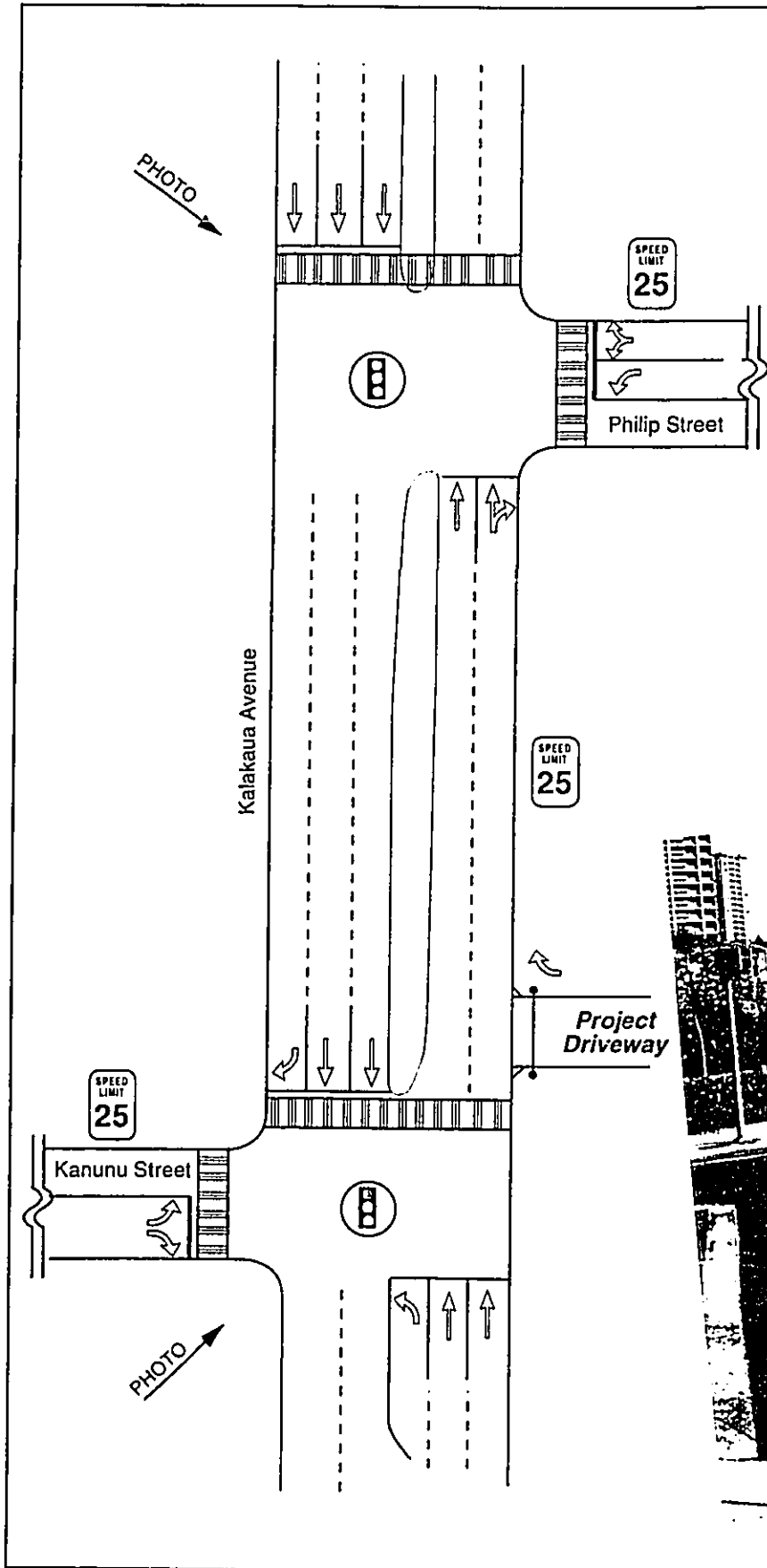
The study intersections of Kalakaua Avenue with Kanunu Street and Kalakaua Avenue with Philip Street are schematically shown on Figure 2.

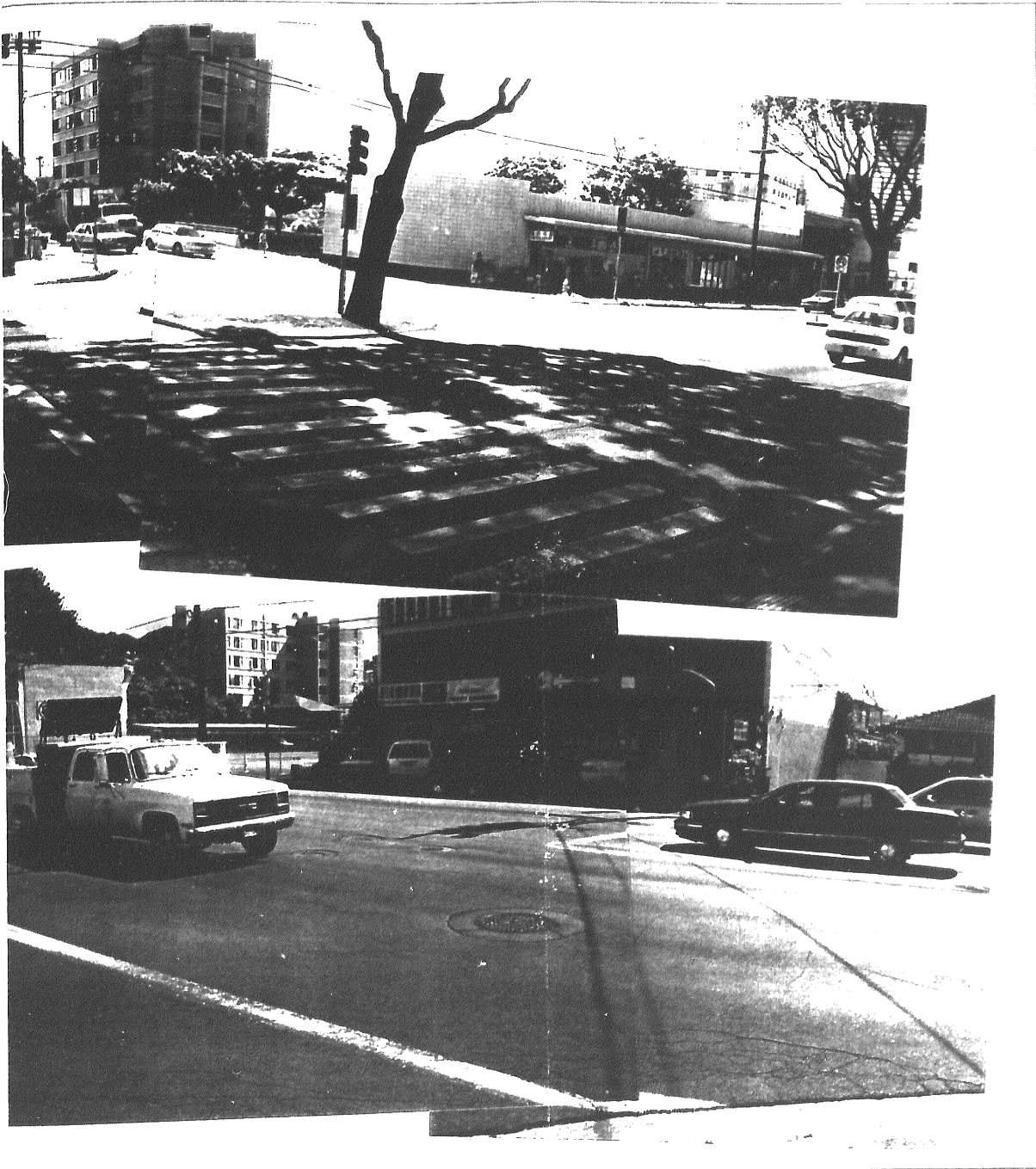
Traffic Conditions

A review of 1998 Hawaii Department of Transportation (HDOT) traffic count data for Kalakaua Avenue (Station SL-51: Ala Wai Canal Bridge) indicate that the commuter peak periods generally occurs on weekdays between 7:00 to 9:00 in the morning and 4:00 to 6:00 in the afternoon. These periods were studied since traffic volumes on the surrounding roadways would be highest at these times.

Manual traffic counts were taken at the intersections of Kalakaua Avenue with Kanunu Street and Kalakaua Avenue with Philip Street. The counts were taken on Wednesday, September 8, 1999 during the afternoon peak period and on Wednesday, September 15, 1999 during the morning peak period. These counts were used as the baseline condition upon which future estimated traffic volumes were added.

Manual counts were taken of passenger cars, trucks and buses by turning movements and approaches. During the field counts, the weather was mostly sunny with intermittent showers. Figure 3 shows the present volume of traffic at the study intersections for the observed peak hours. Manual traffic count data is summarized in Appendix A.





NOT TO SCALE
dy Intersections and Existing Laneages

Figure 2

Observed Traffic Conditions

The following observations were made during the field survey:

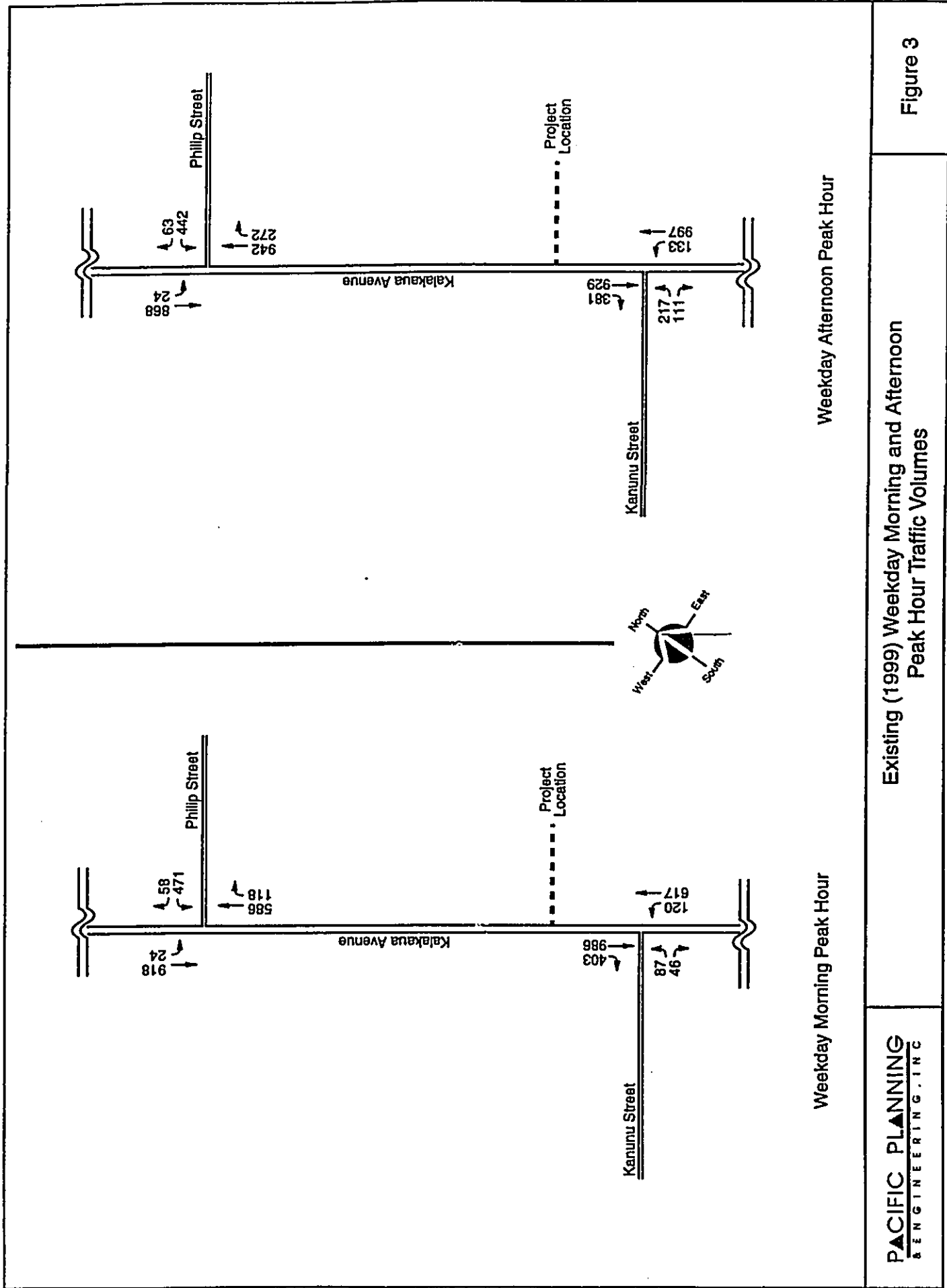
Weekday Morning Peak Hour

- Traffic at the Kanunu Street intersection along Kalakaua Avenue appeared to flow smoothly.

Traffic at the Philip Street intersection along Kalakaua Avenue appeared to flow smoothly.

Weekday Afternoon Peak Hour

- The majority of the time, traffic along Kalakaua Avenue flowed smoothly. However, southbound traffic along Kalakaua Avenue through Kanunu Street was occasionally impeded by downstream congestion at Makaloa Street. This caused vehicles to queue through the Kanunu Street intersection.
- Traffic at the Philip Street intersection appeared to flow smoothly. At times queues formed on Philip Street from Kalakaua Avenue to Punahou Street, however, the majority of the queues were able to clear the intersection during each signal cycle.



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

FUTURE CONDITIONS

A survey was conducted of planned developments in the immediate area to estimate future traffic conditions at the study intersections.

Future Land Uses

The project site is located in a portion of Honolulu where much of the surrounding area is already developed for residential and commercial use. The Oahu Regional Transportation Plan¹ (ORTP) projects low levels of growth in population and employment by the year 2020. No known further development in the immediate vicinity of the project are anticipated within the study time period.

Future Roadway Facilities

Within the study time frame, there are no known roadway improvements planned in the immediate vicinity of the project. The roadway patterns and study intersection laneages are expected to remain the same as existing.

¹ Oahu Regional Transportation Plan, Kaku & Associates, Inc., 1995.

PROJECTED TRAFFIC CONDITIONS

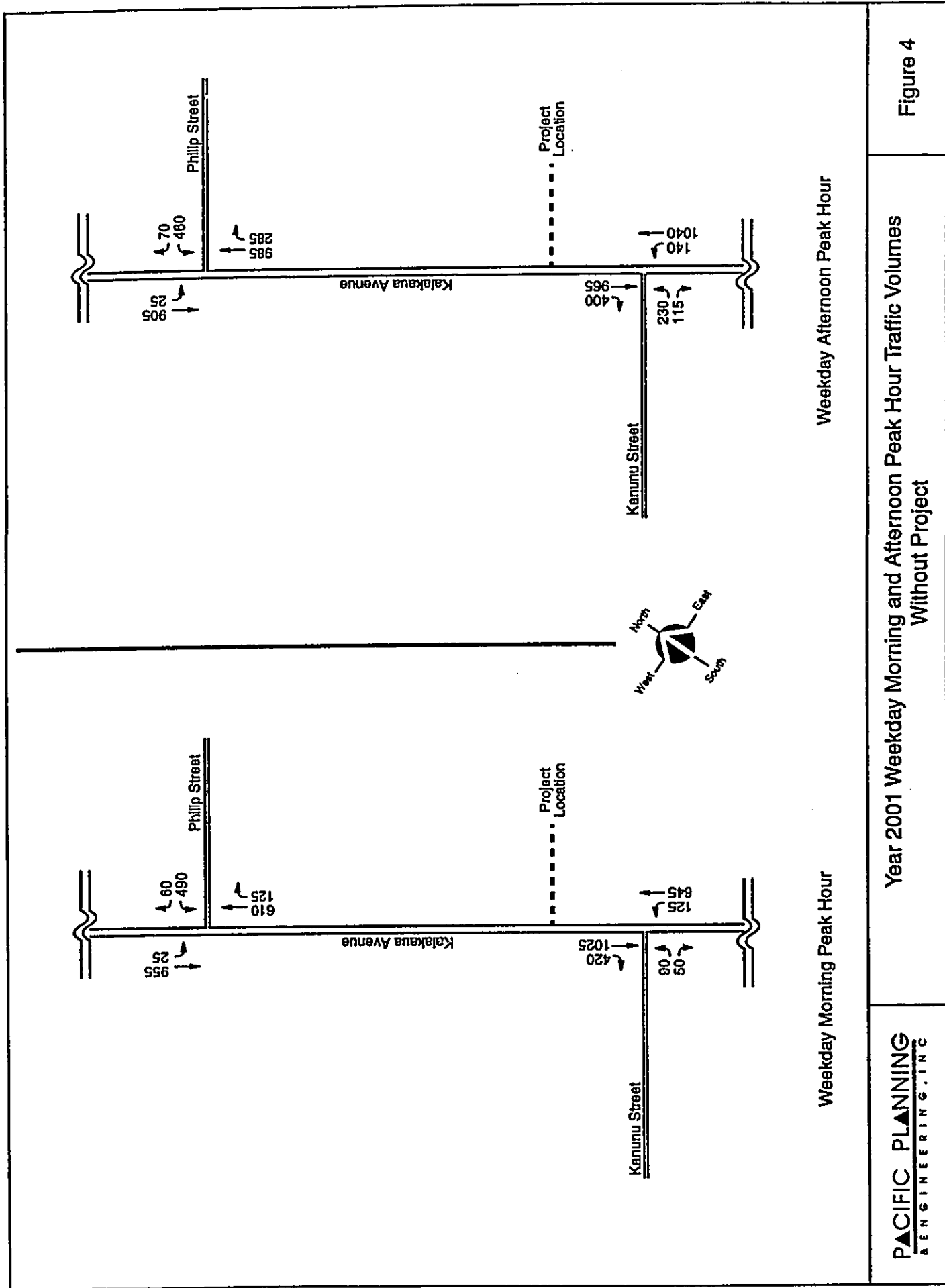
Future traffic was forecasted for traffic conditions without and with the Kalakaua Vista Apartments Project. Traffic forecasts were estimated for the year 2001 when the project is expected to be completed.

Future Traffic Without Project

Future traffic without the project was forecast by adding the following: 1) existing traffic volumes and the 2) increase in traffic on Kalakaua Avenue based on historical growth trends. The resulting traffic volume forecasts at the study intersections for the traffic peak hours without the project in year 2001 are shown in Figure 4.

Traffic Growth on Kalakaua Avenue

Through-traffic is traffic that travels on a roadway without a specific origin or destination near the project site. The growth in through-traffic on Kalakaua Avenue was estimated using historical data obtained from a nearby HDOT traffic count station and linear regression analysis. The data indicates a growth of about 2% per year along Kalakaua Avenue. Accordingly, the existing peak hour traffic was increased by 4% (2 years x 2%). The growth rate is intended to account for future conditions such as other developments outside of the project study area and future projects which have not been clearly defined. For conservatism, the traffic growth on Kanunu and Philip Streets was also increased by the same factor.



Future Traffic With Project

Future traffic with the project was forecasted by adding traffic generated by the Kalakaua Vista Apartments Project to the forecasted traffic without the project. The resulting peak hour traffic volume forecasts with the project are shown in Figure 5.

The standard three-step procedure of trip generation, trip distribution and traffic assignment was used to estimate peak hour traffic from the proposed project.

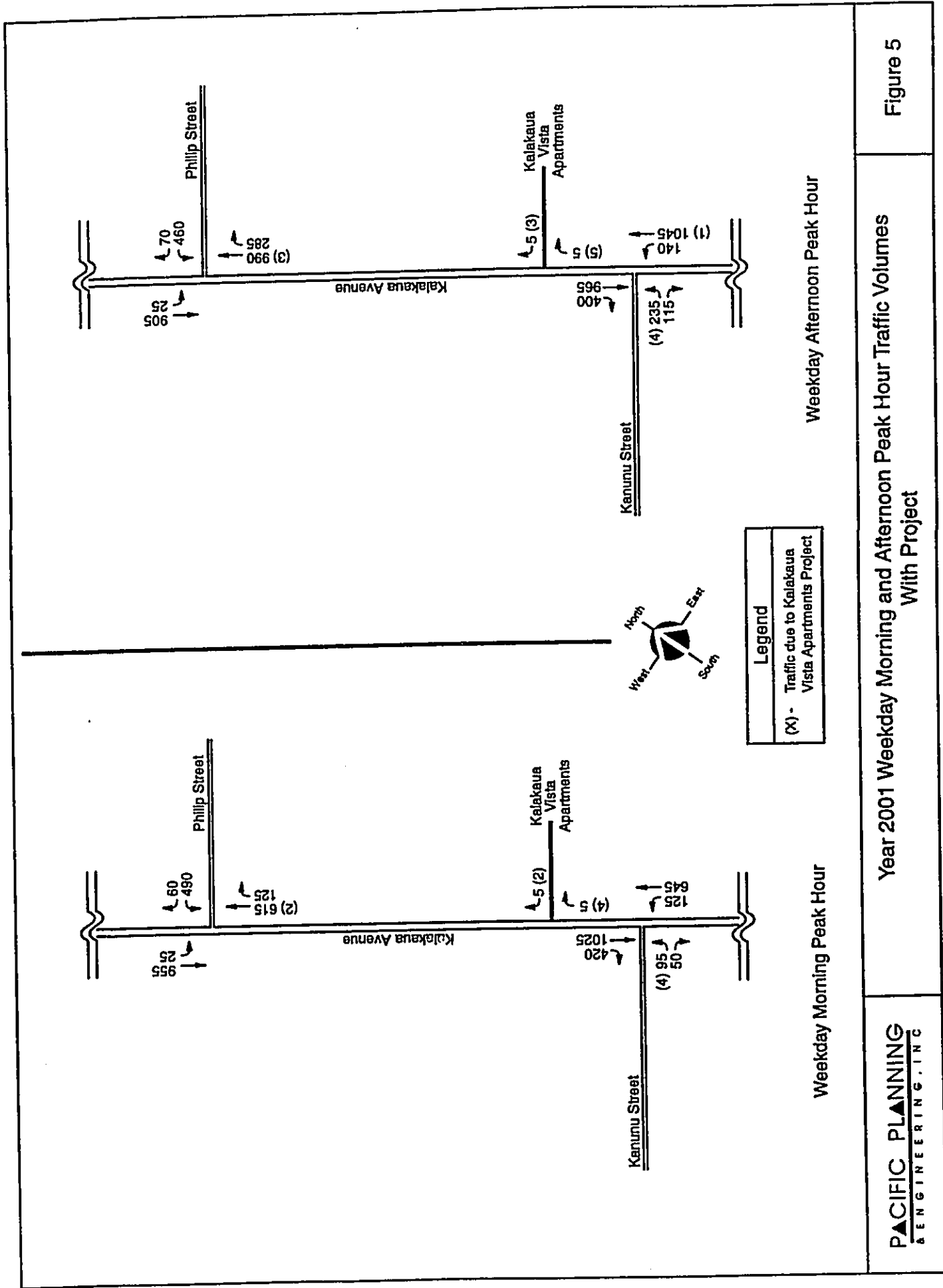
Trip generation for the proposed project was determined based on the project land uses and trip rate data from the ITE Trip Generation Report². Table 1 shows the number of trips generated due to the project.

| Land Use | Morning | | Afternoon | |
|-------------------------------|---------|------|-----------|------|
| | Enter | Exit | Enter | Exit |
| Elderly Apartments (81 units) | 4 | 2 | 5 | 3 |

The trip distribution step estimates the distribution of vehicle trips to their predicted destinations and origins. Project trips were generally distributed based on the population distribution of Oahu.

The traffic assignment step assigns vehicle trips to specific routes on the roadway network that drivers would take from their trip origin to their destination. The project traffic was assigned as shown on Figure 6.

² Trip Generation Report, by the Institute of Transportation Engineers, Sixth Edition, 1997.



TRAFFIC IMPACT ANALYSIS

Analyses were conducted for the following intersections to determine the relative impact of the project:

- Kalakaua Avenue with Kanunu Street,
- Kalakaua Avenue with Philip Street and
- Kalakaua Avenue with the project driveway.

Analyses were conducted for the existing, 2001 forecasts without project and 2001 forecast with project traffic conditions.

Analysis Methods

The study intersections were analyzed using procedures from the Highway Capacity Manual³ (HCM). The methodology measures traffic operations using a Level-of-Service (LOS) rating from "A" to "F", where LOS "A" is the best and LOS "F" is the worst. Appendix B provides detailed definitions of the LOS used in this study.

Unsignalized Intersection Analysis

The intersection of Kalakaua Avenue with the Project driveway was analyzed using the operational analysis for unsignalized intersections.

The LOS for unsignalized intersections was determined by the computing the average control delay. Control delay includes the initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. This delay is defined for each minor movement (in this case, the right-turn movement out of

³ Highway Capacity Manual, Special Report 209, by the Transportation Research Board, National Research Council, Third Edition 1997.

the driveway) only and not for the intersection as whole. The LOS is classified into the six letter categories ranging from less than 10 seconds of average control delay per vehicle (LOS "A") to over 50 seconds of average control delay per vehicle (LOS "F").

In the evaluation of unsignalized intersections, it is also important to consider other measures of effectiveness in addition to control delay such as the v/c (volume to capacity ratio). The v/c was also computed for this study.

Signalized Intersection Analysis

The intersections of Kalakaua Avenue with Kanunu Street and Kalakaua Avenue with Philip Street were analyzed using the operational analysis for signalized intersections.

Signalized intersection analysis is also based on the average control delay per vehicle to measure traffic operating conditions. Control delay includes the initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. The LOS for the traffic movements at a signalized intersection is also classified into six letter categories ranging from less than 5 seconds of average control delay per vehicle (LOS "A") to over 80 seconds of average control delay per vehicle (LOS "F"). However, LOS criteria for unsignalized and signalized intersections is not directly comparable because motorists expect different levels of delay for each facility.

Analysis Results

The results of the analysis for the weekday morning and afternoon peak hours are shown in Figure 6. The results show that there would be no significant change in traffic operations due to the Kalakaua Vista Apartments Project.

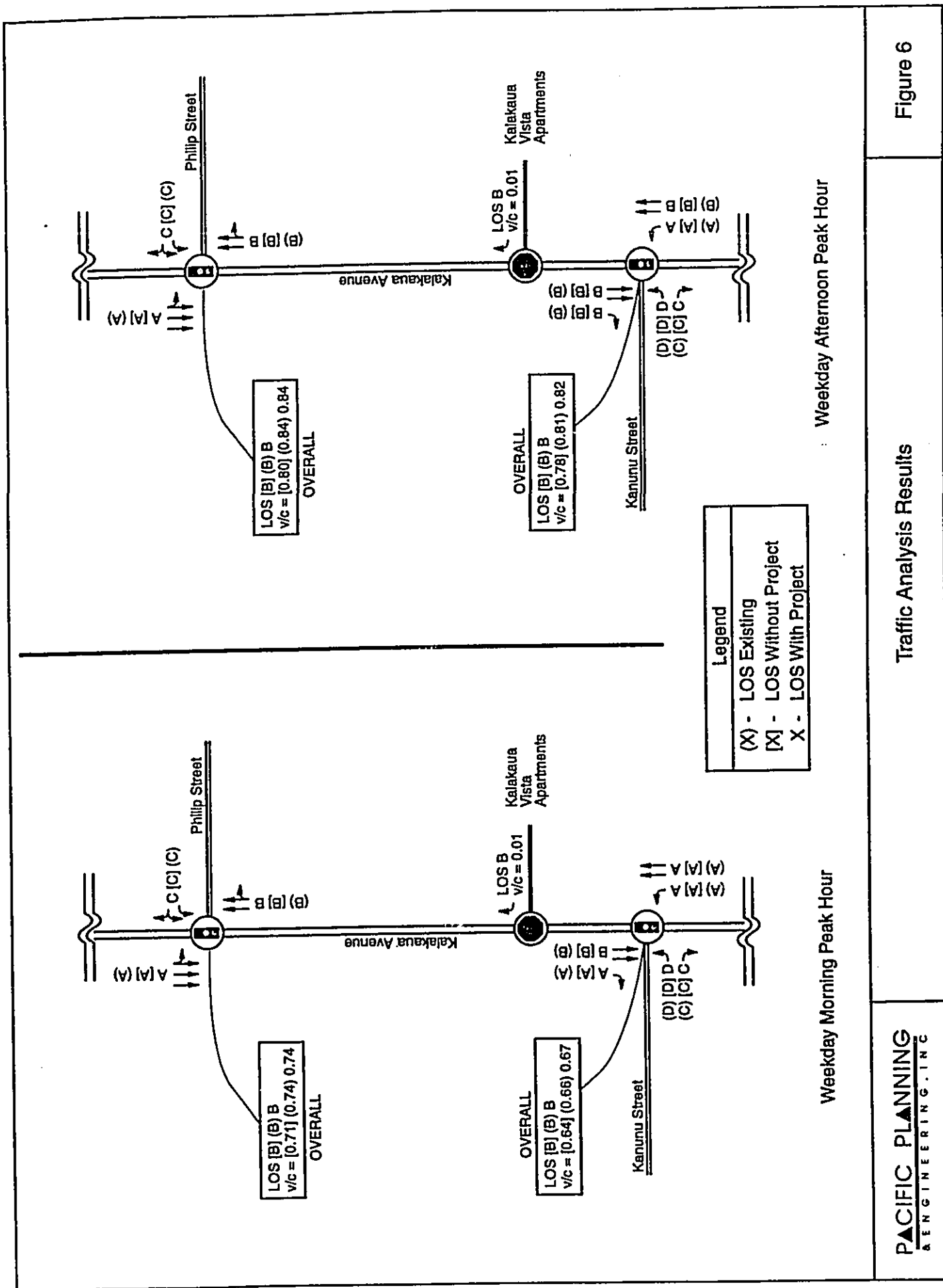


Figure 6

Traffic Analysis Results

PACIFIC PLANNING & ENGINEERING, INC

PARKING GENERATION

The proposed Kalakaua Vista Apartments project includes 42 parking stalls. A review was conducted to determine the adequacy of the parking provided by the project.

Parking generation was determined based on the project land uses and data from the ITE Parking Generation Report⁴. The parking generation rate is the number of occupied parking spaces per one unit of independent variable. The average parking generation rate on a weekday for a retirement community is 0.27 occupied stalls per dwelling unit which includes parking generated by residents, visitors and service personnel. Therefore, using this rate with 81 occupied units gives an estimated peak parking load of 22 stalls.

A survey was also conducted of the number of parking stalls provided by other elderly housing projects and is shown in Table 2.

| Project Name | Location | Total Units | Stalls Provided |
|------------------------|-------------|-------------|-----------------|
| Kalunihula | Aala Park | 151 | 42 |
| Makamae | Nuuanu | 124 | 27 |
| Paokalani | Kalakaua | 150 | 28 |
| Midrise | Kalakaua | 123 | 40 |
| Kapunai | Liliha | 162 | 57 |
| Manoa Gardens | Manoa | 80 | 40 |
| King Street Apartments | King Street | 91 | 42 |

Based on the results of the analysis and the survey of other elderly housing projects, the 42 parking spaces provided for the Kalakaua Vista Apartments should be adequate for a 81 one-bedroom elderly rental project

⁴ Parking Generation Report, by the Institute of Transportation Engineers, Second Edition, 1987.

CONCLUSIONS AND RECOMMENDATIONS

The Kalakaua Vista Apartments Project, when completed in the year 2001, would not affect the Level-of-Service (LOS) at the existing study intersections of Kalakaua Avenue with Kanunu Street and Kalakaua Avenue with Philip Street during the weekday commuter hours. In addition, motorists making a right-turn from the Project Driveway to Kalakaua Avenue should experience LOS "B" conditions. No capacity mitigating actions are required due to the proposed project.

A parking analysis shows that the 42 parking spaces provided as part of the Kalakaua Vista Apartments should be adequate for the intended use as an elderly rental facility.

APPENDIX A

TRAFFIC COUNT DATA

Project : 109.0 Kalakaua Vista Apartments
 Date: 9/15/99

| Start Time | Direction NORTHBOUND Mauka Bound | | | | | North-South Road Kalakaua | | | | | Direction SOUTHBOUND Makai Bound | | | | |
|------------|--|-------|-------|--------|-------|------------------------------|-------|-------|--------|-------|--|-------|-------|--------|-------|
| | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses |
| | 7:00 AM | 17 | | | | | | 205 | 56 | 3 | 7 | | | | |
| 7:15 AM | 24 | | | | | | 230 | 54 | 6 | 2 | | | | | |
| 7:30 AM | 35 | | | | | | 260 | 81 | 3 | 3 | | | | | |
| 7:45 AM | 43 | | | | | | 283 | 108 | 5 | 6 | | | | | |
| 8:00 AM | 30 | | | | | | 224 | 115 | 2 | 3 | | | | | |
| 8:15 AM | 27 | | | | | | 248 | 95 | 12 | 3 | | | | | |
| 8:30 AM | 20 | | | | | | 231 | 85 | 2 | 3 | | | | | |
| 8:45 AM | 26 | | | | | | 232 | 86 | 3 | 6 | | | | | |

| PEAK HOUR | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 7:45 AM | 120 | 0 | 0 | 0 | 0 | 0 | 986 | 403 | 21 | 15 |
| 8:45 AM | TOTAL | 120 | | 0.00% | | TOTAL | 1389 | | 2.59% | |

| Start Time | Direction EASTBOUND DH Bound | | | | | East-West Road Kanunu | | | | | Direction WESTBOUND Ewa Bound | | | | |
|------------|------------------------------------|-------|-------|--------|-------|--------------------------|-------|-------|--------|-------|-------------------------------------|-------|-------|--------|-------|
| | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses |
| | 7:00 AM | 11 | 0 | 12 | 2 | 0 | | | | | | | | | |
| 7:15 AM | 16 | 0 | 18 | 4 | 0 | | | | | | | | | | |
| 7:30 AM | 25 | 0 | 13 | 3 | 0 | | | | | | | | | | |
| 7:45 AM | 15 | 0 | 15 | 1 | 0 | | | | | | | | | | |
| 8:00 AM | 18 | 0 | 8 | 0 | 0 | | | | | | | | | | |
| 8:15 AM | 27 | 0 | 9 | 2 | 0 | | | | | | | | | | |
| 8:30 AM | 27 | 0 | 14 | 1 | 0 | | | | | | | | | | |
| 8:45 AM | 18 | 0 | 19 | 2 | 0 | | | | | | | | | | |

| PEAK HOUR | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 7:45 AM | 87 | 0 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | TOTAL | 133 | | 3.01% | | TOTAL | 0 | | | |

Project : 109.0 Kalakaua Vista Apartments
 Date: 9/15/99

| Start Time | Direction NORTHBOUND Mauka Bound | | | | | North-South Road Kalakaua | | | | | Direction SOUTHBOUND Makai Bound | | | | |
|------------|--|-------|-------|--------|-------|------------------------------|-------|-------|--------|-------|--|-------|-------|--------|-------|
| | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses |
| | 7:00 AM | | 160 | 23 | 5 | 4 | 6 | | | | | | | | |
| 7:15 AM | | 149 | 23 | 5 | 4 | 7 | | | | | | | | | |
| 7:30 AM | | 184 | 46 | 2 | 4 | 4 | | | | | | | | | |
| 7:45 AM | | 191 | 42 | 5 | 3 | 7 | | | | | | | | | |
| 8:00 AM | | 141 | 24 | 4 | 2 | 7 | | | | | | | | | |
| 8:15 AM | | 131 | 29 | 2 | 2 | 3 | | | | | | | | | |
| 8:30 AM | | 123 | 23 | 5 | 5 | 7 | | | | | | | | | |
| 8:45 AM | | 142 | 25 | 3 | 3 | 4 | | | | | | | | | |

| PEAK HOUR | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 7:45 AM | 0 | 586 | 118 | 16 | 12 | 24 | 0 | 0 | 0 | 0 |
| 8:45 AM | TOTAL | 704 | | 3.98% | | TOTAL | 24 | | 0.00% | |

| Start Time | Direction EASTBOUND DH Bound | | | | | East-West Road Philip | | | | | Direction WESTBOUND Ewa Bound | | | | |
|------------|------------------------------------|-------|-------|--------|-------|--------------------------|-------|-------|--------|-------|-------------------------------------|-------|-------|--------|-------|
| | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses |
| | 7:00 AM | | | | | | 89 | | 24 | 0 | 0 | | | | |
| 7:15 AM | | | | | | 102 | | 35 | 0 | 0 | | | | | |
| 7:30 AM | | | | | | 125 | | 28 | 1 | 0 | | | | | |
| 7:45 AM | | | | | | 136 | | 22 | 0 | 0 | | | | | |
| 8:00 AM | | | | | | 111 | | 14 | 1 | 0 | | | | | |
| 8:15 AM | | | | | | 113 | | 12 | 5 | 0 | | | | | |
| 8:30 AM | | | | | | 111 | | 10 | 2 | 0 | | | | | |
| 8:45 AM | | | | | | 119 | | 10 | 0 | 0 | | | | | |

| PEAK HOUR | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 471 | 0 | 58 | 8 | 0 |
| 8:45 AM | TOTAL | 0 | | | | TOTAL | 529 | | 1.51% | |

Project : 109.0 Kalakaua Vista Apartments
 Date: 9/8/99

| Start Time | Direction NORTHBOUND Mauka Bound | | | | | North-South Road Kalakaua | | | | | Direction SOUTHBOUND Makai Bound | | | | |
|------------|--|-------|-------|--------|-------|------------------------------|-------|-------|--------|-------|--|-------|-------|--------|-------|
| | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses |
| | 4:00 PM | 27 | | | 0 | 0 | | 193 | 77 | 5 | 10 | | | | |
| 4:15 PM | 35 | | | 3 | 0 | | 235 | 88 | 0 | 1 | | | | | |
| 4:30 PM | 31 | | | 0 | 0 | | 229 | 101 | 3 | 2 | | | | | |
| 4:45 PM | 31 | | | 0 | 0 | | 238 | 103 | 0 | 5 | | | | | |
| 5:00 PM | 36 | | | 0 | 0 | | 227 | 89 | 6 | 4 | | | | | |
| 5:15 PM | 38 | | | 2 | 0 | | 218 | 82 | 3 | 4 | | | | | |
| 5:30 PM | 35 | | | 1 | 0 | | 195 | 75 | 2 | 3 | | | | | |
| 5:45 PM | 27 | | | 0 | 0 | | 206 | 71 | 1 | 2 | | | | | |

| PEAK HOUR | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 4:15 PM | 133 | 0 | 0 | 3 | 0 | 0 | 929 | 381 | 9 | 12 |
| 5:15 PM | TOTAL | 133 | | 2.26% | | TOTAL | 1310 | | 1.60% | |

| Start Time | Direction EASTBOUND DH Bound | | | | | East-West Road Kanunu | | | | | Direction WESTBOUND Ewa Bound | | | | |
|------------|------------------------------------|-------|-------|--------|-------|--------------------------|-------|-------|--------|-------|-------------------------------------|-------|-------|--------|-------|
| | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses |
| | 4:00 PM | 48 | 0 | 21 | 1 | 0 | | | | | | | | | |
| 4:15 PM | 44 | 0 | 27 | 0 | 0 | | | | | | | | | | |
| 4:30 PM | 62 | 1 | 32 | 0 | 0 | | | | | | | | | | |
| 4:45 PM | 55 | 0 | 28 | 3 | 0 | | | | | | | | | | |
| 5:00 PM | 56 | 0 | 24 | 0 | 0 | | | | | | | | | | |
| 5:15 PM | 65 | 0 | 40 | 0 | 0 | | | | | | | | | | |
| 5:30 PM | 56 | 0 | 37 | 2 | 0 | | | | | | | | | | |
| 5:45 PM | 49 | 0 | 21 | 0 | 0 | | | | | | | | | | |

| PEAK HOUR | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 4:15 PM | 217 | 1 | 111 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | TOTAL | 329 | | 0.91% | | TOTAL | 0 | | | |

Project : 109.0 Kalakaua Vista Apartments

Date: 9/8/99

| Start Time | Direction NORTHBOUND Mauka Bound | | | | | North-South Road Kalakaua | | Direction SOUTHBOUND Makai Bound | | | |
|------------|--|-------|-------|--------|-------|------------------------------|-------|--|--------|-------|---|
| | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses | |
| | 4:00 PM | | 230 | 44 | 3 | 2 | 8 | | | 0 | 0 |
| 4:15 PM | | 240 | 60 | 2 | 6 | 3 | | | 0 | 0 | |
| 4:30 PM | | 220 | 63 | 0 | 5 | 9 | | | 0 | 0 | |
| 4:45 PM | | 227 | 80 | 2 | 4 | 5 | | | 0 | 0 | |
| 5:00 PM | | 255 | 69 | 6 | 1 | 7 | | | 0 | 0 | |
| 5:15 PM | | 224 | 82 | 1 | 1 | 15 | | | 0 | 0 | |
| 5:30 PM | | 206 | 78 | 4 | 7 | 11 | | | 0 | 0 | |
| 5:45 PM | | 227 | 58 | 4 | 2 | 4 | | | 0 | 0 | |

| PEAK HOUR | NB-LT | NB-TH | NB-RT | Trucks | Buses | SB-LT | SB-TH | SB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 4:15 PM | 0 | 942 | 272 | 10 | 16 | 24 | 0 | 0 | 0 | 0 |
| 5:15 PM | TOTAL | 1214 | | 2.14% | | TOTAL | 24 | | 0.00% | |

| Start Time | Direction EASTBOUND DH Bound | | | | | East-West Road Philip | | Direction WESTBOUND Ewa Bound | | | |
|------------|------------------------------------|-------|-------|--------|-------|--------------------------|-------|-------------------------------------|--------|-------|---|
| | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses | |
| | 4:00 PM | | | | | | 100 | | 23 | 2 | 1 |
| 4:15 PM | | | | | | 126 | | 9 | 1 | 0 | |
| 4:30 PM | | | | | | 110 | | 12 | 0 | 0 | |
| 4:45 PM | | | | | | 112 | | 16 | 1 | 0 | |
| 5:00 PM | | | | | | 94 | | 26 | 2 | 0 | |
| 5:15 PM | | | | | | 111 | | 20 | 0 | 0 | |
| 5:30 PM | | | | | | 65 | | 20 | 1 | 0 | |
| 5:45 PM | | | | | | 87 | | 20 | 1 | 0 | |

| PEAK HOUR | EB-LT | EB-TH | EB-RT | Trucks | Buses | WB-LT | WB-TH | WB-RT | Trucks | Buses |
|-----------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 442 | 0 | 63 | 4 | 0 |
| 5:15 PM | TOTAL | 0 | | | | TOTAL | 505 | | 0.79% | |

APPENDIX B

LEVEL-OF-SERVICE DEFINITIONS

FOR

SIGNALIZED INTERSECTIONS

AND

UNSIGNALIZED INTERSECTIONS

REFERENCE: Highway Capacity Manual (Special Report 209, 1997)

LEVEL-OF-SERVICE FOR SIGNALIZED INTERSECTIONS

Level-of-service for signalized intersections is defined in terms of *delay*, which is a measure of driver discomfort, frustration, fuel consumption and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of any incidents and when there are no other vehicles on the road. For signalized intersections, only the portion of total delay attributed to the control facility is quantified. This delay is called control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay.

Specifically, the Level-of-Service (LOS) criteria are stated in terms of the average control delay, typically for a 15-minute analysis period. The table to the right gives the LOS criteria.

| LOS | Control Delay Per Vehicle (sec) |
|-----|---------------------------------|
| A | ≤ 10 |
| B | > 10 and ≤ 20 |
| C | > 20 and ≤ 35 |
| D | > 35 and ≤ 55 |
| E | <55 and ≤ 80 |
| F | >80 |

Level-of-service A describes operations with very low control delay up to 10 seconds per vehicle. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level-of-service B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths or both. More vehicles stop than for LOS A, causing higher levels of average delay.

Level-of-service C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths or both. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Level-of-service D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or a high v/c ratios (volume of cars to capacity). Individual cycle failures are noticeable.

Level-of-service E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.

Level-of-service F describes operations with delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

LEVEL-OF-SERVICE FOR UNSIGNALIZED INTERSECTIONS

The Level-of-Service (LOS) for an unsignalized intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS is not defined for the intersection as whole. LOS criteria are given in the following table. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay.

| LOS | Control Delay Per Vehicle (sec) |
|------------|--|
| A | ≤ 10 |
| B | > 10 and ≤ 15 |
| C | > 15 and ≤ 25 |
| D | > 25 and ≤ 35 |
| E | <35 and ≤ 50 |
| F | >50 |

The proposed LOS criteria are somewhat different from the criteria for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the control delay threshold for any given LOS is less for an unsignalized intersections than it would be for a signalized intersection.

Final Environmental Assessment
Kalakaua Vista Affordable Elderly Rental Apartment Development

APPENDIX III

AGENCY COMMENTS PRIOR TO DRAFT EA

07/28 '99 13:28 NO.523 02/02

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843



July 22, 1999

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
JAN M.L.Y. AMI
BARBARA KIM STANTON
CHARLES A. STED

KAZU HAYASHIDA, Es-Officio
ROGS S. SASAMURA, Es-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

Mr. Morris A. Ishida
Mitsunaga & Associates, Inc.
747 Amana Street, Suite 216
Honolulu, Hawaii 96814

Dear Mr. Ishida:

Subject: Your Letter of July 12, 1999 Regarding the Proposed Kalakaua
Vistas Elderly Housing Condominium, TMK: 2-3-24: 33 and 2-3-23: 21

Thank you for your letter regarding the proposed elderly housing condominium.

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

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 Planning and Permitting (DPP), the plan should be approved by DPP 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.

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

Very truly yours,


CLIFFORD S. JAMILE
Manager and Chief Engineer

09/09 '99 09:50 NO.205 01/01

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
 630 SOUTH KING STREET • HONOLULU, HAWAII 96813
 PHONE: 19081 527-8663 • FAX: 18081 527-8675

JEREMY HARRIS
MAYOR



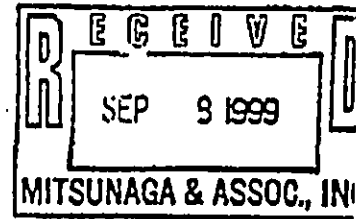
KENNETH E. SPRAGUE, P.E., PH.D.
DIRECTOR

BARRY FUKUNAGA
Deputy Director

WAS 99-136

September 2, 1999

Edward H. Iida, P.E.
 Civil Project Manager
 Mitsunaga & Associates, Inc.
 747 Amana Street, Suite 216
 Honolulu, Hawaii 96813



Dear Mr. Iida:

Re: Kalakaua Vista Elderly Housing Condominium TMK: 2-3-23:21 and 2-3-24:33

Thank you for sharing your difficulties regarding sewer connection for the subject project.

As the Department of Planning and Permitting has indicated, capacity on the system serving the Diamond Head side of Kalakaua is insufficient to support this project. The East End Relief Sewer on the opposite side of Kalakaua was designed as a transmission line for source areas upstream of this location and not as a local service line.

We are willing to consider a temporary connection for your project to the East End Relief Sewer. Approval would be based upon:

1. Technical feasibility given the heavy utility load in the Kalakaua Avenue corridor, and
2. A requirement to connect to the Diamond Head local service sewer when additional capacity is provided. Subsequent connection to the Diamond Head local service would be at developer expense.

If this option is acceptable, we look forward to your detailed technical proposal. If you have questions, please contact Tim Houghton, Executive Assistant, at 527-6668.

Sincerely,

A handwritten signature in black ink, appearing to read 'KENNETH E. SPRAGUE'.

KENNETH E. SPRAGUE
Director

NOV-12-99 FRI 13:44

NEIGHBORHOOD COMMISSION

FAX NO. 8085275760

P. 05

McCULLY/MO'ILI'ILI NEIGHBORHOOD BOARD NO. 8
MINUTES OF REGULAR MEETING
OCTOBER 7, 1999
PAGE 4

area resident inquired what type of project is this Master Plan. Brandt replied it can range from street cleaning, traffic calming, sidewalk improvements just to mention a few. (2) Kozcan wondered about the definition of clean up like trash and bulky item collection. Brandt responded that the City would implement the project. (3) King inquired as to how this project would be integrated with existing traffic calming projects. Brandt replied that if there are recommendations for traffic calming, PBR would consult with the traffic calming consultant and be a resource for street beautification. (4) Takamura inquired about areas like the Marco Polo Apartments that have already been beautified. Brandt responded that the Master Plan will encompass the entire McCully/Mo'ili'ili Neighborhood Board No. 8 District. Grant Murakami, representing PBR Hawaii, added that this project would facilitate the unattractive parts of the McCully/Mo'ili'ili Community into attractive ones. (5) An area resident inquired how this project would affect other Neighborhood Boards. Brandt responded that this project affects only the McCully/Mo'ili'ili Neighborhood Board. D. Chun added that each of the 19 Vision Teams have their own consultants, their own projects. Peter Radulovic, facilitator of Vision Team No. 10 (McCully/Mo'ili'ili, Manoa and Makiki) commented that there are 15 to 16 projects in the Vision Team No. 10 area, five to six of these projects in the McCully/Mo'ili'ili Neighborhood Board No. 8 District. (6) Aiona raised a concern that of upkeep costs being looked over like dying trees and weeds growing out of control which should be included in the Capital Improvement Budget. Brandt replied that upkeep would require community support (the City cannot do it all). (7) Larson suggested that large parking and other concrete structures to look more attractive. Brandt replied that if the City can afford it, they will do it only with community support. (8) Furuta inquired if the scope of services would include parks. Radulovic responded that playground equipment will be installed only on City parks. (8) C. Chun asked if there is anything to regulate commissioned art work at 1 to 2%. Radulovic answered that there is, but would have to be in a specific building. C. Chun asked a follow up on a signage program to identify specific neighborhoods. Radulovic cited Manoa and Waikiki as examples. D. Chun noted that community signages have been discussed both in Neighborhood Boards and the July 23 Vision Team meetings. Boyd-Kamali'i wanted a map of the McCully/Mo'ili'ili District to specifically identify what lands are under State jurisdiction. Boyd-Kamali'i suggested that the State should fund projects in their jurisdiction (specifically the Department of Transportation). D. Chun added that the McCully/Mo'ili'ili communities must leverage themselves to various City and State departments/agencies. D. Chun announced that the next Vision Team meeting will take place on Wednesday, October 27, 1999, time and location yet determined. For more information, and to be notified of future Vision Team meetings, contact Peter Radulovic, who will put those interested on the mailing list. Radulovic announced the next Vision Team No. 10 will be on Saturday, October 9, 1999 from 11:30 a.m. to 1:00 p.m. to meet with a consultant on the Ala Wai Watershed Project at Ala Wai Elementary School Cafeteria.

Both Brandt and Murakami were thanked for their presentation.

Presentation regarding Affordable Elderly Housing Project: Kalakaua Vista, located on the corner of Kalakaua Avenue and Kanunu Street: Gary Furuta, the Project Manager from the Hawaii Housing Development Corporation (HHDC), a non profit private entity formed in 1993 dedicated to only build low income rental housing. Furuta stated that the Board of Directors of this entity are from a cross section of the community, bankers, real estate brokers, attorneys, tenants living in affordable housing, government and union officials. Furuta stated to the Board that HHDC did a couple of other projects of interest to the McCully/Mo'ili'ili community; first, on the corner of Piikoi and King Streets is a 52-unit family affordable apartment complex near the Wisteria restaurant and second, the construction of a 91-unit affordable apartment complex for the elderly located near Daiei department store.

Furuta announced that the site for Kalakaua Vista is on the corner of Kalakaua Avenue and Kanunu Street. This project will be an 80 unit affordable apartment complex which features 41 parking stalls, a community garden for the occupants, a large multi-purpose room, along with a laundry room. There is a parking lot located on the ground floor. In this 100% affordable unit, there are 80 one bed room apartments, 8 of them for persons at 30% of area median income will be charged \$313 per month gross income (<30%), while the remaining 72 with 60% of area median income will be charged \$515 per month gross (44%). HHDC will be working with Catholic Charities Elderly Services on a pay as you go basis for basic needs and services to the occupants. The total cost of this project is over \$13 million. Furuta broke down these figures: \$1.5 million spent on land acquisition, \$1 million on financing, \$3 million in other expenses and \$8 million in building construction, thus totaling \$13 million. 7% of the funds were paying for consultants. The monies not spent on this project go automatically to the State. As for the sources of funding, it includes \$100,000 in equity, \$1,480,000 from City block grants, \$2,690,000 from the State's Reserve

NOV-12-99 FRI 13:45

NEIGHBORHOOD COMMISSION

FAX NO. 8085275760

P. 06

McCULLY/MO'ILI'ILI NEIGHBORHOOD BOARD NO. 8
MINUTES OF REGULAR MEETING
OCTOBER 7, 1999
PAGE 5

Housing Trust Fund and \$8,000,000 in loans from City Bank. HHDC is pursuing tax exempt bonds from both the City and State and has applied for a grant from the Federal Home Loan Bank Board of Seattle, Washington. Furuta stated that if every thing goes as planned, design would start in January 2000, obtaining a permit in April 2000 and construction from July 2000 to August 2001 and opening in December 2001.

Discussion followed.

(1) C. Chun asked about the cost of building materials. Furuta answered that he will follow up on this matter. (2) Takamura inquired about the cost of parking per tenant. Furuta replied that the parking stalls are a 2 to 1 ratio. (3) Takamura asked a follow up on the landscaping. Furuta responded that there is a set back for landscaping. (4) C. Chun asked if the rental rates include maintenance fees. Furuta replied yes. (5) Larson disclosed that she works at Catholic Charities and is on the Board of HHDC.

Furuta was thanked for his presentation.

Resolution concerning Development Authorities: Chair Kato stated that this resolution is in response to the Hawaii Community Development Authority's recent controversy over the empty lot on Kakaako which still remains vacant as pointed out by Kaapu. Chair Kato read the resolution stating that the State has too much influence and authority, by ignoring community concerns and duplicating a responsibility which properly belongs to the City.

D. Chun moved and Takamura seconded that the Board support this resolution requesting the Hawaii State Legislature to abolish the Hawaii Community Development Authority (HCDA) as well as other State Redevelopment Authorities.

Discussion followed.

(1) King inquired about other State redevelopment authorities. Torigoe cited the Convention Center Authority, Aloha Tower Authority as examples of the State stepping over authority which properly belongs to the City in the first place. (2) D. Chun spoke in strong support of this resolution commenting that this issue has high priority and substance which the Board must address. D. Chun cited the example of the Convention Center Authority in terms fast tracking land use policy. D. Chun further cited that if a high rise were to be built within miles of the Hawai'i Convention Center, it could be built where King William Lunaliilo School is currently located; another example if more parking space is needed on the Ala Wai Watershed, parking stalls could be built on Ala Wai Park. D. Chun also cited a recent example out of Las Vegas where similar development authorities took steps to redevelop downtown Las Vegas on behalf of gambling interests, thereby displacing small businesses. D. Chun urged the Board to support this resolution. (3) Aiona spoke in support of this resolution to remove bureaucracy, but raised a concern that if the Mayor and/or Governor were to fast track on controversial projects, the process will drag on for a long time. (4) Ault asked about the origin of development authorities. Torigoe responded that development authorities will attract monies to the project by citing the example of Kapolei where one time agricultural land is becoming more urban while the City still recognizes Kapolei as agricultural use zone, thus the State is making it hard for the little guy buying a home. (5) Larson raised a concern about lumping all redevelopment authorities into the same category as HCDA. King shared Larson's sentiments. (6) Kaapu commented that these redevelopment authorities are ad hoc and passage of this resolution will make elected officials think. Chair Kato commented to acknowledge Kaapu for his expertise on this issue. (7) Boyd-Kamali'i commented that this resolution should deal with one entity (HCDA) and not paint a broad brush stroke on all redevelopment authorities. (8) C. Chun shared similar concerns but did express support for this resolution for two reasons; first, the State has too much power and control on land use matters and second, will make elected officials think. (8) Boyd-Kamali'i commented that this resolution should be introduced at legislature. D. Chun responded that Representative Saiki and an aide to Senator Taniguchi are present at this meeting and that copies of these resolutions will be transmitted to the elected officials with a cover letter. (9) D. Chun spoke that by researching the Aloha Tower - on issues concerning ceded lands, it must be open space, thus prohibited from development. (10) C. Chun commented that in the construction business, start up equipment coming in the mainland do not pay any taxes, while local businesses have to pay the 4% excise tax and added that the restaurants on Aloha Tower Marketplace, only one has a local vendor.

AUG. 24. 1999 5:07PM

NO. 589 P. 1/1

NORMAN MIZUGUCHI
PRESIDENT
 AVERY B. CHUMBLEY
VICE PRESIDENT
 LES HARA, JR.
MAJORITY LEADER
 JONATHAN CHUN
MAJORITY FLOOR LEADER
 WHITNEY T. ANDERSON
MINORITY LEADER
 SAM BLOM
MINORITY FLOOR LEADER

The Senate
 The Twentieth Legislature
 of the
 State of Hawaii
 STATE CAPITOL
 HONOLULU, HAWAII 96813



FIRST DISTRICT
LORRAINE R. INOUE
 SECOND DISTRICT
DAVID M. MATSUURA
 THIRD DISTRICT
ANDREW LEVIN
 FOURTH DISTRICT
JAN YAGI BUEN
 FIFTH DISTRICT
JOE TANAKA
 SIXTH DISTRICT
AVERY B. CHUMBLEY
 SEVENTH DISTRICT
JONATHAN CHUN
 EIGHTH DISTRICT
SAM BLOM
 NINTH DISTRICT
MATT MATSUMAGA
 TENTH DISTRICT
LES HARA, JR.
 ELEVENTH DISTRICT
BRIAN TANIGUCHI
 TWELFTH DISTRICT
CAROL FUKUNAGA
 THIRTEENTH DISTRICT
ROD TAM
 FOURTEENTH DISTRICT
SUZANNE CHUN GARLAND
 FIFTEENTH DISTRICT
NORMAN MIZUGUCHI
 SIXTEENTH DISTRICT
NORMAN SAKAMOTO
 SEVENTEENTH DISTRICT
DAVID IOF
 EIGHTEENTH DISTRICT
RANDY IWASE
 NINETEENTH DISTRICT
CAL KAWAMOTO
 TWENTIETH DISTRICT
BRIAN KANNO
 TWENTY FIRST DISTRICT
COLLEEN KANABUSA
 TWENTY-SECOND DISTRICT
ROBERT BUNDA
 TWENTY-THIRD DISTRICT
BOB MAKATA
 TWENTY-FOURTH DISTRICT
MARSHALL IOE
 TWENTY-FIFTH DISTRICT
WHITNEY T. ANDERSON
 CHIEF CLERK
PAUL T. KAWAGUCHI

August 24, 1999

Gary S. Furuta
 Hawaii Housing Development Corporation
 Imperial Plaza, Suite C-103
 725 Kapiolani Boulevard
 Honolulu, Hawaii 96813

Dear Mr. Furuta,

Thank you for meeting with me to discuss the Kalakaua Vista elderly affordable rental housing development project. As you mentioned, the McCully-Mo'ili'ili area is in great need of projects such as this that service the elderly in Honolulu.

After preliminary review, I believe the Kalakaua Vista is a well-planned complex conveniently located to benefit those who will live there and the larger community. I look forward to further discussions with the Hawaii Housing Development Corporation (HHDC) and encourage the HHDC to work closely with the residents of McCully while bringing this project to fruition.

Again, mahalo for your time. If you would like to discuss the project further or update me on its progress, please feel free to call my office at 586-6460.

Sincerely,

[Handwritten signature of Brian T. Taniguchi]
 Brian T. Taniguchi
 District 11

AUG 24 '99 09:00AM

395-1024.1



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065 / TELEPHONE 547-7000

ANDY MIRIKITANI
COUNCILMEMBER
(808) 547-7005
(808) 566-3919 fax
Internet: <http://www aloha.net/~andym>

August 23, 1999

Mr. Donald Lau, Executive Director
Housing & Community Development Corporation of Hawaii
677 Queen Street, Third Floor
Honolulu, HI 96813

RE: Kalakaua Vista Affordable Senior Housing Project

Dear Mr. Lau:

The Hawaii Housing Development Corporation is planning to build an affordable senior housing facility on the Diamond Head side of Kalakaua Avenue at the Kanunu Street intersection. I have reviewed the project plans and support this project.

As you are aware, housing rental studies substantiate the dire and continuing need for low-income and affordable housing for senior citizens in Hawaii, especially in the urban Honolulu area, and is a high priority item for both the City and State.

I have always been an advocate of affordable senior housing and the Kalakaua Vista project certainly meets the necessary criteria. This project will go a long way in enhancing the quality of life for the many senior citizens in our urban communities. I hope you will give this project your support as well.

Very truly yours,

A handwritten signature in black ink that reads "Andy Mirikitani".

Andy Mirikitani
Councilmember

AKM:js

cc: Mr. Gary Furuta

**HAWAII HOUSING
DEVELOPMENT
CORPORATION**

Imperial Plaza Suite C-103
725 Kapiolani Boulevard
Honolulu, Hawaii 96813
896-2120 (O) 395-1520 (F)

July 22, 1999

Councilmember Andy Mirikitani
630 So. King Street #202
Honolulu, Hawaii 96813

Subject: Kalakaua Vista/Letter of Support

Dear Councilmember Mirikitani:

This is a follow up to my telephone conversation yesterday with Mr. John Serikawa of your office. Forwarded herewith is information about a new project, Kalakaua Vista, that Hawaii Housing Development Corporation ("HHDC") is planning.

The project will be an affordable elderly rental housing project on the Diamond Head side of Kalakaua Avenue, at the Kanunu Street intersection. The building will be eight stories with 80 one-bedroom units. We intend to have Catholic Charities Elderly Services provide case management and outreach services, e.g., transportation, meals, etc., on a "pay-as-you-go" basis for only those occupants needing additional assistance. The project will be quite affordable for the elderly with all units renting initially between \$313 and \$551 gross per month. The units are available to individual renters with incomes at less than 60% of the area median income ("AMI"), or less than \$27,120 per annum. Most of the units will be available to individual renters at 44% of AMI, or \$20,000±. Even a few will be available at less than 30% of AMI, or \$13,000±. Two-person household incomes can be slightly higher.

As you are aware, HHDC is a private non-profit organization formed by the Hawaii Community Foundation in 1993, specifically to develop affordable rental housing in Hawaii. Its directors are volunteers and from a broad cross-section of the community. You also are familiar with the two other HHDC projects - Birch Street Apartments family rental recently completed, and the adjacent Wisteria Vista elderly rental currently under construction at the intersection of King and Alder Streets.

We are in the process of obtaining project approvals and government financing for our new project, and would be pleased if we could get your backing, as well as a letter of support from your office, for the project. Housing rental studies substantiate the dire and continuing need for low-income housing in Hawaii, especially in the urban Honolulu area. Affordable housing is a high priority item for both the city and state. Affordable elderly housing and care are matters of national interest.

HHDC director Wally Inglis has had preliminary discussions with Mr. John Kato, Moiliili/McCully Neighborhood Board Chair regarding the project. We will be presenting him with a project booklet and requesting an opportunity to brief the entire board.

Your past support of our projects is appreciated. Please call if you or your staff have any questions or wish to meet and discuss this matter further. We look forward to a favorable response from your office.

Very truly yours,


Gary S. Furuta, Project Manager

cc: Keith Kurahashi/Wally Inglis/Randy Moore

Attachment

**HAWAII HOUSING
DEVELOPMENT
CORPORATION**

Imperial Plaza Suite C-103
726 Kapiolani Boulevard
Honolulu, Hawaii 96813
596-2120 (O) 395-1520 (F)

July 22, 1999

Keith -- FYI
gsf

Senator Brian Taniguchi
State Capital
415 So. Beretania Street
Honolulu, Hawaii 96813

Subject: Kalakaua Vista Letter of Support

Dear Senator Taniguchi:

Yesterday, I dropped off information about a new project on which I am working. I left a booklet for you with Janice, and promised her that I would be forwarding a cover transmittal.

I am working with Hawaii Housing Development Corporation ("HHDC") to develop an affordable rental housing project on the Diamond Head side of Kalakaua Avenue, at the Kanunu Street intersection. The project will be an eight story elderly rental project with 80 one-bedroom units. We intend to make the project quite affordable for the elderly with all units available to individual renters with incomes at less than 60% of the area median income ("AMI"), or less than \$27,120 per annum. Most of the units will be available to individual renters at 44% of AMI, or \$20,000±. Even a few will be available at less than 30% of AMI, or \$13,000±. Two-person household incomes can be slightly higher.

HHDC is a private non-profit organization formed by the Hawaii Community Foundation in 1993, specifically to develop affordable rental housing in Hawaii. Its directors are volunteers and from a broad cross-section of the community. You may be aware of the two other HHDC projects. They are the Birch Street Apartments family rental recently completed, and the adjacent Wisteria Vista elderly rental currently under construction at the intersection of King and Alder Streets.

We are in the process of obtaining project approvals and government financing for our new project, and would be pleased if we could get a letter of support from your office. Housing rental studies substantiate the dire and continuing need for low-income housing in Hawaii, especially in the urban Honolulu area. Affordable housing is a high priority item for both the city and state. Affordable elderly housing and care are matters of national interest.

Any support you can provide will be appreciated. Please call if you or your staff have any questions or wish to meet and discuss this matter further. We look forward to a favorable response from your office.

Very truly yours,



Gary S. Furuta, Project Manager
Hawaii Housing Development Corporation

cc: Randolph G. Moore, HHDC Chair

**HAWAII HOUSING
DEVELOPMENT
CORPORATION**

Imperial Plaza Suite C-103
725 Kapiolani Boulevard
Honolulu, Hawaii 96813
596-2120 (O) 395-1520 (F)

July 22, 1999

Keith -- FYI

gsf

Representative Terry Yoshinaga
State Capital
415 So. Beretania Street
Honolulu, Hawaii 96813

Dear Representative Yoshinaga:

Hi Terry! Long time no see. Let's work on Amy to buy us lunch one day.

I go by your office quite often when I visit Wally Inglis in the state Information Office. Anyway, no one was in your office yesterday when I dropped off information about a new project on which I am working. I left a booklet for you at the Clerk's office in the Chamber level. Hopefully you have received it by now.

Again I am working with Hawaii Housing Development Corporation ("HHDC") to develop an affordable rental housing project, this time on the Diamond Head side of Kalakaua Avenue, at the Kanunu Street intersection. The project will be an eight story elderly rental project with 80 one-bedroom units. We intend to make the project quite affordable for the elderly with all units available to individual renters with incomes at less than 60% of the area median income ("AMI"), or less than \$\$27,120 per annum. Most of the units will be available to individual renters at 44% of AMI, or \$20,000±. Even a few will be available at less than 30% of AMI, or \$13,000±. Two-person household incomes can be slightly higher.

HHDC is a private non-profit organization formed by the Hawaii Community Foundation in 1993, specifically to develop affordable rental housing in Hawaii. Its directors are volunteers and from a broad cross-section of the community (Wally Inglis is a director). Two projects I have worked on with HHDC are the Birch Street Apartments family rental recently completed, and the adjacent Wisteria Vista elderly rental currently under construction at the intersection of King and Alder Streets.

We are in the process of obtaining project approvals and government financing for our new project, and would be pleased if we could get a letter of support from your office. Housing rental studies substantiate the dire and continuing need for low-income housing in Hawaii, especially in the urban Honolulu area. Affordable housing is a high priority item for both the city and state. Affordable elderly housing and care are matters of national interest.

Any support you can provide will be appreciated. Please call if you or your staff have any questions or wish to meet and discuss this matter further. We look forward to a favorable response from your office.

Very truly yours,



Gary S. Furuta, Project Manager
Hawaii Housing Development Corporation

cc: Randolph G. Moore, HHDC Chair/Wallace J. Inglis, HHDC Secretary

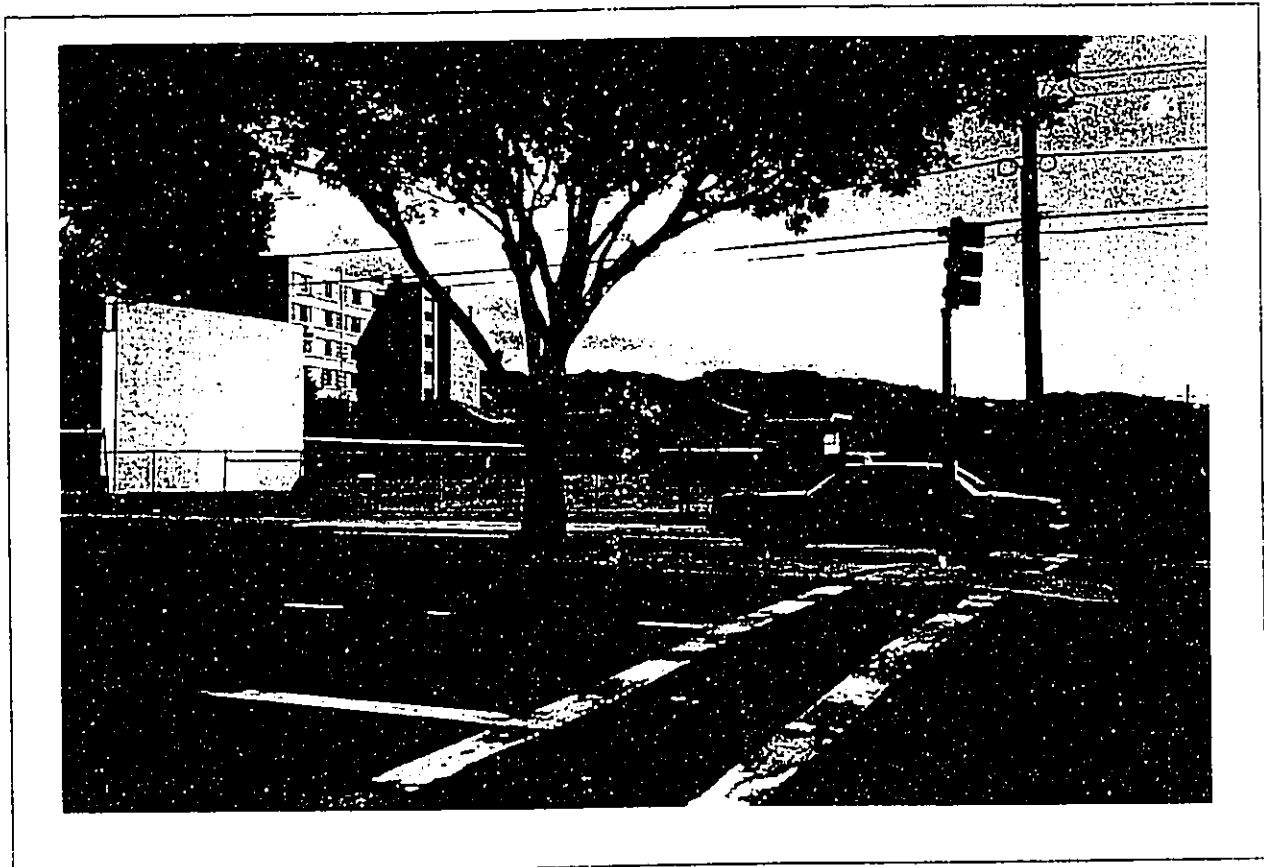
Final Environmental Assessment
Kalakaua Vista Affordable Elderly Rental Apartment Development

APPENDIX IV

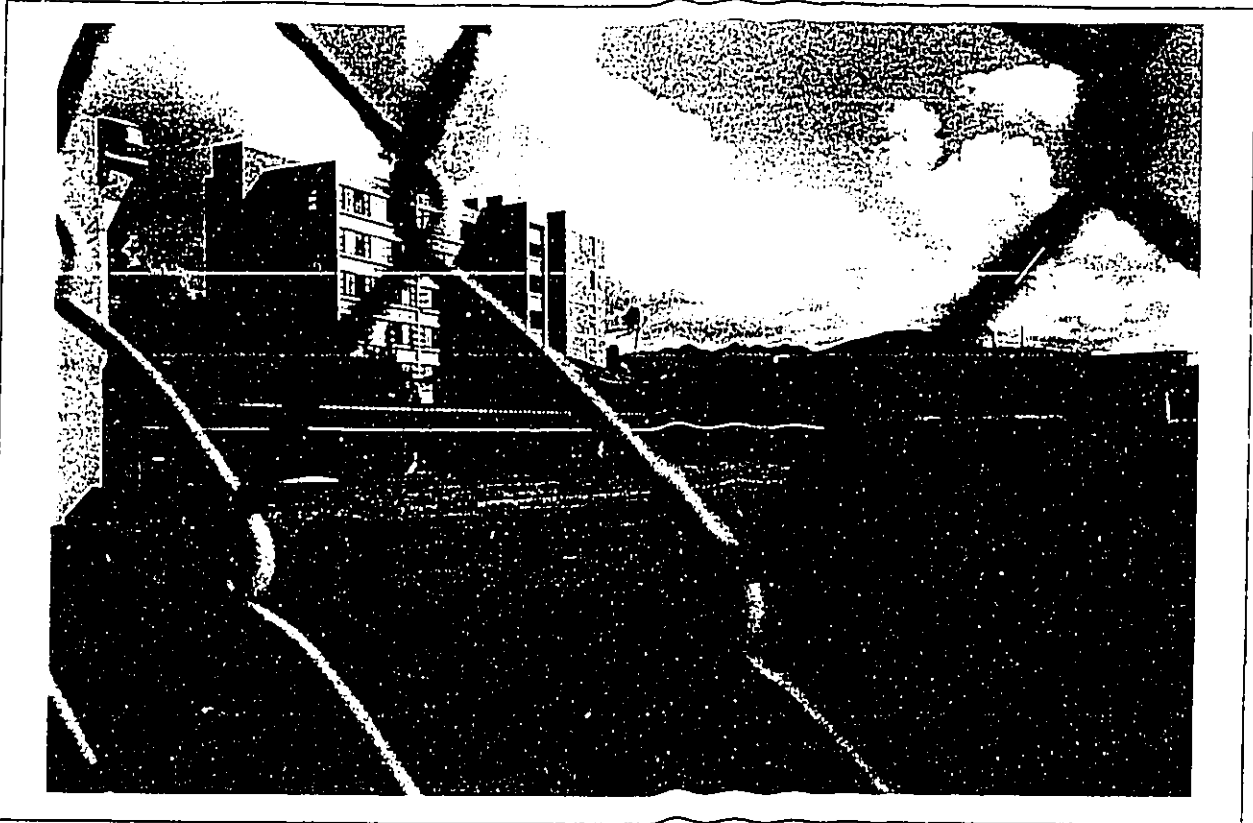
PHOTOGRAPHS OF SITE



1. View Of Vacant Property Taken From Kalakaua Avenue Facing East



2. Another View Of Vacant Property Taken From Kalakaua Avenue And Facing Slightly North East



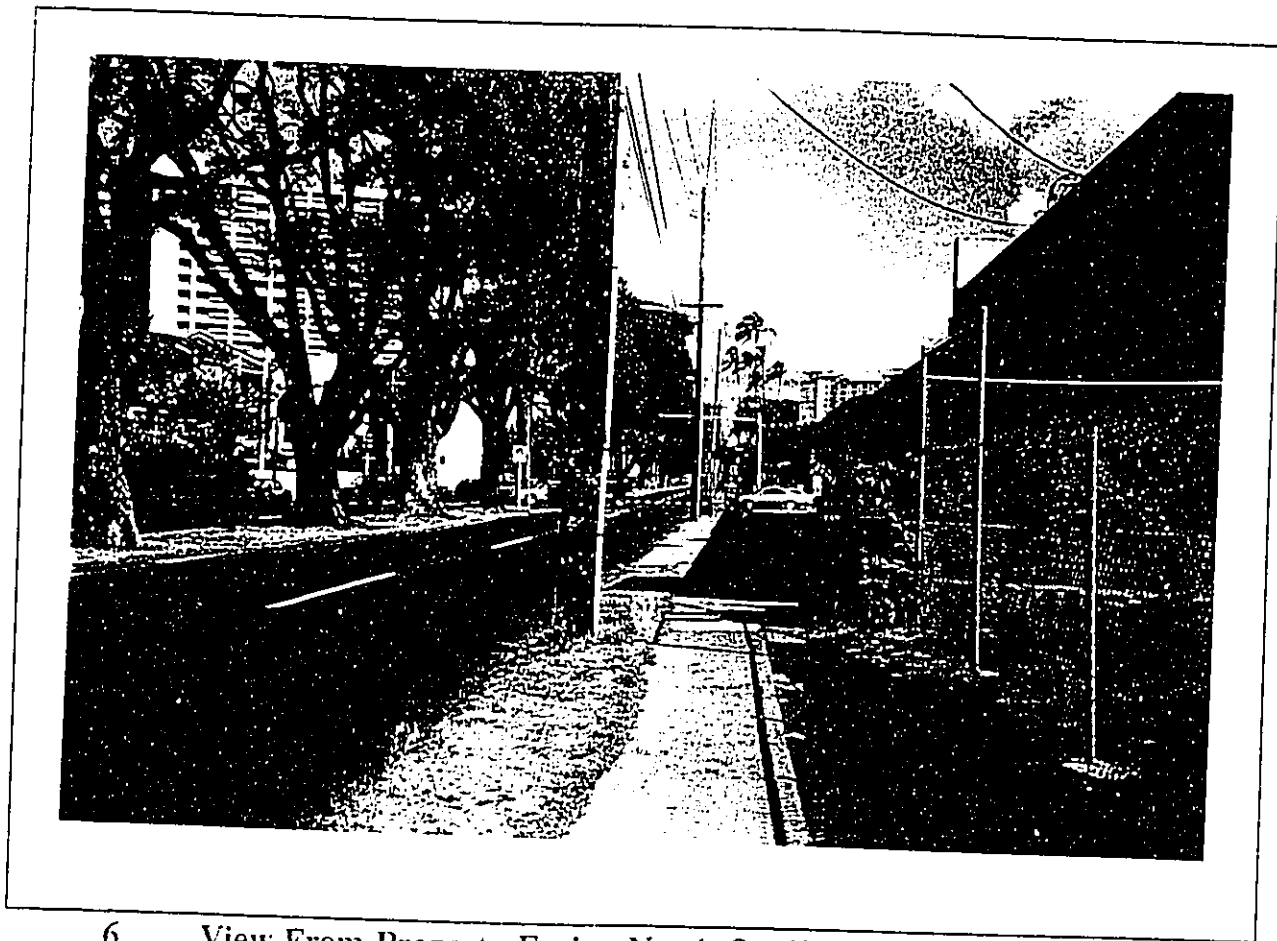
3. View Of The Harry and Janette Weinberg Philip Street Elderly Affordable Rental Apartment - Facing Slightly North East



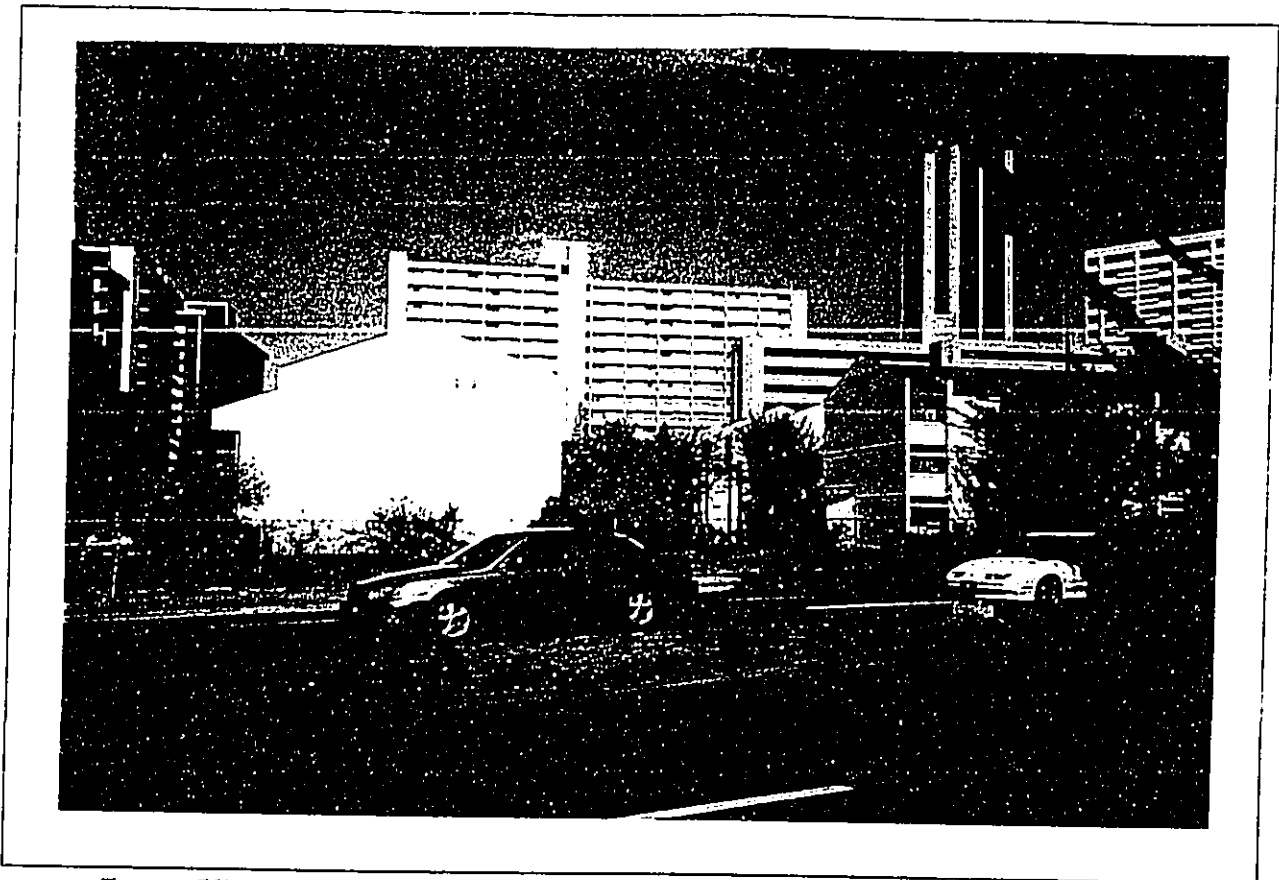
4. View Of Eight Story Apartment Building on Punahou Street. Facing South East



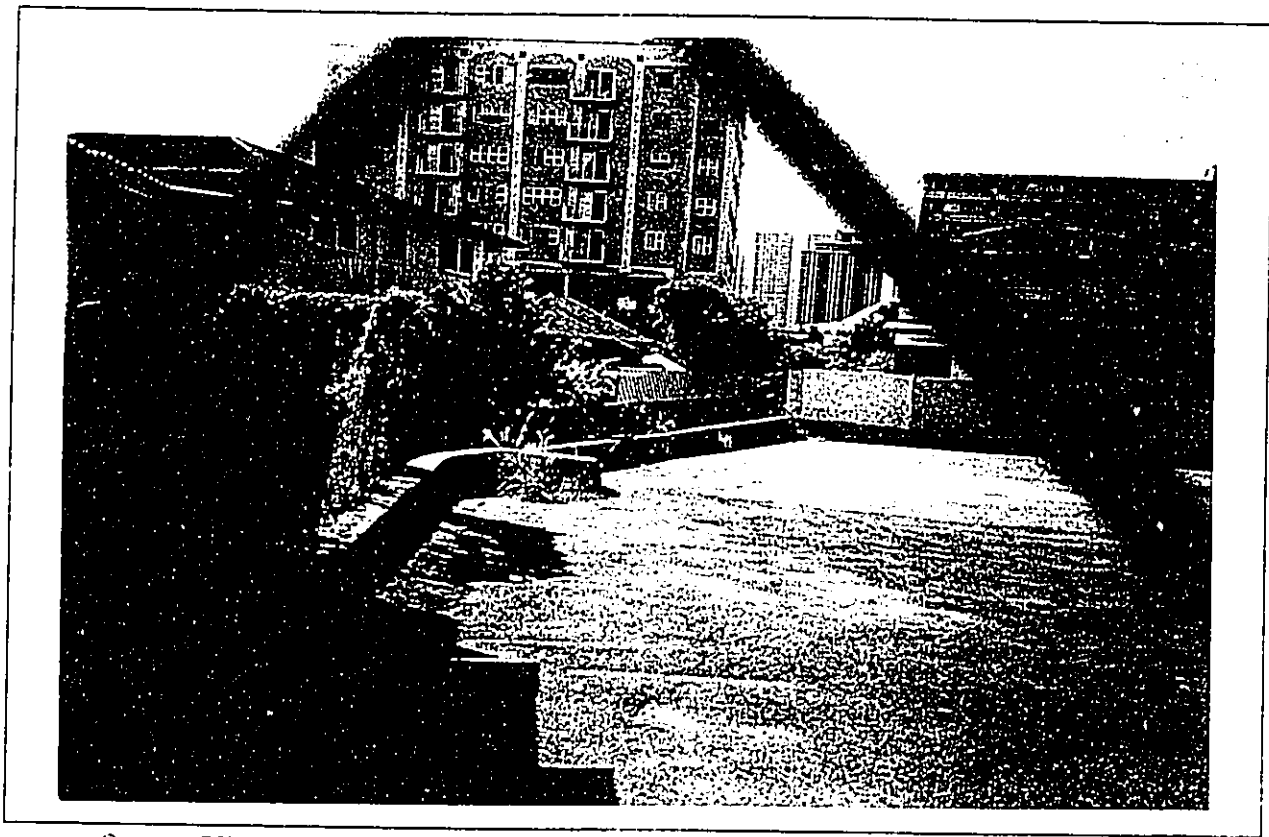
5. View From Property Facing South On Kalakaua Avenue



6. View From Property Facing North On Kalakaua Avenue



7. View from Property Across Kalakaua Avenue - Facing West



8. View of Makiki Ditch at Rear of Property - Facing South

Final Environmental Assessment
Kalakaua Vista Affordable Elderly Rental Apartment Development

APPENDIX V

**AGENCY COMMENTS ON THE DRAFT EA
AND THE APPLICANT'S RESPONSES**

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843



April 19, 2000

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
BARBARA KIM STANTON

KAZU HAYASHIDA, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

Mr. Keith H. Kurahashi
Kusao and Kurahashi, Inc.
1314 South King Street, Suite 1263
Honolulu, Hawaii 96814

Dear Mr. Kurahashi:

Subject: Your Transmittal of March 13, 2000 Regarding the Draft Environmental Assessment for the Kalakaua Vista Affordable Elderly Rental Apartment Development, Waikiki, TMK: 2-3-24: 33; 2-3-23: 21

Thank you for the opportunity to review the document for the proposed elderly housing development.

We have the following comments to offer:

1. The existing off-site water system is presently adequate to accommodate the proposed development.
2. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. If water is made available, the applicant will be required to pay the applicable Water System Facilities Charges for resource development, transmission and daily storage.
3. There are two (2) existing water services to the project site. One of the services was ordered-off in 1991. The other will be ordered-off in May 2000 unless re-activated by that date.
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.

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Mr. Clifford S. Jamile
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 So. Beretania Street
Honolulu, Hawaii 96813

Attention: Mr. Scot Muraoka

**Subject: Draft Environmental Assessment (EA) for Kalakaua Vista Affordable
Elderly Renal Apartments - TMK: 2-3-24: 33 and 2-3-23: 21**

Dear Mr. Jamile:

Thank you for your letter dated April 19, 2000, and for taking the time to review and comment on our Draft EA for the above project.

The following are our responses to your recommendations and comments:

1. We understand and appreciate the fact that the off-site water system is presently adequate to accommodate the proposed development.
2. We further understand that the availability of water will be confirmed when the building permit application is submitted for your review and approval and that when water is made available, the applicant will be required to pay your Water System Facilities Charges for resource and development, transmission and daily storage.
3. Thank you for bringing to our attention that May 2000 is the deadline for re-activating one of our existing water services.
4. If a three-inch or larger meter is required, construction drawings showing the installation of the meter will be submitted for your review and approval.

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843



April 19, 2000

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
BARBARA KIM STANTON

KAZU HAYASHIDA, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

Mr. Keith H. Kurahashi
Kusao and Kurahashi, Inc.
1314 South King Street, Suite 1263
Honolulu, Hawaii 96814

Dear Mr. Kurahashi:

Subject: Your Transmittal of March 13, 2000 Regarding the Draft Environmental Assessment for the Kalakaua Vista Affordable Elderly Rental Apartment Development, Waikiki, TMK: 2-3-24: 33; 2-3-23: 21

Thank you for the opportunity to review the document for the proposed elderly housing development.

We have the following comments to offer:


1. The existing off-site water system is presently adequate to accommodate the proposed development.
2. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. If water is made available, the applicant will be required to pay the applicable Water System Facilities Charges for resource development, transmission and daily storage.
3. There are two (2) existing water services to the project site. One of the services was ordered-off in 1991. The other will be ordered-off in May 2000 unless re-activated by that date.
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.

Mr. Keith H. Kurahashi
April 19, 2000
Page 2

5. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.
6. The proposed project is subject to Board of Water Supply cross-connection control requirements prior to the issuance of the building permit application.

If you have any questions, please contact Scot Muraoka at 527-5221.

Very truly yours,


CLIFFORD S. JAMILE
Manager and Chief Engineer

cc: Office of Environmental Quality Control

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Mr. Clifford S. Jamile
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 So. Beretania Street
Honolulu, Hawaii 96813

Attention: Mr. Scot Muraoka

**Subject: Draft Environmental Assessment (EA) for Kalakaua Vista Affordable
Elderly Renal Apartments - TMK: 2-3-24: 33 and 2-3-23: 21**

Dear Mr. Jamile:

Thank you for your letter dated April 19, 2000, and for taking the time to review and comment on our Draft EA for the above project.

The following are our responses to your recommendations and comments:

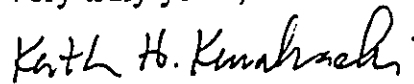
1. We understand and appreciate the fact that the off-site water system is presently adequate to accommodate the proposed development.
2. We further understand that the availability of water will be confirmed when the building permit application is submitted for your review and approval and that when water is made available, the applicant will be required to pay your Water System Facilities Charges for resource and development, transmission and daily storage.
3. Thank you for bringing to our attention that May 2000 is the deadline for re-activating one of our existing water services.
4. If a three-inch or larger meter is required, construction drawings showing the installation of the meter will be submitted for your review and approval.

Mr. Clifford S. Jamile
Page 2

5. The on-site fire protection requirements will be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.
6. We understand that the proposed project is subject to Board of Water Supply cross-connection control requirements prior to the issuance of the building permit application.

Your comments and this response will be included in the final EA. Should you have additional questions or require additional information, please contact me.

Very truly yours,



Keith H. Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta

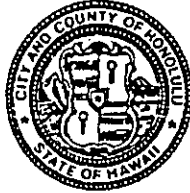
DEPARTMENT OF COMMUNITY SERVICES
CITY AND COUNTY OF HONOLULU

715 SOUTH KING STREET, SUITE 311 ● HONOLULU, HAWAII 96813 ● AREA CODE 808 ● PHONE: 527-5311 ● FAX: 527-5498
www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

ABELINA MADRID SHAW
DIRECTOR

MANUEL T. VALBUENA
DEPUTY DIRECTOR



March 23, 2000

Kusao & Kurahashi, Inc.
1314 S. King Street, Suite 1263
Honolulu, Hawaii 96814

Dear Mr. Keith H. Kurahashi,

Subject: Draft Environmental Assessment (EA)
Kalakaua Vista Affordable Elderly Rental Apartment Development
TMK: 2-3-24:33 and 2-3-23:21

Thank you for the opportunity to comment on the subject project's Draft Environmental Assessment (EA). We fully support the development of elderly affordable housing in the urban area. We have no question that there is a need for such housing among the elderly population of Honolulu and support the Hawaii Housing Development Corporation's proposal to develop elderly affordable housing on this site.

If there are any questions, please call Randy Wong at 523-4435.

Sincerely,


ABELINA MADRID SHAW
Director

AMS:ec

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Ms. Abelina Madrid Shaw
Director
Department of Community Services
City and County of Honolulu
715 South King Street, Suite 311
Honolulu, Hawaii 96813

Attention: Mr. Randy Wong

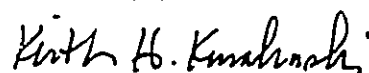
Subject: Draft Environmental Assessment (EA) for Kalakaua Vista Affordable
Elderly Rental Apartments - TMK: 2-3-24: 33 and 2-3-23: 21

Dear Ms. Shaw:

Thank you for your prompt response, dated March 23, 2000, to the request for review and comment on the above mentioned project. We appreciate your support of our development and concur with your comment that there is a need for affordable elderly rental apartments among the elderly population of Honolulu.

Again, thank you for taking the time to review our Draft EA. Your comments and this response will be included in the Final EA.

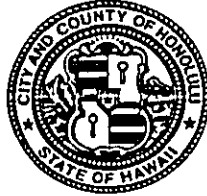
Very truly yours,



Keith H. Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 527-6663 • FAX: (808) 527-6675 • Website: www.co.honolulu.hi.us



JEREMY HARRIS
Mayor

KENNETH E. SPRAGUE, P.E., Ph.D.
Director

BARRY FUKUNAGA
Deputy Director

ENV 00-30

MAR 22 2000

Mr. Keith H. Kurahashi
Kusao & Kurahashi, Inc.
1314 S. King Street, Suite 1263
Honolulu, HI 96814


Subject: Draft Environmental Assessment (DEA)
Kalakaua Vista Affordable Elderly Apartment Development
TMK: 2-3-24: 33 and 2-3-23: 21

We have reviewed the subject DEA and have the following comments:

1. During construction, best management practices (BMPs) should be employed to control and reduce the discharge of pollutants.
2. On Page 19, Drainage: Please change "Storm Drainage Standards, Department of Public Works, City and County of Honolulu, 1988" to "Rules Relating to Storm Drainage Standards, Department of Planning and Permitting, City and County of Honolulu, 2000"

Should you have any questions, please contact Alex Ho at 523-4150.

Sincerely,


KENNETH E. SPRAGUE,
Director

cc: OEQC

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Mr. Kenneth E. Sprague, Director
Department of Environmental Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, Hawaii 96813

Attention: Mr. Alex Ho

**Subject: Draft Environmental Assessment for Kalakaua Vista Affordable
Elderly Rental Apartment s - TMK: 2-3-24: 33 & 2-3-23: 21**

Dear Mr. Sprague:

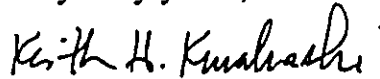
Thank you for your letter dated March 22, 2000, and your response to the Kalakaua Vista Draft Environmental Assessment report.

The following are our responses to your recommendations:

1. The applicant will employ best management practices (BMP's) to control and reduce the discharge of pollutants during the construction of the Kalakaua Vista apartments.
2. The final EA will show the correction, on page 19 of the Draft EA, with a change from "Storm Drainage Standards, Department of Public Works, City and County of Honolulu, 1988" to "Rules Relating to Storm Drainage Standards, Department of Planning and Permitting, City and County of Honolulu, 2000".

Again, thank you for your prompt response. Your comments and this response will be included in the final EA. Should you have additional questions or require additional information, please contact me.

Very truly yours,



Keith H. Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta

WWB 2000-61 (TC)

April 19, 2000

MEMORANDUM

TO: JAIME PEIRSON
LAND USE PERMITS DIVISION

FROM: *Dennis M. Nishimura*
DENNIS M. NISHIMURA
WASTEWATER BRANCH

SUBJECT: KALAKAUA VISTA APARTMENTS
1620 & 1628 KALAKAUA AVENUE - WAIKIKI-MAUKA
TMK: 2-3-23: 21 AND 2-3-24: 33

Thank you for the opportunity to review the Kalakaua Vista Apartments Draft Environmental Assessment dated March 2000, and the 201G application, dated January 2000. The proposed project includes construction of 81 one bedroom residential units. Our comments are listed below.

- (1) The letter dated September 2, 1999, from Mr. Kenneth Sprague of the Department of Environmental Services is a statement of a sewer connection alternative for the Kalakaua Vista Apartment project. The letter is not approval of a temporary connection for the subject project. A letter from the developer accepting the offer and the conditions for sewer connection to the East End Relief Sewer and a technical feasibility study is required. ?
- (2) A sewer easement for the private sewer line connecting to the East End Relief Sewer should be obtained from the Department of Budget and Finance.
- (3) A revised sewer connection application form is required for sewer connection approval. The last application in our files submitted by Morris Ishida of July 12, 1999, was denied. This project is liable for payment of a wastewater system facility charge.
- (4) Please submit wastewater design plans for our review and approval.

If you have any questions, please contact Ms. Tessa Ching at extension 4956.

DMN:dl
[32833]

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Mr. Randall K. Fujiki
Department of Planning and Permitting
City and County of Honolulu
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813

Attention: Mr. Dennis M. Nishimura
Wastewater Branch

**Subject: Draft Environmental Assessment (EA) for Kalakaua Vista
Affordable Elderly Renal Apartments - TMK: 2-3-24: 33 and 2-3-
23: 21**

Dear Mr. Fujiki:

Thank you for your memorandum dated April 19, 2000, and for taking the time to review and comment on our Draft EA for the above project.

The following are our responses to your recommendations and comments:

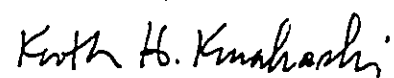
1. We have enclosed a copy of a letter from Mr. Gary Furuta, Project Manager for Kalakaua Vista, accepting the offer and the conditions for sewer connection to the East End Relief Sewer and our consultants have spoken with staff from your Wastewater Branch and have reached agreement with staff that the plan to connect to the East End Relief Sewer is feasible. Plans detailing the planned connection have been submitted for review and approval.
2. We will work with the Department of Budget and Fiscal Services to obtain a sewer easement for the private sewer line connecting to the East End Relief Sewer.
3. A revised sewer connection application form was filed after July 12, 1999 and has been approved by your department. This approval is included as an attachment to Mr. Furuta's letter.

Mr. Randall K. Fujiki
Page 2

4. We have submitted wastewater design plans to your department for review and approval.

Your comments and this response will be included in the final EA. Should you have additional questions or require additional information, please contact me.

Very truly yours,



Keith H. Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta

KALAKAUA VISTA APARTMENTS L.P.
c/o Gary S. Furuta
Imperial Plaza · Suite C-103
Honolulu, Hawaii 96813
Telephone: 596-2120 · Fax: 395-1520 · Email: g sf@aloha.net

May 2, 2000

Kenneth E. Sprague, Director
Department of Environmental Services
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Re: Kalakaua Vista TMK: 2-3-23:21 and 2-3-24:33

Dear Mr. Sprague:

Thank you for meeting with us and your letter to Mitsunaga and Associates, dated September 2, 1999 which states that you are willing to consider a temporary sewer connection of the Kalakaua Vista project to the East End Relief Sewer on Kalakaua Avenue, with conditions. The approval was based on:

- a. technical feasibility given the heavy utility load on Kalakaua Avenue corridor; and
- b. a requirement to connect to the Diamond Head local service sewer when additional capacity is provided. Subsequent connection to the Diamond Head local service would be at the developer expense.

The conditions for approval are acceptable. Our engineers and Wastewater Division have agreed that it is technically feasible to connect to the East End Relief Sewer, and we will connect, at our cost, to the Diamond Head local service sewer when additional capacity is provided.

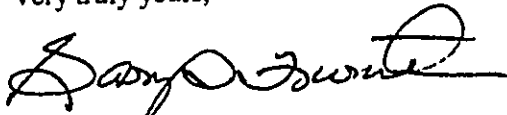
Since our meeting and receipt of your letter, our engineers have:

1. submitted and obtained approval of a Sewer Connection Application. A copy of the approved Application is attached;
2. consulted with Wastewater Branch, Department of Planning and Permitting, on the connection of the sewer lateral from the Kalakaua Vista project to the East End Relief sewer. The Wastewater Branch has agreed that it is technically feasible to connect the sewer lateral from the Kalakaua Vista project to the East End Relief Sewer. The attached sheets C-3 and C-7 shows the location of the sewer lateral and connection, sewer profile, and connection details (Chimney Detail). These plans have been submitted to Wastewater Branch for review and approval.

As requested by Wastewater Branch, memorandum dated April 19, 2000 attached, we will obtain a sewer easement for the sewer lateral connecting to the East End Relief Sewer.

Your continuing support of affordable housing is appreciated. Should you have any questions please call me.

Very truly yours,



Gary Furuta, Project Manager

cc: Land Use Permits Division, Department of Planning and Permitting
Wastewater Branch, Department of Planning and Permitting
Steve Wong
Keith Kurahashi
Michael Sakai, Esq.
Randolph G. Moore



DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
 Phone: (808) 527-5827 • Fax: (808) 527-8061

SEWER CONNECTION APPLICATION

\$56,956.20
 Wastewater System
 Facility Charge

APPLICATION NO.: **2000/SCA-0045** STATUS: Approved partial with conditions
 DATE RECEIVED: 01/25/2000 IWDP APP. NO.:
 PROJECT NAME: Kalakaua Vista Apartments / Dwelling Units

LOCATION:

| | | | | | |
|------|---------|------|--------|---------------------|---------------|
| Zone | Section | Plat | Parcel | 1628 - KALAKAUA AVE | 9,172 Sq. Ft. |
| 2 | 3 | 023 | 021 | | |
| Zone | Section | Plat | Parcel | 1620 - KALAKAUA AVE | 8,039 Sq. Ft. |
| 2 | 3 | 024 | 033 | | |

SPECIFIC LOCATION: 1620 & 1628 Kalakaua Avenue

APPLICANT: **MITSUNAGA & ASSOCIATES, INC.**
 747 AMANA ST., SUITE 216
 HONOLULU, HI 96814

DEVELOPMENT TYPE: Dwelling, Multi-family SEWER CONNECTION WORK DESIRED: New

OTHER USES:

NON-RESIDENTIAL AREA: s.f. APPROXIMATE DATE OF CONNECTION: 06/26/2001

| <u>PROPOSED UNITS</u> | <u>EXISTING UNITS</u> | <u>UNITS TO BE DEMOLISHED</u> |
|-----------------------|---------------------------|-----------------------------------|
| No. of New Units: 81 | No. of Existing Units: 10 | No. of Units to be Demolished: 10 |
| Studios: | Studios: | Studios: |
| 1-Bedroom: 81 | 1-Bedroom: | 1-Bedroom: |
| 2-Bedroom: | 2-Bedroom: | 2-Bedroom: |
| 3-Bedroom: | 3-Bedroom: | 3-Bedroom: |
| 4-Bedroom: | 4-Bedroom: | 4-Bedroom: |

REMARKS

Approval is based upon the conditions given by the Department of Environmental Services letter (WAS 99-136) dated on September 2, 1999.

DATE ISSUED: **01/26/2000** Valid 2-years after approval date. Construction plans shall be completed and approved within this 2-year period. Construction shall commence within 1-year after approval of plans.

EXPIRATION DATE: 01/25/2002 REVIEWED BY: ARTURO SAAVEDRA JR.

 FOR DIRECTOR OF DEPARTMENT OF PLANNING AND PERMITTING

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PARK PLAZA • 711 KAPIOLANI BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4529 • FAX: (808) 523-4730

JEREMY HARRIS
MAYOR



CHERYL D. SOON
DIRECTOR

JOSEPH M. MAGALDI, JR.
DEPUTY DIRECTOR

TPD3/00-01320R

May 9, 2000

Mr. Keith H. Kurahashi
Kusao & Kurahashi, Inc.
1314 South King Street, Suite 1263
Honolulu, Hawaii 96814

Dear Mr. Kurahashi:

Subject: Kalakaua Vista Affordable Elderly Rental Apartment Development

In response to your March 13, 2000 letter, the draft environmental assessment (EA) for the subject project was reviewed. The following comments are the result of this review:

1. A discussion of the parking analysis described in Appendix II Traffic Impact Assessment Report should be included in the main part of the draft EA. It is suggested that at least 10% of the parking be accessible. The draft EA should state whether visitor parking spaces will be marked and the number of visitor parking spaces that will be provided.
2. Section IV.D.1. IMPACTS, Public Services, Access and Transportation (pages 16 and 17) should also address public transit issues, such as:
 - Locations and distances to the nearest TheBus stops should be identified.
 - Provisions for TheHandi-Van loading and unloading. There is no turnaround area for a TheHandi-Van vehicle. Therefore, traffic on Kalakaua Avenue may be impacted by TheHandi-Van loading and unloading, which may take up to 15 minutes per passenger.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

A handwritten signature in black ink, appearing to read "Cheryl D. Soon".

CHERYL D. SOON
Director

cc: Office of Environmental Quality Control

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Ms. Cheryl D. Soon
Department Transportation Services
City and County of Honolulu
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Attention: Ms. Faith Miyamoto
Transportation Planning Division

Subject: **Draft Environmental Assessment (EA) for Kalakaua Vista Affordable
Elderly Renal Apartments - TMK: 2-3-24: 33 and 2-3-23: 21**

Dear Ms. Soon:

Thank you for your letter dated May 9, 2000, and for taking the time to review and comment on our Draft EA for the above project.

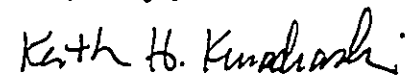
The following are our responses to your recommendations and comments:

1. We will include a discussion of the parking analysis described in Appendix II Traffic Impact Assessment Report in the main part of the Draft EA. We appreciate your suggestion that at least 10% of the parking stalls be accessible, however, due to concerns presented by other City agencies about providing enough parking stalls balanced with open space concerns, it would be difficult to provide three additional accessible stalls, since it would require eliminating two planned parking stalls. We will indicate in the draft EA that 8 parking stalls will be marked as visitor stalls.
2. Section IV.D.1. IMPACTS, Public Services, Access and Transportation (pages 16 and 17) will be modified to address public transit issues. We will describe locations and distances to the nearest TheBus stops. We have designated a van accessible loading space in our parking lot to accommodate TheHandi-Van vehicle.

Ms. Cheryl D. Soon
Page 2

Your comments and this response will be included in the final EA. Should you have additional questions or require additional information, please contact me.

Very truly yours,



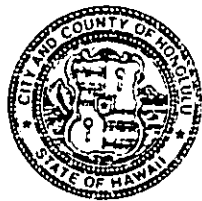
Keith H. Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

March 22, 2000

Mr. Keith H. Kurahashi
Kusao & Kurahashi, Inc.
1314 South King Street, Suite 1263
Honolulu, Hawaii 96814

Dear Mr. Kurahashi:

Subject: Draft Environmental Assessment (EA) for Kalakaua Vista
Affordable Elderly Rental Apartment Development
Tax Map Key: 2-3-024: 033 and 2-3-023: 021

We received your letter dated March 3, 2000, regarding the Draft Environmental Assessment for Kalakaua Vista. We conducted an on-site assessment and have no objections to the proposed development.

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

Sincerely,

A handwritten signature in black ink, appearing to read "Attilio K. Leonardi".

ATTILIO K. LEONARDI
Fire Chief

AKL/KS:jo

cc: Office of Environmental Quality Control

KUSAO & KURAHASHI, INC.
Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Mr. Attilio K. Leonardi
Fire Chief
City and County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, Hawaii 96819-1869

Attention: Battalion Chief Kenneth Silva
Fire Prevention Bureau

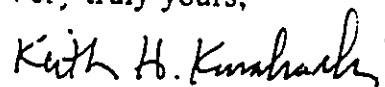
Subject: Draft Environmental Assessment for Kalakaua Vista Affordable
Elderly Rental Apartments - TMK: 2-3-24: 33 & 2-3-23: 21

Dear Chief Leonardi:

Thank you for your prompt response, dated March 22, 2000, to the request for review and comment on the above mentioned project. We appreciate your effort in conducting an on-site assessment and have made note that you have no objections to the proposed development.

Your comments and this response will be included in the Final EA. Should you have additional questions or require additional information, please contact me.

Very truly yours,



Keith H. Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta

BENJAMIN J. CAYETANO
GOVERNOR



GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4186
FACSIMILE (808) 586-4186

March 31, 2000

Sharyn Miyashiro
Housing & Community Development Corporation of Hawaii
677 Queen Street, Suite 300
Honolulu, Hawaii 96813

Attn: Scott Kami

Dear Ms. Miyashiro:

Subject: Draft Environmental Assessment (EA) for Kalakaua Vista Affordable Elderly
Rental Apartments, Pawaa

We have the following comments to offer:

1. Landscaping:

A. When Kalakaua Avenue is widened, how much of the landscaping will be lost? Will lost trees or shrubs be relocated elsewhere on the property?

B. In the final EA include a fuller description of the landscaping planned. We recommend the use of native Hawaiian plants and shrubs.

C. A victory garden is planned. In the final EA please give a short definition of a victory garden.

2. Safety issues:

A. During construction, will there be a staging area for equipment and materials? How will the site be secured to prevent theft or vandalism and injury to pedestrians?

B. Will a backup generator be installed to operate elevators during power outages?

3. Traffic:

A. Construction impacts: In the final EA describe impacts to traffic during the

Sharyn Miyashiro
March 31, 2000
Page 2


construction phase and list mitigation measures planned to reduce or eliminate these impacts.

B. Kalakaua/Kanunu signal: We are concerned that drivers exiting right onto Kalakaua Avenue from the project complex will tend to speed up before this signal changes and the heavy traffic on Kalakaua blocks them. This is especially dangerous for elderly drivers, whose reactions times have slowed down. Can the Kalakaua/Kanunu signal be delayed so that exiting drivers can complete their turns safely?

We recommend consultation with the Honolulu Police Department and with the Department of Transportation Services regarding the above.

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

Sincerely,


GENEVIEVE SALMONSON
Director

c: Keith Kurahashi

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANOA MARKET PLACE
2752 WOODLAWN DRIVE, SUITE 5-202
HONOLULU, HAWAII 96822

BUS. (808) 988-2231
FAX. (808) 988-1140
E-Mail: kurahashi1@cs.com

June 16, 2000

Ms. Genevieve Salmonson
Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Attention: Ms. Nancy Heinrich

Subject: Draft Environmental Assessment (EA) for Kalakaua Vista Affordable
Elderly Renal Apartments - TMK: 2-3-24: 33 and 2-3-23: 21

Dear Ms. Salmonson:

Thank you for your letter dated March 31, 2000, and for taking the time to review and comment on our Draft EA for the above project.

The following are our responses to your recommendations and comments:

1. Landscaping

- a. When widening of Kalakaua Avenue is required, except for a 4-foot planting strip, landscaping within the portion of Kalakaua Avenue to be widened will be lost, and will not be relocated elsewhere on the property. We are providing a 14-foot wide front yard, beyond the 10-foot area planned for widening, where normally only a 10-foot front yard is required. The portion of the 14-foot front yard not required for walkways and the loading space will be landscaped.
- b. In the final EA we will include a fuller description of the landscaping planned for the Kalakaua Vista Apartments. We plan on incorporating the following native plant materials into the landscaping:

Shrubs : Koki'o ke'o ke'o and 'A 'kia
Ground Cover : Kupukupu fern

- c. Within the Victory Garden, garden plots will be set up as needed to allow the elderly residents to enjoy gardening and the growing of various types of vegetables, fruit and/or ornamental plants. The well being of the elderly residents will be greatly enhanced in this effort, through their physical effort in caring for the growing plants and the social interaction that would take place with their neighboring gardeners.

2. Safety Issues:

- a. The construction site will be fenced on all four sides to prevent theft and vandalism. During non-working hours, the project site will be locked down to prevent entry on to the property. The mauka portion of the project site will be used as a staging area for our operation. All construction activity will be within the fenced project site and the only work outside of the site will be limited to utility and driveway construction near the end of the project. During this period, the necessary precautions will be taken to ensure public safety.
- b. A backup generator is not statutorily required for this type of project and in light of the fact that extended power outages are infrequent, we will not be providing a backup generator.

3. Traffic

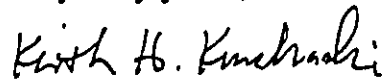
- a. There will be three times at which we envision that traffic will be impacted by this project, during initial site work, the eight separate days of slab pours spaced approximately two weeks apart, and final utility and driveway connections. During all three periods, the necessary warning signs and flagmen to control traffic will be utilized to ensure the public's safety. We expect to have a City approved traffic control plan for these periods.

Ms. Genevieve Salmonson
Page 3

- b. We spoke with staff at the Traffic Review Branch of the Department of Planning and Permitting and were informed that the City would not modify the signal phasing for a private driveway such as ours which would not generate a significant amount of traffic.

Again, thank you for your prompt response. Your comments and this response will be included in the final EA. Should you have additional questions or require additional information, please contact me.

Very truly yours,



Keith H. Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta