

BENJAMIN J. CAYETANO
GOVERNOR



SHARYN L. MIYASHIRO
EXECUTIVE DIRECTOR

ROBERT J. HALL
EXECUTIVE ASSISTANT

STATE OF HAWAII

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM
HOUSING AND COMMUNITY DEVELOPMENT CORPORATION OF HAWAII
677 QUEEN STREET, SUITE 300
Honolulu, Hawaii 96813
FAX: (808) 587-0600

RECEIVED IN REPLY REFER TO:

2002:FIN/1250

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June 25, 2002

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) for Punahou Vista,
TMK (1)2-4-023-087, Honolulu, Hawaii

The Housing and Community Development Corporation of Hawaii has reviewed the comments received during the 30-day public comment period which began on November 8, 2001. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the July 8, 2002 OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the final EA. Please call Dean Sakata at 587-0576, Lloyd Fukuoka at 587-0579 or Lisa Wond at 587-0569 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Sharyn L. Miyashiro".

SHARYN L. MIYASHIRO
Executive Director

Enc.

c: Kusao & Kurahashi, Inc., Planning & Zoning Consultants
Gary Furuta, Hawaii Housing Development Corporation

2002-07-08-0A-~~FEA~~

JUL 18 2002

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT

(PUNAHOU VISTA)
**A FAMILY AFFORDABLE RENTAL
HOUSING DEVELOPMENT**
Honolulu, Oahu, Hawaii
TMK: 2-4-023: Portion of 087

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

JUNE 2002

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JUNE 2002

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FINAL ENVIRONMENTAL ASSESSMENT

PUNAHOU VISTA A FAMILY AFFORDABLE RENTAL HOUSING DEVELOPMENT Oahu, Hawaii TMK: 2-4-023: Portion 087

I. INTRODUCTION

The applicant, Hawaii Housing Development Corporation, proposes to develop an eight-story family affordable rental housing building in accordance with the requirements of Chapter 201G of the Hawaii Revised Statutes (HRS), as amended. The proposed affordable rental apartment building will be developed on a 29,612 square feet a portion of the existing 52,840 square foot Fernhurst YWCA property located on the corner of Wilder Avenue and Punahou Street. The proposed eight-story building will provide 54 affordable rental apartment units for residents who earn at or below the 30% and 50% of the area median income (AMI). Six (6) units will be 1 bedroom, 1 bath, and forty-eight (48) units will be 2 bedroom, 1 bath, and an additional one bedroom unit will be utilized as a resident manager's unit, for a total of fifty-five (55) units. The development will also include a full service laundry room, manager's office, mail room and one elevator, trash chute, sixty-one (61) at grade parking stalls, three of which will be accessible stalls, and one loading stall. This Final Environmental Assessment Report for the development of this multi-story family affordable rental housing 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

Final Environmental Assessment
Punahou Vista a Family Affordable Rental Housing Development

proposed development at 1566 Wilder Avenue, Honolulu, Hawaii, as shown on Exhibit 1, Location and Zoning Map, and the possible use of State and City funds for the project.

The proposed family affordable rental housing use is permitted in the A-2 Medium Density Apartment District of Honolulu under the Land Use Ordinance (Section 7.80-4).

The 52,840 square foot property at 1566 Wilder Avenue is located on the corner of Wilder Avenue and Punahou Street. The property is surrounded by a mixture of residential dwellings, low to high-rise residential developments, schools and churches. Punahou School is located directly across Punahou Street in the east direction, the Sacred Heart Parish Church and Maryknoll Lower School is located at 1701 Wilder Avenue, just about ½ a block in the Diamond Head direction, Maryknoll High School is located about one block south on Punahou Street, and the Church of Scientology is located on Punahou Street just makai of Wilder Avenue. Numerous apartment buildings of varying heights surround the property on its mauka, makai and ewa sides.

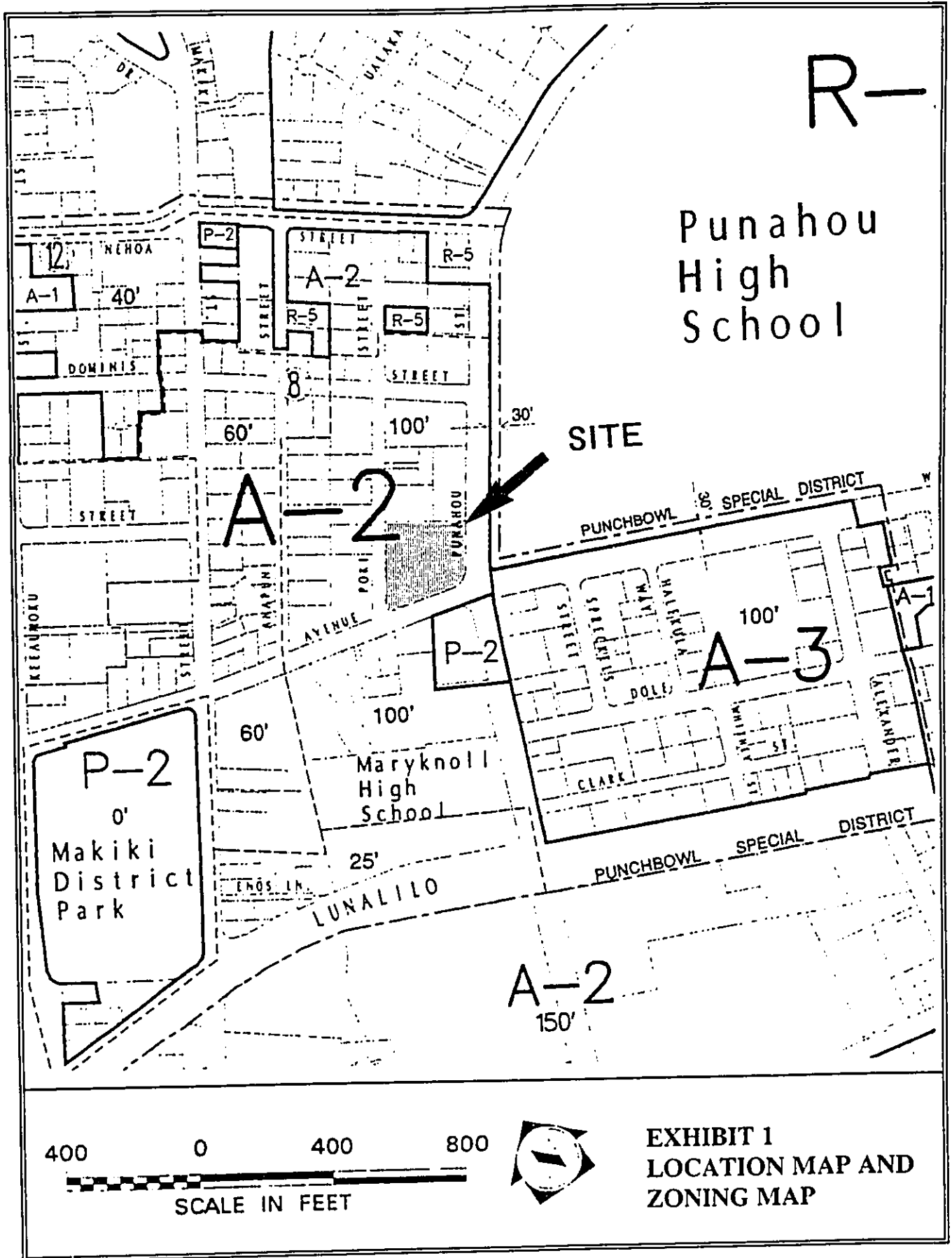
II. GENERAL INFORMATION

- 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

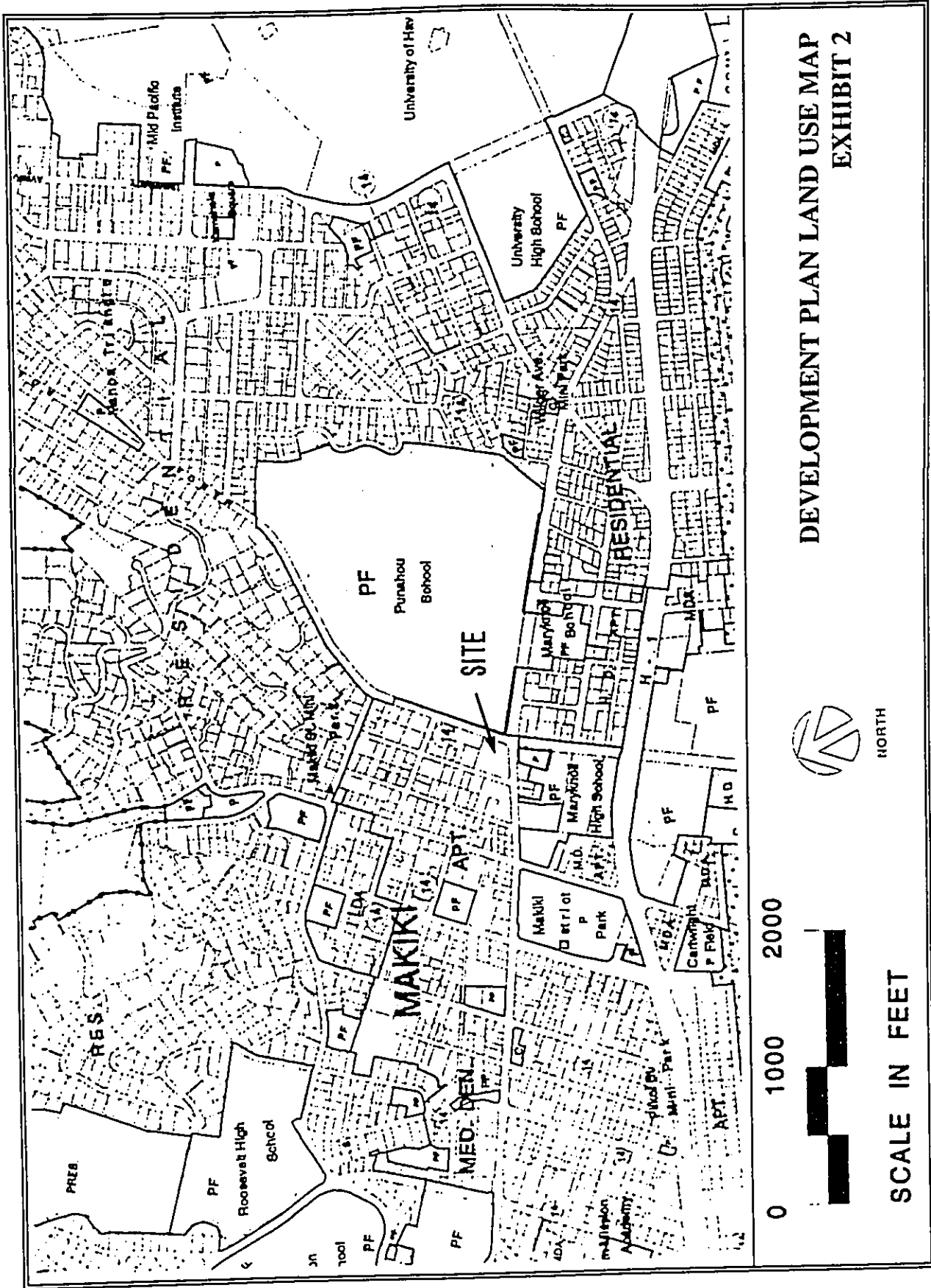
Final Environmental Assessment

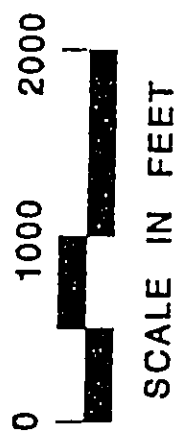
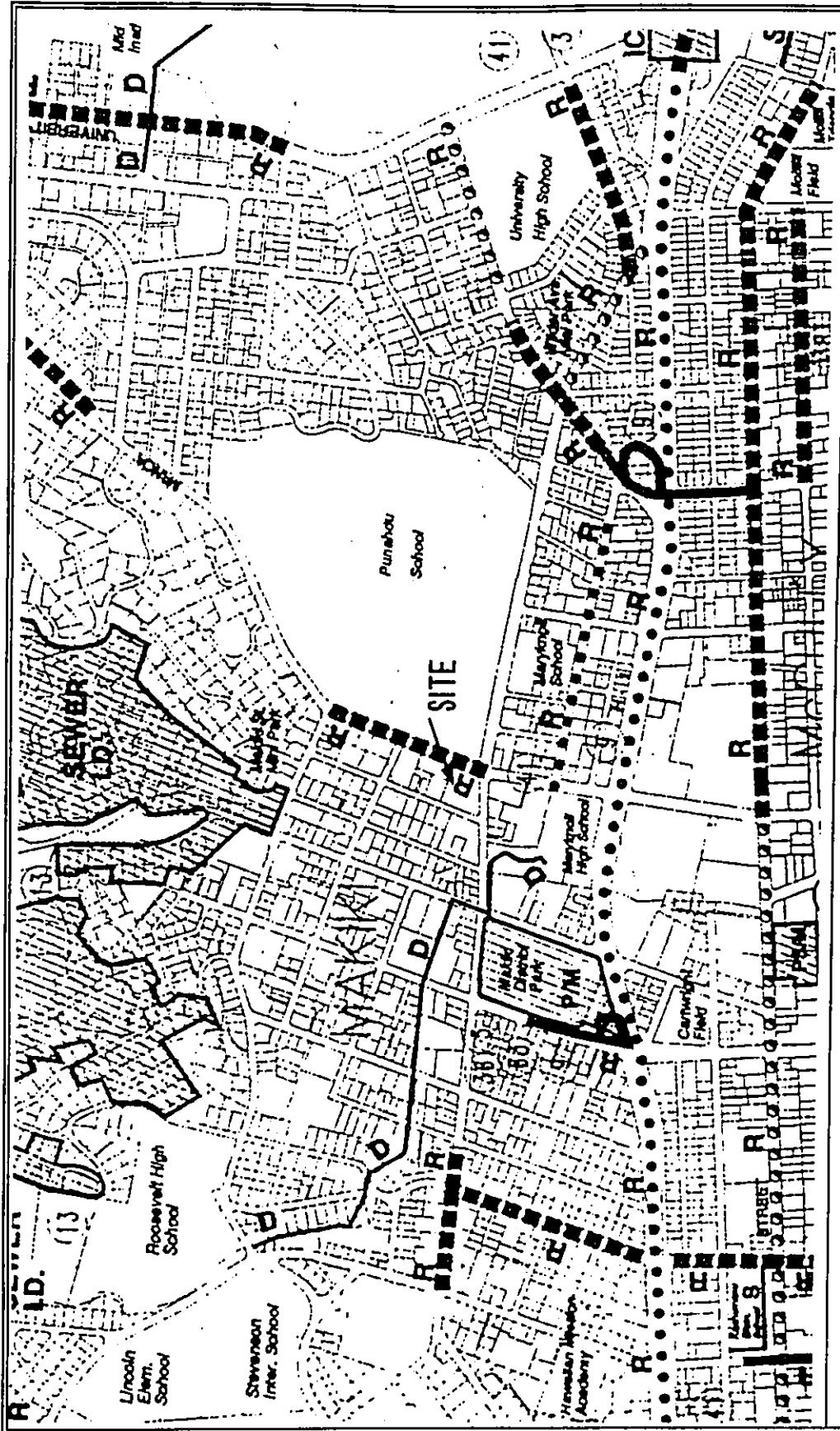
Punahou Vista a Family Affordable Rental Housing Development

- B. Recorded Fee Owner : Young Women's Christian Association
1566 Wilder Avenue
Honolulu, Hawaii 96822
(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 : 2-4-23: Portion of 087
- E. Agent : Kusao & Kurahashi, Inc.
Planning and Zoning Consultants
2752 Woodlawn Drive, Suite 5-202
Honolulu, Hawaii 96822
- F. Location : 1566 Wilder Avenue in Honolulu,
Hawaii (Exhibit 1)
- G. Lot Area : *29,612 square feet* of 52,840 square
feet
- H. Zoning : A-2 Apartment Medium Density
District (Exhibit 1)
- I. State Land Use : Urban
- J. Development Plan : Medium Density Apartment
Land Use Map (Exhibit 2)
- Public Facilities Map : Additional right-of-way on Punahou
Street, publicly funded in the beyond
six year category



**EXHIBIT 1
LOCATION MAP AND
ZONING MAP**





PUBLIC FACILITIES MAP
EXHIBIT 3

PRIMARY URBAN CENTER DEVELOPMENT PLAN PUBLIC FACILITIES MAP

ORDINANCE NO. 81-79

DATE: NOVEMBER 25, 1981

SEWER SYSTEM

GOVERNMENT OR PUBLIC UTILITY PROGRAMMED FOR COMMENCEMENT OF LAND ACQUISITION AND/OR CONSTRUCTION (WITHIN 6 YEARS)
S _____ S

GOVERNMENT OR PUBLIC UTILITY PROGRAMMED FOR COMMENCEMENT OF LAND ACQUISITION AND/OR CONSTRUCTION (BEYOND 6 YEARS)
S - - - - - S

PRIVATE FUNDING (NO TIMING SCHEDULE)
S S

WATER SYSTEM

W _____ W

W - - - - - W

W W

DRAINAGE SYSTEM

D _____ D

D - - - - - D

D D

TRANSPORTATION SYSTEMS

RAPID TRANSIT

HRTP

HBTP

ADDITIONAL RIGHT OF WAY AND NEW STREETS

R _____ R

R ■■■■■ R

R □□□□□ R

IMPROVEMENTS WITHIN EXISTING RIGHT OF WAY

R ●●●●● R

R ○○○○○ R

R ○○○○○ R

TRANSIT CORRIDOR

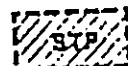
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PUBLIC FACILITY

SITE DETERMINED (BY PROPERTY LINE)



SITE UNDETERMINED (IN GENERAL AREA)



MODIFY EXISTING FACILITY

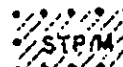
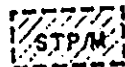


EXHIBIT 4

(LEGEND RELATING TO EXHIBIT 3 PUBLIC FACILITIES MAP)

Final Environmental Assessment

Punahou Vista a Family Affordable Rental Housing Development

- K. Special District : Punchbowl Special District
- L. Existing Use : YWCA
- M. List of *Individuals* and Agencies Consulted : Board of Water Supply
Department of Planning and Permitting
Makiki/Lower Punchbowl/Tantalus
Neighborhood Board No. 10
The Honorable Andy Mirikitani,
Member Honolulu City Council
Office of Environmental Quality Control (OEQC)
Mr. Jon Jardin
Fire Department
Ms. Irena Taylor
Mr. Garth Gunderson
Ms. Mary Hanken
Mr. Steve Why and Ms. Christine Why
Department of Transportation Services

III. DESCRIPTION OF PROPOSED ACTION

A. General Description

1. Proposed Development

The proposed development will provide rental units affordable to individuals and families who earn at or below 30% and 50% of the area median income (AMI). Six (6) 1 bedroom units will be offered to individuals and families who earn at or below 30% of the AMI, while the remaining forty-eight (48)

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Punahou Vista a Family Affordable Rental Housing Development

two-bedroom units will be offered to individuals and families who earn at or below 50% of the AMI. One additional 1 bedroom unit will be provided for a resident manger.

Please refer to Appendix I for sources of funding for the proposed project.

The proposed affordable rental apartment building will be developed on approximately 29,612 square feet of the existing 52,840 square foot Fernhurst YWCA property. A portion of the existing YWCA complex, mostly offices and storage areas, will be demolished to facilitate the proposed development. The Fernhurst YWCA will consolidate its operations on the site and continue operations from the three-story building that abuts Poki Street. Vehicular access to the Fernhurst YWCA facility and its 15 parking stalls will be provided from Punahou Street. To allow access to the Fernhurst facility and parking spaces, a Conditional Use Permit for Joint Development *was approved by the City and County of Honolulu, Department of Planning and Permitting on March 27, 2002, and is included in Appendix IX.* Please note that 15 of the 76 parking stalls shown on Punahou Vista apartment plans will be allocated for use by the Fernhurst YWCA. One of the 15 parking stalls will be an accessible stall. In addition, one of the two loading stalls, as shown on the Punahou Vista Apartment plans will be allocated for use by the Fernhurst YWCA.

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Punahou Vista a Family Affordable Rental Housing Development

The proposed eight story Punahou Vista apartments will consist of 54 units (6 units are 1 bedroom, 1 bath, and 48 are 2 bedroom, 1 bath), and a 1 bedroom resident manager's apartment for a total of 55 units. Three of the apartment units will be handicap accessible and all other units adaptable.

The Punahou Vista Apartments will provide a total of 61 on-grade parking stalls, three of which will be handicap and van accessible stalls. Six of the parking stalls will be marked as visitor stalls. In addition to the parking stalls a loading stall, *conveniently located to the entry lobby*, will be available with ingress and egress via Punahou Street, as indicated in the plans provided in Appendix II.

The apartment units will range from 532 square feet to 599 square feet in size. 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 laundry room, measuring 532 square feet, will be located on the 2nd floor of the apartment building for the benefit of the residents.

A total open space area of approximately 8,203 square feet will be located fronting Punahou Street and Wilder Avenue. A portion (5,197 square feet) of the open space area will be dedicated as a private park. A grassed and fenced in "tot-lot" of approximately 717 square feet will be part of the 5,197 square

foot area of private park. The five (5) large trees fronting Punahou Street and Wilder Avenue will remain. The center monkey pod tree fronting Punahou Street was examined by an arborist referred to us by the Outdoor Circle, and we were advised that the tree is diseased. However, should efforts to save the tree fail, a replacement monkey pod tree will be planted in its place in accordance with the recommendation of the Outdoor Circle. *The Outdoor Circle has also recommended periodic trimming maintenance of the trees in order to maintain their health, rather than allowing the trees to grow with no controls. During construction of the proposed apartment building the arborist plans to trim the monkey pod trees in such a way as to protect the branches from damage. Once the development is complete, normal periodic trimming of the trees by professionals will take place.* One of the trees, on the Wilder Avenue side of the property is an 'exceptional' tree, named "Opiuma" and protected under City Ordinance #00-54, this tree will continue to be protected and will be included in the overall landscape plan. Five pink tacoma trees will be planted at various areas within the property. Accent planting along the front walls of the apartment building will include areca palms and red ginger. A mock orange screening hedge will be planted

around the perimeter of the Punahou Vista property, and low flowering ground cover will complete the landscape plan.

The building will be set back about 20 feet along Wilder Avenue, 35 feet along Punahou Street, and 45 feet from the mauka property line. The ewa side of the property adjoining the Fernhurst YWCA will be Joint Developed as mentioned earlier in this report. An attractive walk-way from Wilder Avenue to the main entryway, enhanced with tropical landscaping, shade trees and resting benches will provide a pleasant ambiance. *A second walkway leading at an angle to the intersection of Punahou Street and Wilder Avenue will be provided to facilitate pedestrians wishing to cross the street at the intersection.*

The irrigation system will be connected to an existing water line that is designed to provide adequate water coverage to all planting areas. *Reclaimed water will not be used for landscaping.* The new automatic irrigation system will consist of spray heads and drip emitters. *In order to conserve and better manage our water supply, the landscape sprinkler system will be divided into zones that will provide separate watering schedules for ground cover and grassed areas.*

2. Location

The 52,840 square foot property is located at 1566 Wilder Avenue, bounded by Wilder Avenue to the South, Punahou

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Punahou Vista a Family Affordable Rental Housing Development

Street to the East, and Poki Street to the West. Immediately North of the property is a ten story apartment building, church, and other low rise apartment buildings. The project site is located on the corner of Wilder Avenue and Punahou Street. The corner of Wilder Avenue and Punahou Street is a major intersection in the Makiki area. It is located within the Makiki/Tantalus neighborhood in the Makiki/Lower Punchbowl/Tantalus Neighborhood Board District No. 10.

3. Surrounding Area

The project site is centrally located in the Primary Urban Center of Honolulu. The immediate surrounding area is developed with a mix of residential dwellings, low to high-rise apartment buildings, schools, churches and parks. The property is located within the Makiki/Lower Punchbowl/Tantalus Neighborhood Board District. The subject property is located across the street from Punahou School and three blocks north of Kapiolani Medical Center and Central Union Church. The Arcadia Retirement Home is located just one block south of the proposed apartment building. Times and Foodland Supermarkets are located a short distance away on South King Street and South Beretania Street, along with many other small businesses.

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Punahou Vista a Family Affordable Rental Housing Development

The proposed family affordable rental housing development on this site is a permitted use that is compatible with the surrounding uses.

The project site proposed for the family affordable rental housing development is currently in use by the Fernhurst YWCA and no residents will be displaced by this project. The YWCA plans to consolidate their operations, and will continue to operate from the existing three-story building fronting Poki Street. The proposed family affordable rental housing development 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 family affordable rental housing development project is consistent with this designation.

b. Development Plan

The project site is planned for Medium Density Apartment on the Development Plan Land Use Map. The proposed family affordable rental housing development project will conform to this designation.

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The Development Plan Public Facilities designates Punahou Street for additional right-of-way, publicly funded in the beyond six year category. (Exhibit 3).

c. Zoning

The project site is zoned A-2 Medium Density Apartment District. The proposed family affordable rental housing use is consistent with this zoning designation. It is located in a concentrated urban area where public services are centrally located and infrastructure capacities are adequate. In order to accommodate the provision of 100% of the units at affordable rates, the Punahou Vista Apartments will remain affordable for 61 years and the applicant will be requesting exemptions from certain design standards of the A-2 Medium Density Apartment District in the processing of the Chapter 201G, HRS, permit application.

B. Technical Characteristics

1. Use Characteristics

The applicant will provide all 54 rental apartment units (100%), to residents who fall within 30% and 50% of the area median income (AMI). An additional one-bedroom unit will be used by the resident manager.

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Punahou Vista a Family Affordable Rental Housing Development

The proposed rental rates are as follows: Six (6) units within the proposed development will be rented at the 30% and below AMI levels. The initial net rent for these apartments will be \$253.00 per month, \$118.00 per month less than HUD's maximum of \$303.00 per month net. Forty eight (48) units within the proposed development will be rented at the 50% and below AMI levels, with an initial net rent of \$649.00 per month. This rent is at HUD's current maximum net rent for this income level. However, with HCDCH's prior approval, if units still are not rented or occupied one month after being advertised (or for initial rentup, the certificate of occupancy is issued), any vacant 50% AMI units may be offered to 60% AMI applicants. In all cases, a qualified 50% AMI applicant will have preference over a 60% AMI applicant. The Punahou Vista Apartments are to remain affordable for 61 years.

Additional uses within the development will include a Manager's Office, and the Mechanical and Electrical Room adjacent to the ground floor stairs. There will be one elevator, a trash chute and a laundry room.

2. Physical Characteristics

The proposed development will include a new 8-story concrete block building consisting of 54 units (6 1-bedroom and 48 2-bedroom units), plus a 1-bedroom resident manager's unit

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Punahou Vista a Family Affordable Rental Housing Development

for a total of 55 units. The development will provide 61 on-grade parking stalls including three van accessible stalls, and one loading stall. Six parking stalls will be marked as visitor stalls. A rendering, site plan, floor plans and elevation plans of the 8-story family affordable rental housing development are provided in Appendix II.

The project involves development of 54 affordable rental units. Fifty-four (54) of the units will be affordable rental units available to renters at 30% and 50% AMI. An additional 1-bedroom 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. There will be one elevator, a trash chutes and a full service laundry room on the 2nd floor.

The apartment building will be designed to incorporate energy saving light fixtures, energy efficient window system air conditioning, energy efficient hot water heaters, and low flow plumbing fixtures.

The family affordable rental housing building, with a finished height of approximately 74'-6" will be well below the maximum height limit of 100' for this A-2 Medium Density Apartment District.

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Punahou Vista a Family Affordable Rental Housing Development

Access to the project site will be via the existing driveway on Punahou Street, which will be shared with the Fernhurst YWCA. *The existing driveway will be widened to approximately 21 feet to comfortably accommodate two-way traffic.* A separate walkway entrance to the Lobby will be directly off Wilder Avenue. *This walk way will be designed to direct pedestrians to the crosswalk at the street intersection to minimize the desire to cross the street at mid-block.* The development will include one loading zone as required by the Land Use Ordinance (LUO). The on-grade parking will contain 61 parking spaces, three of which will be accessible stalls. Six stalls will be marked as visitor stalls.

A total open space area of approximately 8,203 square feet will be located fronting Punahou Street and Wilder Avenue. A portion (5,197 square feet) of the open space area will be dedicated as a private park. A grassed and fenced in "tot-lot" of approximately 717 square feet will be part of the 5,197 square feet area of private park. The five (5) large trees fronting Punahou Street and Wilder Avenue will remain. The center monkey pod tree fronting Punahou Street was examined by an arborist referred to us by the Outdoor Circle, and we were advised that the tree is diseased. However, should efforts to save the tree fail, a replacement monkey pod tree will be planted

in its place as recommended by the Outdoor Circle. One of the trees, on the Wilder Avenue side of the property is an 'exceptional' tree, named "Opiuma" and protected under City Ordinance #00-54, this tree will continue to be protected and will be included in the overall landscape plan. Five pink tacoma trees will be planted at various areas within the property. Accent planting along the front walls of the apartment building will include areca palms and red ginger. A mock orange screening hedge will be planted around the perimeter of the Punahou Vista property, and low flowering ground cover will complete the landscape plan.

The large mature trees on the site will greatly enhance the proposed development and at the same time minimizing the visual impact of the structure. The proposed mock-orange hedge fronting Punahou Street and Wilder Avenue will help screen surface parking and to give privacy to residents resting and/or socializing within the open areas.

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.

The total floor area for the project will be approximately 39,865 square feet. Each 1-bedroom unit will consist of approximately 532 square feet and each 2-bedroom unit will consist of approximately 599 square feet. The ground floor lobby, managers office, electrical room, elevators, stairs, etc. will consist of approximately 914 square feet.

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 54 units (6 1-bedroom and 48 2-

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Punahou Vista a Family Affordable Rental Housing Development

bedroom family affordable rental housing units), and a 1-bedroom resident manager's unit. These units could support a resident population of 102 people, 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.

Data@Work, Inc. a market research firm that specializes in analyzing residential real estate markets for developers, has been retained by the Hawaii Housing Development Corporation, General Partner of Punahou Vista L.P., to perform a study analyzing the market for family affordable rentals in Honolulu. The market study dated, June 27, 2001, is titled "Punahou Vista Affordable Housing Market Study", focuses on the historical, current, and projected rental market conditions and trends to help forecast the absorption for the proposed development.

The market study concludes: "Overall, the economic and residential real estate conditions are producing a growing demand for housing of all kinds, but particularly for that which would be satisfied by the kind of units proposed by the subject

project. This, in general, it appears we are entering a market characterized by low supply and growing demand, particularly at the lower ends of the income group demographics.

Taking demand first, Oahu's overall rental market has bottomed out, as there are ample signs that there is upward pressure on rental rates. This is particularly noticeable in several neighborhoods, including those surrounding the proposed project.

Within the affordable rental sub-market, the conditions illustrate a condition of a tight rental market. There are long and lengthening wait lists in place, and the present inventory is almost 100% occupied.

In addition, an examination of the projected growth in the numbers of households in the targeted market was performed and it was shown that demand, both potential and 'reasonable' should be more than sufficient to absorb the number of proposed units.

On the supply side, the tight market conditions prevailing in existing affordable rental projects were noted. In addition, an examination of future supply was made and we concluded there are few projects in the works that target either the general rental market demand, or the specific target market demand. We concluded that neither current nor future supply does not appear

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sufficient to absorb significantly the current and projected demand in this market.

Given these indicators, the project should be able to achieve similar rental rates of other affordable rental projects and achieve a rapid absorption. The developer can anticipate between 100 and 200 applications within six to twelve months after marketing is commenced. Of those, the developer should be able to convert enough to be able to reach final occupancy within a six to twelve month period after the project has been completed". The full market study is included as Appendix III.

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 currently being used by the Fernhurst YWCA. The site is surrounded by condominiums, residences, apartment structures and numerous schools, churches, a hospital and a large retirement home.

The proposed family affordable rental housing development use of the site is in keeping within the existing character of this neighborhood and is compatible with the surrounding condominium and apartment uses.

4. Displacement

The site proposed for the family affordable rental housing development is currently being used by the Fernhurst YWCA and no residents or businesses will be displaced by this project. The YWCA will consolidate its functions within the existing three-story structure fronting Poki Street.

B. Economic Impacts

1. Economic Growth

As a family affordable rental housing 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 provide a few new long-term jobs in the form of a resident manager, maintenance and service personnel.

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 maintenance and service personnel. The development will also benefit existing service contractors, e.g. elevator maintenance companies, security companies, alarm companies, 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.

The fee exemptions requested in the 201G application to the City and County of Honolulu are as follows:

	<i>Approx.</i>
a. <i>Building Permit Fee</i>	- \$22,000
b. <i>Real Property Tax</i>	- \$42,000 per year
c. <i>GE project development</i>	- \$360,000
d. <i>GE operation expense</i>	- \$14,000 per year

C. Housing Impacts

1. Increase Supply

Fifty-four (54) family affordable rental housing units are planned for this development (plus an additional unit to be used by the resident manager) and will increase the number of affordable rental units in the Makiki/Lower Punchbowl/Tantalus neighborhoods of Honolulu.

2. Affordable Units

The applicant proposes that 100% of the available rental housing units will be affordable to those who fall within the category of 30% and 50% of the area median income (AMI), and will remain affordable for 61 years.

D. Public Services

1. Access and Transportation

Access to the project site will be via the existing driveway on Punahou Street, which will be shared with the Fernhurst YWCA. *The present access will be widened to approximately 21 feet to comfortably accommodate two-way traffic. Due to the close proximity between the existing project driveway and Wilder Avenue, left-turns into the project driveway and left-turns out of the project driveway will be prohibited, as requested by the Department of Transportation Services during the review of the Draft EA.*

The proposed development 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 has prepared a traffic impact assessment report (TAR) for the family affordable rental housing project, for the applicant. The TAR is titled "Traffic Impact Assessment Report for Punahou Vista Apartments" and dated May 18, 2001. Please refer to Appendix IV - Traffic Impact Assessment Report.

The TAR section "Conclusions and Recommendations" stated as follows:

"The Punahou Vista Apartments Project, when completed in the year 2003, would not affect the Level-of-Service (LOS) at the existing study intersection of Punahou Street and Wilder Avenue during the weekday commuter hours. No capacity mitigating actions are required due to the proposed project. However, due to close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway should be prohibited to minimize traffic conditions and maintain traffic flow."

Under Roadway Facilities the Traffic Study further states:

"Punahou Street is a five-lane roadway adjacent to the facility with two through lanes in both directions and exclusive left-turn lanes. Punahou Street serves Waikiki traffic exiting from H-1, Manoa Valley directly, and University of Hawaii via Wilder Avenue. It provides access to lower Makiki residential areas, Shriner's Hospital, Maryknoll School, Punahou School, H-1 westbound via Dole Street, and H-1 westbound via the on-ramp adjacent to Makiki Park. The posted speed limit near the project site is 25 mph.

Wilder Avenue is a four-lane street from Dole Street to Pensacola with varying turn lanes at intersections. The

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posted speed limit is 25 miles per hour (mph) near Punahou Street. The major intersections along Wilder Avenue are signalized. Wilder Avenue functions as a collector distributor roadway.

The intersection of Wilder Avenue with Punahou Street is signalized with exclusive left-turn lanes on Punahou. Motorists making left turns from Punahou Street are provided with permitted phases only. *Wilder Avenue ewa bound has a left turn only lane, a through lane and a through/right turn lane. Wilder Avenue kokohead bound has a left turn only lane, a through lane and a right turn only lane* .

Under Future Traffic with Project the Traffic Study States:

"Future traffic with the project was forecasted by adding traffic generated by the Punahou Vista Apartments Project to the forecasted traffic without the 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 GTE Trip Generation Report. The following are the number of trips generated due to the project: weekday

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morning peak hour **entry** =5 , weekday morning peak hour **exit** = 25; weekday afternoon peak hour **entry** = 32, weekday afternoon peak hour **exit** = 16.

The city bus transportation system travels along Punahou Street in the mauka/makai direction and on Wilder Avenue in the diamond head/ewa direction. The three accessible parking stalls within the Punahou Vista parking lot are all van accessible. *The Handi-Van vehicle will pickup/drop-off at the curbside on Wilder Avenue.* Please refer to Site and Ground Floor Plan in Appendix II.

The following parking data on Birch Street Apartments (BSA), a similar development to the proposed Punahou Vista Apartments, is being offered for reference purposes, and is as follows:

- a. *Number of parking stalls total* = 59
- b. *Number of BSA rental apartment units* = 53*
- c. *Number of cars owned by each unit occupant* = .39
- d. *Number of requests for additional parking* = -0-
- e. *Number of complaints* = -0-

**Note: From 1999, when the apartment building was first occupied until this year, BSA has always*

had a minimum of three tenant stalls unassigned.

Presently, although the building is fully occupied, only 43 tenant stalls have been requested and are assigned. Ten tenant families do not own vehicles. The remaining unassigned 10 parking stalls have been offered to families requesting additional parking. The developer, when choosing a site location, looks for easy accessibility to bus routes to alleviate the need for tenants to rely solely on private transportation.

- f. No complaints or comment about availability or lack of street parking has been received by the property manager. To our knowledge no complaint from the police department nor nearby neighbors regarding tenant parking has been received by the property manager.*

It is very important to note that we are meeting the Land Use Ordinance (LUO) requirements of one stall per unit, plus 6 guest stalls. Any other developer could readily pull a building permit based on our unit size and number with the 61 parking stalls that we are providing.

BSA is targeted at renters with incomes at 60% of the area median income. Punahou Vista will be targeted at renters

with income at or below 30% and 50% of the area median income. There is good probability that Punahou Vista will have even fewer cars per occupant than BSA.

2. Water

The Honolulu Board of Water Supply (BWS) currently provides potable water for the project site via an existing 8-inch water line in Wilder Avenue. The existing water system is adequate to accommodate the proposed apartment building, according to a BWS letter (Appendix V, Agency Comments) dated August 16, 2000. 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 average daily water consumption (demand) per day for the 54-unit apartment building will be approximately 21,600 gallons per day.

3. Wastewater

The average daily wastewater flow expected to be discharged by the proposed development is estimated to be approximately 13,000 gallons per day based on the proposed rental apartment use.

Municipal wastewater service for the area is provided by an 8" wastewater transmission line on Wilder Avenue. A sewer connection application dated August 4, 2000 was approved for this development. Please refer to Appendix V.

4. Drainage

The existing topography is flat with a slight slope in the Makai direction. A portion of the property is covered with asphalt pavement and currently used as parking for the YWCA, the remaining area is covered with the existing YWCA buildings. That portion of the property proposed for development of the Punahou Vista Apartment has street frontage on Punahou Street and Wilder Avenue. The north end of the property, where the Fernhurst YWCA's consolidated operations are to remain, have street frontage on Poki Street. Wilder Avenue and Punahou Street are completely improved with curbs and gutters that connect into the City's system. The developer will maintain the existing drainage pattern (towards Wilder Avenue) currently existing on the site. The proposed development may reduce runoff from the project site since the proposed development will introduce additional landscaped areas on the site.

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 Punahou Vista apartments.

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.

The project site is in Zone X, an area determined to be outside the 500 year flood plain.

5. Solid Waste Disposal

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

6. Schools

The proposed family affordable rental housing development will impact the local school system to some extent, although the impact is projected to be minimal due to the overall small size of the proposed development and the number of schools in the area. The student generation factor is determined as follows: 25% of unit count for elementary school = 14 students; 10% of unit count for middle school = 5 students; and 10% of unit count for high-school = 5 students. Some of the nearby public schools are Kaahumanu, Noelani and

Lincoln Elementary Schools, Stevenson and Washington Middle Schools, and Roosevelt and McKinley High Schools. Numerous private schools are also nearby. Punahou School is located directly across from the proposed development and Maryknoll High School is located a block south on Punahou Street. St. Clements pre-school is located just ½ a block Ewa on Wilder Avenue.

7. Parks

It is not anticipated that the proposed 8-story, 54 unit family affordable rental apartment building, and one resident manager's unit, would have a major impact on the nearby parks system due to the small size of the proposed development. The large 8.78 acre Makiki District Park and Recreational Center is located on the corner of Keeaumoku Street and Wilder Avenue 2 blocks Ewa on Wilder Avenue. It offers tennis courts, swimming pool, basketball courts, a skate board ramp, general meeting rooms and a community library. Punahou Square, a City owned ½ acre passive park is located directly across from the proposed development at the corner of Wilder Avenue and Punahou Street.

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8. Police

The project site will be serviced by patrol officers from District #7, stationed at the main police headquarters building at 801 South Beretaina Street.

9. Fire

The Makiki Fire Station #3 at 1202 Wilder Avenue 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 ensure that the power lines will be adequate to support the proposed family affordable rental housing development.

b. Telephone

Verizon formally 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 family affordable rental housing development. Development of the project will be coordinated with Verizon 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 housing as well.

E. Environmental Impacts

1. Historical and Archaeological Resources

In discussions with staff at the Department of Land and Natural Resources, Historic Preservation Division, on February 21, 2002, it was determined that the Fernhurst YWCA buildings are not registered on the Hawaii nor the National Registers of Historic Places, nor is Punahou Street. The project site has been in urban use for many years and a number of different uses and buildings have existed on the lot. 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 *previously unidentified* historic sites, the applicant will instruct *the* contractor (earthwork) to immediately stop work and contact the State Historic Preservation Division (SHPD) for review and approval of 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 project site is in an urban area with no surrounding water resources in the vicinity.

b. Flood Plain Management

The project site is in Zone X, area determined to be outside the 500-year flood plain.

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

such as sand dunes or sloped areas where erosion would be a concern.

f. Flora and Fauna

An 'exceptional' tree referred to as "Opiuma" or more correctly as Madras Thorn, Manila Tamarindis is located on Wilder Avenue near the intersection of Punahou Street and Wilder Avenue. This tree will remain. It was registered as an 'exceptional' tree by the County Arborist Advisory Committee, an advisory board appointed by the Mayor of the City and County of Honolulu.

Five (5) mature trees fronting Punahou Street and Wilder Avenue will remain and will be incorporated into the landscape plan for the proposed development. *In a briefing with the Outdoor Circle the applicant was informed that periodic trimming of the three monkey pod trees fronting Punahou Street will be beneficial and healthier for the trees, rather than allowing the trees to grow with no controls. During construction of the proposed apartment building an arborist will supervise the trimming of the trees in such a way as to protect the branches from damage. Once the development is*

complete, normal periodic trimming of the trees, by professionals, will take place.

The center monkeypod tree fronting Punahou Street was examined by an arborist referred to us by the Outdoor Circle, and we were advised that the tree is diseased. However, should efforts to save the tree fail, a replacement monkey pod tree will be planted as recommended by the Outdoor Circle.

*A faunal survey, focusing on the White Tern (*Gygis alba rothschildi*), was conducted by Mr. Phil Bruner, an Environmental Consultant and Director of the Museum of Natural History at Brigham Young University, Hawaii Campus on March 14, 17 and 19th, 2002. The results of that study are included in Appendix VIII, attached to our response letter to Mr. and Mrs. Why's comments and in Appendix XI - Faunal Survey. Paragraph two of Mr. Phil Bruner's Faunal Survey states as follows:*

'The visits to the proposed Punahou Vista Apartments site found no White Terns using the trees or flying in or around the site. Two White Terns were seen three blocks away flying mauka. No evidence of any nesting or prospecting for a nest site was obtained in this survey.

This does not mean that White Terns have never nested on the property or would never nest at this location. However, suitable nest sites are not a limiting factor for this species on Oahu. Predator pressure from cats, rats and the introduced Barn owl (Tyto alba) are probably the major limiting factors. Given the almost unlimited array of nest sites utilized by White Terns there is no evidence that trees which have been trimmed will be avoided by nesting terns."

A second faunal survey, focusing on the projects impact on other species of birds in this area was conducted by Mr. Phil Bruner, an Environmental Consultant and Director of the Museum of Natural History at Brigham Young University, Hawaii Campus on May 17, 2002.

The letter states as follows: "My study focused on the White Tern (fairy Tern) (Gygis alba). I did not make an effort to look at other species using the trees on the Punahou Vista site. However, no native birds would be expected in this area due to its location and available habitats. The trimming of trees at this site would not in my judgement impact in any measurable way the populations of birds in this region of Oahu. The only

species of possible concern is the White Tern and my survey did not reveal that this species is currently using this site. I further noted that trimming the trees does not in and of itself create an adverse situation for this species since they can and do nest in a wide variety of natural and altered habitats including man-made structures." Please refer to Appendix XI - Faunal Survey.

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 is zoned A-2 Medium Density Apartment District. It is located within the Punchbowl Special District, however, it is outside of the considered "core area" of the Punchbowl Special District. A Punchbowl Special District permit will be requested. 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 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 (KIB). This series consists of well-drain soils on alluvial fans on the coastal plains on the islands of Oahu and Molokai. 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.

Kawaihapai clay loam, 2 to 6 percent slopes (KIB) - On this soil, runoff is slow and the erosion hazard is slight.

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 family affordable rental housing. 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, vehicular emissions will have minimal impact on the surrounding area.

J. Visual Impact

The proposed structure will have a finished height of about 74' 6" which is well below the 100-foot height limit of this A-2 Apartment Medium Density District. The proposed development will not affect any important view planes in this area of Makiki as the area is extensively developed with existing highrise apartment buildings. The visual impact of this particular structure will be an in filling of an A-2 Apartment Medium Density Use currently underutilized and surrounded by a mixture of mostly low to high-rise apartments. As this and other underutilized A-2 Apartment Medium Density 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.

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 eight-story family affordable rental housing 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

A 'no action' alternative was considered and rejected. The development currently on this site is aging and most of the structures need to be replaced, and the 52,840 square foot property is greatly under utilized for this primary urban center location. A 'no action' alternative would result in a continued under utilization of this valuable property. The development of this much needed family affordable

rental apartment building, will assist in alleviating, in a small way, the high demand for such family housing.

B. Greater Density

Increasing the number of units to 75-100 units was considered but would result in greater impacts to the surrounding neighborhood, primarily related to the maximum height of 100 feet allowed in this apartment district and the resulting traffic generated by a larger development.

The cost of construction also rises significantly if additional floors are added to the structure.

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. The exemptions being requested in the 201G application are included in this report as Appendix VI.
- Subdivision and Conditional Use Permit for Joint Development.
- Punchbowl Special District Permit, Minor.
- 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 project site is fully developed with the Fernhurst YWCA. There will be no loss or destruction of any natural or cultural resources resulting from the proposed development.

Research with the Division of Historic Preservation, State of Hawaii indicated that 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 property is presently underdeveloped and the majority of those structures on the site are aging and need to be demolished. The proposed development will allow for a much need affordable family rental development thus enhancing the beneficial uses of this now underutilized property. The large existing monkeypod trees will remain as part of the landscape plan and the existing "exceptional" tree on Wilder Avenue will continue to be protected. The project site will provide much needed family affordable rental units to meet the growing housing demands within the Primary Urban Center of the island.

- **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.

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

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

The social welfare of the community would be positively affected by the development of this family affordable rental housing building, to those in need in our community. The Punahou Vista Family Affordable Rental Housing Development will offer an attractive living environment to the 30% and 50% area median income earners or lower. The currently underdeveloped property, in our primary urban center, when developed with the proposed family affordable rental apartment

will most definitely add to the social welfare of our community by offering affordable living to those in need in our community.

The Punahou Vista project is consistent with Section IV. Housing, Objective C, of the Objectives and Policies of the City and County of Honolulu - "To provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities." The following policies are intended to implement this objective:

Policy 1: "Encourage residential developments that offer a variety of homes to people of different income levels and to families of various sizes."

Policy 2: "encourage the fair distribution of low-and moderate-income housing throughout the Island."

- **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 developments.

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

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As mentioned earlier under "Residential Population" 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 August 16, 2000 (Appendix V, Agency Comments).

A sewer connection application was approved for this project on August 9, 2000 by the Department of Planning and Permitting. (Appendix V, Agency Comments).

Pacific Planning and Engineering, Inc. have prepared a traffic impact analysis report (TIAR) for the project. The Punahou Vista Family Affordable Rental Housing Project, when completed in the year 2003, would not affect the Level-of-Service (LOS) at the existing study intersections of Punahou Street and Wilder Avenue 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 Punahou Vista Family Affordable Rental Housing Development will not generate future projects on this site, creating a cumulative impact.

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

No rare, threatened or endangered species (flora or fauna) or their habitats will be affected, as none exist on the site.

An 'exceptional' tree , protected by City Ordinance #00-54, exists on the Wilder Avenue side of the property, close to the intersection of Punahou Street and Wilder Avenue. This tree known as "Opiuma" will continue to be protected and will be included in the overall landscape plan.

- **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 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 family affordable rental housing and the minimal traffic expected to be generated.

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" line on Wilder 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.**

The project site is in Zone X, an area determined to be outside the 500 year flood plain.

The project will not affect tsunami zones, erosion-prone areas, geologically hazardous land, estuaries, fresh water nor coastal waters. The project site is not located near the shoreline or near any significant water features.

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

The proposed development will not impact on important views, since the eight-story, 74'-6" high building is well below

the 100-foot height limit of this A-2 Apartment Medium Density District. Visual impact of this particular structure will be an infilling of an A-2 Apartment Medium Density District surrounded by a mixture of mostly low to high-rise apartments.

The project falls within the Punchbowl Special District, at its extreme diamond head edge. It is outside of the considered "core area" of the Punchbowl Special District. The proposed 74'-6" high family affordable rental apartment building will fall within the existing profile of the surrounding medium to high-rise apartments. The project site is also well screened by the large monkey pod trees along the perimeter of the site. Therefore, no significant public views to Punchbowl will be affected.

- **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 ensure that the power lines will be adequate to support the proposed rental housing 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 window system air conditioning and energy efficient hot water heaters.

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

The applicant has prepared a response to each of the eleven (11) comment letters received during the agency review period for the Draft Environmental Assessment. Copies of the agency comment letters and individual comment letters and the applicant's responses are included in Appendix VIII.

X. RECOMMENDATION

Based on this Final Environmental Assessment, a Finding of No Significant Impact (FONSI) for the proposed Punahou Vista Family Affordable Rental Apartment Development is anticipated.

APPENDIX I
SOURCES OF FINANCING

**FINANCING
PRO FORMA USES**

• LAND ACQUISITION	\$1,670,500
• BUILDING CONSTRUCTION	\$6,600,286
• FINANCING & RESERVES	\$1,329,688
• OTHER INCL. CONTINGENCY	\$2,096,177
TOTAL	\$11,696,651

FINANCING PRO FORMA SOURCES

INTERIM (CONSTRUCTION)

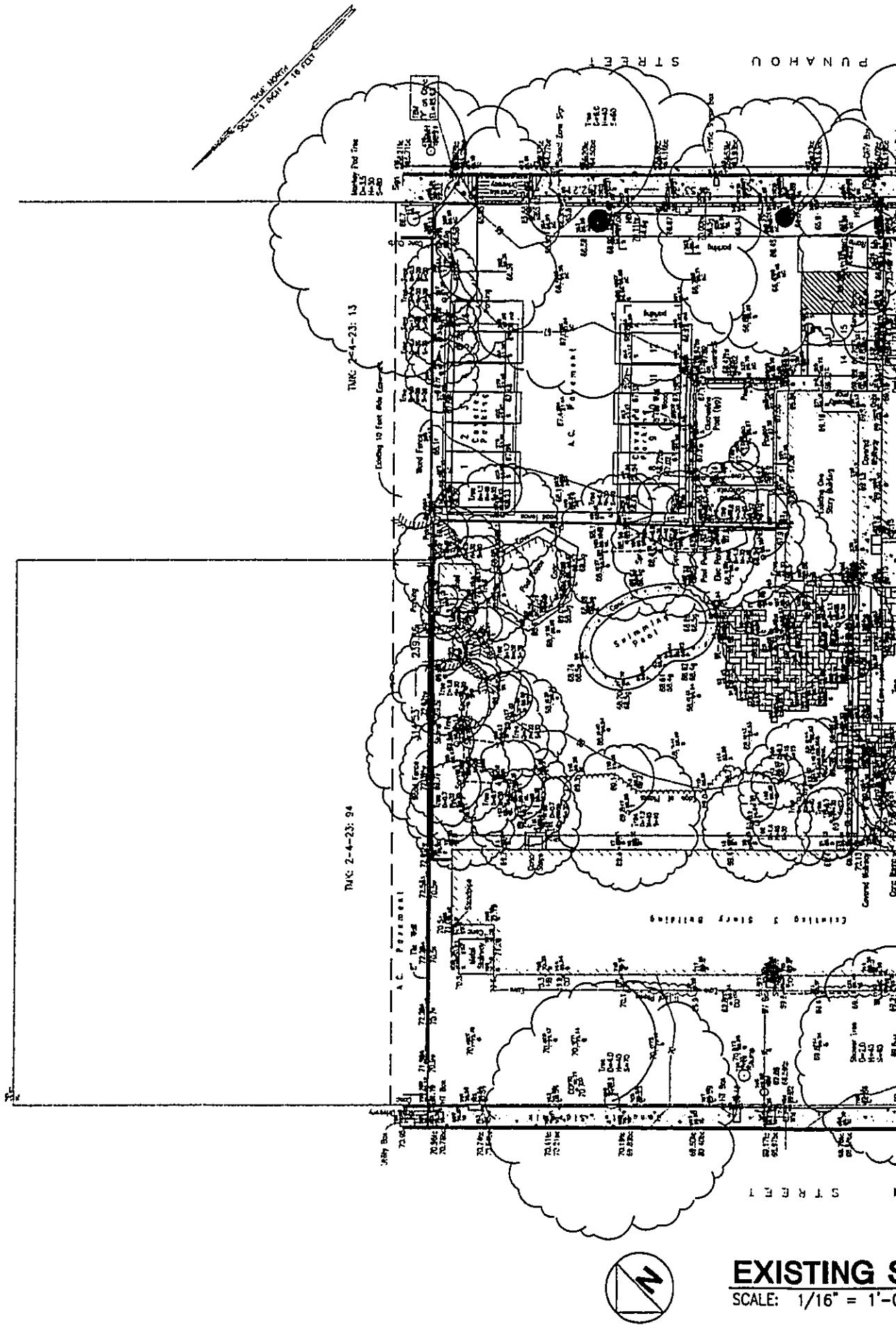
EQUITY		\$100,000
RHTF-PA		\$3,750,000
CITY BANK		\$7,310,749
LIHTC		\$535,902
TAKEOUT		-
	TOTAL	\$11,696,651

TAKEOUT (PERMANENT)

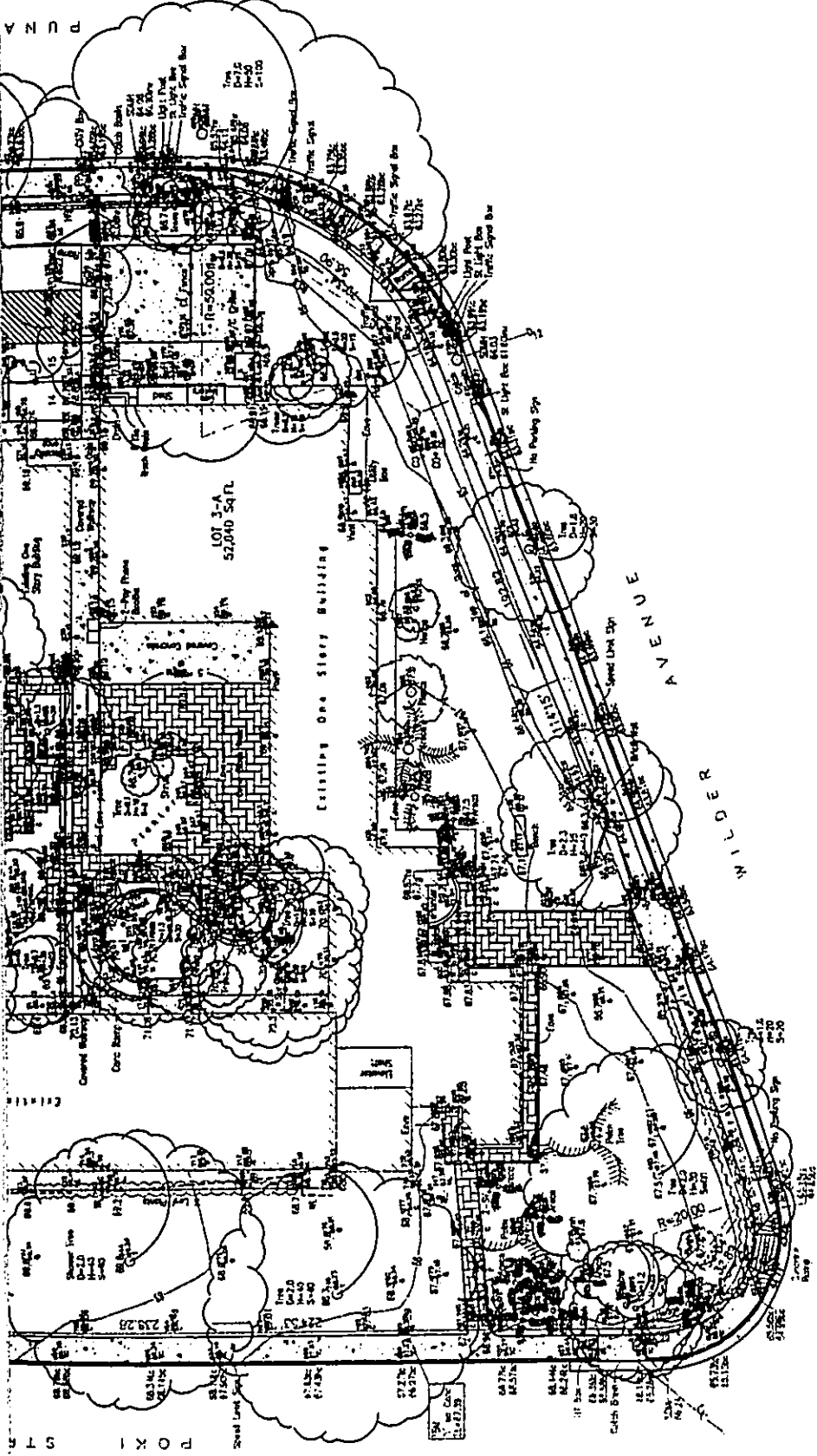
EQUITY		\$100,000
RHTF-PA		\$3,750,000
CITY BANK		-
LIHTC		\$6,106,969
TAKEOUT		\$1,739,682
	TOTAL	\$11,696,651

APPENDIX II
RENDERING, SITE PLAN, FLOOR PLAN,
ELEVATIONS AND LANDSCAPING

DOCUMENT CAPTURED AS RECEIVED



EXISTING S
SCALE: 1/16" = 1'-0"

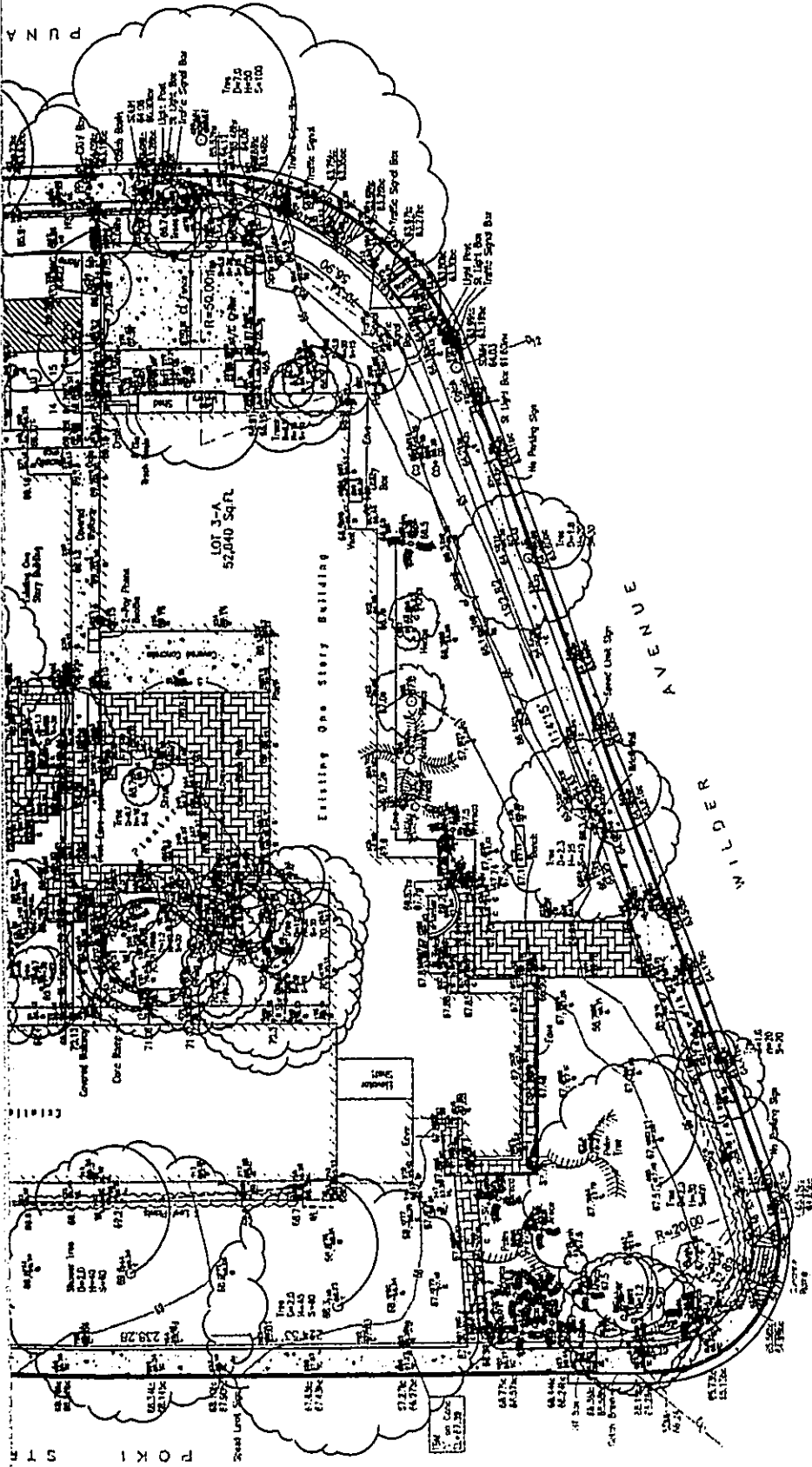


TING SITE PLAN

1/16" = 1'-0"

PROJECT_NAME: FERNHURST

CDS
CDS INTERNATIONAL
1001 Bishop Street - Paauhā Tower Suite 400 - Honolulu, HI 96813-3499
Telephone: (808) 524-4200 - FAX: (808) 521-3766



TING SITE PLAN

1/16" = 1'-0"



CDS INTERNATIONAL

1001 Bishop Street - Faouhi Tower Suite 400 - Honolulu, HI 96813-3499
Telephone: (808) 524-4200 • FAX: (808) 521-3766

PROJECT_NAME: FERNHURST

BUILDING CODE DATA (1997 UBC)

OCCUPANCY GROUP _____	R-1
TYPE OF CONSTRUCTION _____	TYPE II-FR
AUTOMATIC FIRE SPRINKLER _____	REQUIRED
ALLOWABLE FLOOR AREA	
BASIC _____	29,900 SF
MULTI-STORY (29,900 X 2) _____	59,800 SF
AREA INCREASE (59,800 X 2) _____	119,600 SF
ACTUAL AREA _____	39,865 SF
ALLOWABLE HEIGHT _____	12 STORIES
EXTERIOR WALL AND OPENING _____	OPENINGS NOT PERMITTED LESS THAN 3 FT, PROTECTED LESS THAN 20 FT.

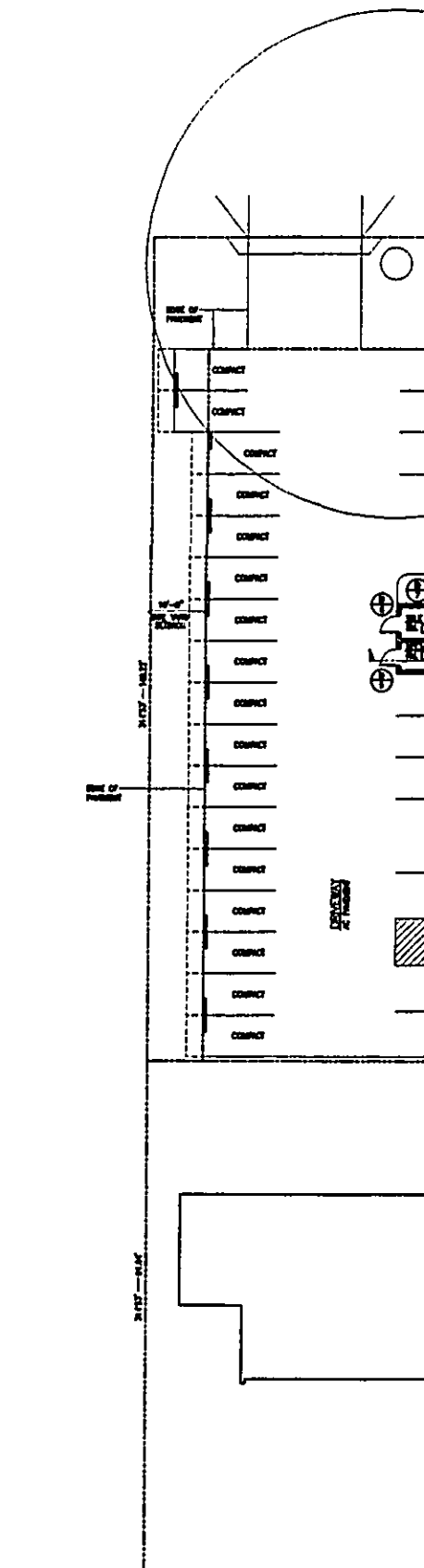
BUILDING AREA TABULATION

<u>GROUND FLOOR</u>	
LOBBY, OFFICE, TRASH, STOR., ELEV., STAIRS _____	583 SF
ELEVATOR, STAIRS _____	334 SF
TOTAL GROUND FLOOR AREA _____	914 SF
<u>2ND - 8TH FLOORS</u>	
APARTMENT UNITS _____	36,869 SF
CORRIDOR _____	629 SF
STAIRS _____	348 SF
ELEVATOR, LOBBY, TRASH, STORAGE _____	314 SF
LAUNDRY ROOM _____	532 SF
TOTAL TYPICAL FLOOR AREA _____	38,692 SF
<u>ROOF LEVEL</u>	
STAIR, ELEVATOR _____	259 SF
TOTAL BUILDING FLOOR AREA _____	39,865 SF

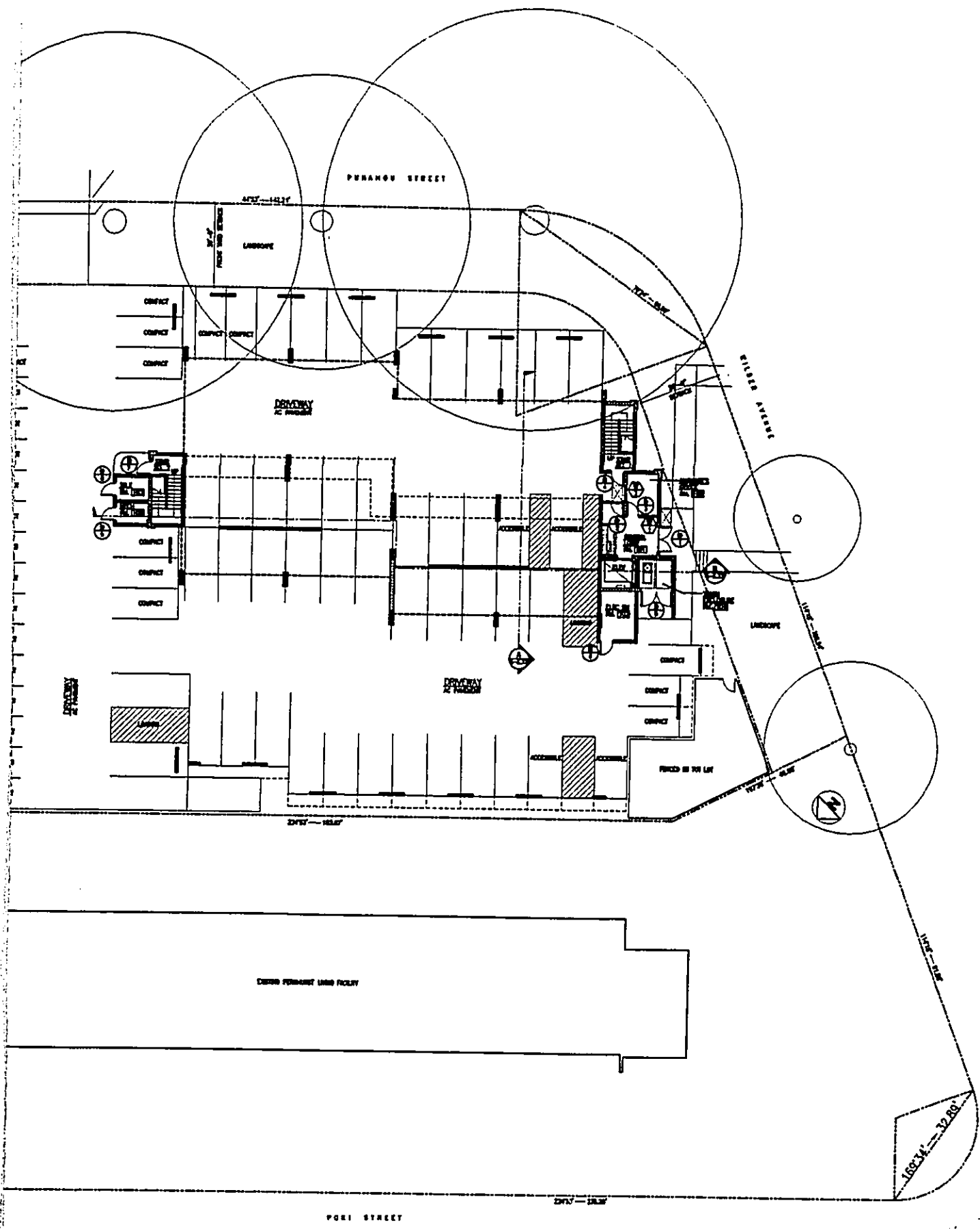
LAND USE ORDINANCE DATA

ADDRESS _____	1566 WILDER AVE. HONOLULU, HI 96814
TAX MAP KEY _____	1-2-4-23:87
ZONING _____	A-2 (PUNAHOU SPECIAL DISTRICT)
MINIMUM LOT AREA _____	10,000 SF
ACTUAL LOT AREA _____	29,612 SF
MINIMUM LOT WIDTH _____	70'-0"
ACTUAL LOT WIDTH _____	125'-0"
<u>MINIMUM YARDS</u>	
FRONT _____	20'-0" (PUNCHBOWL DISTRICT)
SIDE/REAR _____	10'-0"
MAXIMUM BUILDING AREA (40% OF ZONING LOT) _____	11,845 SF
ACTUAL BUILDING AREA (BUILDING FOOTPRINT) _____	6369 SF
MAXIMUM HEIGHT ALLOWED _____	100'-0"
ACTUAL HEIGHT _____	74'-6"±
<u>MAXIMUM DENSITY ALLOWED</u>	
FAR (.00002 X 29,612 + 1.1) _____	1.69
ALLOWABLE DENSITY (1.69 X 29,612) _____	50,044 SF
OPEN SPACE PROVIDED _____	8,284 SF
PRIVATE PARK SPACE REQUIRED _____	5004 SF
* PRIVATE PARK SPACE PROVIDED _____	5278 SF
ACTUAL GROSS FLOOR AREA _____	39,865 SF
TOTAL NUMBER OF UNITS _____	55 UNITS
<u>PARKING REQUIRED</u>	
PER LUD _____	55 UNITS X 1 = 55
GUEST _____	10% OF 55 = 6
TOTAL REQUIRED _____	61 + 15 (FOR THE YMCA)
PARKING PROVIDED _____	76 STALLS (27 COMPACTS)
ACCESSIBLE STALL REQUIRED _____	4 INCLUDING 1 VAN ACCESSIBLE
LOADING REQUIRED _____	1 (12'-0" X 35'-0")
LOADING PROVIDED _____	2 (8'-6" X 19'-0")

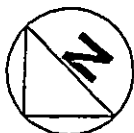
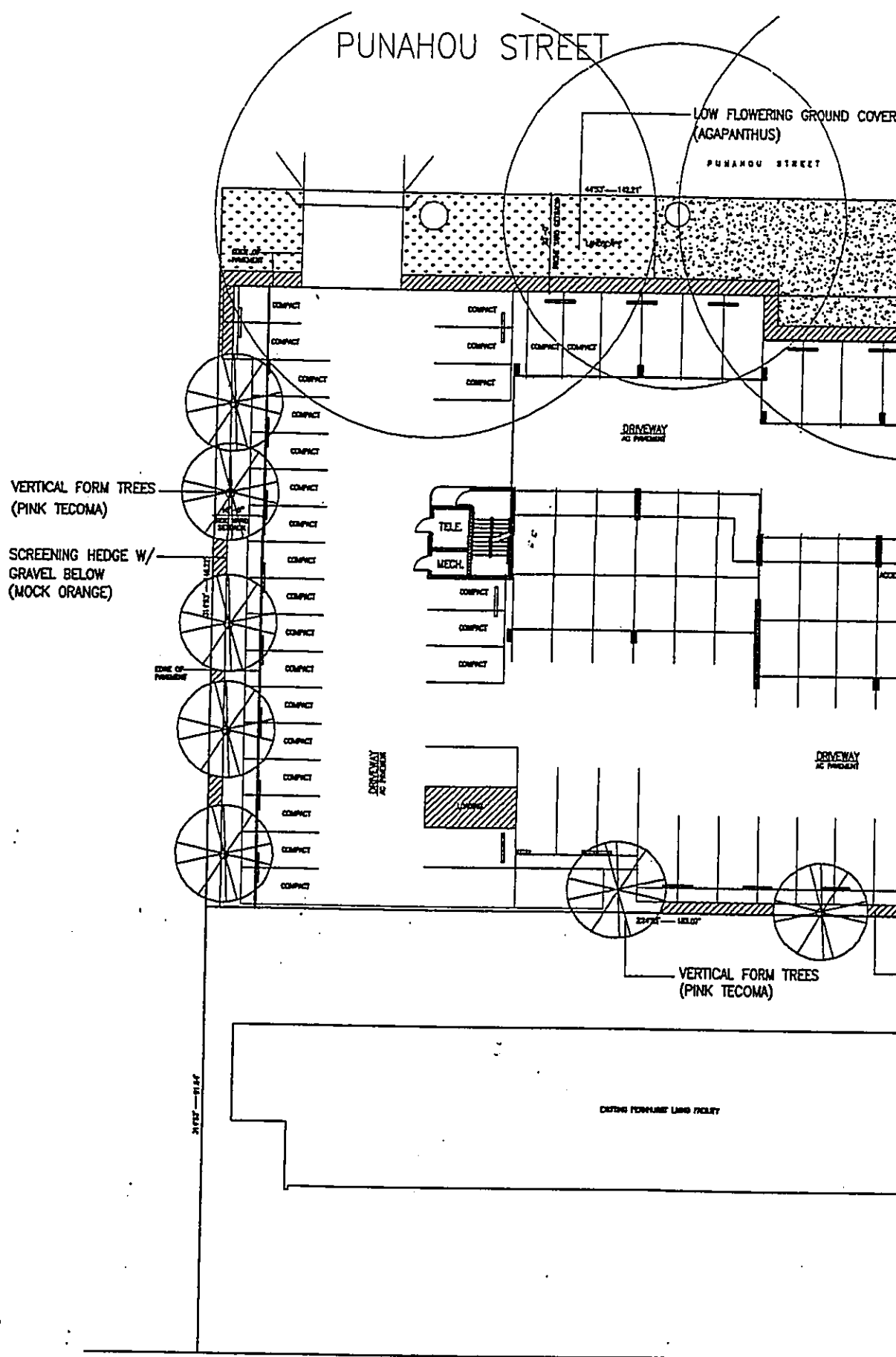
* AREA INCLUDES REQUIRED YARD SETBACK (EXEMPTION REQUIRED)



SITE
SCALE: 1/32"



SITE & GROUND FLOOR PLAN
 SCALE: 1/32" = 1'-0"



LANDSCAPE PLAN

SCALE: 1/16" = 1'-0"

POKI STREET
POKI STREET

ING GROUND COVER

STREET

EXISTING MONKEY POD TREES

SCREENING HEDGE W/ GRAVEL BELOW
(MOCK ORANGE)

BURMUDA GRASS PRIVATE PARK
(AREA INCLUDED IN YARD SETBACK)

ACCENT PLANTING ALONG WALL
(ARECA PALMS)
(RED GINGER)

LANDSCAPED OPEN SPACE
AREA FOR PRIVATE PARK
(3869 SF)

LANDSCAPED OPEN SPACE
AREA FOR PRIVATE PARK
(1409 SF)

BURMUDA GRASS PRIVATE PARK
(AREA INCLUDED IN YARD SETBACK)

EXCEPTIONAL TREE
(OPIUMA)

WILDER AVENUE

FENCED IN LOT
(BERMUDA GRASS)

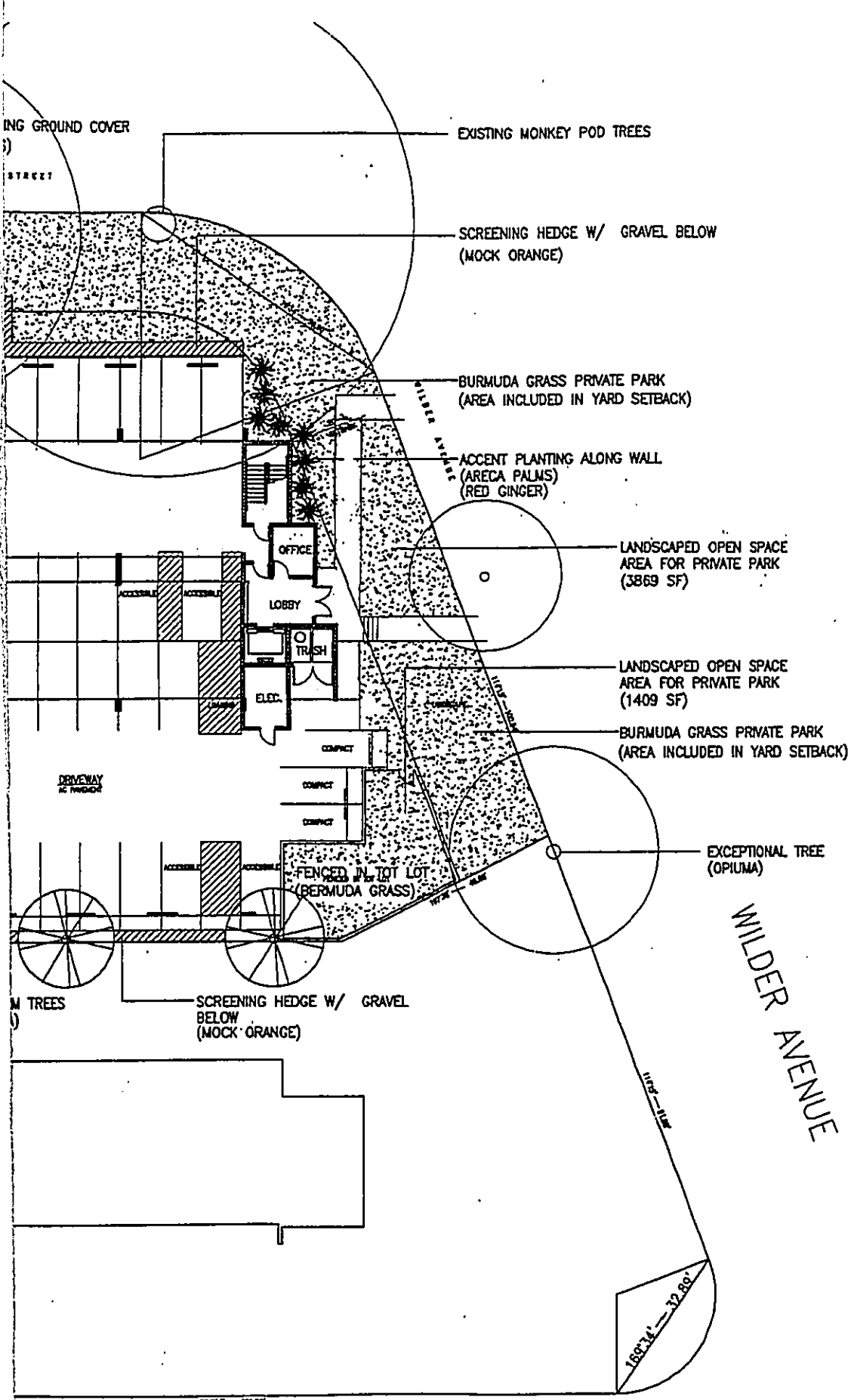
SCREENING HEDGE W/ GRAVEL
BELOW
(MOCK ORANGE)

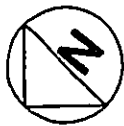
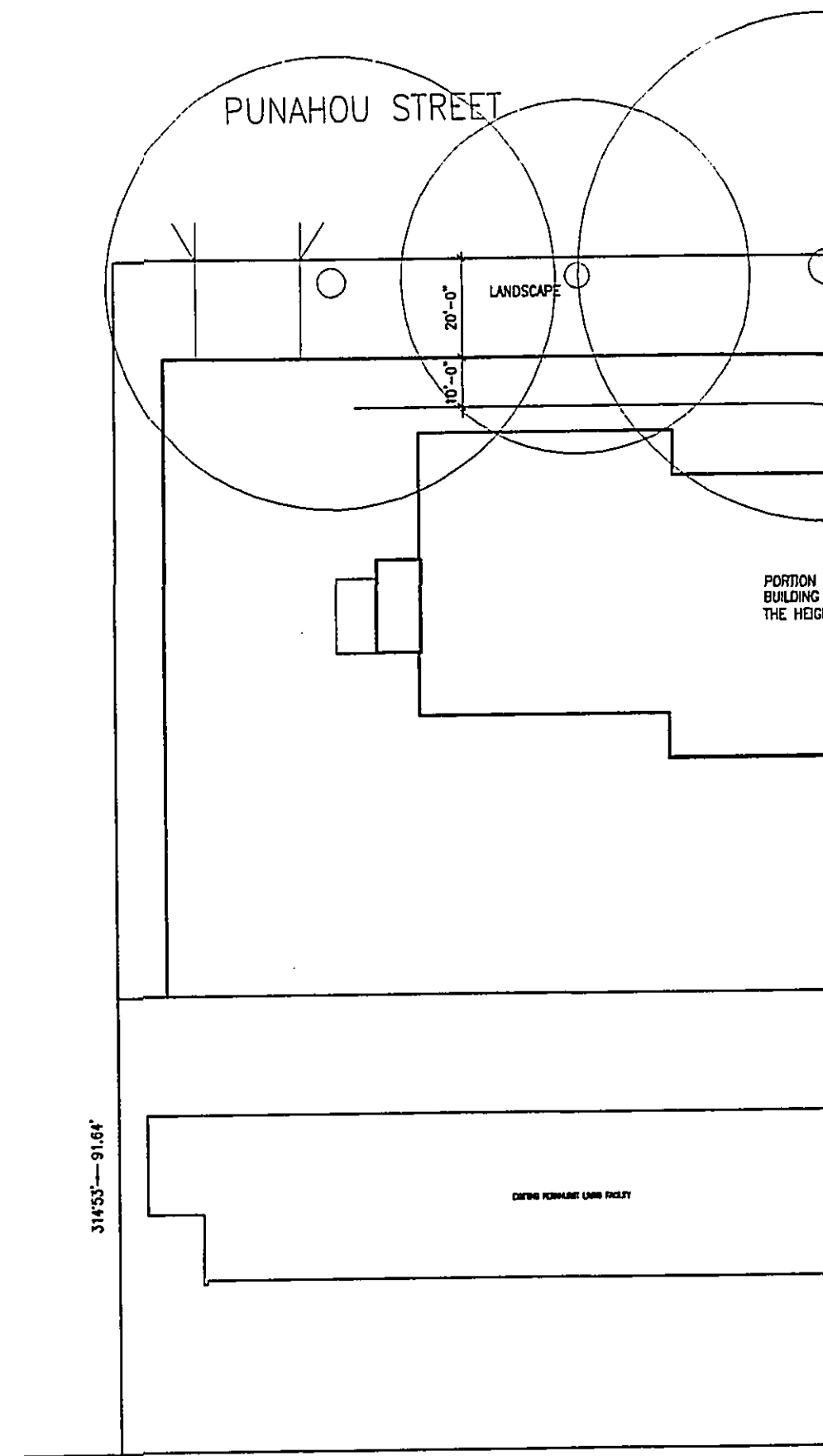
M TREES

REET

22.75' - 23.25'

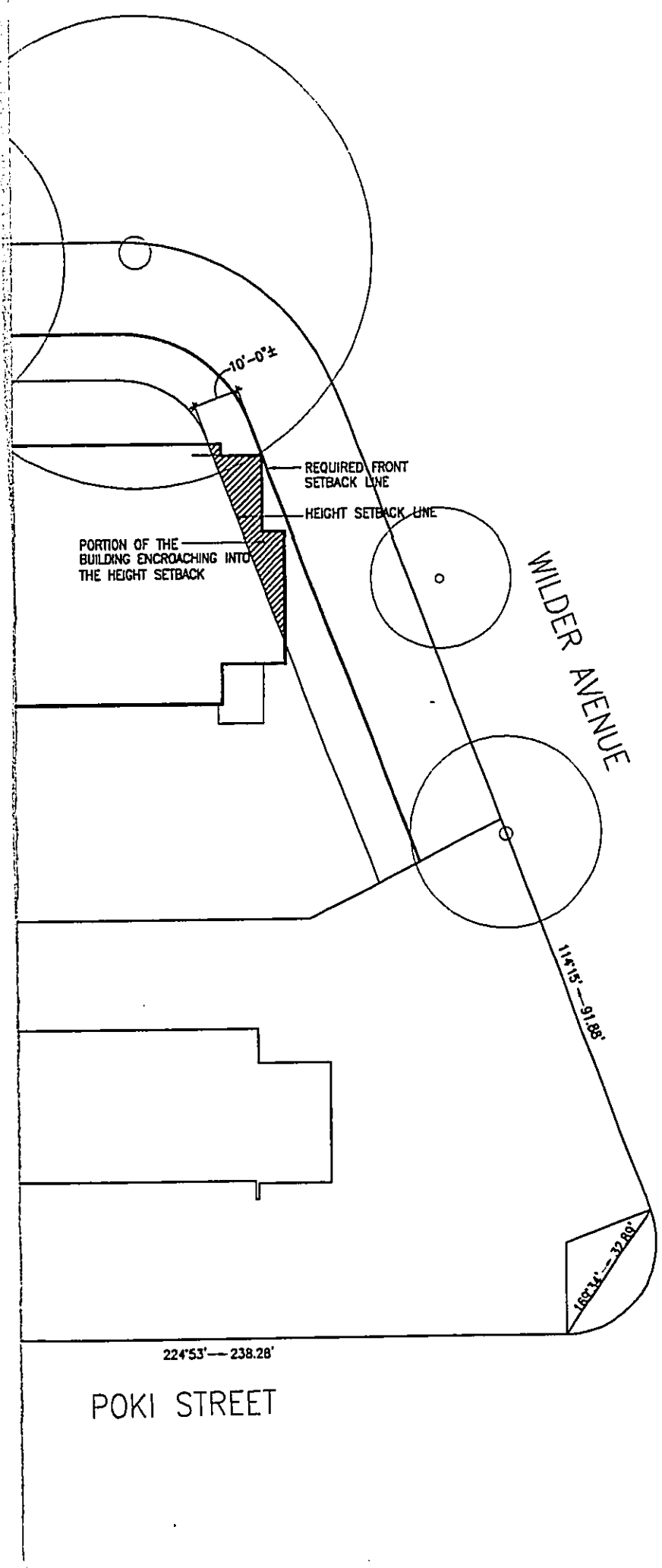
18.75' - 12.00'

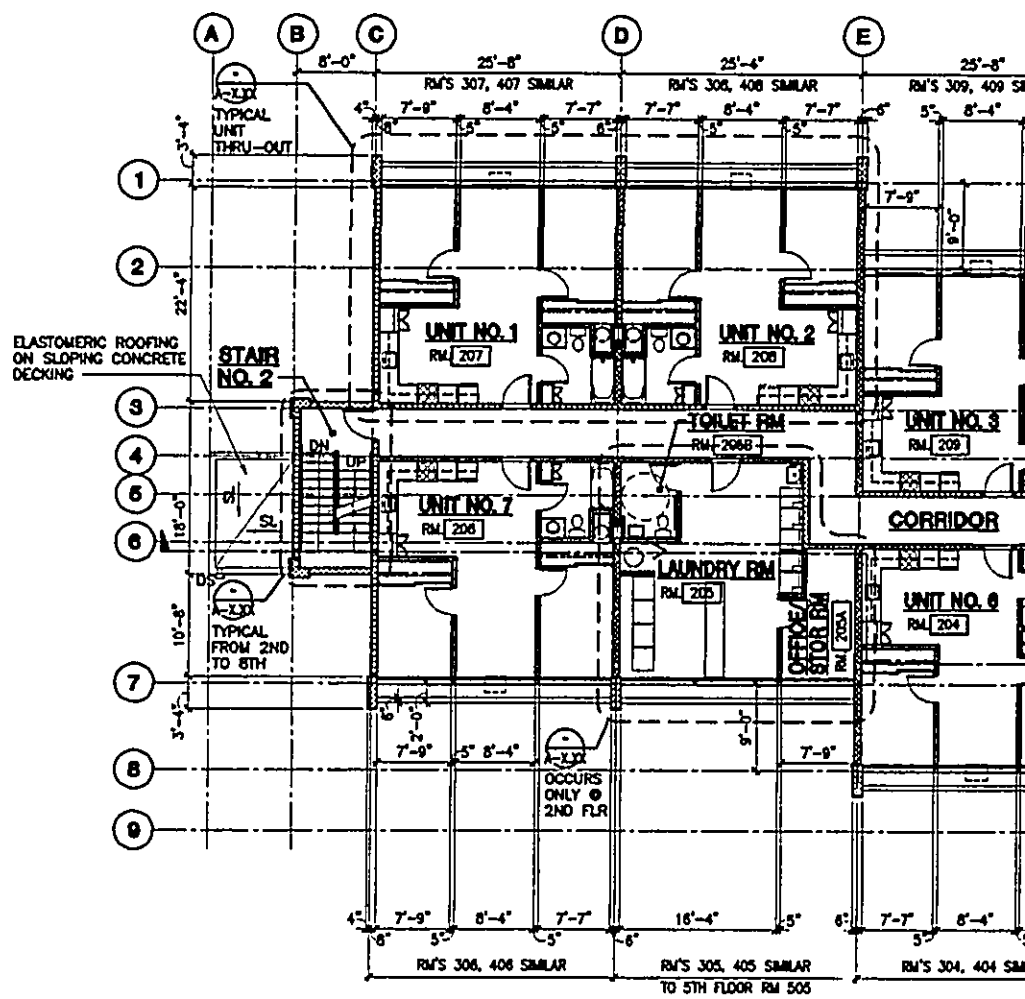




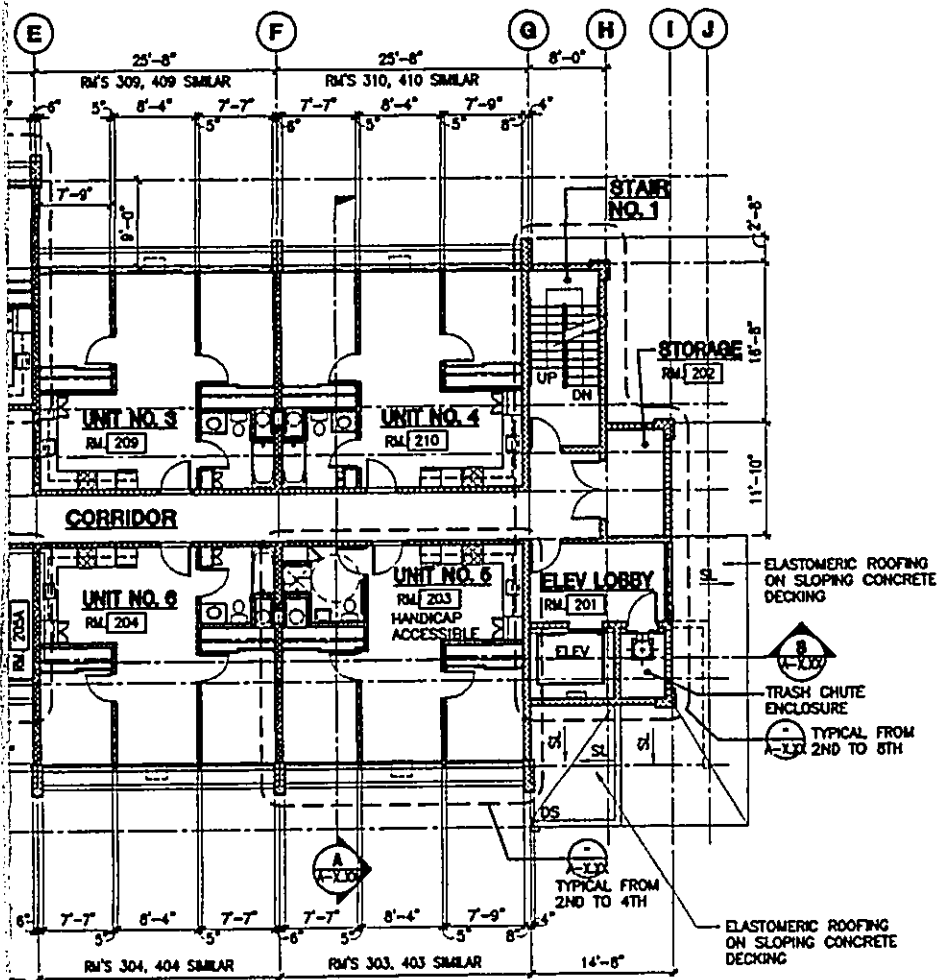
ROOF PLAN
 SCALE: 1/16" = 1'-0"

PO





A 2ND FLOOR PLAN (3RD & 4TH FLO
 A-XJX SCALE: 1/8" = 1'-0"



RD & 4TH FLOORS SIMILAR)

7 - FLOORS WITH 55
RESIDENTIAL UNITS
(6196 SF / FLOOR)

49 - 2-BEDROOM APARTMENTS
(599 SF / UNIT)

6 - 1-BEDROOM APARTMENTS
(532 SF / UNIT)

1 - LAUNDRY ROOM
(532 SF / UNIT)

REVISIONS BY

THE WORK SHOWN HEREIN IS THE PROPERTY OF THE ARCHITECT AND CONSULTANTS OF THIS PROJECT AND WILL BE SUBJECT TO THE ARCHITECT'S CONTROL.

DATE

ARCHITECTS & ASSOCIATES, INC.

PUNAHOU VISTA

PUNAHOU STREET HAWAII

OAHU

TAX MAP KEY: 1-2-4-23-37

• SECOND FLOOR
PLAN (3RD &
4TH FLOORS
SIMILAR)

Date: APRIL 2002

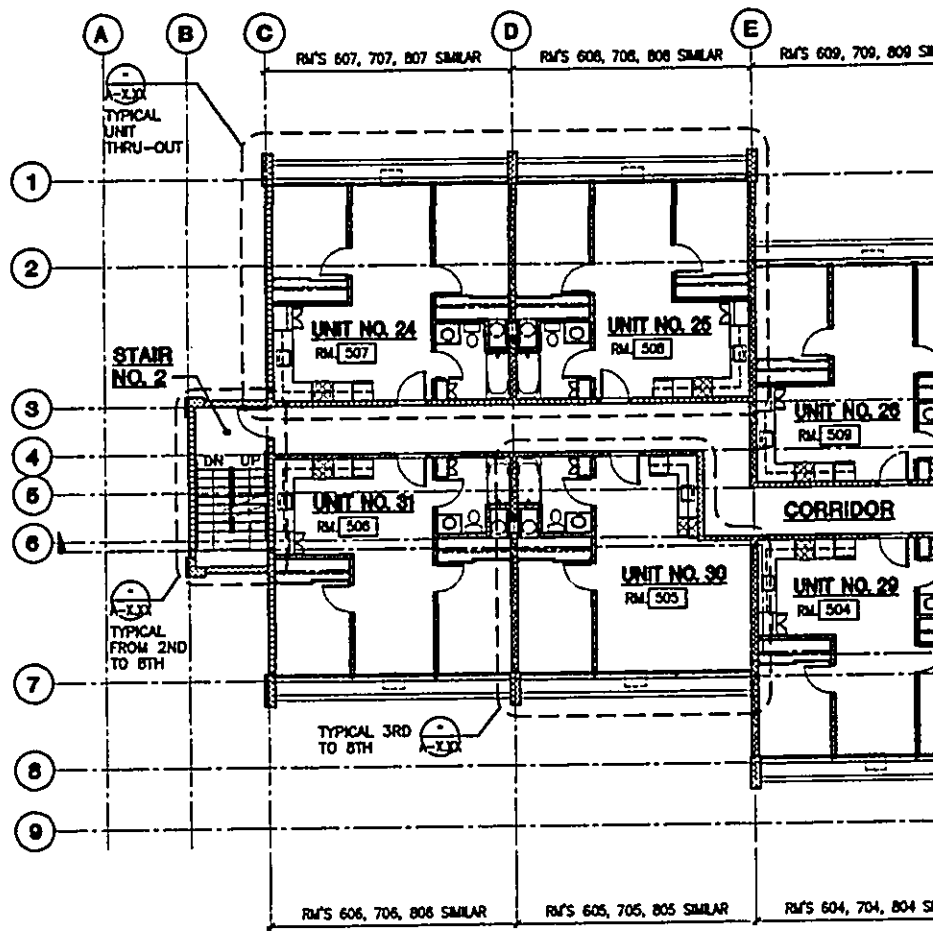
Scale: AS NOTED

Drawn By:

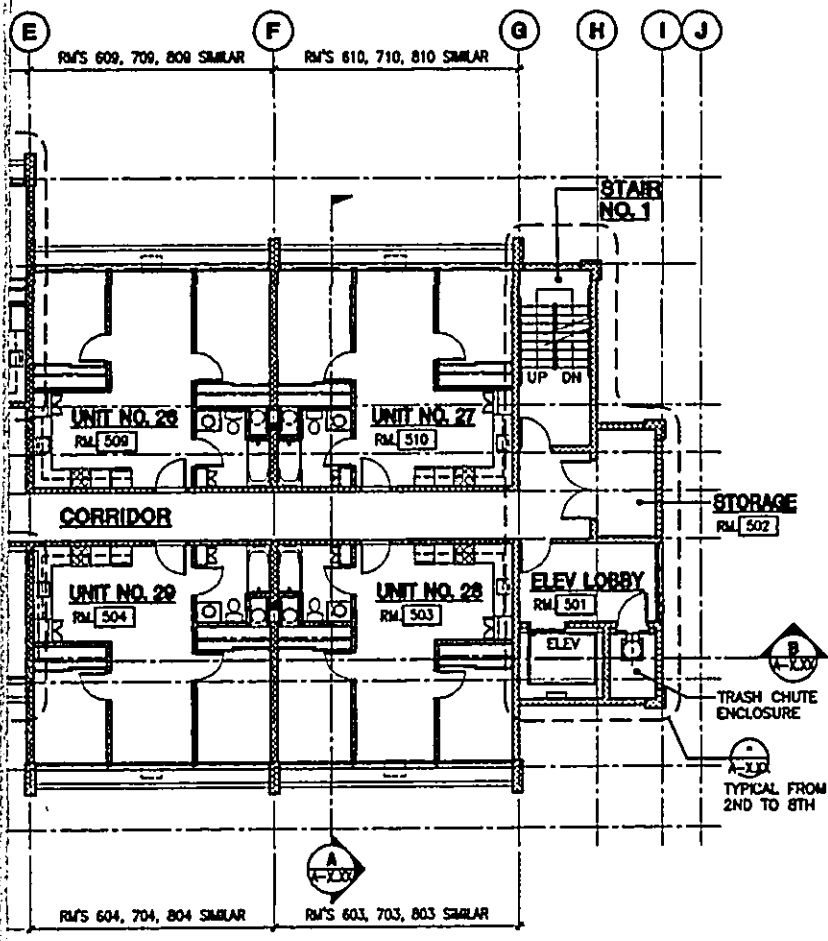
Job: 0662-01-A

Sheet No.:

A-X



A 5TH THRU 8TH FLOOR PLAN
 A-X.XI SCALE: 1/8" = 1'-0"



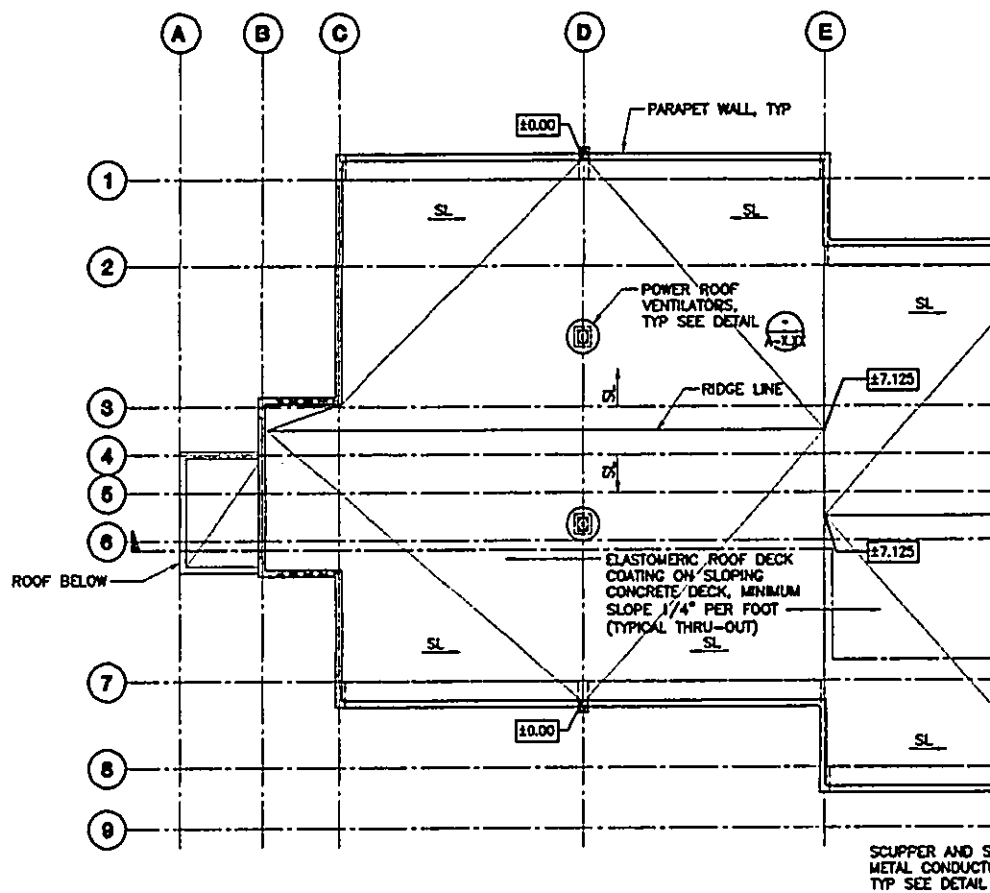
H FLOOR PLAN

REVISIONS	BY

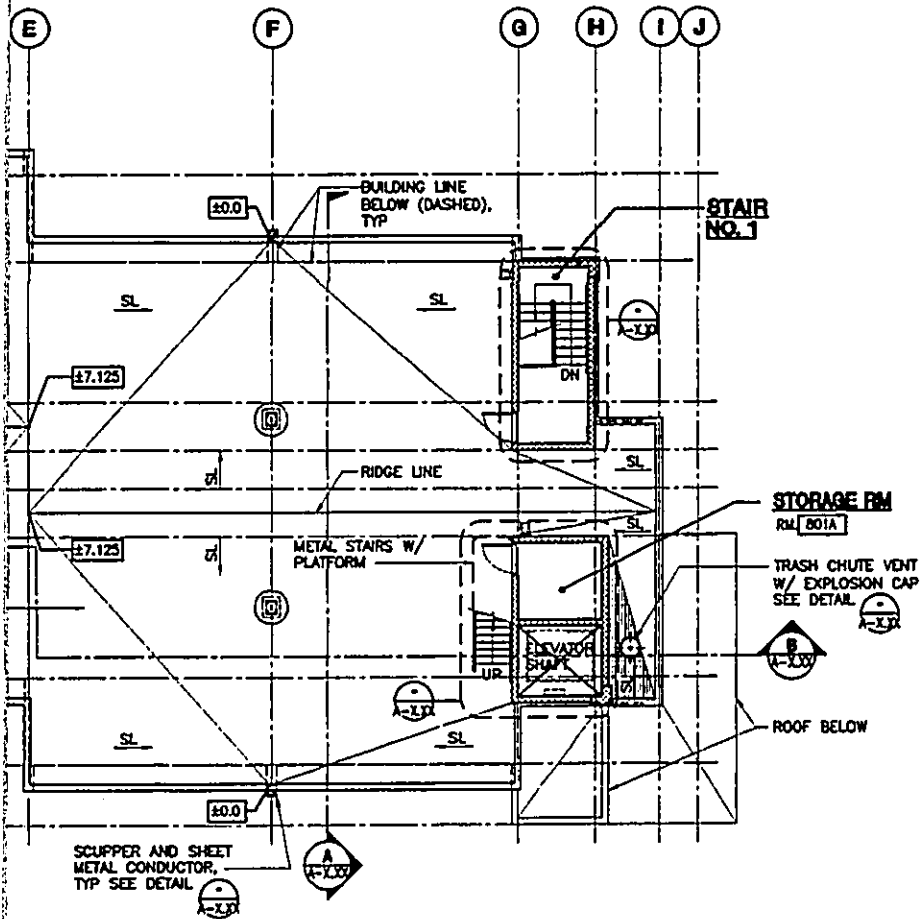
THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONTROL AND I AM A REGISTERED PROFESSIONAL ARCHITECT IN THE STATE OF HAWAII.
 HAWAIIAN ARCHITECTS, INC. D.E.
PUNAHOU VISTA
 PUNAHOU STREET OAHU HAWAII
 TAX MAP KEY: 1-2-4-23-87

Sheet Title
 - 5TH THRU 8TH FLOOR PLAN

Date APRIL 2002
Scale AS NOTED
Drawn By
Job 0662-01-A
Sheet No.
A-X



A ROOF PLAN
 A-XXX SCALE: 1/8" = 1'-0"



REVISIONS	BY

THIS WORK WAS PROVIDED BY ME OF LATEST REVISIONS AND ALL DIMENSIONS OF THE PROJECT SHALL BE TAKEN BY CONSTRUCTION.

PUNAHOU VISTA HAWAII
 PUNAHOU STREET OAHU
 TAX MAP KEY: 1-2-423-87



• ROOF PLAN

Date: APRIL 2002

Scale: AS NOTED

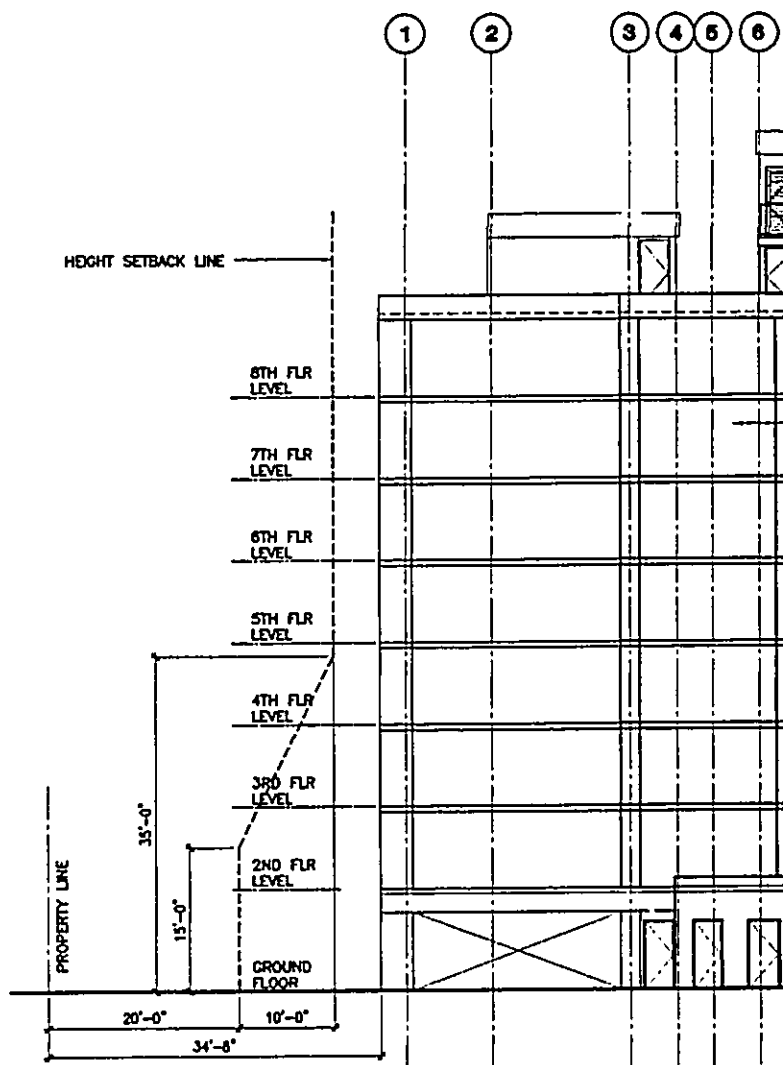
Drawn By:

Job: 0662-01-A

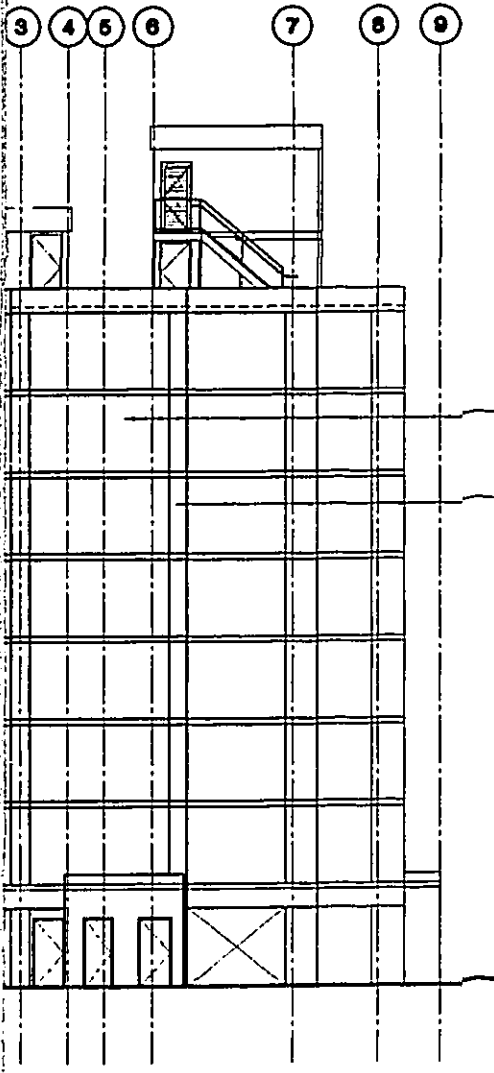
Plot No:

A-X

F PLAN
 1/8" = 1'-0"



B NORTH ELEVATION
 A-XXX SCALE: 1/8" = 1'-0"



STANDARD BLOCK
CMU AT STAR
WALL, TYP

SPLIT BLOCK CMU AT
CORNERS (TYPICAL)

ELEVATION

REVISIONS	BY

ALL WORK HAS BEEN REVIEWED BY ME AS INDICATED BY SIGNATURE AND COMPLETELY APPROVED FOR PROJECT. ALL THE WORK IS CORRECT.

DATE: 12/15/01

BY: DEX

PUNAHOU VISTA
HAWAII

OAHU

PUNAHOU STREET
TAX MAP KEY: 1-2-4-23-87

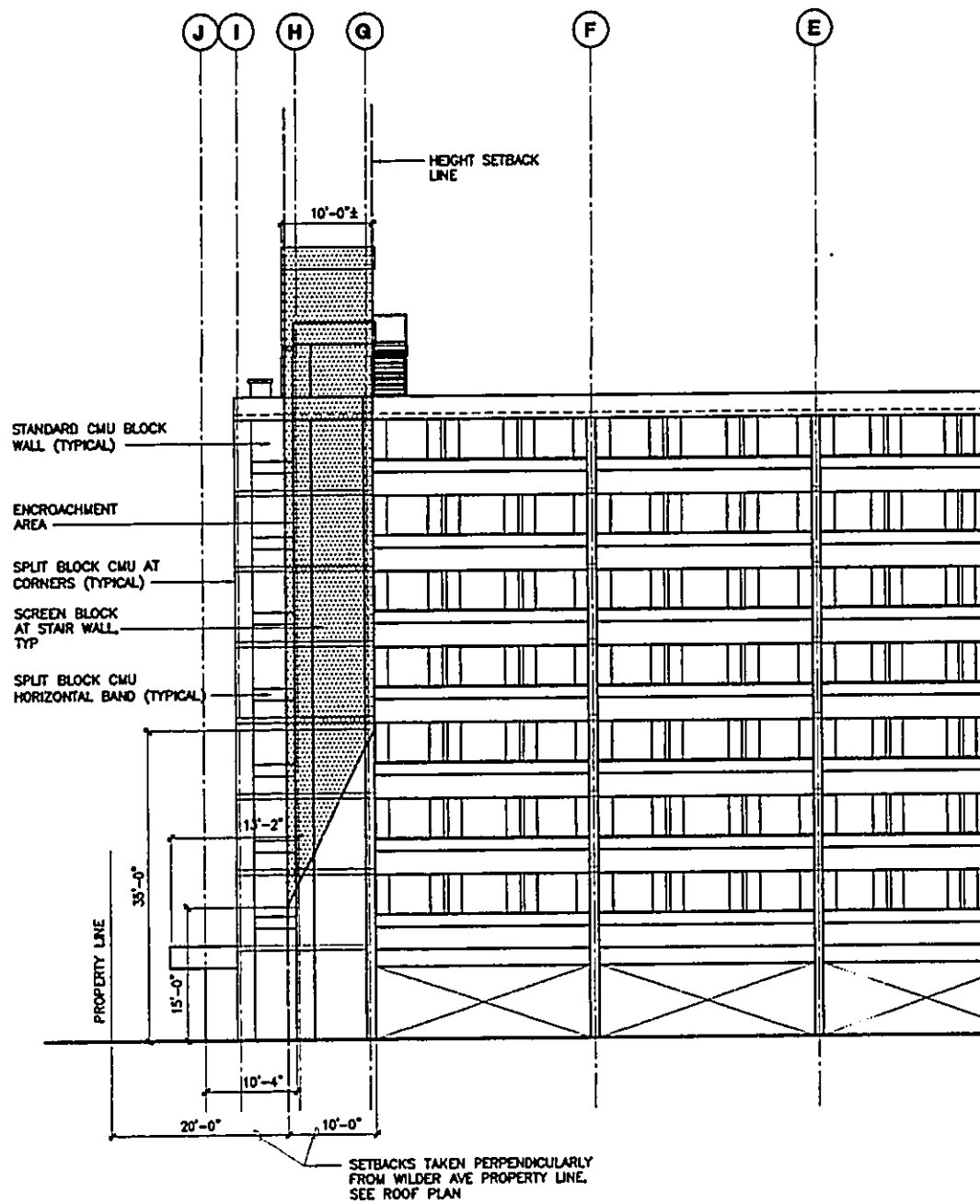


Block Type
- EXTERIOR
ELEVATION

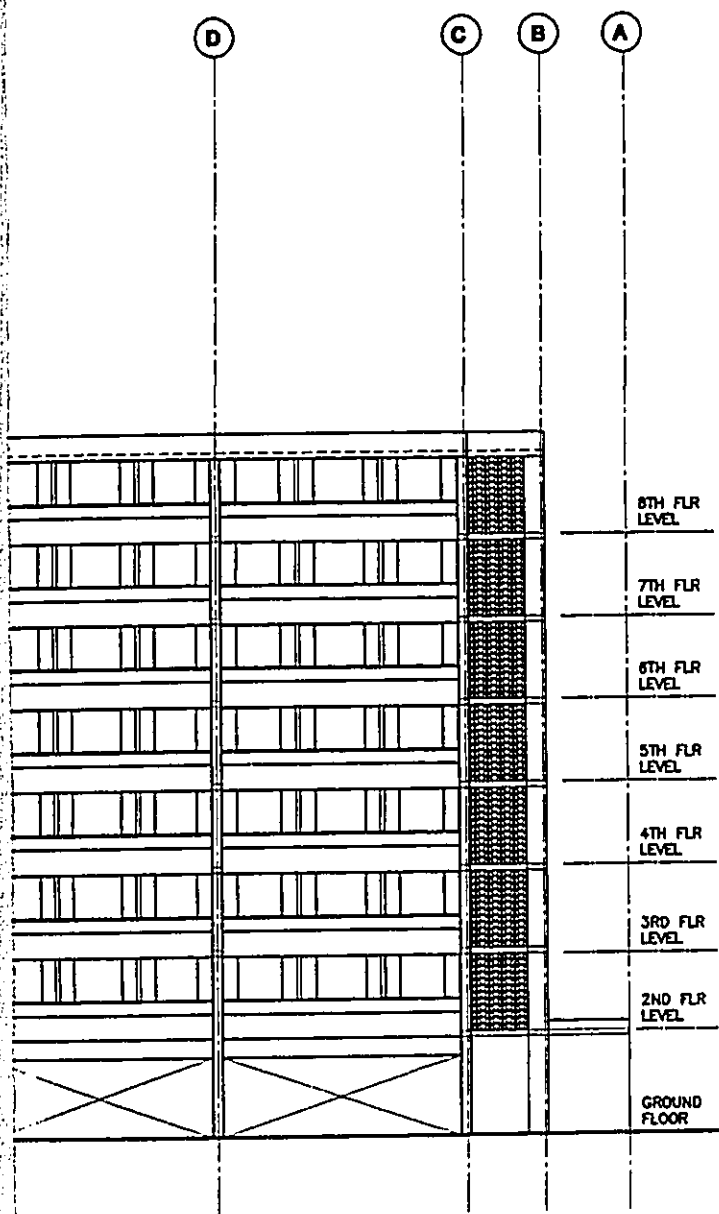
Date: APRIL 2002
Scale: AS NOTED

Drawn By:
Job: 0082-01-A

Sheet No.
A-X



A EAST ELEVATION
A-X.XX SCALE: 1/8" = 1'-0"



VATION

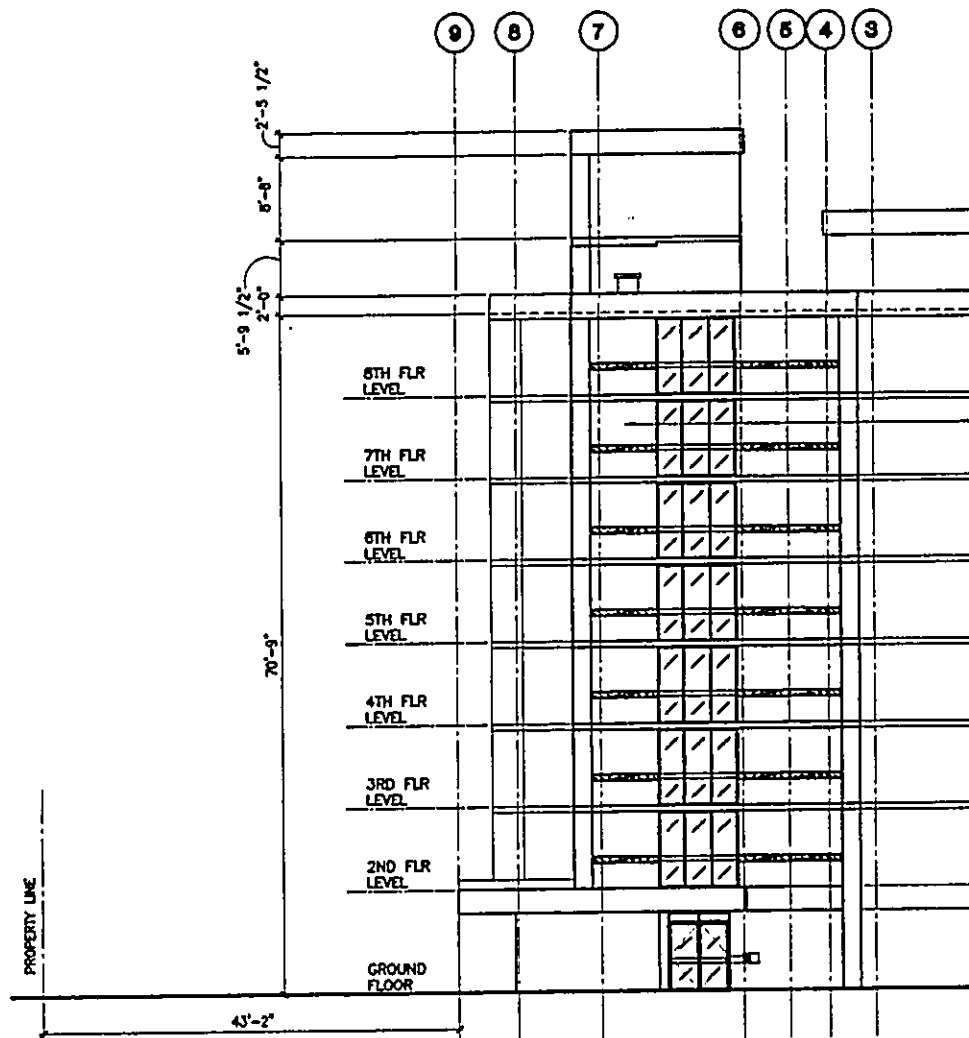
REVISIONS	BY

ALL WORK WAS PROVIDED BY ME OR UNDER
 MY SUPERVISION AND CONSTRUCTION OF THIS
 PROJECT WILL BE SUBJECT TO INSPECTION.
 HENNING & HENNING, INC. DUX

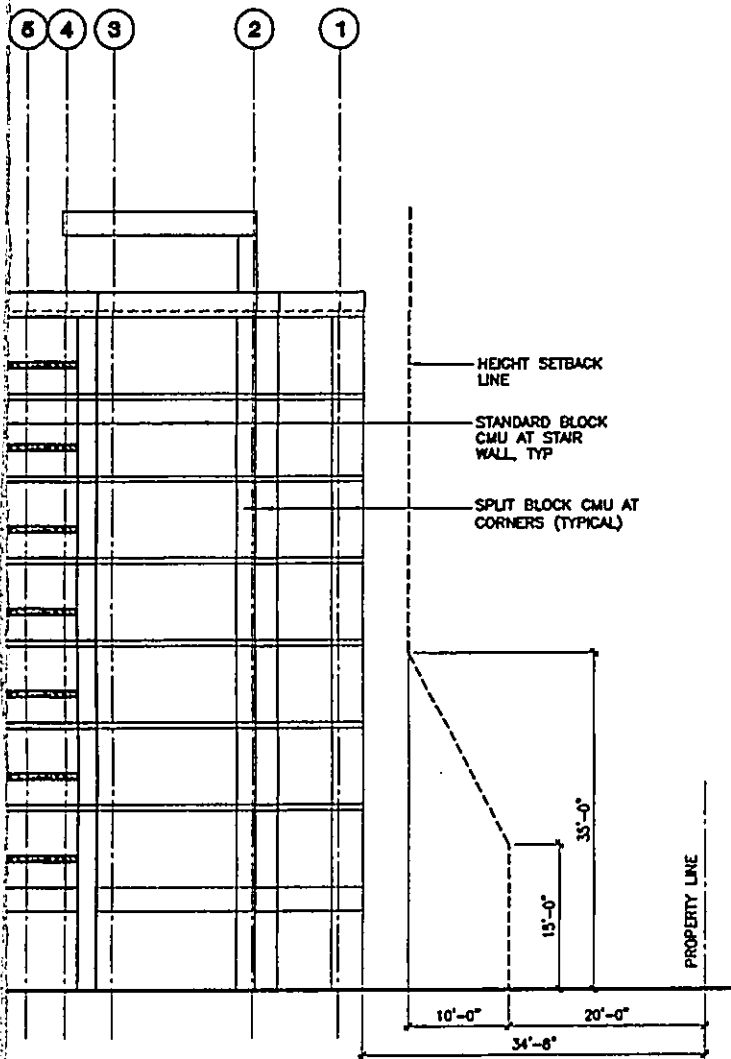
PUNAHOU VISTA
 PUNAHOU STREET OAHU HAWAII
 TAX MAP KEY: 1-2-4-23-87

Sheet Title
 • EXTERIOR ELEVATION

Date: APRIL 2002
 Scale: AS NOTED
 Drawn By:
 Job: 0062-01-A
 Sheet No.
A-X



A SOUTH ELEVATION
A-X.XX SCALE: 1/8" = 1'-0"



REVISIONS	BY

THIS DRAWING IS PROVIDED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THE PROJECT WILL BE UNDER MY OBSERVATION.

INSURANCE & ACCIDENTS, INC. DATE

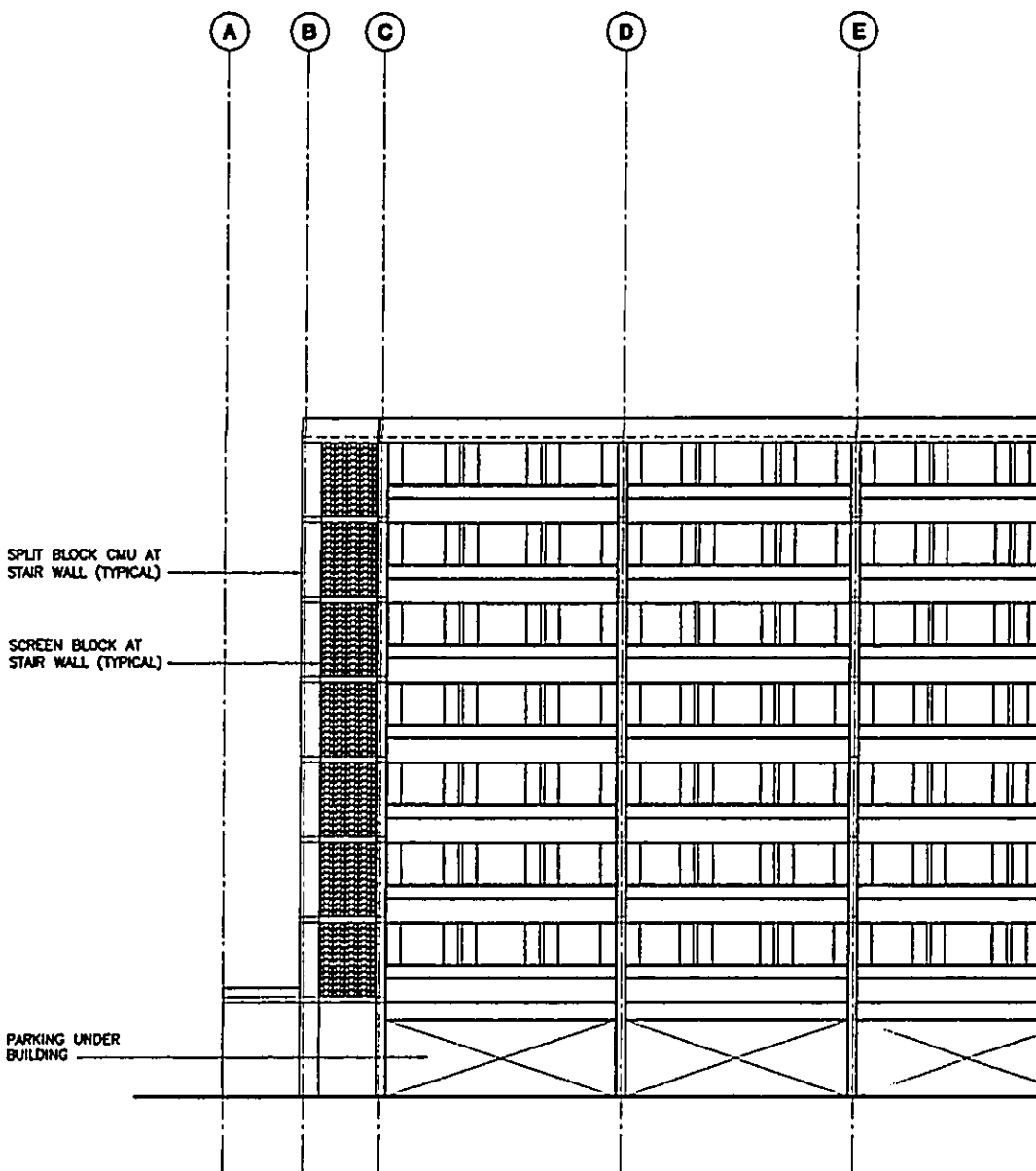
PUNAHOU VISTA HAWAII
 OAHU
 PUNAHOU STREET
 TAX MAP KEY: 1-2-4-23-87



Scale: 1/8" = 1'-0"
 • EXTERIOR ELEVATION

Date: APRIL 2002
 Scale: AS NOTED
 Drawn By:
 Job: 0662-01-A

Sheet No.
A-X

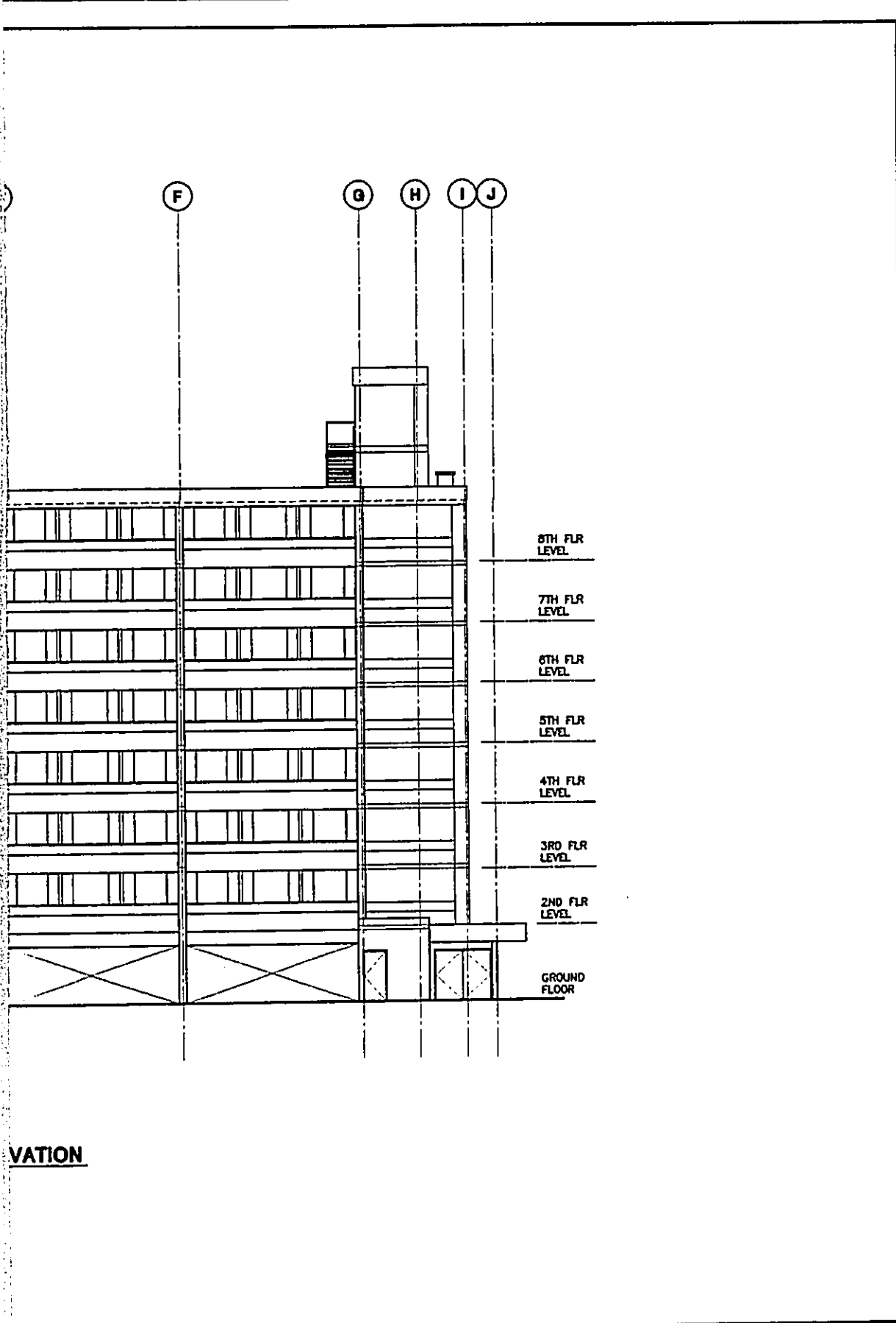


SPLIT BLOCK CMU AT STAIR WALL (TYPICAL)

SCREEN BLOCK AT STAIR WALL (TYPICAL)

PARKING UNDER BUILDING

(A) WEST ELEVATION
A-XX SCALE: 1/8" = 1'-0"



VATION

REVISIONS	BY

THE USER HAS REVIEWED THIS SET OF DRAWINGS AND APPROVES THE PROJECT. ALL OTHERS ARE SUBJECT TO THE TERMS OF CONTRACT.

MORNING & ASSOCIATES, INC. DATE

PUNAHOU VISTA
 PUNAHOU STREET OAHU HAWAII
 TAX MAP KEY: 1-2-4-21-87

Work Type
 • EXTERIOR ELEVATION

Date: APRIL 2002
 Scale: AS NOTED
 Drawn By:
 Job: 0882-01-A
 Sheet No.:
A-X

APPENDIX III
MARKET STUDY

***Affordable Housing
Market Study***

“PUNAHOU VISTA”

PREPARED BY

***DATA@WORK INC.
RESEARCH & CONSULTING***

FOR

HAWAII HOUSING DEVELOPMENT CORPORATION

JUNE 27, 2001

EXECUTIVE SUMMARY

The overall and specific real estate and rental market was analyzed for affordable units suitable for Oahu households 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 one and two bedroom units affordable rentals outweighing the supply -- were found, not only for the present, but also especially for the future.

ECONOMY: The economic trends appear quite robust, and their existence over the last three years has created such a momentum that it is hard to expect any dramatic lessening of activity in the near term. Given that, we expect the economy will continue to generate sufficient numbers of jobs and higher incomes, which will, in turn, act to increase the level of housing demand in the near and mid-term future. This then should affect rental market conditions -- in particular, putting upward pressure on rental rates.

REAL ESTATE MARKET: The overall residential real estate market was described as being one that was turning from a buyers market to a sellers market. On the resale market side, current good market conditions lead us to expect an increase in residential closings and median prices in the near future. This allowed us to conclude that this would lead the rental market to experience tightness, with falling available units and rising rents.

On the new homes market side, we described the weakened condition of residential development on Oahu, as well as the recent fall in the production and absorption of condominiums. Importantly, we described the trend in the number and value of building permits for condominiums, which showed a remarkable fall-off in permit counts over the last decade. We concluded that this expectation of 'no new supply in the near-term' would combine with the rise in housing demand in such a way that we would experience (and are experiencing) higher housing prices (both for sale and rental prices). As this imbalance cannot easily be addressed for the near-term, we think that the effects overtime will accumulate. At the least, there will be an up cycle in rental rate rises, lasting possibly as long as 3-5 years.

RENTAL MARKET: We examined the historical rental market on Oahu and found a number of recent trends indicating we are entering a period of tighter rental market conditions: There is a fall in the number advertisements in the classified section of the papers for apartment rentals. There is a rise in rental rates being charged in most of the markets on Oahu. And, the vacancy rate was found to have peaked last year, and should continue for a number of years on a downward trend. We say this in light of a dearth of new home projects targeting the lower income market segments, especially in and around Honolulu.

In light of these trends, the conditions in the current open-market rental market were examined and many signs of a tightening market were noted: firstly, a fall off in the supply of one and two bedroom units both for the island-wide and the community area sub-market, and, secondly, a trend in rising rents, island and area wide.

AFFORDABLE RENTAL MARKET: In terms of the specific market, we found conditions indicating strong demand for affordable rental units, not the least of which was a very low vacancy rate amongst the rental projects presently supplying such units. There was also the long wait lists, both at the projects and with the responsible state agencies, for such units. Anecdotally, this demand has ratcheted upwards over the last six months, as manifested by longer wait lists and shorter vacancy periods. And, there was the dearth of comparable units on the open market, as well as a number of indicators showing that the rental market is tightening.

Finally, we examined the demand for these units, identifying a number of different sources of demand.

First, we examined the demographic changes over 1980-2006 for this target market, and analyzed the projection for growth from 2001-2006. This overall demand was broken down by income range, which allowed us to project potential demand to the specific units (for 30% and 50% of AMI) proposed by the project. We estimated the current demand on the part of qualified families for these units to be some 5,415 total households, with 1,200 being qualified for the 30% AMI units and the remainder, some 4,215 families, being qualified for the 50% of AMI units.

Second, given the projected annual growth of the population of the island, we estimated the potential demand for these units on an annual basis. This estimate showed there was a replacement demand of some 13 units annually (4 for the 30% of AMI and 9 for the 50% of AMI units). While not particularly significant, this does give support to the idea that there will be sufficient 'replacement' demand for units, if and when there is a turnover in rental units (due to relocation or income appreciation).

SUMMARY & PROJECTIONS: In sum, the combination of the new and existing rental demand was estimated as being well over the quantity needed to achieve full occupancy for the project. Given that, we predicted that the project should be able to achieve similar rental rates of other affordable rental projects and be able to reach final occupancy within a six to twelve month period after the project has been completed.

I. INTRODUCTION

The Data@Work, a market research firm that specializes in analyzing residential real estate markets for developers, has been retained by the Hawaii Housing Development Corporation, General Partner of Punahou Vista L.P., to perform a study analyzing the market for affordable housing rentals in Honolulu. This study focuses on the historical, current, and projected rental market conditions and trends to help forecast the absorption for the proposed project, named "Punahou Vista."

The study entailed collecting, comparing and analyzing information that has a bearing on the numerous aspects of market demand for the proposed project, including but not limited to publicly available real property, economic and commercial data. Rental information was collected from rental agencies, condominium resident managers, and the classified ads in the Sunday *Honolulu Advertiser*. Income and demographic information was obtained from the State of Hawaii, City and County of Honolulu, Bureau of the Census, Applied Geographic Systems and National Decision Systems. The data and statements herein are based on independent research by the staff of Data@Work and are in no way contingent upon outside findings or recommendations.

II. PROJECT DESCRIPTION

The subject property is located in the Makiki section of Honolulu, a mile from the resort community of Waikiki. It is approximately 25,700 square foot flat parcel, sitting on the corner of Punahou Street and Wilder Avenue. Nearby are Central Union Church, Punahou School, Foodland Supermarket and a host of other retail and service outlets. It is zoned A-2 suitable for multi-level attached residential housing development.

The project consists of 54 affordable rental units. There will be:

- Six units, designed as one bedroom, one bathroom units, with approximately 520 sq. ft., intended for families earning 30% of the AMI or lower, and
- Forty eight units, designed as two bedroom, one bathroom units, having approximately 599 sq. ft., intended for families earning 50% of the AMI or lower.

Note: If the 50% AMI units are unrented or have no leases in process after the units have been available for 30 days, they then may be rented to families earning 60% of AMI or less. Furthermore, there will be one resident manager's unit that is not for rent and not categorized as affordable.

Target Market: In order to qualify, the rental candidates will have to demonstrate that their annual incomes fall within the limits established by the affordable housing policy guidelines. There will be 6 units made available to those making 30% or less of the AMI (Area Median Income) and 47 units made available to those making 50% or less of the AMI. That said, and with the HCDCH's approval, any units targeting the market of renters making 50% of AMI that remain vacant after 30 days of advertising and that have no rental agreements in process can be offered to qualified candidates at 60% of AMI.

The project's initial rental rates will be set as follows:

- 6 units at 30% of the AMI Level will have a monthly rent of \$253 net (\$313 gross), and
- 47 units at 50% of the AMI Level will have a monthly rent of \$649 net (\$726 gross).

Cost of personal electrical power usage (HUD allowance of \$60 & \$77 for one and two BR units, respectively) will not be included in the gross rent.

The subject property can be considered to be in a desirable location since it is close to shopping, support services restaurants, transportation, parks, and medical facilities. In addition, it lies at the epicenter of Oahu's population and employment base; this makes it convenient to most families living on the island.

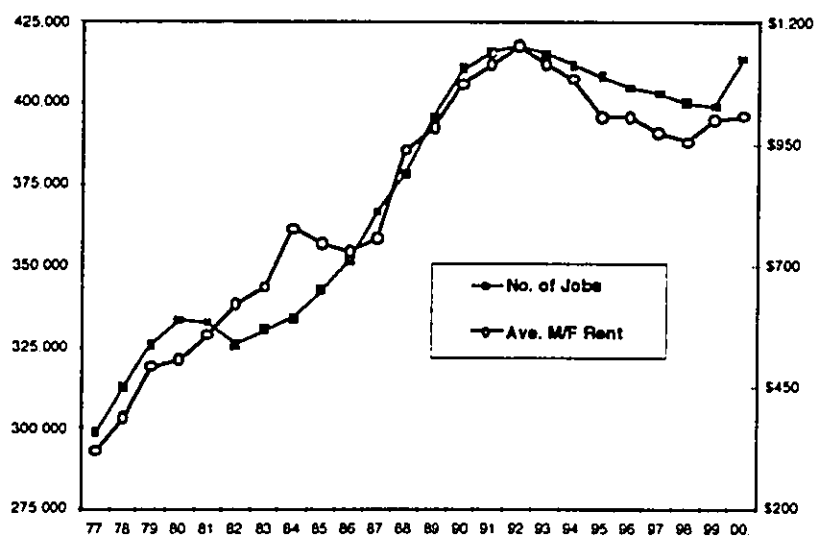
III. OVERVIEW OF THE OAHU ECONOMY

The segment of the residential real estate market relevant to this project is the one consisting of rental properties in and around Honolulu appropriate for families whose incomes are at or below the target area median income (as defined by HUD for the Honolulu metropolitan area). However, we think it important to arrive at an understanding of this market by looking at not just the overall real estate market, but the island economy as well.

In the first place, this allows one to take account of those sectors impacting housing, and be better able to set up some expectations about the viability of the project, as it is affected by economic trends. In the second place, this is because each of the residential real estate segments are interlinked, with conditions existing in one part of the market often spilling over into other sectors.

ECONOMIC CONDITIONS: The Hawaii economy in 2001 is poised to outperform the overall U.S. economy for the first time in more than a decade. This will be due to a combination of the U.S. economy cooling off from its torrid pace of the past few years and the Hawaii economy continuing its steady expansion. With regard to its principal engines of growth, the local economy will be led by an estimated 3 percent growth in visitor arrivals, an increase of about 2 percent in employment, and a cyclical upturn in construction. The construction industry is benefiting from very strong real estate sales activity coupled with the need for new homes in the residential market and renovation in the state's visitor plant. This should allow this sector to post its second straight year of double-digit growth in 2001.

20 YEAR COMPARISON BETWEEN JOB COUNTS AND AVERAGE RENTS



The slowdown in the nationwide economy is, of course, a risk to the continued growth of the Hawaii economy, but it has yet had a significant impact. It appears that, within the local economy, there is a strong forward momentum, to which there will be an additional impetus given by the

significant public and private works projects underway. As such, we continue to believe that the local economy will not be dramatically affected by the dip in economic activity throughout the Pacific Basin nations. It is worth remembering that there have been several slowdowns in the US economy since WWII that has not negatively impacted the Hawaiian economy. Furthermore, the current slowdown has been intentionally engineered by the Federal Reserve via their seven interest rate increases over the past 18 months. With inflation low, the Fed's recent move to lower interest rates will act to counter the rapidly decelerating economy and insure that growth picks up in the second half of 2001.

In conclusion, the Hawaiian economy is now predicted to grow at about 2.5% to 3.5% (real GSP) over the next 3 years. The effect of that on the rental market is expected to put pressure on rental rates to rise. As seen in the chart above, there is a relationship between economic growth, as demonstrated by the growth in the job count (creation), and rents. Last year, the number of new jobs jumped up, while the average rent for condominium units rose only slightly. This suggests that rents will follow upward very soon, particularly if the job count numbers continue to increase.

IV. OAHU RESIDENTIAL REAL ESTATE MARKET

Here, we examine the real estate market in general, in order to put a context over the rental market. This market has two major components, the new home development market, and the resale market. The more important is the new home market as it is from this sector that a competing project will come. As such, we look at the residential development side first.

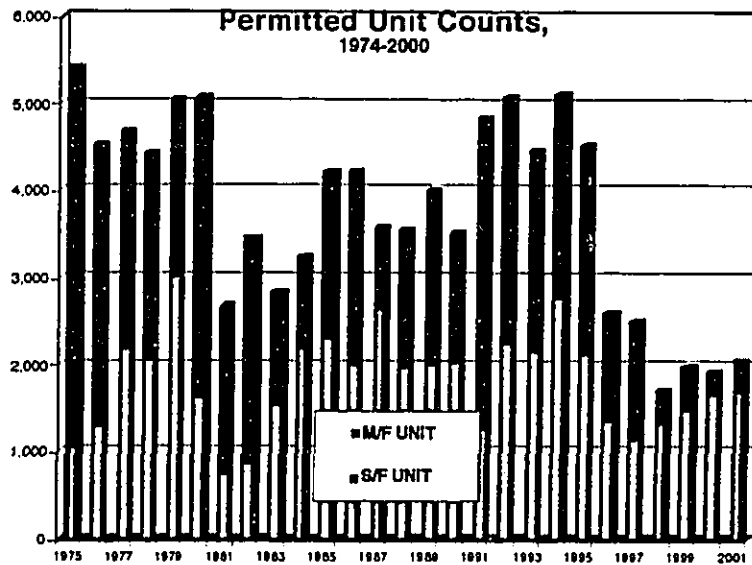
A. THE NEW RESIDENTIAL DEVELOPMENT MARKET

THE SUPPLY OF NEW HOMES:

The ability of the market to supply homes to the market is conditional on good economic conditions, as is finally the situation currently. The best indicator as to supply conditions in the near and the medium future (1-3 years) is permits.

HISTORICAL TRENDS: The construction of new multi-family units on Oahu experienced tremendous growth in and around the mid-1970's. With single-family home construction declining through the first half of the 1970's, the surge in multi-family activity was a logical response to strong housing demand caused by a rapidly growing island population. The emphasis on multi-family (primarily condominium) construction continued through the mid-1970's, when surging interest rates and a severe nationwide recession negatively impacted both the local and nationwide housing markets. This period also marked the peak for Oahu multi-family construction, which has yet to really recovered.

THE NUMBER OF BUILDING PERMITS PULLED ANNUALLY IN HONOLULU



From 1975 the total number of multi-family permits declined steadily for more than a decade, appearing to bottom out at approximately 800 permits in 1987. Between 1988 and 1991, multi-family construction began to increase again, as more up-scale condominium products were developed. However, the economy started to turn downwards in 1990, with the result that developers began to focus on producing more affordable products (mainly town homes) in West Oahu. In the 1990s, the trends in permits show that single-family production has been going between 1,200 and 2,700 units. Much more dramatically, condominium production has swung between 400 and 3,500 units.

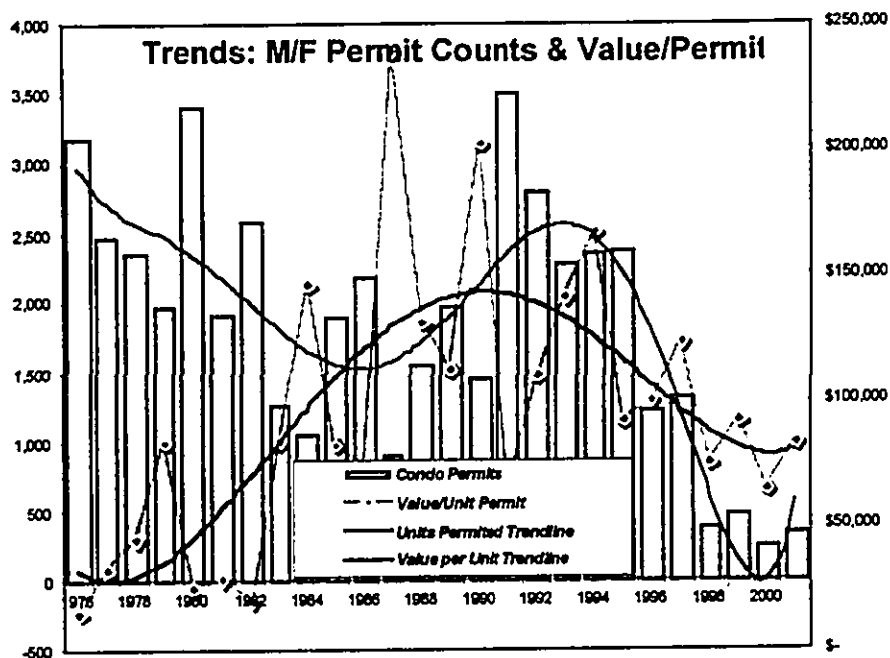
In terms of permitting activity, 2001 is moving ahead of last year, especially for the multifamily market. The permit count is up by 34%, while the value is up some 72%. For single family, the count of permits is up 3%, while values are up 6%. It seems that building is trending towards higher value, more costly building types.

	Permit Counts	Permit Values (\$1,000s)
1975	4,352	40,105
1980	3,411	87,045
1985	1,905	156,783
1990	1,458	295,695
1995	2,390	220,102
1996	1,235	123,926
1997	1,336	165,145
1998	386	29,082
1999	493	45,493
2000	253	16,376
2001	339	28,160

MULTI-FAMILY PERMITS: As can be seen in the chart below, the numbers of permits have fallen precipitously since 1991. Additionally, the per unit condominium values have been trending

downward. There have been a few upward spikes, caused by a large scale, high-end project coming to market, like the Nauru Towers development. However, in the last three years, both the unit counts and the relative values have been falling, also a sign of a slow or depressed economy.

MULTIFAMILY PERMITS & VALUE PER PERMIT CHARTS



CONCLUSION: Condominium production has fallen to very low levels. As a result, there will be no new inventory of units available, if the market demand turns up. The likely conclusion is that rental rates are positioned to move up rapidly.

THE DEMAND FOR NEW HOMES:

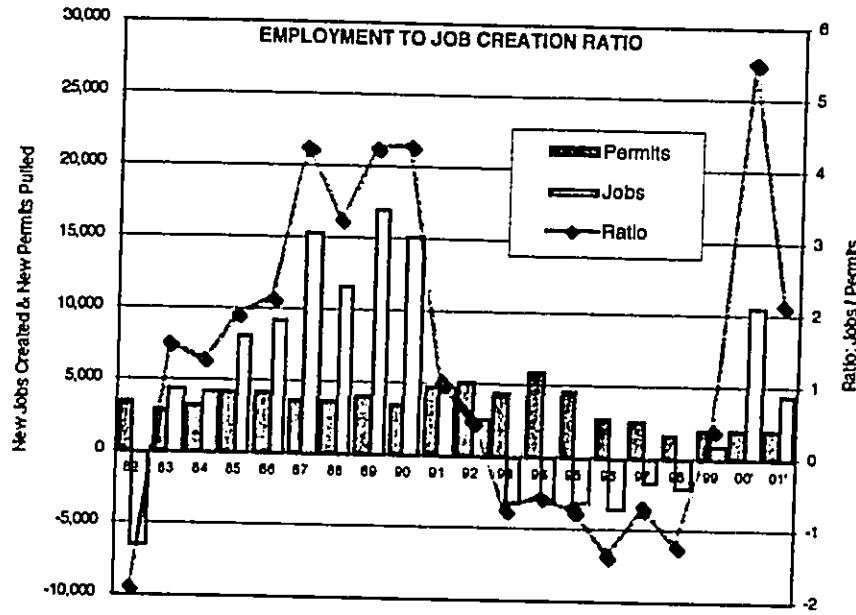
As described earlier in the section on the economy, jobs and personal income for those living on Oahu are slated to grow, and grow well. This expansion of buying power will stimulate Oahu's housing demand in several ways.

- First, it will give those presently housed the confidence and wherewithal to move to a better home.
- Second, it will give those who are not housed the same means to go out and purchase a new home.
- And, finally, it will stimulate household formation, via job formation (which causes immigration, as well as housing demand), which will again put pressure on the real estate market to provide housing.

The chart below demonstrates the growth in housing demand: see how the jobs to permits ratio turned very favorable the last three years, a function of a strong economy for jobs and a weakened development industry (an overhang from the doldrums of the nineties).

At some point in time, this imbalance will cause the development of more new housing, and will begin to meet the demand for housing. Indeed, the production (and sales) of new homes has

fallen in the last few years, going from some 1,751 closings in 1998 to 1,446 closings last year (many of which were concentrated in the high-end high-rise condominium market in downtown).



Looking at the long-term demand for housing, we turn to DBEDT's latest long-term 2025 forecast. According to these state economists, population growth is forecasted to rise steadily over the long run. This, in turn, will create a steady demand for new homes. Given their population growth estimates, we estimate that demand will be on the order of some 1,600 new homes needed annually between 2000 and 2005.

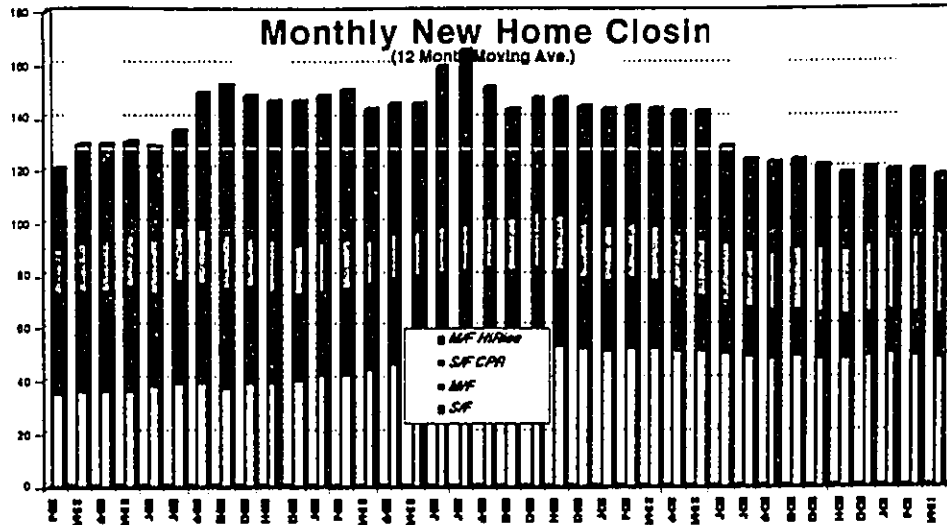
Besides population growth driven housing demand, job growth derived housing demand looks even stronger. Given DBEDT's forecasts of some 6,200 jobs per annum, the potential demand for housing looks to be 3,100 new units annually. While there is a lag time between job growth and housing demand, eventually demand does expand, something last witnessed in the late 80s and early 90s, when lack of housing supply at the middle and lower income ranges resulted in an affordable housing policy put into place.

In sum, local economic and government planning professionals are predicting good growth in the economy, as well as steady growth in housing demand, over the next few years. Given this demand, as well as no readily apparent new sources of supply, rental rates should be moving upwards.

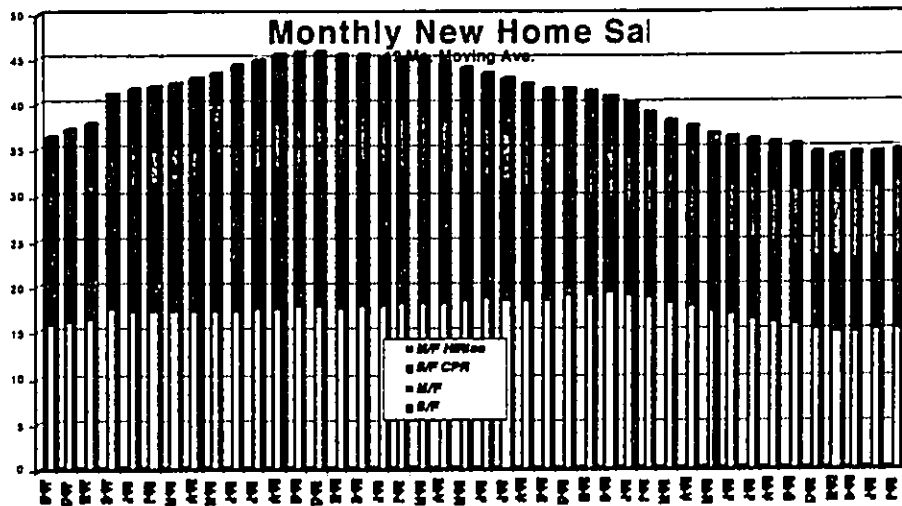
NEW HOMES MARKET TRENDS:

Besides looking at permits, we examined the actual production of new condominium housing over the last few years. In 2000, total attached product closings totaled around 1,700 units, but in 2001, it appears that only 1,500 condominium units will be closed. The reason for this is that the high-rise luxury market has run out of inventory, at the same time that the town home market in Central and West Oahu is stuck in low gear (and cannot absorb the slack).

Part of the reason for this is that the bad economy over the last few years forced developers to pare down their operations, the result of which is that production has really slowed (off by about 14% for 2000). Indeed, the recession of the 1990s put a number of developers out of business, and forced the remaining ones to operate at greatly reduced levels of production.



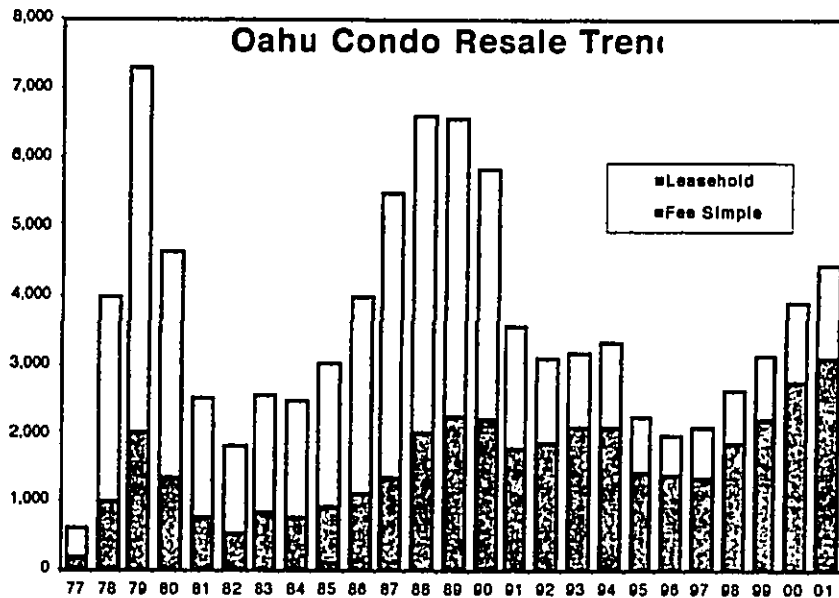
The other part is a low level of demand for more affordably priced town homes, over the latter part of the 1990s. The market has been changing lately, with sales of the more affordably priced single-family segment moving higher (S/F CPR, in the chart of sales below). This indicates that there will be more demand for town homes in the near future, if the market keeps moving forward.



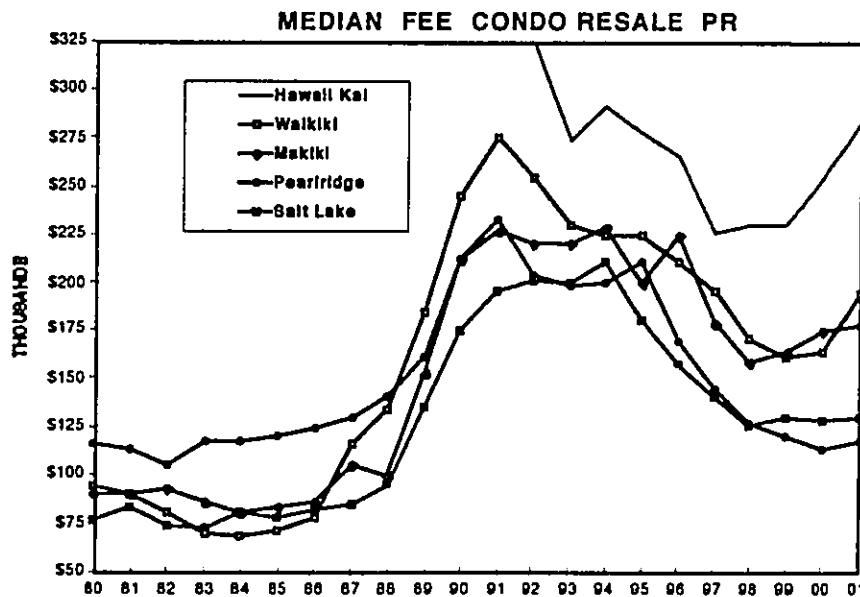
SUMMARY: Given the low level of permitting, plus the weakened condition of housing suppliers (or developers), it is not hard to imagine there being a housing shortage in the future. Whether it is the near or the far future depends on the pace of job creation and income growth. If the new home developers cannot supply sufficient housing for Oahu residents, then the resale market is saddled with the burden of absorbing all that demand. With the new home market in an undersupply condition, the resale markets usual response is to move to a higher number of transactions followed by a movement to higher prices. Indeed, this is occurring now.

B. THE RESALE RESIDENTIAL MARKET:

Total number of resale closings for 2000 was higher by 16.6% from 1999, with the total dollar volume of sales up another 22.1%.



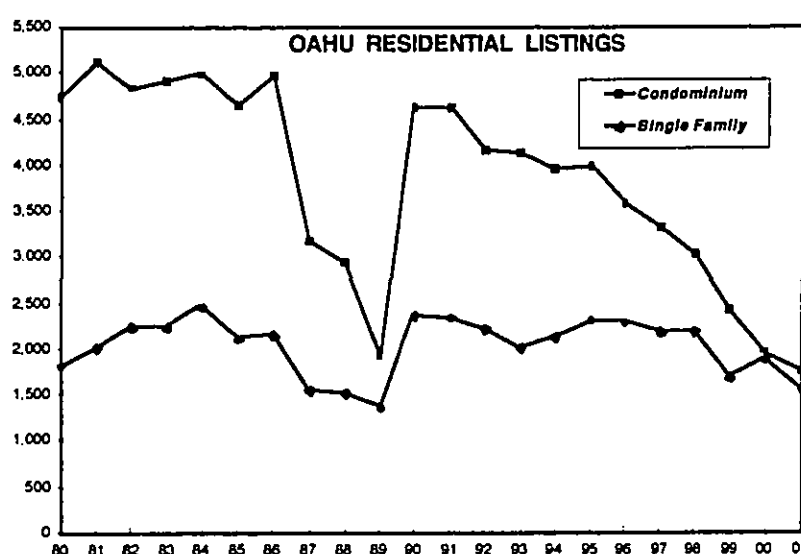
Notably, overall prices are beginning to rise across all locations on the island: up until 1999, the resale transactions were higher, but sales prices were lower – last year, this trend in falling prices began to be reversed, which is a characteristic of a market that is turning around.



The condominium market, resale transactions overall are greater by 20%, the median price is the same as last year (\$125,000) and the average price is up almost 5%, from \$157,770 to \$165,342. Given the rise in the number of closings in 2000, we expect the overall condominium prices to do

considerably better in 2001. This will be particularly true in those areas where single-family prices have risen sharply, which causes potential buyers to opt for the more affordable multi-family alternative.

Clearly, the residential real estate market that is 'For Sale' is experiencing good growth, leading to an expectation that prices will continue to move higher over the near term (2-3 years). A good part of this expectation rests on the fact the supply of homes has significantly shrunk over the past few years, as seen in the chart on listings.



CONCLUSIONS: The market for residential real estate will continue demonstrating good activity over the coming 2-3 years. This will cause housing prices to rise and, after a short lag period, put pressure on rental rates as well.

SUMMARY AND PREDICTIONS: In sum, the level of condominium permits is very low; new home developers sense an improved outlook, but are nevertheless very cautious; and the resale market is moving up. Thus, there will be little new condominium product coming to market anytime soon. At the same time, the resale market has moved from being favorable to buyers to favoring sellers. As home prices move upward, this pressures rents to rise. This will make the subject development more likely to enjoy good demand in the near to mid term future.

V. THE RESIDENTIAL RENTAL MARKET

BACKGROUND: Apartment living has been an important part of Oahu's housing market since the late 1960's. With developable land both limited and expensive, multi-family units have been the most efficient way to provide affordable housing for a significant percentage of Honolulu residents. New renters and residents, such as those just moving out on their own, retired persons, and others who do not have the desire or the ability to purchase real estate rely on the supply of available rental units for their housing needs. This applies, even more so, to those who are living on a fixed income: apartment living offers security, convenience, community and (hopefully) affordability.

OVERVIEW: In reviewing conditions in the overall market for rental units on Oahu, one looks at a number of different indicators of supply and demand, including: Vacancies, Levels of Advertisements and Average Rental Rates.

A. VACANCY LEVELS

We looked at the level of vacancies for the metropolitan area of Honolulu in relation with the average monthly number of rental advertisements. The U.S. Bureau of the Census produced the vacancy data, while the rental data is proprietary to Prudential Locations Research department.

THE VACANCY RATES RELATIVE TO RENTAL AD COUNTS

	Count of Apartment Ads	Oahu Vacancy Rate
1985	783	4.7%
1990	499	3.8%
1992	885	3.4%
1994	1,397	5.0%
1995	1,543	5.4%
1996	1,728	4.7%
1997	1,558	6.4%
1998	1,794	6.3%
1999	1,562	7.6%
2000	867	4.6%

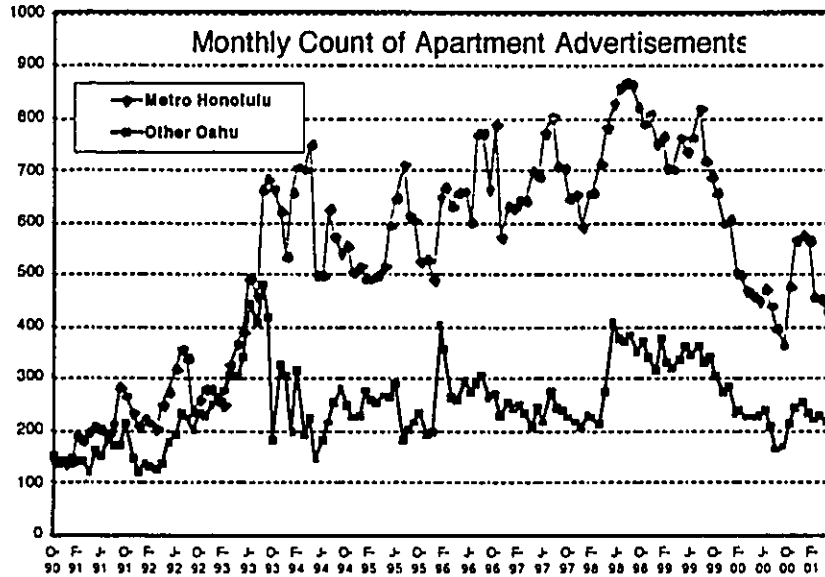
It shows that changes in the number of ads foreshadow changes in the vacancy rates. When the ad counts begin to fall, then in short order following that the vacancy rates begin to fall. This lag time varies from one to three years, in the event of a peak in the market. As rental ads have been in a downward trend since the first half of 1998, we estimate that 2001 will be at or below the rate for 2000, which was the first year since 1997 that the vacancy rate fell.

In general, the number of rental ads in the newspapers (ad counts) trend leads the vacancy rate. The trends show that ads started falling a couple years ago, and that then seems to affect negatively the percentage of vacancies. Going forward, it looks like there will be at least two years of falling vacancies, which will be advantageous for all rental projects, including the subject property.

B. RENTAL ADVERTISING

An excellent indicator of rental market supply conditions is the number of apartments that are advertised for rent in the local newspaper. This will be called "Ad Counts" in the following tables and charts, and we use it here as an indicator of the supply of rental units available to the market. In general, advertisement count is a counter-cyclical indicator: low numbers of advertisements are associated with strong (tight) rental market conditions while a high ad count number suggests there is excess supply relative to demand (a weak rental market: i.e., low rental prices).

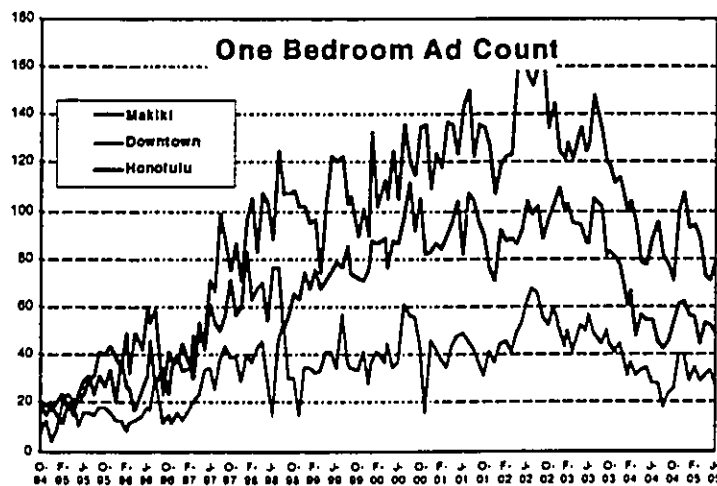
OVERALL MARKET: The chart below shows the monthly count of all Oahu and Metropolitan Honolulu apartment advertisements since 1975. It suggests the market went from a condition of being tight, with few rentals available, prior to 1992, to having lots of rentals being advertised. This condition prevailed for about seven years, with a slight bias to the upside, or continued weakness in the market.



Then, in 1999, the market appears to have turned, with apartment advertisements falling from a peak in the 900 ads per month to below 400 ads per month. At this level, the trend seems to have stabilized somewhat.

ONE BEDROOM MARKET: Like the overall apartment market, the rental market for one-bedroom units mirrors the recent downward trend in the inventory of rental units. This is particularly so in the areas surrounding the subject property, Makiki, Waikiki and Downtown. The decline in the availability of one bedroom units began about 30 months ago, in July 1998 (when there was an over 400 ads for one-bedroom apartments in the paper) and continues through the last month that we have complete data for, April 2000, where there were only around 180 ads.

APARTMENT ADVERTISEMENT COUNTS FOR SELECTED AREAS OF HONOLULU

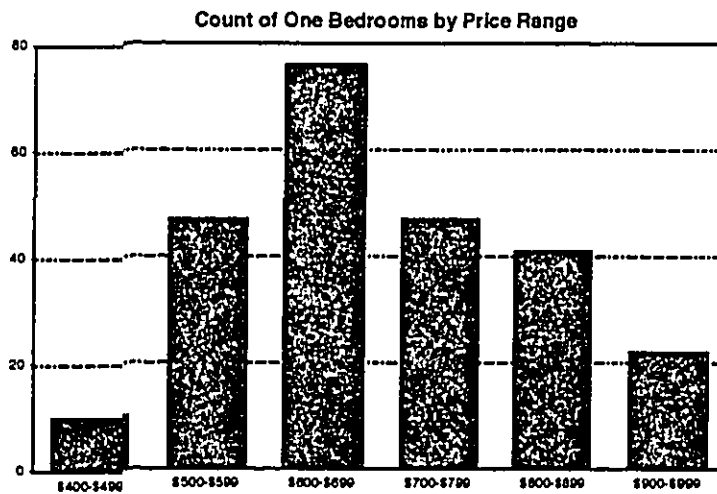


ONE BEDROOM ADVERTISEMENTS BY PRICE RANGE: When the one bedroom market is looked at in terms of the distribution by price range, the market for these rentals island-wide is weighted most heavily on the \$600-\$699 price range. Even though the one bedroom rent level is set at \$253 net, there are no advertisements in this rent range. Therefore, the most relevant to

the subject project is the one bedroom availabilities in the \$400-\$499 and the \$500-\$599 rental ranges.

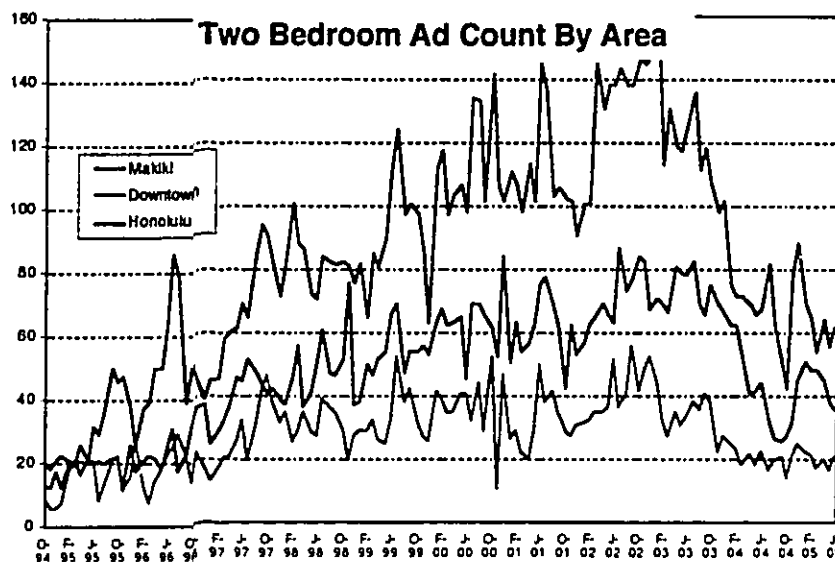
The chart below shows that distribution for the latest data available (April) for the island of Oahu, and details that there are about 10 available units in the \$400-\$499 price range and about 47 availables in the next higher range.

THE DISTRIBUTION OF OAHU APARTMENT RENTS BY BEDROOM COUNTS



TWO BEDROOM MARKET: Like the one bedroom market, the rental market for two-bedroom units is on a downward trend in terms of the level of the inventory of rental units. This is particularly so in the areas surrounding the subject property, Makiki, Waikiki and Downtown.

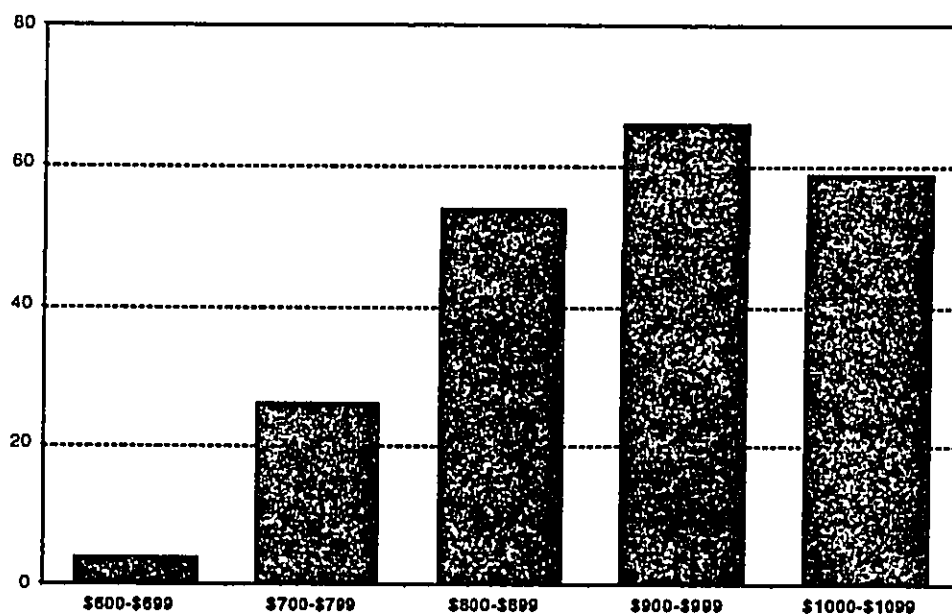
APARTMENT ADVERTISEMENT COUNTS FOR SELECTED AREAS OF HONOLULU



TWO BEDROOM ADVERTISEMENTS BY PRICE RANGE: When the two bedroom market is looked at in terms of the distribution by price range, the market for these rentals island-wide is weighted most heavily on the \$900-\$999 price range. The most relevant to the subject project is

way under those rental price range levels. The chart below shows that distribution for the latest data available (April) for the island of Oahu, and details that there are about 2 available units in the \$500-\$599 price range and about 9 available in the next higher range.

THE DISTRIBUTION OF OAHU APARTMENT RENTS BY BEDROOM COUNTS



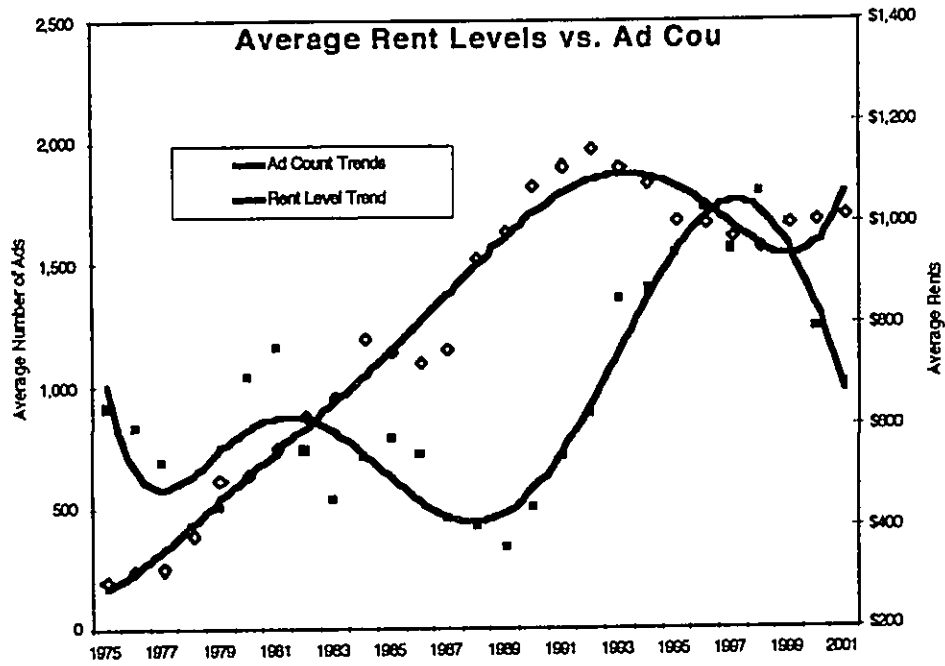
C. RENTAL RATES:

Another important relationship that helps to describe and forecast the rental market is relationship between the numbers of rental ads to the level of rents charged. This is seen in the chart below, which depicts the historical relationship between annual advertising counts and average rents for Metropolitan Honolulu.

In general, the two lines seem to be inversely related: a falling number of ads appears to be a precursor to a rise in rents. In terms, of ads, the trend over this decade has been that these rental availabilities have been increasing. However, after a seesaw movement between 1996-1998, apartment advertisements have fallen dramatically, especially in 2000.

At the same time, the trend in average rents being charged has been bottoming out, after six years of declining, 1992-1998. We think that this rise will be sustained over the coming years, particularly given that the concurrent fall in the inventory is nearing levels that, in the 1980s, precipitated double-digit increases in rental levels.

COMPARISON BETWEEN RENT LEVELS AND THE NUMBER OF RENTAL ADS

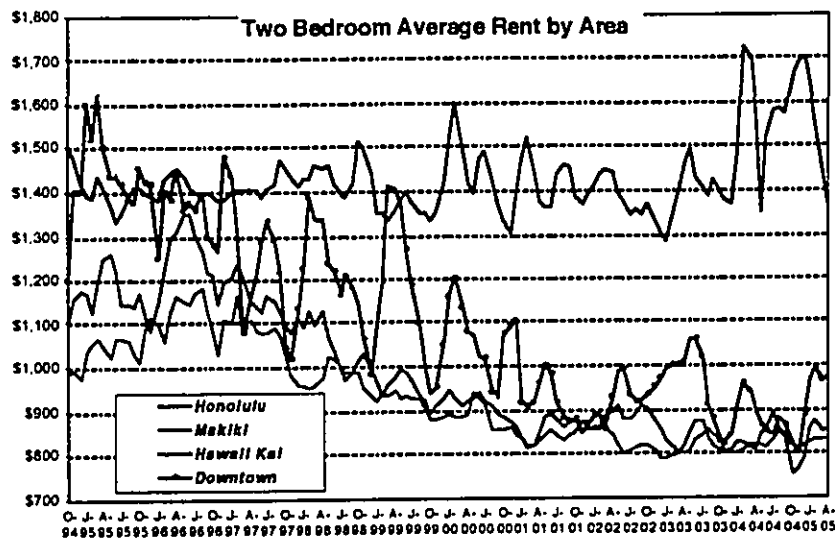


CONCLUSIONS: A number of inducers of the rental market were analyzed and, in general, were found to indicate there would be a further tightening in the rental market. The following section looks at this in finer detail.

VI. CURRENT MARKET RENTAL CONDITIONS

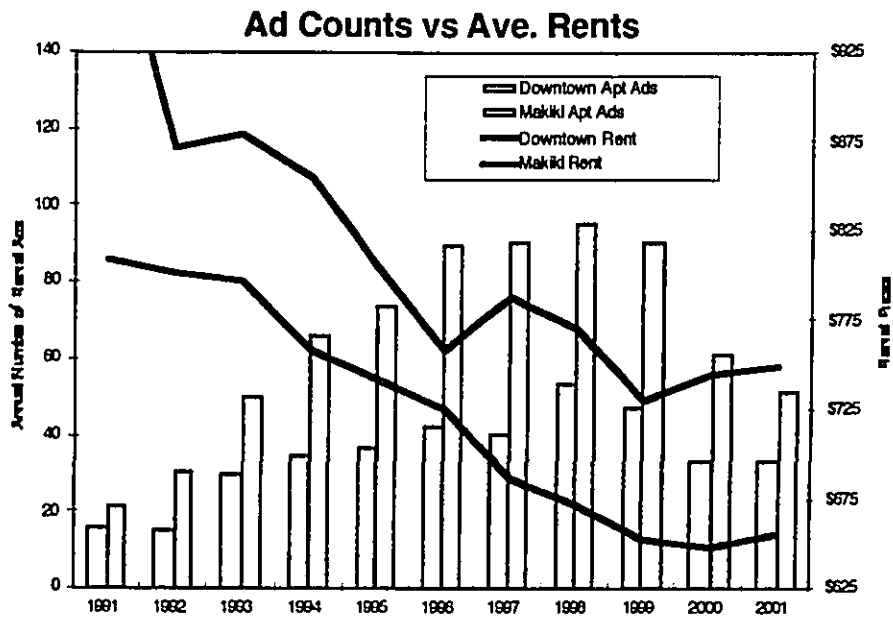
OVERVIEW: Looking specifically at a 10-year data series describing the rental market for one and two bedrooms, trends show that rental levels in and around the subject property have been falling for most of the decade. However, the trend has begun to turn, starting in 1999. Currently, the average rent trend has an upward bias, with Hawaii Kai moving upwards strongly, followed by Honolulu and Downtown. At the same time, the rents for Makiki units seem to be bottoming out.

For two bedroom units, the market seems to be similar, but stronger on the margin, lately.

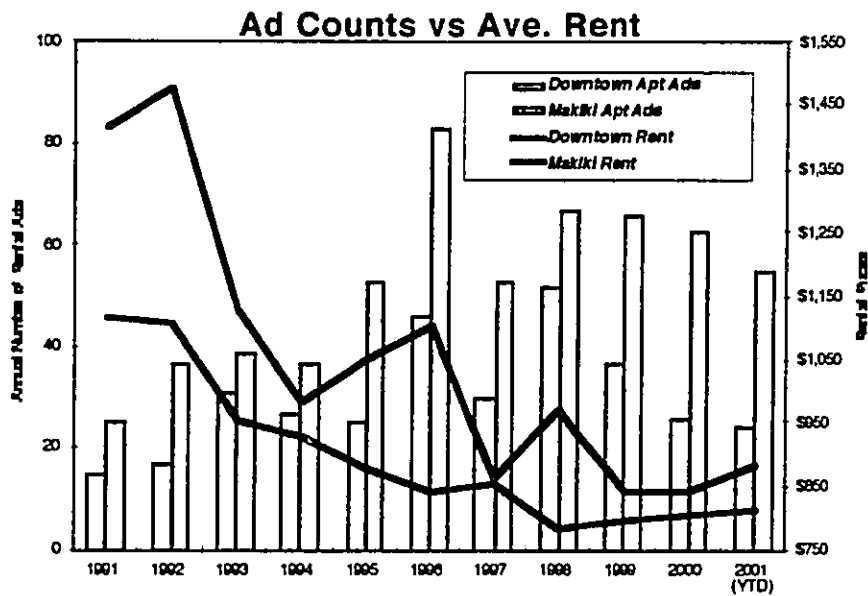


RENTAL LEVELS IN COMPARISON WITH AD COUNTS: The open market for rentals can be further understood by relating the rental levels with the number of rental ads. For apartments in the surrounding areas, the number of ads has begun to shrink, and the rental levels have begun to rise. As the activity in ads is a leading indicator for rental rates, the fact that the number of ads is shrinking allows us to expect that rental levels will be rising in the near and medium term.

ONE BEDROOM MARKET TRENDS IN CLOSE PROXIMITY TO PROJECT



TWO BEDROOM MARKET TRENDS IN CLOSE PROXIMITY TO PROJECT



CONCLUSIONS: In summary, the proposed development does not have any competition from the open market of apartment rentals. In addition, the improving state and island economy has had affected the open market rental market, in terms of shrinking the supply of rentals on the market. As can be seen, the number of advertisements (supply) has been falling for two years, while the level of rents demanded (demand) has been rising. This also supports our belief that rental rates in general will be rising over the near and medium future.

VII. DEMAND FOR AFFORDABLE RENTAL UNITS

Now, we turn from describing the rental market conditions towards looking at the sources of demand for the subject property. There are two general sources. The first is 'new' demand, created when a household (whether a single person or a family) moves into the market. This can occur, in terms of this market, in two ways.

- The first is in terms of household formation, which happens when a new household is formed either by relocation or by a family 'starting' event, like marriage or moving out of another family member's home.
- The second is when a currently existing household begins to earn an income that is at a level that qualifies them for the 'affordable' income status (defined by HUD).

The following tables quantify the population and household status, as well as the projected changes for the next few years.

OVERALL DEMOGRAPHIC CHANGES: The population of Oahu has seen a slowdown in its growth rates over the last twenty years: from almost a ten percent rate in 1980-1990, the population growth dropped to almost half the next ten years, and is projected to grow only by four percent in the coming decade, 2001-2011. Given the reversal of out migration patterns, thanks to a stronger local economy than the one on the mainland, this may be conservative.

OAHU POPULATION DEMOGRAPHIC TRENDS, 1980-2006

	POPULATION	HOUSEHOLDS	People Per Home	Population Changes	Household Changes	Ppl/Hsld Changes
1980 CENSUS	762,565	230,214	3.31	-	-	-
1990 CENSUS	836,231	265,304	3.15	9.7%	15.2%	-4.8%
2001 ESTIMATE	879,874	291,270	3.02	5.2%	9.8%	-4.2%
2006 PROJECTION	897,042	300,494	2.99	2.0%	3.2%	-1.2%

The other trend to note is the average number of people per household: it has gone from 3.31 in 1980 to 3.02 (estimate) this year.

From population changes, we look at these changes in terms of households, in order to better analyze the demand for the proposed project. The first two tables outline the composition of Oahu's households by income range, for 2000 and 2005.

OAHU HOUSEHOLD COMPOSITION, 2000, BY INCOME GROUPS

Age Range	<\$15K	\$15-25K	\$25-35K	\$35-50K	\$50-75K	\$75-100K	\$100K +	Totals
<25	2,659	2,798	2,358	1,769	1,182	448	242	11,456
25-34	3,891	7,054	8,198	9,651	9,721	4,488	3,310	46,313
35-44	3,278	4,844	6,657	11,113	16,703	9,721	10,088	62,404
45-54	2,711	3,420	4,483	7,859	14,559	11,397	17,309	61,738
55-64	3,043	3,342	3,808	5,745	9,625	7,411	12,024	44,998
65-74	4,796	3,987	4,298	5,605	7,059	4,127	5,396	35,268
75+	6,167	3,639	3,127	3,245	3,398	1,901	2,642	24,119
	26,545	29,084	32,929	44,987	62,247	39,493	51,011	286,296

In terms of the largest demographic sectors within the market targeted by the proposed development, the \$15,000 to \$25,000 segment shows the best potential demand. Within that overall income range, the sub-segment with good potential is the 25-34 age group (7,054 households), then the 65-74 age grouping. For the under \$15,000 income grouping, the same 25-34 age group, plus the 75+ age group has the largest numerical potential.

ABSOLUTE CHANGES IN OAHU HOUSEHOLD COMPOSITION, 2005

Age Range	<\$15K	\$15-25K	\$25-35K	\$35-50K	\$50-75K	\$75-100K	\$100K +	Totals
<25	(729)	(579)	(31)	534	358	146	141	-1.4%
25-34	(1,201)	(2,216)	(1,843)	(826)	(500)	314	1,046	-11.3%
35-44	(481)	(1,077)	(1,441)	(2,079)	(2,920)	(220)	2,504	-9.2%
45-54	85	19	(59)	(322)	(1,572)	(1,022)	5,011	3.5%
55-64	485	550	836	1,109	645	301	5,013	19.9%
65-74	(240)	80	49	282	37	221	1,222	4.7%
75+	(346)	409	400	683	352	191	544	9.3%

In terms of future potential, the demographic shifts that are projected to occur over the next few years are in favor of the 55-64 age group.

PERCENTAGE CHANGES IN OAHU HOUSEHOLD COMPOSITION, 2005

Age Range	<\$15K	\$15-25K	\$25-35K	\$35-50K	\$50-75K	\$75-100K	\$100K +	Totals
<25	-27.4%	-20.7%	-1.3%	30.2%	30.3%	32.6%	58.3%	-1.4%
25-34	-30.9%	-31.4%	-22.5%	-8.6%	-5.1%	7.0%	31.6%	-11.3%
35-44	-14.7%	-22.2%	-21.6%	-18.7%	-17.5%	-2.3%	24.8%	-9.2%
45-54	3.1%	0.6%	-1.3%	-4.1%	-10.8%	-9.0%	29.0%	3.5%
55-64	15.9%	16.5%	22.0%	19.3%	6.7%	4.1%	41.7%	19.9%
65-74	-5.0%	2.0%	1.1%	5.0%	0.5%	5.4%	22.6%	4.7%
75+	-5.6%	11.2%	12.8%	21.0%	10.4%	10.0%	20.6%	9.3%

A. DEMOGRAPHIC BASIS FOR THE EXISTING POTENTIAL DEMAND FOR THESE UNITS:

OVERVIEW: Taking the demographic segments described above, we have derived the potential market demand for affordable rentals for the proposed project. This was done in light of the demand from those households earning incomes that allow them to be eligible for the units being developed in the proposed project. These ranges (50% of Median Income) for a particular family size are described below:

Family size	Income Limit
1	\$22,600
2	\$25,850
3	\$29,050
4	\$32,300
5	\$34,900
6	\$37,450
7	\$40,050

Starting with the market by income ranges, the columns in the table below identify how many households exist on Oahu within each income bracket. The second and third columns quantify how many homes exist in the two particular brackets of interest to the project.

POTENTIAL EXISTING MARKET WITHIN THE INCOME BRACKETS

Incomes	Household Count	30% & less	50% & less
UNDERS\$5,000	6,408	6,408	6,408
\$5,000-\$14,999	17,593	17,593	17,593
\$15,000-\$24,999	27,729	0	27,729
\$25,000-\$34,999	32,564	0	6,513
TOTALS	84,294	24,001	58,242

Note the inclusion of a small percentage of households in the \$25,000-\$34,999 income bracket. This is because a family of three members and above can earn an income that fits within this range and qualify for these units. Because it is difficult to be precise in quantifying this number, we chose to be conservative and only include a small percentage (20%) from this income category (and nothing from the higher categories) in our characterization of potential demand.

The next two tables reduce the overall market potential by first a factor of 10, and then another factor of five. This is to replicate what happens in the marketplace when there is a new offering for qualified people to consider. In the first case, a factor of ten was selected in order to get a more realistic number of people who might be interested in the project. This factor says that one in ten households who can qualify would be simply willing to consider relocating to this rental project.

Incomes	Household Count	30% & less	50% & less
UNDER \$5,000	10%	641	641
\$5,000-\$14,999	10%	1,759	1,759
\$15,000-\$24,999	10%	0	2,773
\$25,000-\$34,999	10%	0	3,256
TOTALS		2,400	8,429

This second table shows the application of a second factor (or filter) on the target market. In this case, the factor is two and it reduces the number of interested households by half. The effective rate, therefore, is 5%, and it arrives at a realistic target market of 1,200 households for the six one-bedroom units to be available, and another 4,215 households for the 48 two bedroom units.

Incomes	Household Count	30% & less	50% & less
UNDER \$5,000	5%	320	320
\$5,000-\$14,999	5%	880	880
\$15,000-\$24,999	5%	0	1,386
\$25,000-\$34,999	5%	0	1,628
TOTALS		1,200	4,215

CONCLUSIONS: We estimated the current demand on the part of qualified individuals for these units to be quite robust. The overall potential target market is quite large. We applied a number of filters that reduced this total potential number down to what we believe is a more reasonable and achievable level of actual demand. Even with our conservative factor of 20 (saying that one in twenty eligible would apply), we find that there is overwhelming demand (on the order of about a eighty-seven times for the two bedrooms, and, for the one bedroom, two hundred times).

Furthermore, those in the 30% income bracket are eligible for units targeting those in the 50% income bracket; thus, the total market is 5,415... or one hundred times the number of units in the proposed project.

B. A. DEMOGRAPHIC BASED FUTURE POTENTIAL DEMAND FOR THESE UNITS:

In addition to existing demand, this population will be growing overtime. We made an estimate of what this would be on an annual basis. Starting with this overall number, we then broke it down by income brackets (allowing us to project the level of demand for the subject development much more accurately).

The annual projection of demand for the timeframe of 2001-2006 by income ranges for this project looks like this:

**POTENTIAL DEMAND FOR AFFORDABLE RENTAL UNITS
For the Year 2006 (Estimated)**

	HOUSEHOLDS
2001 ESTIMATE	291,270
2006 PROJECTION	300,494
5 yr growth	9,224
Annual growth	1,845
30% & less	152
50% & less	369
5% of Potential	4
5% of Potential	9

The table starts with the difference between the 2001 estimate and the 2006 projection. It then reduces that to an annual demand figure, and further reduces it to the total potential demand within each of two income brackets. Finally, it refines it using the 5% factor defined above. While the sums themselves, 4 units and 9 units demanded annually, are not particularly large, they are significant in one important sense. They represent 'replacement' demand, in the sense that there is additional demand, above and beyond what already exists. So, should there be a fallout annually due to (say) a family exceeding the income limits (and therefore having to move out), there is a ready and available supply of renters to replace the ones that departed.

C. OTHER ASPECTS OF THE POTENTIAL DEMAND FOR THE PROPOSED PROJECT:

WAITLIST DEMAND FOR AFFORDABLE UNITS BY HOUSEHOLDS

Reflective of the earlier characterization of the potential existing demand, there is ample evidence of this unfulfilled demand for housing. This is the result of there not being available the kind of units at the kind of price ranges for those needing homes. In the case of this project, the demand for affordably priced rentals on the part of local residents is best indicated by the waiting list for affordable rentals managed by the state's Housing and Community Development Corporation of Hawaii. They currently have closed their waiting list, inasmuch as it extends several years into the future, and cannot expect to be able to serve on a timely basis any additional applicants.

DEMOGRAPHIC COMPOSITION OF AREA SURROUNDING SUBJECT PROPERTY

	1 Mile Radius	3 Mile Radius	5 Mile Radius
Total Population	98,185	245,724	336,822
Households	45,868	104,539	128,348
Median Household Income	\$ 48,073	\$ 62,195	\$ 58,983
Per Capita Income	\$ 25,756	\$ 29,626	\$ 26,513
Population Earning <50% AMI	14,435	28,853	35,531
Potential Demand	6,918	16,370	21,648

As the demand for this kind of project is shaped by the proximity of the project to where the existing potential renter is living, it bodes well for the project that there is a large pool of renters within the immediate area. We note that the project could take advantage of the grouping instinct within renters and other consumers of real estate products. This is when the initial consumer 'pulls' with him other 'like-minded' consumers. The relevance to this project is that there is a very large pool of potential consumers for this project.

OTHER SOURCES

In addition to the overall aging of the population already in place, there will be additional demand from the net migration coming to the islands in general, and Oahu, in particular. For instance, Oahu's economy is set to grow faster than those on the outer islands; hence, there could well be people moving for better jobs. Also, there could be demand for affordable rentals coming from people on the mainland seeking to escape the extremes of heat and cold there.

Another source of dynamic demand comes from renters willing to relocate. It is conceivable that this project will draw demand from those already renting units in other affordable rental condominiums. While there could be any number of reasons, two stand out as particularly plausible.

1. The first would be that renters would be willing to relocate in order to enjoy a 'better' location. Here 'better' could mean a number of things, including being closer to relatives, nearer to medical services, as well as more reasonable shopping facilities.

The second would be that renters would be enticed to move to a newer building. As noted in the permitting analysis section, there has been a downturn in condominium construction activity, and the stock of residential condominiums is aging.

VIII. THE CURRENT SUPPLY OF AFFORDABLE RENTAL UNITS

HISTORICAL SUPPLY: There are a number of affordable/market rental projects in metropolitan Honolulu. Between 1980 and 1989, approximately 1,250 affordable rental units were built in metropolitan Honolulu. In the past eight years, approximately 2,300 affordable rental units were constructed in metropolitan Honolulu. The table below summarizes the affordable/market rental projects built in metropolitan Honolulu since 1990.

HONOLULU AFFORDABLE RENTAL PROJECTS BUILT SINCE 1990

Project	Year Built	Units
Kulaokahua	1992	24
Pohulani	1992	263
Manoa Gardens	1992	80
Na Lei Hulu Kupuna	1992	76
Philip Street	1993	34
Honuakaha	1995	150
Kualana Hale	1997	175
Royal Kinau	1998	61
Wisteria Vista	2000	91
Totals		954

CURRENT MARKET CONDITIONS: A survey of those managing the current inventory of affordable rental projects indicated the market was tight last year, and has noticeably tightened this year, 2001. This includes projects with studios and one bedrooms, as well as those with the more desirable larger units. The wait lists that the individual managers are looking at have, in the last several months, lengthened considerably. The reason they say is that demand has picked up, but there is no significant relief available in terms of supply.

PROJECTED NEW INVENTORY: Within the Metropolitan Honolulu market area, currently there are two new affordable rental projects planned to be built, or being built. As shown in the table below, there are approximately 245 units planned. Note, however, that many of these have been "on the books" for some length of time... and, therefore, it is questionable whether all of them will actually be built.

PROJECTED METROPOLITAN HONOLULU AFFORDABLE RENTAL PROJECTS

New Projects	Units
Kalakaua Vista (2001)	80
Kulana Hale, Phase II (2001)	81
Punahou Vista (2002)	53
Kaulanui Senior Apartments (2002)	31
Totals	245

There may be other projects in the works that are not mentioned here – it is said there are a number of local and offshore investment entities researching the opportunities in the affordable rental market, both in terms of building new and in converting already constructed apartment buildings. That said, the process of applying and being accorded tax credits takes about 12 months, and is a competitive process. Add to that the 12-month period for build-out, and you have a two-year timeline before occupancy.

IX. COMPETITION WITHIN THE AFFORDABLE RENTAL MARKET

WAIT LISTS: Rental agents specializing in the market have indicated that demand for affordable rental housing on Oahu has noticeably tightened overall in the last six months, particularly metropolitan Honolulu.

RENTER PREFERENCES: In terms of meeting the qualitative needs of affordable renters, rental agents and other professionals have made the following observations:

- The 'location' is very important to renters. The preference here is determined by proximity to family and friends, proximity (or the facility of access) to the necessities of shopping, recreation, medical services, etc.
- The condition of their living facilities is very important: in general, the physical housing plant on Oahu, and particularly those in the center of Honolulu that would house these families, has aged over the last decade – the economic slowdown has retarded the impetus to either build new facilities, or upgrade present ones.
- In general, families prefer a two-bedroom configuration to a one.

SUMMARY: A review of the competitive environment the project will be operating in shows that there are signs of good demand for such units. Further, on the qualitative side, the project meets or exceeds a number of renter preferences, particularly the two most important – good location, new construction and sensible design.

X. ABSORPTION ANALYSIS

Housing absorption analysis is performed here in order to be able to project the point at which supply meets demand – where equilibrium is achieved at a particular moment for both price and units. For this project, the most important factor appears to be a limitation of the supply of rental units suitable for the target market. This lack of supply is indicated, as noted above, by firstly, conditions in the affordable rental market, as manifested by long wait lists and the lack of vacancies in the competing projects. It is supported by conditions in the open market rental market. Finally, there is the additional fact that there does not look to be too much competition on the horizon.

Factors on the demand side that are acting in support of the projection of quick occupancy for the subject project:

- There is a lengthening of the wait lists those projects that serve the lower income household applicants, plus the aforementioned dearth of vacancies in the existing projects.
- There is demographic analysis showing a growing population on Oahu, many of whom will demand affordable rental units.
- There is demand also coming from the present group of renters, who would transfer in order to upgrade their accommodations.
- There is 'pent-up' or unsatisfied demand historically, of people out there who are living with relatives or in less-than-desirable accommodations because there has been nothing offered to them in the price range they can afford.

In consideration of the supply constraints and of the demand pressures, it is likely that the project will be given strong consideration by a large number of potential renters in a very short span of time.

Relative to most other new affordable projects, Punahou Vista offers a superior location and new facilities. In return for enjoying those benefits, the prospect will have to be willing to accept a slightly smaller sized residence. However, the prospect will be accorded the

additional benefit of paying less than most of the other projects. Thus, it is likely that much of the current and future demand will be directed to the proposed project.

XI. SUMMARY AND PROJECTIONS

Overall, the economic and residential real estate conditions are producing a growing demand for housing of all kinds, but particularly for that which would be satisfied by the kind of units proposed by the subject project. This, in general, it appears we are entering a housing market characterized by low supply and growing demand, particularly at the lower ends of the income group demographics.

Taking demand first, Oahu's overall rental market has bottomed out, as there are ample signs that there is upward pressure on rental rates. This is particularly noticeable in several neighborhoods, including those surrounding the proposed project.

Within the affordable rental sub-market, the conditions illustrate a condition of a tight rental market. There are long and lengthening wait lists in place, and the present inventory is almost 100% occupied.

In addition, an examination of the projected growth in the numbers of households in the targeted market was performed and it was shown that demand, both potential and 'reasonable' should be more than sufficient to absorb the number of proposed units.

On the supply side, the tight market conditions prevailing in existing affordable rental projects were noted. In addition, an examination of future supply was made and we concluded there are few projects in the works that target either the general rental market demand, or the specific target market demand. We concluded that neither current nor future supply does not appear sufficient to absorb significantly the current and projected demand in this market.

Given these indicators, the project should be able to achieve similar rental rates of other affordable rental projects and achieve a rapid absorption. The developer can anticipate between 100 and 200 applications within six to twelve months after marketing is commenced. Of those, the developer should be able to convert enough to be able to reach final occupancy within a six to twelve month period after the project has been completed.

APPENDIX IV
TRAFFIC STUDY

TRAFFIC IMPACT ASSESSMENT REPORT
FOR
PUNAHOU VISTA APARTMENTS

May 18, 2001

Honolulu, Oahu, Hawaii

Prepared for:

**Hawaii Housing Development Corporation,
General Partner of Punahou Vista L.P.**

Prepared By:

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

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Appendix A. Manual Traffic Count Data

Appendix B. Definitions of Level-of-Service for Signalized 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.

This traffic impact assessment report deals with traffic volumes and roadway capacity, and is not intended as 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 Punahou Vista Apartments project in Honolulu, Oahu, Hawaii.

Project Description

The Hawaii Housing Development Corporation is proposing to develop an affordable rental project in Honolulu, Oahu, Hawaii. The project site is located along Punahou Street near its intersection with Wilder Avenue and is identified by Tax Map Key: 1-2-4-23:87. Portions of the project site is currently occupied by the Fernhurst YWCA. The Fernhurst YWCA will consolidate its operations on the western side of the property, fronting Poki Street.

The proposed Punahou Vista Apartments project is intended to be an affordable rental project consisting of 54 rental units (six units will be one bedroom, one-bath units and 48 will be two-bedrooms, one bath), a resident manager's unit and 61 on-site parking stalls and one loading stall.

Access to the project will be via the existing driveway on Punahou Street, which will be shared with the Fernhurst YWCA. The project is expected to be completed and occupied by year 2003.

Methodology

Analysis was conducted for the intersection of Wilder Avenue with Punahou Street to determine the relative impact of the proposed Punahou Vista Apartments Project on the local roadway system.

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

- Existing traffic volumes at the study intersection,
- The increase in general growth in traffic at the study intersection and
- 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 2003 forecasted traffic without the project and year 2003 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 Punahou Vista Apartments Project, when completed in the year 2003, would not affect the Level-of-Service (LOS) at the existing study intersection of Punahou Street with Wilder Avenue during the weekday commuter hours. No capacity mitigating actions are required due to the proposed project. However, due to close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway should be prohibited to minimize traffic conflicts and maintain traffic flow.

PROJECT DESCRIPTION

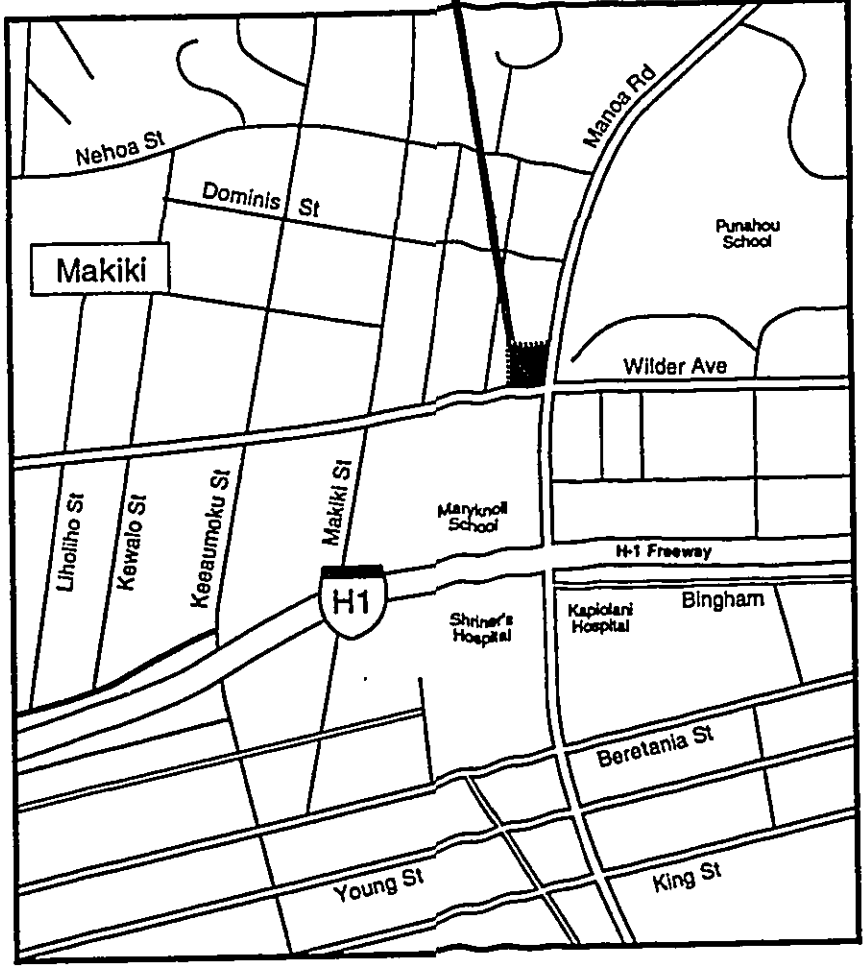
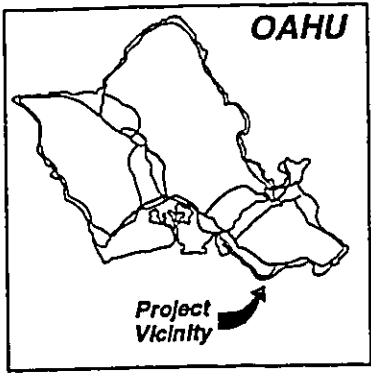
The Hawaii Housing Development Corporation is proposing to develop an affordable rental project in Honolulu, Oahu, Hawaii. The project site is located along Punahou Street near its intersection with Wilder Avenue and is identified by Tax Map Key: 1-2-4-23:87. The project site is currently zoned A-2, Apartment Medium Density District. Figure 1 shows the project location.

The proposed Punahou Vista Apartments project is intended to be a affordable family rental project consisting of 54 rental units (six units will be one bedroom, one-bath units and 48 will be two-bedrooms, one bath), a resident manager's unit and 61 on-site parking stalls and one loading stall.

Portions of the project site is currently used by the Fernhurst YWCA, which provides temporary housing for women (and their children) in transition in the available 60 double rooms. The Fernhurst YWCA will consolidate its continue operations on the western side of the property, fronting Poki Street.

Access to the project will be via the existing driveway on Punahou Street, which will be shared with the Fernhurst YWCA. The project is expected to be completed and occupied by year 2003.

**Project Location
Punahou Vista Apartments**



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 Punahou Vista Apartments project. The review included the land uses in the area, roadway facilities and existing traffic conditions.

Land Uses

The land uses near the project consists primarily of educational and residential uses. Land uses nearby include Punahou School, Maryknoll School, the Kapiolani Medical Center for Women and Children, Shriners Hospital and various residential units.

Roadway Facilities

Punahou Street is a five-lane roadway adjacent to the facility with two through lanes in both directions and exclusive left-turn lanes. Punahou Street serves Waikiki traffic exiting from H-1, Manoa Valley directly, and University of Hawaii via Wilder Avenue. It provides access to lower Makiki residential areas, Shriner's Hospital, Maryknoll School, Punahou School, H-1 westbound via Dole Street, and H-1 westbound via the on-ramp adjacent to Makiki Park. The posted speed limit near the project site is 25 mph.

Wilder Avenue is a four-lane street from Dole Street to Pensacola with varying turn lanes at intersections. The posted speed limit is 25 miles per hour (mph) near Punahou Street. The major intersections along

Wilder Avenue are signalized. Wilder Avenue functions as a collector distributor roadway.

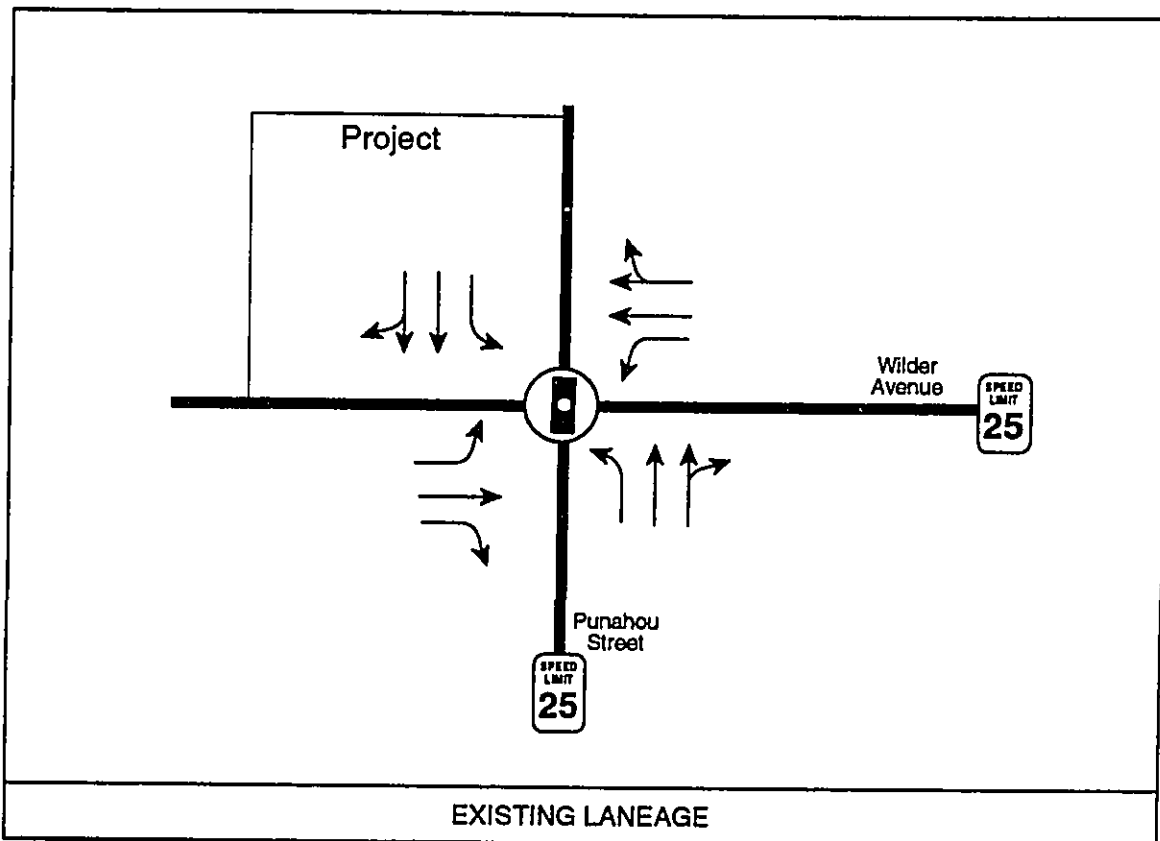
The intersection of Wilder Avenue with Punahou Street is signalized with exclusive left-turn lanes. Wilder Avenue has two through-lanes in the westbound (Ewa) direction and one through-lane in the eastbound (Diamond Head) direction. Punahou Street has two through-lanes in each direction. No right-turn-on-red is allowed in the northbound and westbound directions. Figure 2 shows the existing laneage.

Traffic Conditions

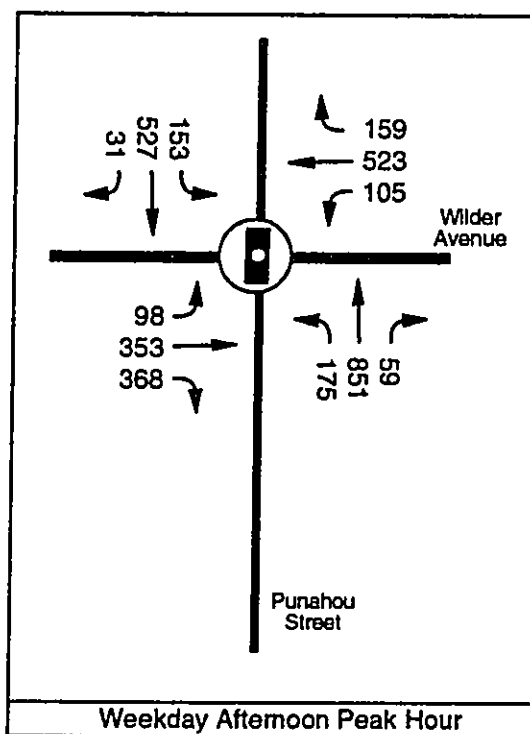
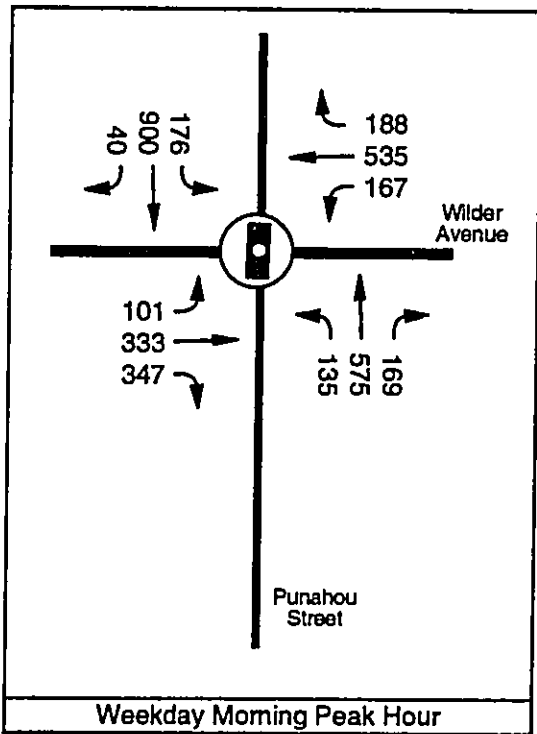
The commuter peak periods in the area generally occurs on weekdays between 6:45 to 8:45 in the morning and 3:45 to 5:45 in the afternoon. These periods were studied since traffic volumes on the surrounding roadways would be highest at these times.

Manual traffic counts were taken at the intersection of Wilder Avenue with Punahou Street on Wednesday, March 21, 2001 during the weekday afternoon peak period and on Thursday, March 22, 2001 during the weekday 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 and the pavement was dry. Figure 2 shows the present volume of traffic at the study intersection for the observed peak hours. Manual traffic count data is summarized in Appendix A.



EXISTING LANEAGE



The following observations were made during the field survey:

- Traffic queues at the entrance to Punahou School occasionally backed onto the Punahou Street during the morning peak period.
- Occasionally, traffic conditions downstream (makai) of Wilder Avenue caused queues along Punahou Street, which impeded traffic flow at the study intersection.

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. Essentially, the study area consists of developed residential and educational land uses and the likelihood of further development is small. The Oahu Regional Transportation Plan (ORTP) projects zero or low levels of growth in population and employment by the year 2020. No known further development in the immediate vicinity of the project is 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.

However, further to the south, the Punahou off-ramp is planned to be widened. The improvement is intended to improve traffic flow into Waikiki and surrounding areas by adding another right-turn lane. Construction is anticipated to start in May 2001 with completion scheduled in 2002.

PROJECTED TRAFFIC CONDITIONS

Future traffic conditions were forecast for scenarios without and with the proposed project. Traffic forecasts were estimated for the year 2003 when the project is expected to be open for operation.

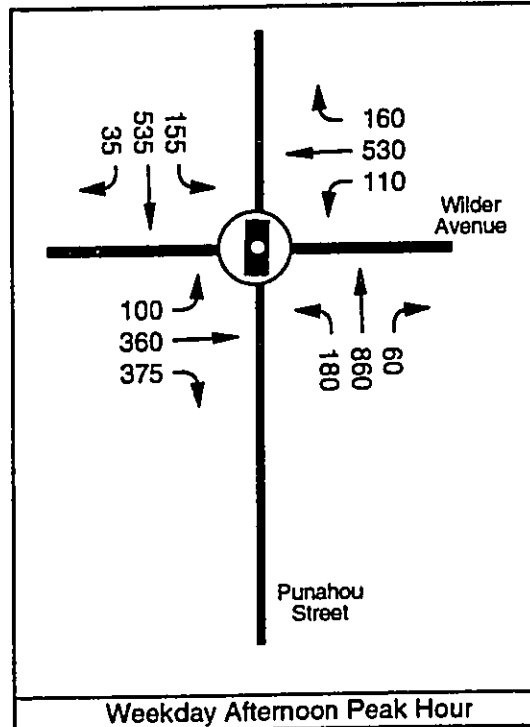
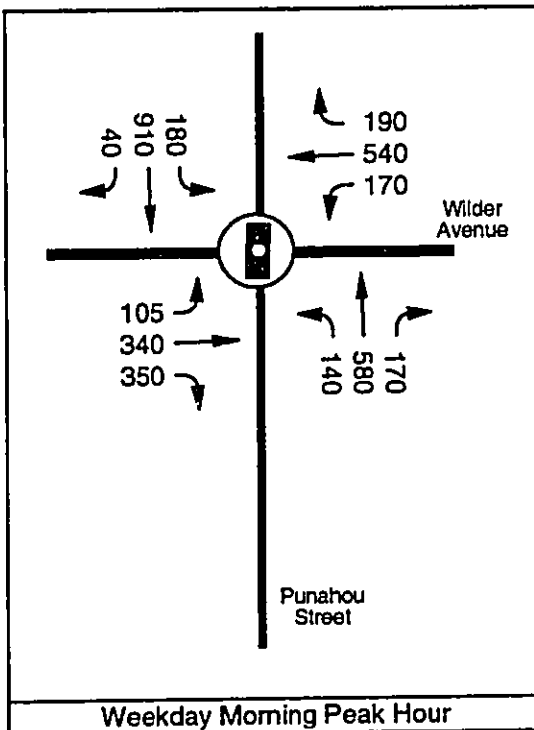
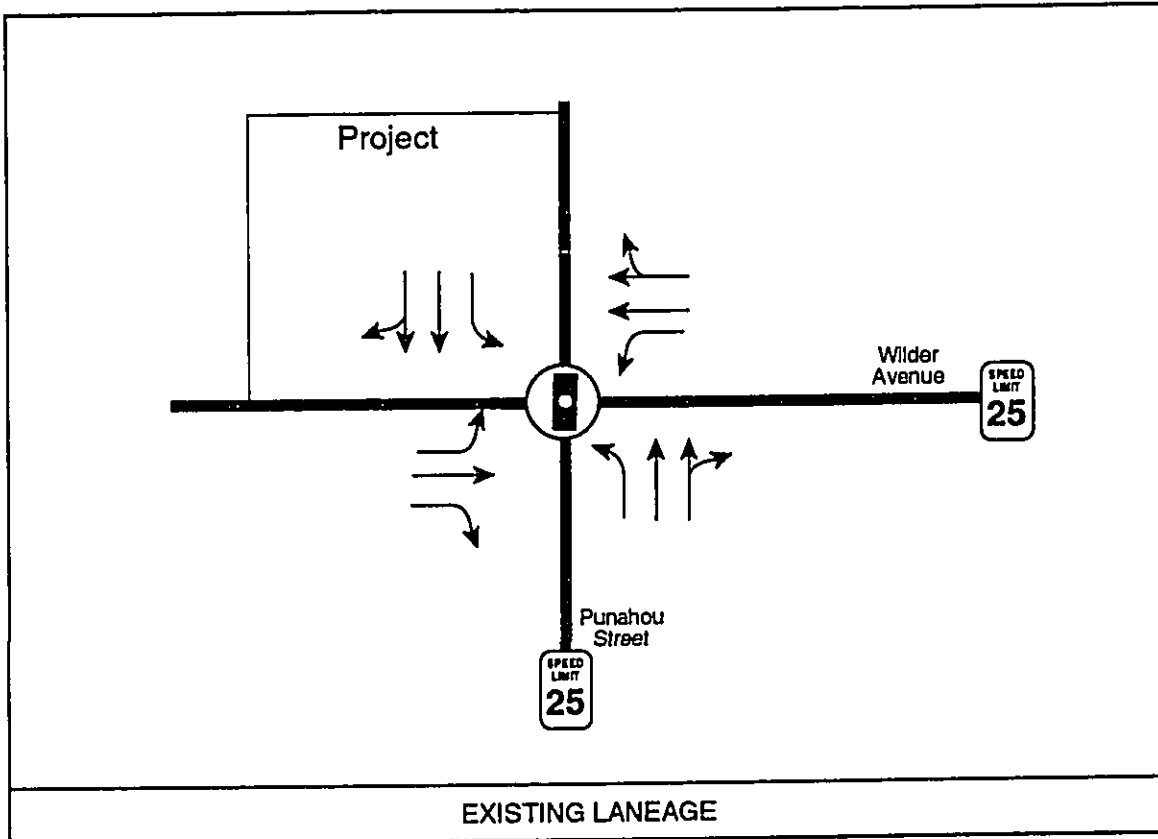
Future Traffic Without Project

Future traffic without the project was forecast by adding the following; 1) existing traffic volumes and the 2) increase in through traffic at the study intersection based on historical growth trends. The resulting traffic volume forecasts at the study intersections for the traffic peak hours without the project in year 2003 are shown in Figure 3.

General Growth in Through-Traffic

As discussed previously, the project is located in a community that has already been substantially developed. The likelihood of further development is small and is reflected in the ORTP, which does not indicate major traffic growth. However for conservatism, the growth in through-traffic was estimated using historical data obtained from the HDOT traffic count station #SL-57 (Dole Street) and linear regression analysis. HDOT data indicates an annual growth trend of about 0.4% per year. Again for conservatism, the existing peak hour traffic was increased by 0.8% ($0.4\% \times 2$ years) for all traffic movements.

The growth rate also accounts for future conditions such as other future developments outside of the project study area and future projects, which have not been clearly defined yet.



Traffic From Other Developments

Since no significant projects are expected to be completed in the project time frame in the study vicinity, traffic from other projects is zero. However, the growth rate described earlier accounts for unanticipated future projects, which may occur before the project opens.

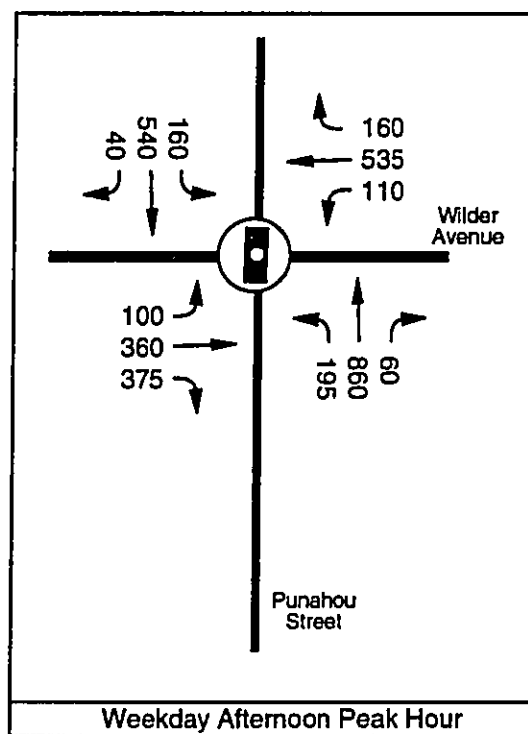
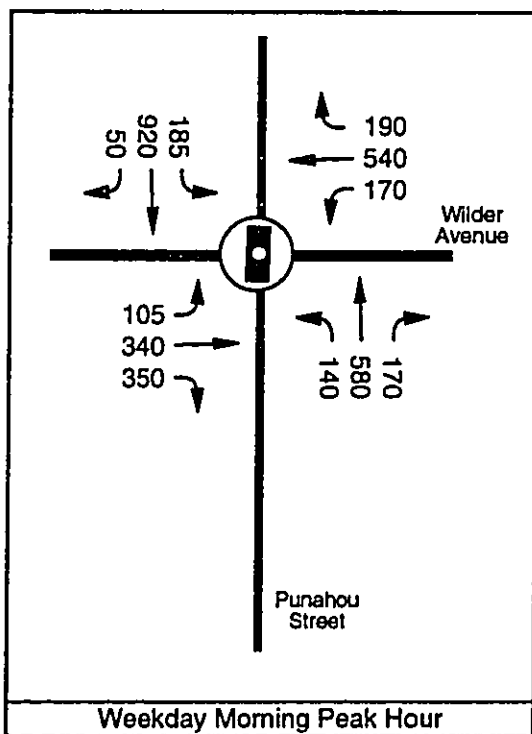
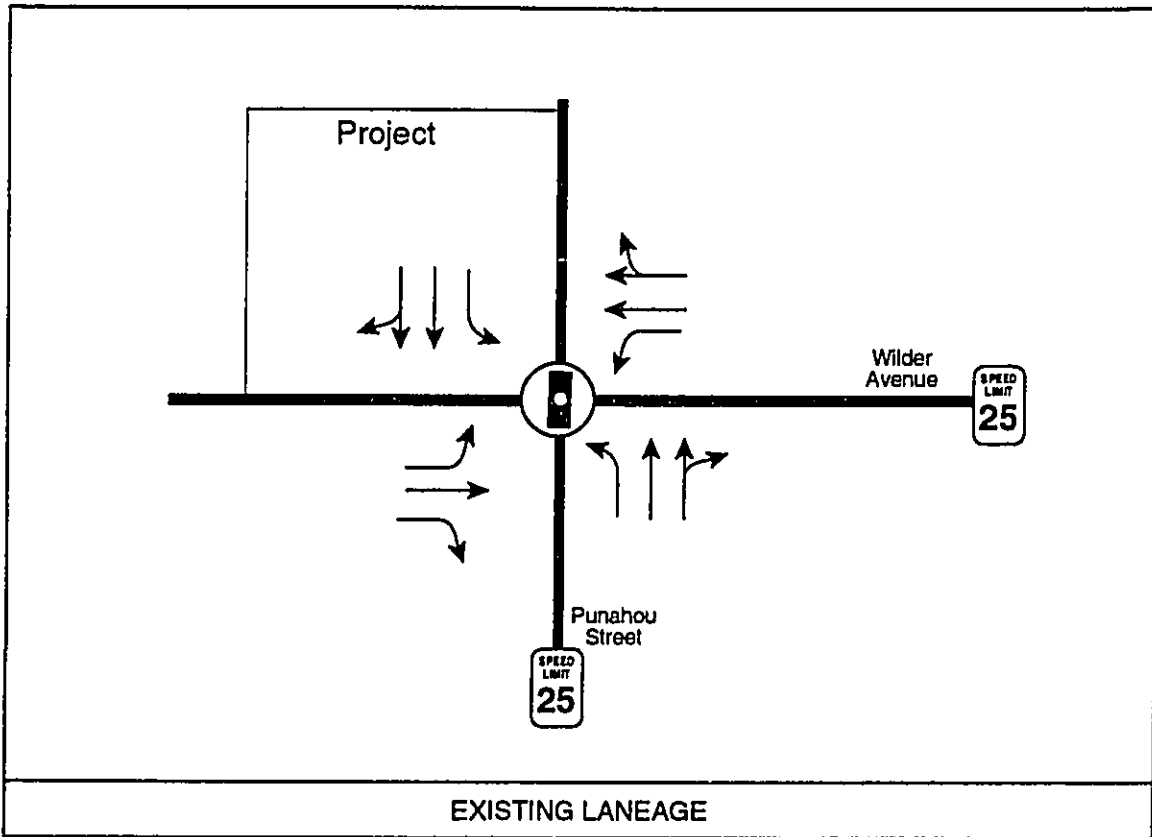
Future Traffic With Project

Future traffic with the project was forecasted by adding traffic generated by the Punahou Vista Apartments Project to the forecasted traffic without the project. The resulting peak hour traffic volume forecasts with the project are shown in Figure 4.

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. Table 1 shows the number of trips generated due to the project.

Table 1. Project Trip Generation					
		Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
Land Use	Size	Enter Trips	Exit Trips	Enter Trips	Exit Trips
Apartments	55	5	25	32	16



The trip distribution step estimates the distribution of vehicle trips to their predicted destinations and origins. Trips were distributed based on projections of population on Oahu for the year 2003.

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.

TRAFFIC IMPACT ANALYSIS

Analysis was conducted for the study intersections to determine the relative impact of the Punahou Vista Apartments project. The analysis compares the existing, year 2003 forecasts without the project and year 2003 forecasts with the project traffic conditions.

Analysis Methods

The study intersection was analyzed using procedures outlined in the Highway Capacity Manual¹ (HCM). The analysis methodology measures traffic operations using a Level-of-Service (LOS) rating, which ranges 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.

The study intersection of Punahou Street with Wilder Avenue is signalized. Therefore, the HCM procedure for signalized intersection was used to analyze this study intersection.

Signalized Intersection Analysis

Operational analysis for signalized intersections is based on the average control delay per vehicle to measure traffic operating conditions. Control delay as defined here 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 classified into the 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").

Analysis Results

The results of the analysis for the intersection of Punahou Street with Wilder Avenue are shown on Tables 3 and 4, with highlights described below.

Table 2. Punahou Street with Wilder Avenue - Weekday AM Peak Hr.			
Movement	Existing	Without Project	With Project
Northbound LT	F	F	F
Northbound TH/RT	F	F	F
Southbound LT	E	E	E
Southbound TH/RT	E	E	E
Eastbound LT	E	E	E
Eastbound TH/RT	E	E	E
Westbound LT	E	E	E
Westbound TH/RT	D	D	D
Overall	E	E	E

Table 3. Punahou Street with Wilder Avenue - Weekday PM Peak Hr.			
Movement	Existing	Without Project	With Project
Northbound LT	F	F	F
Northbound TH/RT	E	E	E
Southbound LT	F	F	F
Southbound TH/RT	D	D	D
Eastbound LT	E	E	E
Eastbound TH/RT	D	D	D
Westbound LT	E	E	E
Westbound TH/RT	D	D	D
Overall	E	E	E

¹ Transportation Research Board, National Research Council, Highway Capacity Manual, Special Report 209, Third Edition, Washington, D.C. 1998.

- Currently, motorists experience long (LOS "D") to very long delays (LOS "F") during the morning and afternoon peak hours. At times during the peak hours, downstream conditions on Punahou Street, south of Wilder Avenue, impeded traffic flow through the study intersection.
- In the year 2003, without the project, the overall intersection LOS is expected to continue to be LOS "E".
- With the project in year 2003, the overall intersection LOS is not expected to change from the without project scenario during the weekday morning and afternoon peak hours.

CONCLUSIONS AND RECOMMENDATIONS

The Punahou Vista Apartments Project, when completed in the year 2003, would not affect the Level-of-Service (LOS) at the existing study intersection of Punahou Street with Wilder Avenue during the weekday commuter hours. No capacity mitigating actions are required due to the proposed project. However, due to close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway should be prohibited to minimize traffic conflicts and maintain traffic flow.

APPENDIX A

TRAFFIC COUNT DATA

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Project : 136.0 Punahou Vista
 Date: 3/21/01

Direction Enter North-South Road Purahou Street Direction Exit

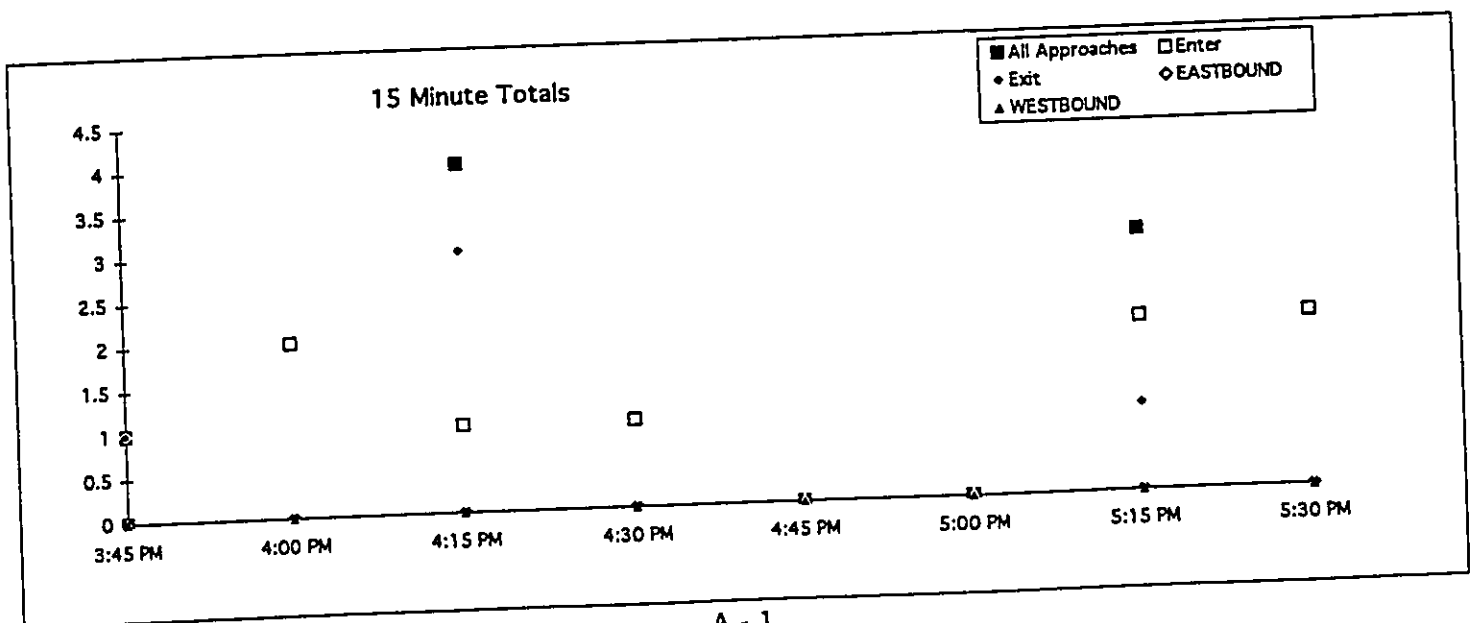
Start Time	LT In	RT In	LT Out	RT Out
3:45 PM	0	0	0	1
4:00 PM	0	2	0	0
4:15 PM	0	1	0	3
4:30 PM	1	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	2	0	1
5:30 PM	0	2	0	0

PEAK HOUR	LT In	HV	0	HV	NB-RT	HV	SB-LT	HV	0	HV	RT Out	HV
4:00 PM	1	0	0	0	3	0	0	0	0	0	3	0
5:00 PM		0%		#DIV/0!		0%		#DIV/0!		#DIV/0!		0%
NB Approach Total			4	SB Approach Total			3					

Direction EASTBOUND East-West Road Direction WESTBOUND

Start Time	EB-LT	HV	EB-TH	HV	EB-RT	HV	WB-LT	HV	WB-TH	HV	WB-RT	HV
3:45 PM												
4:00 PM												
4:15 PM												
4:30 PM												
4:45 PM												
5:00 PM												
5:15 PM												
5:30 PM												

PEAK HOUR	EB-LT	HV	EB-TH	HV	EB-RT	HV	WB-LT	HV	WB-TH	HV	WB-RT	HV
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
EB Approach Total			0	WB Approach Total			0					



Project : 136.0 Punahou Vista

Date: 3/21/01

Direction
NORTHBOUND

North-South Road
Punahou Street

Direction
SOUTHBOUND

Start Time	NB-LT	HV	NB-TH	HV	NB-RT	HV
3:45 PM	49		188	2	18	
4:00 PM	40		197	1	17	1
4:15 PM	39		218	1	17	
4:30 PM	43		191	1	14	
4:45 PM	42	1	208	1	11	
5:00 PM	52		232	1	20	
5:15 PM	38		220	1	14	1
5:30 PM	34		187		13	

SB-LT	HV	SB-TH	HV	SB-RT	HV
40		134	2	8	
46		126	5	5	
36		151	5	9	
44		132	3	11	
33		117	3	11	
38		151	1	5	
38		127	3	4	
54		136	2	6	

PEAK HOUR	NB-LT	HV	NB-TH	HV	NB-RT	HV
4:30 PM	175	1	851	4	59	1
5:30 PM		1%		0%		2%

SB-LT	HV	SB-TH	HV	SB-RT	HV
153	0	527	10	31	0
	0%		2%		0%

NB Approach Total 1085

SB Approach Total 711

3402

Direction
EASTBOUND

East-West Road
Wilder Avenue

Direction
WESTBOUND

Start Time	EB-LT	HV	EB-TH	HV	EB-RT	HV
3:45 PM	27		62	2	72	
4:00 PM	24		64	1	89	1
4:15 PM	28		57	2	69	2
4:30 PM	24		76	4	93	1
4:45 PM	18		89	0	89	
5:00 PM	28		84	1	100	
5:15 PM	28		104	3	86	3
5:30 PM	16		85	3	106	3

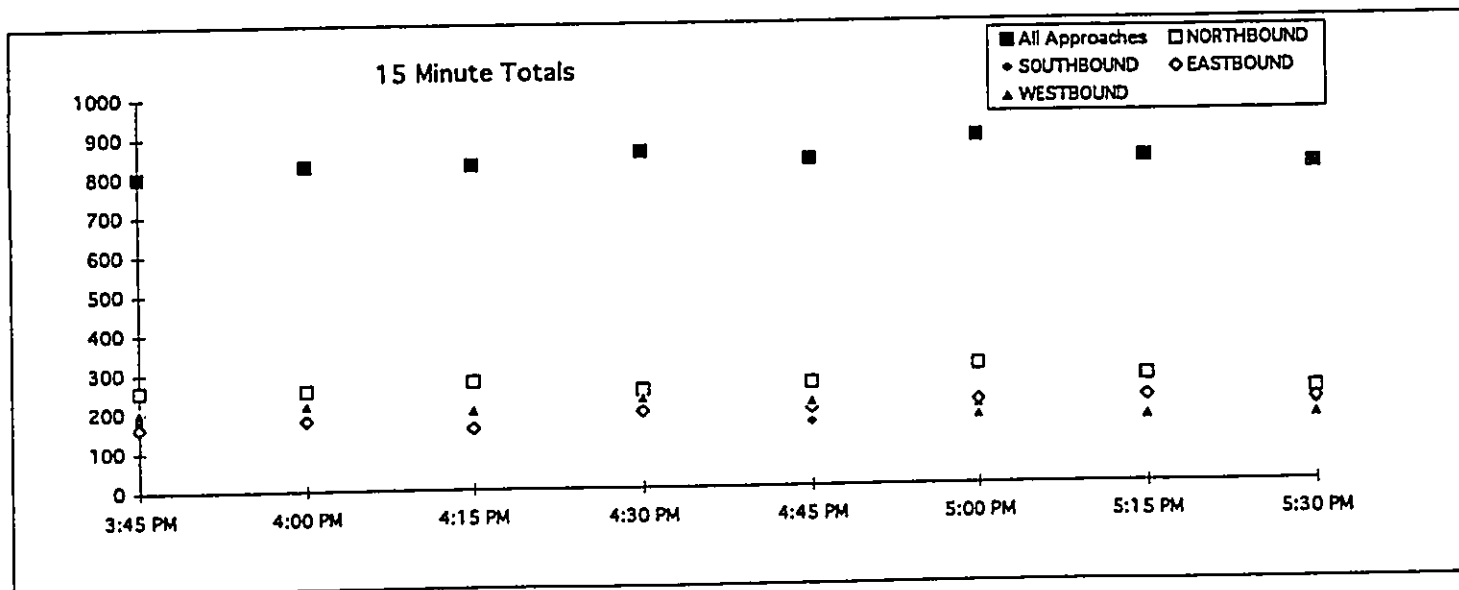
WB-LT	HV	WB-TH	HV	WB-RT	HV
25	2	125	3	51	1
35		127	2	55	
29		122	1	50	1
27		154	1	46	
31		139		44	
27		109	4	40	
20		121	1	29	
31		92	2	47	

PEAK HOUR	EB-LT	HV	EB-TH	HV	EB-RT	HV
4:30 PM	98	0	353	8	368	4
5:30 PM		0%		2%		1%

WB-LT	HV	WB-TH	HV	WB-RT	HV
105	0	523	6	159	0
	0%		1%		0%

EB Approach Total 819

WB Approach Total 787



APPENDIX B

LEVEL-OF-SERVICE DEFINITIONS

FOR

SIGNALIZED 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 (seconds)
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.

APPENDIX V
AGENCY COMMENTS PRIOR TO PREPARATION
OF DRAFT EA

XEROX COPY WITH NON-REMOVABLE

08/23 '00 10:59 NO.866 01/01

BOARD OF WATER SUPPLY

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



August 16, 2000

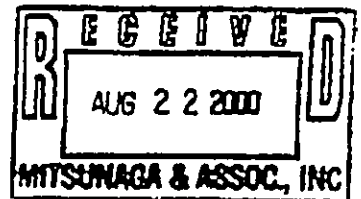
JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMI
HERBERT S.K. KAPOUA, SR.
BARBARA ION STANTON

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

CLIFFORD S. JAMILE
Manager and Chief Engineer

Mr. Morris A. Ishida
Mitsunaga and Associates
747 Amama Street, Suite 216
Honolulu, Hawaii 96814



Dear Mr. Ishida:

Subject: Your Letter of August 4, 2000 on the Proposed
YMCA Elderly Housing Apartments, TMK: 2-4-23: 87

Thank you for your letter on the proposed YMCA Elderly Housing Apartments.

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

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
CLIFFORD S. JAMILE
Manager and Chief Engineer

Post-It® Fax Note	7871	Date	8/23/00	Page	1
To	GARY FURUTA	From	CSJ		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #		Fax #			



DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
 650 SOUTH KING STREET * HONOLULU, HAWAII 96813
 Phone: (808) 527-5827 * Fax: (808) 547-7316

SEWER CONNECTION APPLICATION

\$64,978.20
 Wastewater System
 Facility Charge

APPLICATION NO.: 2000/SCA-0443

STATUS: Approved

DATE RECEIVED: 08/04/2000

IWDP APP. NO.:

PROJECT NAME: YMCA Elderly Housing Apartments / Dwelling Unit

LOCATION:

Zone	Section	Plat	Parcel		
2	4	023	087	1629 - POKI ST	52,840 Sq. Ft.

SPECIFIC LOCATION: 1629 Poki Street

APPLICANT: **MITSunAGA & ASSOCIATES, INC.**
 747 Amana Street, Suite 218
 Honolulu, HI 96814

DEVELOPMENT TYPE: Dwelling, Multi-family

SEWER CONNECTION WORK DESIRED: Existing

OTHER USES: YMCA

NON-RESIDENTIAL AREA:

s.f.

APPROXIMATE DATE OF CONNECTION: 01/08/2002

PROPOSED UNITS

EXISTING UNITS

UNITS TO BE DEMOLISHED

No. of New Units: 81

No. of Existing Units: 0

No. of Units to be Demolished: 0

Studios:
 1-Bedroom: 81
 2-Bedroom:
 3-Bedroom:
 4-Bedroom:

Studios:
 1-Bedroom:
 2-Bedroom:
 3-Bedroom:
 4-Bedroom:

Studios:
 1-Bedroom:
 2-Bedroom:
 3-Bedroom:
 4-Bedroom:

REMARKS

See attached sheet for submetering requirements.

DATE ISSUED: 08/09/2000

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: 08/09/2002

REVIEWED BY: ARTURO SAAVEDRA JR.

A. Saavedra Jr.
 FOR DIRECTOR OF DEPARTMENT OF PLANNING AND PERMITTING

XEROX COPY WITH NON-REMOVABLE



SACRED HEART PARISH

Post-it* Fax Note	7671	Date	5/17/01	# of pages	2
To	Gary Furuta	From	Joy Bulosan		
Co./Dept.	BU	Co.	Sacred Heart		
Phone #	596-2120	Phone #	973-2211		
Fax #	395-1520	Fax #	973-2209		

Dear Tom Heinrich and fellow members of Neighborhood Board Number 7:

The Parish Pastoral Council of Sacred Heart Church, located at 1701 Wilder Avenue, urges you to give favorable consideration to Punahou Vista, a family affordable rental housing project being developed by the non-profit organization, Hawaii Housing Development Corporation.

The Parish Pastoral Council is firmly in favor of affordable rental housing, a commodity which is in very short supply in our community. All of us living in Honolulu have a social obligation to assure that there is adequate housing available for all of our people.

The Hawaii Housing Development Corporation has a good track record in developing affordable rental projects for families and seniors. The Corporation is here for the long-run. It manages its properties in a very responsible manner.

The members of the Council believe that Punahou Vista would be a very positive addition to our community. We at Sacred Heart would look forward to having the families at Punahou Vista as our neighbors.

And we would hope that some of those who live at Punahou Vista would choose to be educated at Maryknoll and to worship at Sacred Heart Church. Thank you very much for considering our letter of support for the Punahou Vista Project.

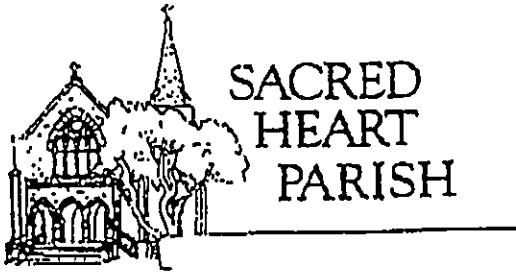
Sincerely yours,

Marc R. Alexander

Rev. Marc R. Alexander
Pastor

Linda Nishigaya

Dr. Linda Nishigaya
Pastoral Council President



Dear John Steelquist and fellow members of Neighborhood Board Number 10:

The Parish Pastoral Council of Sacred Heart Church, located at 1701 Wilder Avenue, urges you to give favorable consideration to Punahou Vista, a family affordable rental housing project being developed by the non-profit organization, Hawaii Housing Development Corporation.

The Parish Pastoral Council is firmly in favor of affordable rental housing, a commodity which is in very short supply in our community. All of us living in Honolulu have a social obligation to assure that there is adequate housing available for all of our people.

The Hawaii Housing Development Corporation has a good track record in developing affordable rental projects for families and seniors. The Corporation is here for the long-run. It manages its properties in a very responsible manner.

The members of the Council believe that Punahou Vista would be a very positive addition to our community. We at Sacred Heart would look forward to having the families at Punahou Vista as our neighbors.

And we would hope that some of those who live at Punahou Vista would choose to be educated at Maryknoll and to worship at Sacred Heart Church. Thank you very much for considering our letter of support for the Punahou Vista Project.

Sincerely yours.

Marc R. Alexander
 Rev. Marc R. Alexander
 Pastor

Linda Nishigaya
 Dr. Linda Nishigaya
 Pastoral Council President

APPENDIX VI

201G APPLICATION EXEMPTION LIST

**MAJOR EXEMPTIONS REQUESTED
THROUGH THE 201G APPLICATION**

- A. Exemption from Section 21-6.120(b) LUO, relating to loading spaces, to allow the single loading space to have a horizontal dimension of only 8.5 feet x 19 feet, instead of the required 12 foot x 35 foot single loading space.
- B. Exemption from Section 21-3.80-1(b) [Table 21-3.3] and Section 21-6.70, LUO, relating to required yards and off-street parking and loading, to allow parking spaces *3 through 17 to encroach into the required 10-foot side yard by about 3 feet on the east (mauka) side of the property, parking spaces 1 and 2 to encroach into the required 10-foot side yard by about 10 feet. Wheel stops will be installed, where appropriate.*
- C. Exemption from the Chapter 22, Article 7, Revised Ordinances of Honolulu (ROH), to allow the provision of 3,869 square feet within the front yard and *1,318* square feet of other open space (total *5,197* square feet) to satisfy park dedication requirements. About *717* square feet of the *5,197* square feet proposed for park dedication includes the fenced in "tot-lot". Park dedication requirements for the project would normally amount to 5,004 square feet of park and playground area.
- D. Exemption from Section 21.9.50-4(a), Exhibit 21-9.6 Revised Ordinances of Honolulu (ROH) relating to transitional height setbacks in the Punchbowl Special District, to allow a maximum 10-foot encroachment into the required transitional height setback at the south corner (west elevation) of the building.
- E. Exemption from Section 18-6.2, ROH, to allow exemption of building permit fees estimated at \$22,000.00.
- F. Deferral of payment of Sewer and Board of Water Supply (BWS) connection fees until funding from the Rental Housing Trust Fund Project Award loan is available. The sewer connection fee for the project is estimated to be \$38,700.00 dollars; the BWS connection fee is estimated to be \$65,000.00.

- G. Exemption from Section 18-6.1, ROH, relating to plan review fees, to waive payment of plan review fees estimated at \$2,500.00.
- H. Exemption from the payment of real property taxes, approximately \$42,000.00 per year, in accordance with Chapter 8, Article 10, Section 8-10.20, ROH, Real Property Tax Building Permit Fees - Exemption - Low-income and Moderate-income housing, as amended.
- I. Exemption from payment of the General Excise Tax on project development and construction costs related to the affordable rental apartment units, approximately \$360,000.00.
- J. Exemption from payment of the General Excise Tax on rental income from the affordable rentals and operating costs related to the affordable rental units, approximately \$14,000.00 per year.

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APPENDIX VII
PHOTOGRAPHS OF SITE



View from Punahou Street facing Makai
(YWCA beyond building at right)



View from Punahou Street facing Makai (YWCA on right)



View from Wilder facing Ewa (Punahou School on right side)



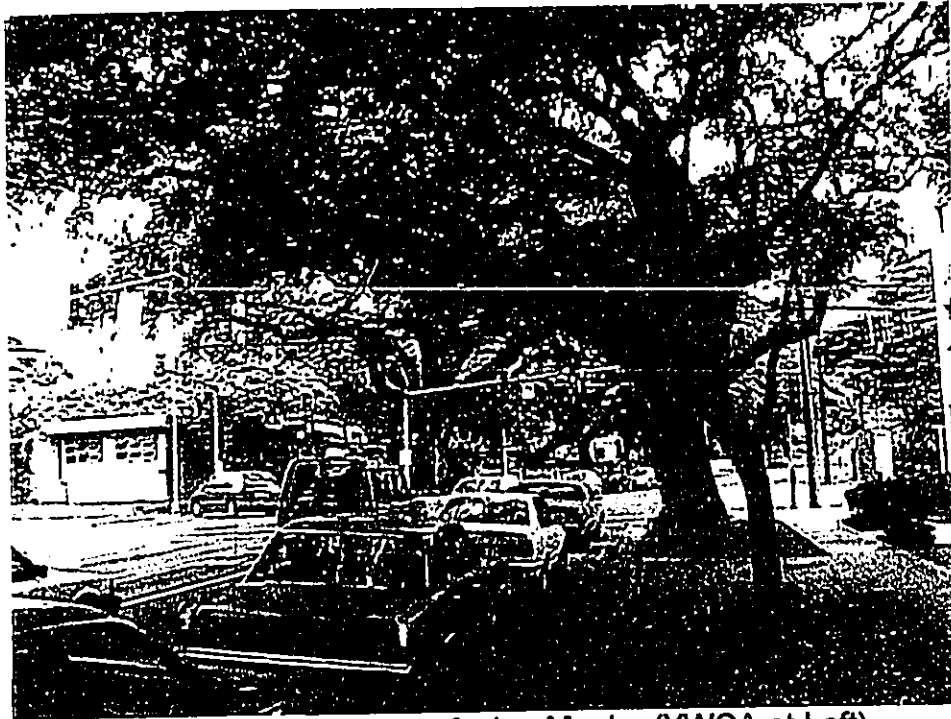
View from Wilder facing Diamond Head (YWCA on left)



View of YWCA Improvements along Punahou Street facing Ewa



View of YWCA Improvements at Intersection facing Mauka



View from Punahou Street facing Mauka (YWCA at Left)



View at Wilder-Punahou Intersection Facing Mauka (YWCA at Left)

APPENDIX VIII

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

BENJAMIN J. CAYETANO
GOVERNOR



GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
225 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4186
FACSIMILE (808) 586-4186

November 5, 2001

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

Attn: Lisa Wond

Dear Ms. Miyashiro:

Subject: Draft Environmental Assessment (EA), Punahou Vista Affordable Rental
Housing Development

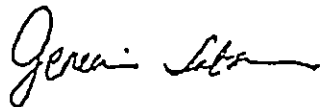
We have the following comments to offer:

1. Irrigation:
 - a. Will you use reclaimed water for the landscaping?
 - b. Section III of the draft EA, *Description of the Project*, contains the statement: "Ground cover and grass areas will be zoned separately for water management." In the final EA please explain what this means.
2. Solar heaters: Will you use solar water heaters in this complex?
3. Figure 3: Portions of this figure are annotated with dashed lines, solid dot lines and semi-solid dot lines. In the final EA add a legend or explanation of what these types of lines represent.
4. Sources of Financing: The abbreviation LIHTC is found in Appendix I. What does it stand for?
5. Economic Impacts: To balance out your discussion on economic impacts given in Section IV-B, please include a dollar figure total (or estimated total) of requested fee exemptions from the 201G application which are listed in Appendix VI.

Sharyn Miyashiro
March 31, 2000
Page 2

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

January 23, 2002

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

Attention: Ms. Nancy Heinrich

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Affordable Elderly Rental Apartments - TMK: 2-4-23: 087**

Dear Ms. Salmonson:

Thank you for your letter dated November 27, 2001, and your comments on the Punahou Vista Affordable Elderly Rental Apartments Draft Environmental Assessment.

Our responses to your questions and statements are as follows:

1. Irrigation:

a. Question - Will you use reclaimed water for the landscaping?
Answer - No, we will not be using reclaimed water for the landscaping.

b. Question - Section III of the draft EA, *Description of the Project*, contain the statement "Ground cover and grass areas will be zoned separately for water management." In the final EA, please explain what this means.
Answer - The landscape sprinkler system will be divided into zones, meaning, separate watering schedules in order to conserve and better manage our water supply. This will be explained in our final EA.

2. **Solar Heating**

Question - Will you use solar water heaters in this complex?

Answer - No, we will not be using solar water heaters in this complex.

3. **Figure 3**

Statement - Portions of this figure are annotated with dash lines, solid dot lines and semi-solid dot lines. In the final EA add a legend or explanation of what these types of lines represent.

Answer - The lines in Exhibit (Figure) 3 represent 'government or public utility programmed for commencement of land acquisition and/or construction (beyond 6 years)'. Attached to this response is a legend showing how the Primary Urban Center Development Plan Public Facilities Map outlines the various proposed government or public utility improvements.

4. **Sources of Financing**

Question - The abbreviation LIHTC is found in Appendix I. What does it stand for?

Answer - The abbreviation LIHTC stand for Low Income Housing Tax Credit.

5. **Economic Impacts**

Statement - To balance out your discussion on economic impacts given in Section IV-B, please include a dollar figure total (or estimated total) of requested fee exemptions from the 201G application which are listed in Appendix VI.


Answer:

- | | | | |
|----|------------------------|---|--|
| a. | Building Permit Fee | - | Approx. \$22,000 (not \$8,000 as listed in the Draft EA) |
| b. | Real Property Tax | - | Approx. \$42,000 per year |
| c. | GE project development | - | Approx. \$360,000 |
| d. | GE operation expense | - | Approx. \$14,000 per year |

Ms. Genevieve Salmonson
Page 3

Your comments and this response will be included in the Final EA.

Very truly yours,

for 
Keith Kurahashi

cc: Hawaii Housing Development Corporation
Mr. Gary Furuta

PRIMARY URBAN CENTER

DEVELOPMENT PLAN

PUBLIC FACILITIES MAP

ORDINANCE NO. 81-79

DATE: NOVEMBER 25, 1981

	GOVERNMENT OR PUBLIC UTILITY PROGRAMMED FOR COMMENCEMENT OF LAND ACQUISITION AND/OR CONSTRUCTION (WITHIN 5 YEARS)	GOVERNMENT OR PUBLIC UTILITY PROGRAMMED FOR COMMENCEMENT OF LAND ACQUISITION AND/OR CONSTRUCTION (BEYOND 5 YEARS)	PRIVATE FUNDING (NOT MDG SCHEDULE)
SEWER SYSTEM	S _____ S	S - - - - - S	S S
WATER SYSTEM	W _____ W	W - - - - - W	W W
DRAINAGE SYSTEM	D _____ D	D - - - - - D	D D
TRANSPORTATION SYSTEMS			
RAPID TRANSIT	<u>HRTP</u>	<u>HRTP</u>	
ADDITIONAL RIGHT OF WAY AND NEW STREETS	R _____ R	R ■■■■■■ R	R □□□□□ R
IMPROVEMENTS WITHIN EXISTING RIGHT OF WAY	R R	R ○○○○○○ R	R ○○○○○○ R
TRANSIT CORRIDOR	TC TC	TC ○○○○○○ TC	TC ○○○○○○ TC
PUBLIC FACILITY			
SITE DETERMINED (BY PROPERTY LINE)			
SITE UNDETERMINED (IN GENERAL AREA)			
MODIFY EXISTING FACILITY			



MAKIKI/LOWER PUNCHBOWL/TANTALUS NEIGHBORHOOD BOARD NO. 10

c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

Director
Housing and Community Development
677 Queen St.
Honolulu, HI, 96813

NOV 23 2 43 PM '01
RECEIVED
N.O.C.H.

This is to inform you that Neighborhood Board #10 has discussed and received public comment concerning the Punahou Vista Affordable Housing Project located at Punahou and Wilder Streets at each of our last six meetings. The Board has taken no position either in favor or opposition to the project. At our October meeting, we passed a resolution that we inform the appropriate governmental bodies that there was significant opposition to the project expressed by residents at our meetings. I will inform you when the Board takes any further action.

Sincerely,

A handwritten signature in cursive script, reading "John A. Steelquist".

John A. Steelquist, Chair



Oahu's Neighborhood Board System - Established 1973

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

January 23, 2002

John A. Steelquist, Chair
Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments - TMK: 2-8-002: 032**

Dear Chair Steelquist:

We are in receipt of your notification to the State Department of Business,
Economic Development and Tourism, Housing and Community Development
Corporation of Hawaii regarding the Draft EA for the proposed Punahou Vista
Family Affordable Rental Apartments.

We thank you for taking the time to review the Draft EA and acknowledge
your decision in taking no position either in favor or opposition to the project.
We further acknowledge that at your October, 2001 meeting, your Board passed a
resolution that the Board inform the appropriate governmental bodies that there
was significant opposition to the project expressed by residents at the Board's
meetings.

Your notification letter together with this response will be included in the
Final EA.

Very truly yours,

for 
Keith Kurahashi

cc: HCDCH
Gary Furuta

November 26, 200

Comments on the Draft Environmental Assessment (DEA) for
the Punahou Vista which is a proposed development of an
affordable rental apartment building at 1566 Wilder
on the corner of Wilder Avenue and Punahou Street.

RECEIVED
01 NOV 29 12:45

The area is already strained to capacity with pedestrian and vehicular traffic. There is a large population crammed into chockablock apartment and condominium high-rises with little open space available. Under the Primary Urban Development Plan, improving public rights-of-way probably would "make the neighborhood more pleasant, convenient, safer, and liveable". Makiki Park is one open space area but it is heavily utilized by organized sports activities virtually from early in the morning until the evening. Punahou Square is a miniature open space park which does not have a playground for the many children who would be coming out of the proposed development of an affordable rental apartment building at 1566 Wilder Avenue looking for somewhere to play. From Punahou Square, which is right across the street, one can see the traffic jams. Exhaust smoke and very loud noises coming out of vehicle engines are present; arrogant motorists often can be seen barreling through the intersection of Wilder Avenue and Punahou street without regard to the pedestrians who are trying to cross.

As there are 3 large schools near this area, the migration of thousands of people to the schools before they start in the morning and end in the afternoon is overwhelming. At the same time, the masses of those who live around the area are migrating to and from work. Many delivery trucks and buses need to go through as well. The area is literally a small 'war zone' Monday through Friday during the day. As it appears most parents feel comfortable delivering and retrieving the students of these schools, they block outer lanes of Wilder Avenue, Spreckels, Dole, and Hale Kula Streets with their vehicles in the afternoons as they wait on stand-by for the students; the congestion is outrageous.

It was recently suggested to Mel Hirayama of the Traffic Board to change the no parking signs to the no stopping, waiting, standing, delivering, etc. signs in order to keep the heavy traffic circulating - hopefully he can help.

But the proposed development of an affordable apartment building at 1566 Wilder Avenue would add more to the congestion and crowding. It appears that the YWCA supports having a green space at the site if they can get a fair deal in a land swap for another attractive property (it seems negotiations are taking place at this time). Across the street is Punahou School, which has green lawns, gardens, - a place where one could find a little peace and quiet or take a relaxing stroll. But unless a registered student, the grounds are off-limits, being heavily guarded and patrolled by security guards.

The efforts put into the Primary Urban Center Development Plan and of the developer of this proposed development should be focused on another property out of this area where more space would be available - enabling life to be normal, safe, and comfortable for those residing in a non-profit housing development of this nature. The Matiki Ussion Project may be a little off-course in implementing a "directed-growth policy" at this area - 'this wouldn't be a good thing'. A green space there 'would be a good thing' for this neighborhood.

Sincerely Yours,

Jon Jardin
Jon Jardin

In representation of those who reside at Spreckels Street West

address: Spreckels Street West
1520 Spreckels St. #1206
Honolulu, HI 96822

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

February 15, 2002

Mr. Jon Jardin
Spreckels Street West
1520 Spreckels Street, #206
Honolulu, Hawaii 96822

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87**

Dear Mr. Jardin:

We are in receipt of your comments, dated November 29, 2001, to the State Department of Health, Office of Environmental Quality Control regarding the Draft EA for the proposed Punahou Vista Family Affordable Rental Apartments. We appreciate you taking the time to review our Draft EA and offer the following responses to your comments:

1. Pedestrian access will be improved when the proposed Punahou Vista apartments are developed, because sidewalks in front of the project site will be up-graded to current City standards.
2. As stated in the "Conclusions and Recommendations" section of our Traffic Impact Assessment Report (TIAR): "The Punahou Vista Apartments Project, when completed in the year 2003, would not affect the Level-of-Service (LOS) at the existing study intersection of Punahou Street and Wilder Avenue during the weekday commuter hours. No capacity mitigating actions are required due to the proposed project. However, due to close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway should be prohibited to minimize traffic conditions and maintain traffic flow." For your information, in response to a request by the Department of Transportation Services their letter dated

December 27, 2001, we agree to prohibit left-turns out of the project driveway onto Punahou Street as well, to minimize impact to traffic from vehicles entering and exiting the project site.. The Final EA will read as follows: "Due to the close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway and left-turns out of the project driveway will be prohibited, as requested by the Department of Transportation Services."

3. We understand that much has been done to minimize conflicting movements at the Punahou Street/Wilder Avenue intersection. These include dedicated left turn cycles for all approaches and no right turn on red for the ewa bound and mauka bound approaches.
4. In response to your comment on the lack of availability of recreational space in the nearby parks, we offer the following details. The nearby 8.78 acre Makiki District Park and Recreational Center offers tennis courts, swimming pool, basketball courts, volleyball courts, a skate board ramp, general meeting rooms, a community library, with the remainder of the 8.78 acres dedicated to open fields for active recreational use. We would anticipate, and hope, that the children living in the proposed Punahou Vista apartments would participate in the organized sports activities being offered in the Makiki District Park and Recreational Center, along with the children living in the surrounding neighborhood. The remaining open park space that is not utilized by the various organized sports activities is used by nearby residents, both young and old, for other recreational activities. This area offers restrooms, playground equipment suitable for young children, many shade trees and a wide open park like setting. Families living in the proposed Punahou Vista apartments would also utilize this area of the park for their recreational enjoyment and a place to take their children for recreational activities.

Punahou Square, a City owned ½ acre passive park located directly across from the proposed Punahou Vista apartments is currently undergoing a major renovation. Meandering pathways, resting benches and improved landscaping along with a new irrigation

system are being added to upgrade the existing passive park. We would anticipate families living in the proposed Punahou Vista apartments, along with families living in the many surrounding apartment buildings, would take advantage of the improved park and enjoy quiet times in this very attractive setting. We plan a tot lot in our project with playground equipment for young children.

You mentioned Punahou School grounds being off-limits to other than registered students. However, in my personal experience taking my son to play in the grounds of Punahou School, on weekends and weekdays after school, we were never approached by security guards questioning my right or my son's right to be there. Our visits to Punahou School grounds took place at a time when my son was not a student at Punahou School and later when he enrolled at Punahou School. We played at the Winne Units playground, at the Rice Field and in the batting cages on Palm Drive and were never approached by security.

5. The proposed Punahou Vista apartments may have less effect on the surrounding community than what could be developed for market priced condominiums. A private developer could maximize the density of this A-2 Medium Density Apartment District site by building to a height of 100 feet, compared to our development being proposed for 74 feet 6 inches in height. A taller structure with parking floors below could be built in order to avoid encroaching into the yard setbacks, and to take advantage of the views. A private developer would be able to develop on this site with only a minor, special district permit and the required building permit. No notification of abutting neighbors would be necessary and no notification to the neighborhood board would be necessary.
6. Regarding your statement on a proposed land swap, we understand that the YWCA and the developer are bound by a purchase agreement to complete the sale and purchase of the project site.

Mr. Jon Jardin
Page 4

A copy of your letter and this response will be included in the Final EA.

Very truly yours,

for 
Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta

BOARD OF WATER SUPPLY

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



November 27, 2001

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

BRIAN K. MINAII, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

Kusao & Kurahashi, Inc.
2752 Woodlawn Drive, Suite 5-202
Honolulu, Hawaii 96822

Attention: Keith Kurahashi

Gentlemen:

Subject: Your Transmittal of October 29, 2001 of the Draft
Environmental Assessment for the Punahou Vista Affordable
Family Rental Apartments, Punahou, Oahu, TMK: 2-4-23: 87

Thank you for the opportunity to review the subject document for the proposed apartment development.

We have the following comments to offer:

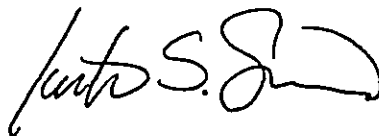
1. The existing off-site water system is presently adequate to accommodate the proposed project.
2. The availability of water will be determined when the Building Permit Application is submitted for our review and approval. If water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.
3. There is one active water service consisting of a three-inch compound water meter serving the project site.
4. If an additional 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.
November 27, 2001
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,



for CLIFFORD S. JAMILE
Manager and Chief Engineer

cc: Office of Environmental Quality Control
Housing Community Development Corporation of Hawaii

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

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

January 21, 2002

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

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. Scott Muraoka

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: 087**

Dear Mr. Jamile:

Thank you for your letter dated November 27, 2001, and for taking the time to review and comment on our Draft EA for the proposed Punahou Vista Family Affordable Rental Apartments.

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 resources and development, transmission and daily storage. We have, however, requested a deferral of the water system facilities charges until we are able to make our first draw from the Rental Housing Trust Fund Loan, which we expect will occur within a month after building permit approval.
3. We are aware that there is one active water service consisting of a three-inch compound water meter serving the project site.

4. If an additional three-inch or larger meter is required, construction drawings showing the installation of the meter will be submitted for your review and approval.
5. The on-site fire protection requirements will be co-ordinated 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.

Again, thank you. Your comments and this response will be included in the Final EA.

Very truly yours,

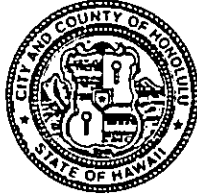

Anne Kusao

cc: HCDCH
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.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR



ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

November 30, 2001

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

Dear Mr. Kurahashi:

Subject: Draft Environmental Assessment for Punahou Vista
a Proposed Family Affordable Rental Development
Tax Map Key: 2-4-023: 087

We received your letter dated October 29, 2001, regarding the Draft Environmental Assessment for the proposed Punahou Vista project. The proposed development will not have an adverse impact on the services provided by the Honolulu Fire Department.

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. Leonard".

ATTILIO K. LEONARDI
Fire Chief

AKL/SK:jo

cc: Office of Environmental Quality Control
Sharyan L. Miyashiro, Housing Community Development Corporation of Hawaii

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

January 21, 2002

Mr. Attilio K. Leonardi
Chief, Honolulu Fire Department
3375 Koapaka Street, Suite H425
Honolulu, Hawaii 96819

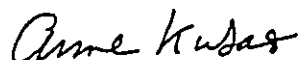
**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Affordable Elderly Rental Apartments TMK: 2-4-023:087**

Dear Chief Leonardi:

Thank you for your letter dated November 30, 2001, and for taking the time to review and comment on our Draft EA for the proposed Punahou Vista Affordable Elderly Rental Apartments. We appreciate your comment that the proposed development will not have an adverse impact on the services provided by the Honolulu Fire Department.

Again, thank you. Your comments and this response will be included in the Final EA.

Very truly yours,



Anne Kusao

cc: HCDCH
Mr. Gary Furuta

12/6/01
Keith/Randy, FYI. I'll respond. Irena
lives kitty-corner across the intersection
from PV. Call on ??? or to discuss.

Mahalolo! gsf

cc: Cindy/Cheryl/Glenn/Wes

Irena Taylor
1535 Punahou St. PH-A
Honolulu, HI. 96822
Tel. 944-0516

December 1, 2001

To: Hawaii Housing Development Corp.
Att: Gary Furuta

RE: Punahou Vista Project

Dear Gary,

My heart is still pounding since 2 days ago I almost killed a child on the corner of Punahou and Wilder street. Is it going to take a tragedy for someone to take a notice of the most dangerous intersection in the whole state? Do we have to wait till someone sues the state and the developer for the irresponsible development? Adding 55 more families with perhaps 150 children to the most dangerous corner in the state is the biggest mistake. This is the corner where Punahou Schools children cross every day, Maryknoll School Children, Maryknoll High School children. Not to mention the traffic.

We are in the process of beautifying Oahu, placing sprinkle system across the street from YWCA, the wettest area. Why not buying the land from YWCA and putting park so the existing children have a place to play. Or parking structure for existing residents to have a place to park. The surrounding buildings were build long time ago when people didn't have so many cars. The existing residents have no place to park. Circling around the blocks 10 times to find parking, causing lots traffic. What are we suppose to do? Bringing 55 more families with only 60 parking spaces is adding on to the problems. The residents will loose parking spaces presently rented from YWCA and more cars will be added.

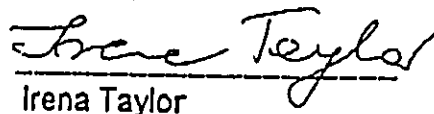
This is the time to act now, this problem has to be corrected.

The Punahou Vista project needs to be stoped. We need parking structure.

The whole neighborhood is asking you to please help us.

Thank you so much.

Sincerely,


Irena Taylor

USAO & 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

February 15, 2002

Ms. Irena Taylor
1535 Punahou Street, Ph-A
Honolulu, Hawaii 96822

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87**

Dear Ms. Taylor:

Thank you for your letter dated December 1, 2001, and your comments on the Punahou Vista Family Affordable Rental Apartments Draft Environmental Assessment. We appreciate you taking the time to review our Draft EA and offer the following responses to your comments.

We appreciate your concern regarding the near accident you had with a child while driving on the corner of Punahou and Wilder Avenue.

We understand that much has been done to minimize conflicting movements at the Punahou Street/Wilder Avenue intersection. These include dedicated left turn cycles for all approaches and no right turn on red for the ewa bound and mauka bound approaches. Wilder Avenue fronting the project is already wider than sections ewa and kokohead of the site. No further widening is planned for the project's frontage.

The subject property is an allowable use within this A-2 Medium Density Apartment District. The current zoning will not permit the development of a park site, nor the development of a private commercial parking garage on this property. In close proximity to the project site is the Punahou Square a ½ acre City owned passive park, and also nearby is the 8.78 acre Makiki District Park and Recreational Center.

It is important to understand that a market priced apartment or

condominium with similar or possibly greater impacts could be developed on the project site with only a Minor Special District Permit and the necessary Building Permit. We are offering to provide very affordable rental units on the property (in keeping with State and City policies) in exchange for very minimal exemptions. We are not requesting exemptions for greater density, greater height or reduction in parking. We are requesting only minor Land Use Ordinance and design exemptions from size of loading space; side and rear yard setbacks; transitional height setbacks; and park dedication requirements. In addition we are requesting standard fee deferrals and exemptions typically approved for 201G affordable housing developments. As stated above, we are not requesting an exemption from the required number of parking stalls, and our development will meet the Land Use Ordinance for parking requirements.

Your comments and this response will be included in the Final EA.

Very truly yours,

Keith Kurahashi
for Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta

DEC 11 11 29 AM '01
Garth AJ Gunderson
1535 Punahou St., PH-A
Honolulu, HI. 96822
Tel. 944-0516
RECEIVED
H.C.D.O.H. RECEIVED
December 4, 2001

'01 DEC 10 P3:06

Office of Environmental Quality Control

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

POSTED
12/5/01

RE: Punahou Vista Project

Dear Sirs,

Virtually every high rise building in this area lacks adequate parking. All of these buildings were approved by Building Department and Planning and were allowed to be constructed without the parking required for the population density.

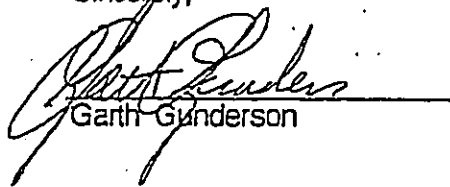
Due to the lack of adequate parking in the buildings, street parking is impossible to find. People who are forced to park on the streets are subject to habitual automobile theft and vandalism. Therefore we are requesting that the city will correct they mistakes of the past and authorize either a dedicated parking structure or an additional 100 parking stalls in a proposed project.

Punahou School also lacks adequate parking for daily use and special events.

Additional parking will improve quality of life for the residents, will reduce vandalism of cars parked on the streets and provide the things most needed to Punahou area - PARKING.

Thank you so much for considering this issue.

Sincerely,


Garth Gunderson

COPIES

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

February 15, 2002

Mr. Garth A.J. Gunderson
1535 Punahou Street, PH-A
Honolulu, Hawaii 96822

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87**

Dear Mr. Gunderson:

We are in receipt of your comments, dated December 4, 2001, to the State Department of Health, Office of Environmental Quality Control regarding the Draft EA for the proposed Punahou Vista Family Affordable Rental Apartments. We appreciate you taking the time to review our Draft EA and offer the following responses to your comments.

We acknowledge your request that the City authorize a dedicated parking structure or an additional 100 parking stalls in a proposed development. A private commercial parking garage is not a permitted use in the A-2 Medium Density Apartment District. Our plans do not include provision of 100 additional parking stalls which would add tremendous cost to the development and make it infeasible. In addition, based on concerns of the traffic impact raised by other residents, an additional 100 parking stalls within our project would not be supported by the vocal opponents.

Your comments and this response will be included in the Final EA.

Very truly yours,


Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta

DEC 11 11 29 AM '01

RECEIVED

H.C.D.O.H.

Office of Environmental Quality Control
235 S. Beretania St. #702
Honolulu, Hawaii

1535 Punahou St #401

Honolulu, Hawaii

December 5, 2001

RECEIVED

01 DEC 10 P3:14

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

POSTED
12/6/01

To whom it may concern:

I have reviewed the PUNAHOU VISTA proposal and am writing to express my concern. I have resided at the above address for 25 years.

The corner of Punahou-Wilder is not only heavily trafficked but generates considerable air contamination. This is evidenced by the deposits of dirt/grime that filter into my condo. It is a dangerous intersection for vehicles (speeding traffic out of Manoa, heavy bus traffic, flow onto the freeway access, high student traffic from both Maryknoll and Punahou). Any additional activity at this corner (especially the addition of another 50 vehicles, can only exacerbate an already bad situation). The same traffic issues do not lend themselves to families with small children. The possibility of widening Wilder Avenue would also create further issues. Makiki is very high density as you obviously know. Any new development in this area should look to the future and emphasize green space. I believe that a smaller, well designed quality building to meet the needs of the UHCA, enhance the neighborhood visually and maintain the existing feel could be an asset to the area. We should stop this process (which unfortunately advanced rather clandestinely) and consider a development that would offer fewer units, more green space, fewer cars and better communication with the residents of Makiki.

Thank you for your consideration

Sincerely,
m

Mona Hankan



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

February 15, 2002

Ms. Mary Hanken
1535 Punahou Street, #401
Honolulu, Hawaii 96822

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87**

Dear Ms. Hanken:

We are in receipt of your comments, dated December 4, 2001, to the State Department of Health, Office of Environmental Quality Control, regarding the Draft EA for the proposed Punahou Vista Family Affordable Rental Apartments. We appreciate you taking the time to review our Draft EA and offer the following responses to your comments.

1. The air contamination that you mention is primarily related to vehicular traffic. The projected trips generated by the project is somewhat less than the conservatively higher numbers used by our traffic consultant as explained in the next section. We project that there will be about 5 vehicles entering and 12 vehicles exiting the driveway during the morning peak hour and about 13 vehicles entering and 9 vehicles exiting during the afternoon peak hour. The impact to air quality of this number of vehicles occurring over the peak hours should not have a significant impact on air quality.
2. The primary impact from an apartment development is traffic, which has been adequately addressed by the Traffic Impact Assessment Report (TIAR). The TIAR actually conservatively overstates the projected traffic impact of the project. The following table provides a comparison of the trips conservatively projected in the TIAR and the trips projected for the proposed Mid-Rise Apartment in accordance with the "Trip Generation, 6th Edition" of the Institute of Traffic Engineers (ITE), that is the standard locally and nationally for determining traffic impact:

Engineers (ITE), that is the standard locally and nationally for determining traffic impact:

PUNAHOU VISTA
TRIP GENERATION

Peak Hour/Movement	TIAR	ITE
Weekday morning		
Enter	5	5
Exit	25	12
Weekday afternoon		
Enter	32	13
Exit	16	9

Even with the conservative trip generation, as stated in the "Conclusions and Recommendations" section of our TIAR - "The Punahou Vista Apartments Project, when completed in the year 2003, would not affect the Level-of-Service (LOS) at the existing study intersection of Punahou Street and Wilder Avenue during the weekday commuter hours. No capacity mitigating actions are required due to the proposed project. However, due to close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway should be prohibited to minimize traffic conditions and maintain traffic flow."

For your information, in response to a request by the Department of Transportation Services in their letter dated December 27, 2001, the applicant has agreed to prohibiting left-turns out of the project driveway onto Punahou Street as well, to minimize impact to traffic from vehicles entering and exiting the project site. The Final EA will read as follows: "Due to the close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway and

left-turns out of the project driveway will be prohibited, as requested by the Department of Transportation Services."

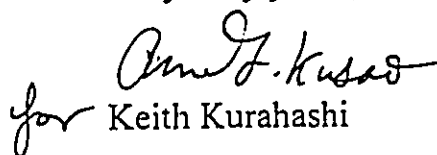
3. In addition, we understand that much has been done to minimize conflicting movements at the Punahou Street/Wilder Avenue intersection. These include dedicated left turn cycles for all approaches and no right turn on red for the ewa bound and mauka bound approaches. Wilder Avenue fronting the project is already wider than sections ewa and kokohead of the site. No further widening is planned for the project's frontage.
4. The proposed Punahou Vista Family Affordable Apartment Development meets the following objectives and policies of the City and County of Honolulu - The project is consistent with Objective C of the General Plan of the City and County of Honolulu, "to provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately serviced by public services". In particular, the proposed project addresses Policy 1 and 2 of Objective C in that it will, "encourage residential developments that offer a variety of homes to people of different income levels and to families of various sizes" and, it will also, "encourage the fair distribution of low-and-moderate-income housing throughout the Island".
5. The proposed Punahou Vista apartments may have less effect on the surrounding community than what could be developed for market priced condominiums. A private developer could maximize the density of this A-2 Medium Density Apartment District site by building to a height of 100 feet, compared to our development being proposed for 74 feet 6 inches in height. A taller structure with parking floors below could be built in order to avoid encroaching into the yard setbacks, and to take advantage of the views. A private developer would be able to develop on this site with only a minor, special district permit and the required building permit. No notification of abutting neighbors would be necessary and no notification to the neighborhood board would be necessary.

6. In response to your statement as follows: "(which unfortunately advanced rather clandestinely)" we offer the following details. We first presented this project to the Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10 on the evening of May 17, 2001, and the project was on the Neighborhood Board agenda for each of the next 6 months through November, 2001. Our final meeting with the Neighborhood Board, which was a special meeting, was held on November 30, 2001. Please see attached a copy of Chair Steelquist's undated letter to the Department of Business, Economic Development and Tourism, Housing and Community Development Corporation of Hawaii in which he states the Board has taken no position either in favor or opposition to the project.

7. It's important to understand that a market priced apartment or condominium with similar or possibly greater impacts could be developed on the project site. We are offering to provide very affordable rental units on the property (in keeping with State and City policies) in exchange for very minimal exemptions. We are not requesting exemptions for greater density, greater height or reduction in parking requirements. We are requesting only minor Land Use Ordinance and design exemptions from size of loading space; side and rear yard setbacks; transitional height setbacks; and park dedication requirements. In addition we are requesting standard fee deferrals and exemptions typically approved for 201G affordable housing developments.

Your comments and this response will be published in the Final EA.

Very truly yours,


for Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta

DEC 10 7 18 AM '01
RECEIVED
H.C.D.C.H.

1535 Punahou #401
Honolulu, Hawaii
December 5, 2001

HCDCH
677 Queen St. #300
Honolulu, HI

Re: Punahou Vista Proposal

To whom it may concern:

I have resided at the above address for the last 25 years. I have reviewed the proposal for Punahou Vista and am writing to express my great concern.

Makiki is my home and the environment is very important to all its residents. Development is somewhat inevitable but should be appropriate to the area. The intersection of Punahou and Wilder is somewhat notorious for its traffic which generates considerable air pollution and tends to be heavy and fast. It is not a suitable location for a development devoted to families with children. The possible widening of Wilder Ave in the future would only exacerbate the issues. Any development in this area should look to our future and emphasize the quality of life here. It not just to throw up another mass of concrete. A smaller well designed building with green space and condensed parking (underground) should be emphasized.

I would ask that the current proposal be abandoned and a much more suitable alternative (compatible with the area and the site) be developed. We need to forego the easy fix and develop a good long range proposal with much better communication to the neighborhood in access for the sake of the future. Sincerely,
Mary Harkaw

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

MANDA 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 21, 2002

Ms. Mary Hanken
1535 Punahou Street, #401
Honolulu, Hawaii 96822

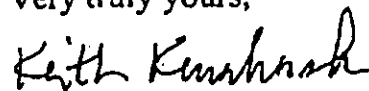
**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87**

Dear Ms. Hanken:

This follow-up letter to the letter to you from our office, dated February 15, 2002, is provided to clarify that the February 15, 2002 letter provided point by point responses to two separate but similar letters dated December 5, 2002 addressed to the State Department of Health, Office of Environmental Quality Control and the HCDCH, regarding the Draft EA for the proposed Punahou Vista Family Affordable Rental Apartments.

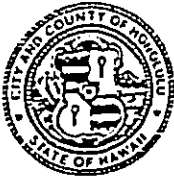
Your comments, the February 15, 2002 letter and this response will be published in the Final EA.

Very truly yours,



Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta



MAKIKI/LOWER PUNCHBOWL/TANTALUS NEIGHBORHOOD BOARD NO. 10

c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

Director
Housing and Community Development
677 Queen St.
Honolulu, HI, 96813

RECEIVED
NOV 23 2 43 PM '01

This is to inform you that Neighborhood Board #10 has discussed and received public comment concerning the Punahou Vista Affordable Housing Project located at Punahou and Wilder Streets at each of our last six meetings. The Board has taken no position either in favor or opposition to the project. At our October meeting, we passed a resolution that we inform the appropriate governmental bodies that there was significant opposition to the project expresses by residents at our meetings. I will inform you when the Board takes any further action.

Sincerely,

John A. Steelquist, Chair



December 7, 2001

1535 Punahou Street, PH-B
Honolulu, Hawaii 96822

Hawaii Housing Development Corporation (HHDC)
725 Kapiolani Boulevard, Suite C-103
Honolulu, Hawaii 96813
Fax: 395-1520, Attn: Gary Furuta

Cc: Senator Carol Fukunaga
Hawaii State Senate
Fax: 586-6899

Mayor Jeremy Harris
Fax 527-5552

Housing and Community Development Corporation of Hawaii (HCDCH)
677 Queen Street, Suite 300
Fax: 587-4186, Attn: Lisa Wond

Office of Environmental Quality Control
235 S. Beretania Street, Suite 702
Fax: 586-4186

Subject: **Opposition to PUNAHOU VISTA Housing Development in response to the Draft Environmental Assessment**

Dear Sirs:

We live on the top floor of the apartment building on the corner of Punahou-Wilder, facing directly across the intersection to the YWCA where the Hawaii Housing Development Corporation is proposing to build an 8 floor low income affordable housing development - Punahou Vista.

My wife, two teenage children and I are vehemently opposed to this project and remain aghast that authorities would even consider allowing such a proposal. Along with our many neighbors and other sensible people, we have attended the meetings to voice our numerous concerns, signed a petition against the development, and held placards on the street corner eliciting sympathetic responses from hundreds of motorists driving in and out of the Manoa Valley.

Yet, after all that, has there been any pause by you, the authorities, to stop and listen to the substance of what the people in the area are saying, and to recognize that the impacts that will be caused by this project far outweigh any of the benefits proposed? Like us, any responsible government or city planner would surely take some time to come out and look at the area "from our side of the street", then question the project's integrity, and decide against it.

There are many reasons why this is not a sensible project, and they have only been touched on very lightly by the Draft Environmental Assessment; some have not even been considered at all! In addition, the Draft Environmental Assessment has for some reason excluded the word "Impact" from its title; perhaps this is why it was not undertaken to *evaluate the impacts* of the project. It should therefore be discarded and a more balanced and unbiased Environmental IMPACT Assessment should be undertaken. Although, I would hope prior to that, that the decision-makers decide firmly against pursuing this project, making any re-assessment of the impacts unnecessary.

Bias towards the development is quite clear when reading the Draft Environmental Assessment. This report has not been written by an independent consultant interested in presenting an objective and non-biased assessment of the impacts. The real impacts of the project are never discussed in realistic terms in the report, and a tone implying that "it'll be just fine" or "don't worry, everything is alright" has been adopted throughout the report. Firstly, this is not the right approach to be taking in a project having such serious consequences, and secondly, it has moved the assessment format dangerously away from its true purpose which is for a team of independent environmental and city planning experts to take undertake a fully objective and unbiased evaluation, presenting both sides of the situation to the decision makers.

To help validate what I am saying, you must surely recognize that in any such report, balance is achieved by actually stating in words that are clear, the real impacts of such a project. This has not been done in this assessment. Everything has been toned down. However, when it is done properly, only then can the decision-makers decide if there should be a negative declaration concerning the impacts. In this report, the consultants have decided themselves up front that it warrants a negative declaration. It is easy to see therefore why their analyses are flawed, biased and how they have arrived incorrectly at the conclusion that there will be no net negative impacts. Instead there will be HUGE NEGATIVE IMPACTS and you have not been presented with the true facts or sufficient detail about the impacts - hence our concerns, which have stimulated writing this long letter.

The numerous impacts that have not been adequately addressed by this assessment, involve the proposed project adding to:

- **Serious 24-hour traffic congestion** on one of the only two roads that enter and exit the heavily populated Manoa Valley carrying huge numbers of vehicles travelling in four different directions for at least 20 of the 24 hours in the day; with just a few extra hours of respite at the weekend; the resulting traffic problems at this intersection cannot be shrugged off, as the consultants have, by comparing the chaos and congestion to downtown intersections. We are dealing with a residential here and not a business district. Yet another non-objective assessment made to justify the project.
- **Elevated levels of noise** from the traffic passing through this already densely populated residential area; noise that will be made even worse by the construction of a solid, cement and glass, sound-reflecting surface, where there is currently some noise dissipation; although, even now, with windows and shutters closed, we cannot hear ourselves talk in the apartment, and are exposed on a 24 hour basis to constant high levels of noise, which must already contravene our city's health codes? No wonder our ears now permanently "ring" and quiet relaxation at home is virtually a non-existent option, necessitating some alternative form of sound like the TV or CD player to be on in order to mitigate the noise impact; Punahou Vista will make this significantly worse.

- Severe on-street parking problems, already experienced in the area, and not addressed in the report given the biased under-estimation of the number of private vehicles that will more realistically be in use by the occupants: only 61 on-site parking stalls have been allowed, for 54 rental units, 48 of which will be two-bedroomed, clearly indicating there will be at least 80 new permanent vehicles, and perhaps 10 or more visiting vehicles, requiring 20 to 30 offsite parking places; yet, during high-traffic periods, when main road parking is illegal anyway there are NO AVAILABLE PARKING SPACES on side streets, and at night when the area's street parking is at full capacity, I estimate there to be about two or three *legal* spaces available within a half mile radius. Believe me, since I must personally find them each night.

This issue was not even addressed in the environmental assessment - probably because it is already an insurmountable problem and it is the kind of impact that unequivocally confirms to any right-minded citizen or decision maker that PUNAHOU VISTA SHOULD NOT BE BUILT. The area is already too congested. (So why wouldn't the Housing Development Corporation raise this street parking issue? It seems because it would surely compromise their project and invalidate their environmental assessment.)

WHAT KIND OF CITY PLANNING IS BEING USED FOR THIS AREA TO HELP RESIDENTS AND TAX PAYERS ADDRESS THE CURRENT PROBLEMS, LET ALONE ADDING NEW PROBLEMS THROUGH BUILDING PUNAHOU VISTA . OR ANY OTHER NEW CONSTRUCTION IN THIS AREA, THAT WILL PUSH THE SYSTEM INTO COMPLETE AND IRREVERSIBLE CHAOS? WHAT IS HAPPENING TO THIS CITY?

The proposal adds further to:

- Access problems and safety hazards for the thousand-plus Punahou School parents who already have to drive their vehicles and children across this busy intersection during rush hour to enter the school; not to mention the hundreds of young children being put at risk who have to walk across the intersection in front of the cars, in order to enter Punahou School; no matter how the consultants wish to play down these issues, the extra 40 to 60 Punahou Vista cars entering and exiting the property adjacent to this intersection during the rush hours WILL add measurably to the numbers and hazardous nature of the area; with students living in the proposed apartment also facing the same problems and hazards when they walk to the area's schools.

CLEARLY STICKING A NEW APARTMENT BUILDING RIGHT HERE, WITH ALL OF ITS VEHICLES AND PEOPLE SPILLING IN AND OUT ONTO THIS BUSIEST OF INTERSECTIONS SHOWS A COMPLETE LACK OF CONCERN AND RESPECT FOR EXISTING AREA RESIDENTS, TAXPAYERS AND THEIR FAMILIES, AS WELL AS COMMUTING RESIDENTS OF MANOA VALLEY, AND PARENTS OF PUNAHOU SCHOOL. IT ALSO WON'T HELP PROSPECTIVE TENANTS, WHO WOULD, LIKE OTHER RESIDENTS OF THE AREA, CONSTANTLY REFLECT ON WHY THEY LIVE ON SUCH A BUSY, NOISY INTERSECTION.

WHY, THEREFORE, IN THIS INTELLIGENT AND SUPPOSEDLY DISCERNING DAY AND AGE, IN ONE OF THE TOP CITIES IN THE WORLD, WOULD A DECISION LIKE THIS BE MADE? WHERE DOES THE LEADERSHIP RESPONSIBILITY LIE AT THIS POINT?

If built

- One of the city's last remaining lowland tree and canopy ecosystems will be severely compromised impacting the substantial biodiversity found in the trees, which our decision makers are charged with protecting. Fairy Terns nest here in the large and old Monkey Pod trees, and contrary to the consultant's report, these birds are being threatened by loss of habitat - a situation which will be made worse by this project.

So, even though the consultants say that all but one of the significant and large trees on the perimeter will remain, the intact canopy will be in fact be broken by removing one of the monkey pod trees at the proposed entrance.

Even more severely, the plans clearly show the building will infringe upon the current tree canopy, requiring large branches to be cut, and a substantial proportion of the canopy to be removed in addition to the tree at the entrance (one can estimate 25% lost).

Having to push up against the side of the proposed building, these 150-year-old trees that grace the area will no longer be able to grow. They will be cut back, and it is incorrect therefore for the consultant's to say that these trees will not be impacted. This green oasis WILL BE IMPACTED, and as the years go by, this ecosystem, which decision makers have been charged to protect for current and future generations WILL BE gradually eroded and will ultimately be reduced and broken up such that it can no longer support the wildlife and quality-of-life values currently found in the area.

- This important historical and tree lined avenue will cease to exist; important property and existing economic values of the area will be reduced. It is clear therefore how the Punahou Vista construction will remove an estimated 25% of the important tree lined canopy, and over time will result in greater losses. Just look at the other buildings that are there now and compare their impact with what the trees must have looked like in the past. THERE WILL BE AN IMPACT.

Who cares? Environmentally minded people do, and so do intelligent, economically motivated people. Do the city's leaders and planners? Economically productive people who already live in the area are the most valuable residents of this city, so why are their values to be compromised by this development? Once the trees get cut away, and the canopy, tree-lined avenue diminishes (also the site of the historic Manoa Valley trolley terminus still given form in the mind's eye by the presence of these ancient trees reminding one of the past) then the area will no longer exude the charm, visual and historic benefits that add considerably to the economy and property values of this residential area.

Perhaps low income housing is needed in this city, but the city leaders are shooting themselves in the foot by allowing such a development here where property values, rents and other housing expenses are high and bring much needed tax revenue to the city.

Once the trees go, the ambience will change, and the congestion will come to dominate - such that the area becomes just another concrete-lined street; professional people will move away and apartment values and rents will fall. This is crazy.

The planning mechanism has therefore been too simplistic and has not considered the wider economic impacts of shoving in a low rent housing project into this limited space. The sellers and developers don't care; why should they? They don't live here, don't care about the city's income or the neighbor's values and they stand to make good money, or to advance their organization's "affordable rentals" mission.

Yet, these are the only people who so far have been able to get their message through to the decision-makers. It is important therefore to look at the other side of the coin, before it is too late.

- The lot size is already too small for this kind of building - after all why are the developers requesting permission for a setback encroachment. This means the building will be pushing in on Wilder Avenue right at the intersection, causing more congestion, hazards and limiting vehicle line-of-sight. Plus, it demonstrates that the developers DO IN FACT PLAN ON CUTTING INTO THE TREES when they say they are not.

How else are they going to fit the building on the lot? It has become necessary for them to cut the trees and also apply for an encroachment - the plans clearly show this, yet why isn't the consultant being honest about cutting the trees? Because they know that if stated it will compromise their project.

Clearly, there is no room for them to move the whole project back to prevent the trees from being cut and to allow the trees enough room to continue growing. YET ANOTHER REASON WHY THE PROJECT SHOULD NOT BE PERMITTED, and another demonstration of how the environmental assessment has not considered the real impacts that it is supposed to. This assessment only supports the developers' needs; it does not evaluate the real impacts to the area.

- Isn't zoning and policy-making supposed to make things better? Rather than building within this heavily congested area aren't there city zoning and policies in place that are supposed to limit additional development that will add to the area and city's burdens and not help alleviate them? Surely encouraging value-added development, not economic-diminishing projects is a city priority? Down by the beach the city is doing a great job of beautifying the area and boosting the economy by grassing the area and protecting the trees. Why therefore should a decision be made that does the complete opposite in a different and residential part of the city?

Punahou Vista does not make economic, environmental or developmental sense, and comes at a bad time for Honolulu as businesses and residents struggle through a period of economic shrinkage. Given the post "September 11 2001" economic predictions and recent news that the economy has been in recession since March 2001, the consultants' Market Study is inaccurate and now no longer applies. Naturally, their study supports their case. But that is now clearly incorrect. They also fail to consider the wider economic impact of the points raised above, which when taken into consideration clearly negate any so-called value of the project.

My family and I, together with the residents in this area, would therefore urge you to recognize the inadequacies of the draft environmental assessment, and the inappropriate size and nature of this proposed development given the problems already being faced in this area of Honolulu. Given that the developers will have little chance of dealing with the severe impacts of the proposed construction, we would strongly urge you to deny the project, and encourage YWCA to look for a more beneficial way of disposing of their property more suited to the public's and neighborhood's interests.

We would be grateful if you could acknowledge receipt of this letter, and keep us informed about your decisions and the subsequent steps you will be taking in the process. Please also advise who will be responsible for the final decision about this project. Thank you for your time.

Yours truly,

A handwritten signature in black ink, appearing to read "Steve and Christine Why". The signature is written in a cursive, somewhat stylized font.

Steve and Christine Why

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

March 25, 2002

Mr. Steve Why and Mrs. Christine Why
1535 Punahou Street, PH-B
Honolulu, Hawaii 96822

Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87

Dear Mr. and Mrs. Why:

We are in receipt of your comments, dated December 7, 2001, to the State Department of Health, Office of Environmental Quality Control regarding the Draft EA for the proposed Punahou Vista Family Affordable Rental Apartments. We appreciate your taking the time to review our Draft EA and offer the following responses to your comments:

1. The Punahou Vista site has been designated for apartment use by the City and County of Honolulu on its General Plan Map at least as early as May 7, 1964. This is the date the General Plan Map, Ordinance No. 2443, was adopted by the City and County of Honolulu, pursuant to the provisions of the City Charter. The General Plan Map was the precursor to the Development Plan Maps. The Primary Urban Center Development Plan Land Use Map, Ordinance No. 81-79, adopted by the City on November 25, 1981, designates this site and the surrounding area for Medium Density Apartment use which is consistent with the site's A-2 Medium Density Apartment District zoning. Since 1964, this site has been planned for apartment use. The implementation of the apartment use in the surrounding area has been occurring sporadically, and is in keeping with the City's land use plan for the area. The General Plan and Development Plans since their adoption in 1981 have provided for the full development of the Primary Urban Center and development of a Secondary Urban Center in the Ewa/Kapolei area.

Punahou Vista merely implements the intent of the General Plan and the Primary Urban Center Development Plan. Punahou Vista is a relatively small development in relation to the larger surrounding underutilized apartment zoned area.

The proposed Punahou Vista Family Affordable Apartment Development meets the following objectives and policies of the City and County of Honolulu - The project is consistent with Section I. Population, Objective C, Policy 1 of the General Plan of the City and County of Honolulu, "Facilitate the full development of the primary urban center."

The project is consistent with Section IV. Housing, Objective A "To provide decent housing for all the people of Oahu at prices they can afford." The following policies are intended to implement this objective:

- Policy 1: "Develop programs and controls which will provide decent homes at the least possible cost."
- Policy 2: "Streamline approval and permit procedures for housing and other development projects."
- Policy 7: "Provide financial and other incentives to encourage the private sector to build homes for low- and moderate-income residents."
- Policy 12: "Encourage the production and maintenance of affordable rental housing."

The project is also consistent with Section IV. Housing, Objective C, "To provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities." The following policies are intended to implement this objective:

Policy 1: "Encourage residential developments that offer a variety of homes to people of different income levels and to families of various sizes."

Policy 2: "Encourage the fair distribution of low-and moderate-income housing throughout the Island."

"Authorities" and "government or city planners" have to balance the concerns of the neighbors with these long established objectives and policies of the City. The State and the Federal governments have similar objectives and policies encouraging the development of affordable housing by the public sector.

2. The Draft Environmental Assessment document is a requirement for projects utilizing tax credits and state financing. The document is properly titled "Draft Environmental Assessment". The accepting agency will make the decision on whether this project qualifies for a "Finding of No Significant Impact" (FONSI) or if an Environmental Impact Statement will be required.

It's important to note that should a developer, not utilizing tax credits and/or state low interest loans, decide to build an apartment complex in this A-2 Medium Density Apartment District, the developer would not be required to process an Environmental Assessment, would not be required to appear before the Neighborhood Board, and could go directly for a building permit.

The primary impact from an apartment development is traffic, which has been adequately addressed by the Traffic Impact Assessment Report (TIAR). The TIAR actually conservatively overstates the projected traffic impact of the project. The following table provides a comparison of the trips conservatively projected in the TIAR and the trips projected for the proposed Mid-Rise Apartment in accordance with the "Trip Generation, 6th Edition" of the Institute of Traffic Engineers (ITE), that is the standard locally and nationally for determining traffic impact:

PUNAHOU VISTA
TRIP GENERATION

Peak Hour/Movement	TIAR	ITE
Weekday morning		
Enter	5	5
Exit	25	12
Weekday afternoon		
Enter	32	13
Exit	16	9

Even with the conservative trip generation, as stated in the "Conclusions and Recommendations" section of our TIAR - "The Punahou Vista Apartments Project, when completed in the year 2003, would not affect the Level-of-Service (LOS) at the existing study intersection of Punahou Street and Wilder Avenue during the weekday commuter hours. No capacity mitigating actions are required due to the proposed project. However, due to close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway should be prohibited to minimize traffic conditions and maintain traffic flow."

For your information, in response to a request by the Department of Transportation Services in their letter dated December 27, 2001, the applicant has agreed to prohibiting left-turns out of the project driveway onto Punahou Street as well, to minimize impact to traffic from vehicles entering and exiting the project site. The Final EA will read as follows: "Due to the close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway and left-turns out of the project driveway will be prohibited, as requested by the Department of Transportation Services."

The real and projected impacts of the project have been discussed in many instances, related to infrastructure (water, sewer, drainage and traffic), market impact, and schools . In other instances where impacts are more subjective and/or impacts are expected to be minimal they have been described as such.

3. Your allegation of "serious 24-hour traffic congestion" and "huge numbers of vehicles....at least 20 to 24 hours in the day" does not coincide with our experiences driving through the intersection at various times of the day, and my having lived in Manoa since 1977. As I drive my son to Punahou in the mornings at about 7:00 am the traffic traveling down Punahou Street is heavy but at this hour most traffic still clears in the makai bound direction during a single cycle. Traveling ewa bound on Wilder Avenue, I can normally clear the intersection in one cycle, although once in a while it will take two cycles. During other hours of the day, outside of the period from 3:00 pm through the afternoon peak hour, traffic in the area is generally light, unless there is an accident or lanes are closed for construction.
4. I appreciate your concern regarding the existing elevated levels of noise and the effects of that noise on your lifestyle. Unfortunately many of the surrounding apartments were built much closer to the street than is currently allowed , and the buildings were also developed and designed with louvered windows that do little to stop the outside noise from entering the apartments. The Punahou Vista Family Affordable Apartments will have a much greater setback than many of the surrounding apartments, and in addition sliding windows, rather than louvered windows, will be installed in all the units to assist in noise insulation.

Based on the ITE's projection of trips generated during the peak hour, we do not expect that existing noise levels will be significantly affected. It is unreasonable to expect that other property owners in the surrounding area should be relegated to developments that will minimize noise impacts on surrounding property owners, while properties such as yours and others in the area have developed mid-

rise apartment buildings.

5. The Punahou Vista development will meet the Land Use Ordinance requirements for off-street parking in this A-2 Medium Density Apartment District. This parking will be adequate for the residents and guests of Punahou Vista. Unfortunately many of the surrounding older apartment buildings were developed under less stringent off-street parking requirements and has resulted in a heavy demand for on-street parking. The 201G process that the project is involved in provides exemptions from normal standards in order to encourage private development of affordable rental units. The applicant was aware of the heavy demand for on-street parking in the area and has not requested an exemption from on-site parking requirements, which is an option with the 201G process.

The City is doing it's part in improving the rapid transit system dedicated transit lanes and an improved feeder bus system to encourage the use of mass transit by residents in Honolulu. Their goal is to have a transit friendly city that reduces the dependence on single occupancy automobiles.

6. As mentioned earlier, the applicant has agreed to prohibit left-turns out of the project driveway onto Punahou Street as well, to minimize impact to traffic from vehicles entering and exiting the project site. We understand that much has been done to minimize conflicting movements between pedestrians and vehicles at the Punahou Street/Wilder Avenue intersection. These include dedicated left turn cycles for all approaches and no right turn on red for the ewa bound and mauka bound approaches. The final move to eliminate all conflicts between pedestrians and vehicles would be to implement a no right turn on red for the kokohead bound and makai bound approaches. This elimination of conflict, however, only works if pedestrians and drivers obey the traffic signals and signs.
7. Because of your concern regarding the Fairy Terms we decided to contact Mr. Phil Bruner, Environmental Consultant and Director of

the Museum of Natural History at Brigham Young University, Hawaii Campus and we requested his professional help in conducting a field survey.

The results of that study are attached to this response letter for your review. Paragraph two of Mr. Phil Bruner's Faunal Survey states as follows:

"The visits to the proposed Punahou Vista Apartments site found no White Terns using the trees or flying in or around the site. Two White Terns were seen three blocks away flying mauka. No evidence of any nesting or prospecting for a nest site was obtained on this survey. This does not mean that White Terns have never nested on the property or would never nest at this location. However, suitable nest sites are not a limiting factor for this species on Oahu. Predator pressure from cats, rats and the introduced Barn owl (Tyto alba) are probably the major limiting factors. Given the almost unlimited array of nest sites utilized by White Terns there is no evidence that trees which have been trimmed will be avoided by nesting terns."

The applicant does not plan to remove any of the monkey pod trees at the entrance to the development, but may have to remove the center monkey pod tree if it cannot be saved due to an existing disease. The life of this tree will not be shortened by the proposed development, but may be shortened with or without this development if it becomes a safety concern for pedestrians and vehicles traveling on Punahou Street. The monkey pod tree in question was examined by an arborist, with the Outdoor Circle, and we were advised that the tree may be diseased. Every effort will be made to save the tree. However, should efforts to save the tree fail, a replacement monkey pod tree would be planted in the same location in accordance with the recommendation of the Outdoor Circle.

Although the trees may have to be trimmed back slightly for the proposed building, it will not be even close to 25%. There may have been some confusion on your part because the site plan shows ground

level parking near the 20-foot setback line, but the tree canopy will not require trimming until near the face of the building which will be set back about 37 feet from Punahou Street near the two mauka monkey pod trees and 45 feet at the largest monkey pod tree at the intersection. This 37-foot setback will result in the trunk of the mid size tree being 33 feet from the proposed building. The trunk of the smallest of the three trees will be about 31 feet from the building. The trunk of the largest tree, given the 45-foot setback at this point would be about 40 feet away from the building. This allows for ample spread of the trees branches and will result in an insignificant amount of trimming, possibly 5% or less. The Outdoor circle has recommended regular trimming maintenance of the trees in order to maintain their health. This 37-foot building setback and 45-foot building setback is 17 feet and 25 feet, respectively, more than required by the Punchbowl Special District design standards. This greater setback was purposely provided and requested by the Department of Planning and Permitting in order to minimize impact to the large monkey pod trees along Punahou Street. As indicated in the site plan dated September 2001, the building will affect a very small portion of the canopy of the monkey pod trees and should have minimal effect on their health and appearance. It is important to note that your building, developed in 1966 and situated kitty corner from the proposed site, is situated closer to the adjacent large monkey pod tree than our building will be. The large monkey pod tree at the corner of Punahou Street and Wilder Avenue, adjacent to your building, continues to survive after 36 years. There are a lot of buildings along the kokohead side of Punahou Street between the freeway and Wilder Avenue that have been built even closer to the street trees than your building, with little or no setback provided and those trees continue to flourish. The Pleasanton situated adjacent to the project site was built several feet from the trunk of a large monkey pod tree and the tree continues to survive. The proposed Punahou Vista development will provide greater landscaped setbacks than many of these existing developments in Makiki. The removal of the existing hollow tile wall, chain-link fencing, and corrugated metal roofing, and the 20-foot landscaped setback planned to be provided

along Punahou Street will be a pleasant open space amenity along and at this important intersection.

In a briefing with the Outdoor Circle the applicant was informed that periodic trimming of the monkey pod trees is beneficial and healthier for the trees, rather than allowing the trees to grow with no controls. During construction of the proposed apartment building the arborist plans to trim the monkey pod trees in such a way as to protect the branches from damage. Once the development is complete, normal periodic trimming of the trees by professionals will take place.

8. To our knowledge Punahou Street is not on the Hawaii Register of Historic Places. We feel that the tree lined street will not be significantly affected by our proposed development. As mentioned earlier, the monkey pod trees will remain and every effort will be made to save the one tree that is suspected of being diseased. Should it not respond to treatment, another monkey pod tree will be planted in its place.

As mentioned earlier, the City does care about the large monkey pod trees and the Department of Planning and Permitting in reviewing earlier plans asked that the applicant relocate the building farther ewa to protect the trees. As a result the earlier building setback was increased to the 37 feet and 45 feet, as shown on our current site plan.

The seller and developers do care about the community. The YWCA (seller) is a non-profit organization that provides for the needs of women and children in the islands and will continue to operate a boarding facility adjacent to the Punahou Vista. The developer is also a non-profit organization whose mission is to develop affordable rental housing on Oahu and has worked to provide this housing where needs are greatest, in the Primary Urban Center. One third of the Board of Directors of the development organization live in affordable housing complexes or live in HUD (Department of Housing and Urban Development) designated low income areas. One of the project team members lives about a block away from the project site.

9. The lot size for the proposed development is not too small. The project site measures 29,612 square feet of the overall 52,840 square feet existing Fernhurst YWCA and is more than adequate in size for the proposed Punahou Vista apartments, and under the Rules and Regulations of the Land Use Ordinance of the City and County of Honolulu.

Under a market priced development, the developer would provide a parking structure on the lower floors of the building and provide units up to the allowable 100-foot height limit. All set backs would be met and the building would have even greater floor area than that being proposed.

The applicant on the other hand is attempting to provide very affordable rental units and in order to do so needs to receive certain exemptions to minimize the development cost of the project. Most of the setback encroachments are needed to allow surface level parking rather than a parking structure, to minimize construction costs for parking.

The applicant's site plan and roof plan both show that the structure will encroach slightly into the tree canopy. The applicant has discussed this with the Department of Planning and Permitting and in their concerns resulted in a greater setback than was originally planned in order to minimize the trimming back of the monkey pod trees. We will include a statement in the Final Environmental Assessment that the applicant will be trimming the large monkey pod tree branches back slightly to clear the planned building.

It is unreasonable to expect that a property owner providing a 37-foot and 45-foot building setback where the City requires a 20-foot setback to move the building even further back to fully clear all the branches of the adjacent monkey pod trees. This restriction would seem extreme, particularly since the project just mauka of the site built their structure about three to five feet from the trunk of an adjacent similar monkey pod tree and since all along Punahou Street

other buildings have been permitted with no setback or much less setback and greater impact to adjacent street trees. As mentioned earlier, the planned trimming that would be needed, as indicated on the sight plan, does not appear to be significant.

10. Zoning and policy making is supposed to make things better and part of making things better is to look at the bigger picture and move toward implementing affordable housing policies of the City, State and the Federal governments. Although your personal preference may be for market priced or high end condominiums in this area, part of making things better is providing housing for all of the islands residents, including those on the lower half of the income scale.

As mentioned earlier, the General Plan calls for encouraging "the fair distribution of low-and moderate-income housing throughout the Island." This means providing affordable rental units in areas other than Kalihi, Kalihi/Palama, Liliha and Waianae. The proposed development is not public housing in which income requirements may be significantly lower or housing may be subsidized with rental assistance.

As mentioned earlier, the project area contains mostly older low-rise walk ups that are built up to the sidewalk, have no guest parking, no on-site play areas and parking that backs directly into the street. We feel that our newer building will look as good as existing developments in the area and possibly better than most and will not be a blight on the community. All of the chain link fencing, metal roofing, storage and walls at the intersection will be replaced with a 20' minimum landscaping strip. This 20-foot landscape strip along Punahou Street and Wilder Avenue will provide pleasant open space relief not commonly found among other developments in the area.

As stated earlier in our letter, the project site falls within the A-2 Medium Density Apartment District, with a height limit of 100 feet and is an allowable use within the zoning district. The proposed Punahou Vista Family Affordable Apartment development will be a

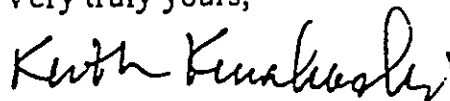
"value-added development", and not an "economic-diminishing project" as stated in your letter. One only has to look at the applicant's Birch Street Family Affordable Apartments, the Wistera Vista Elderly Affordable Apartments and the Kalakaua Vista Elderly Apartments to see how the building and grounds are attractive and meticulously maintained.

We would tend to agree with you that the September 11th incident has changed the market from earlier times. However, we feel that the need and demand for affordable rental units has probably increased multi-fold with more people either out of work or with reduced paychecks. With this increased demand for affordable units and our past experience with relatively large number of applicants for our affordable rental units, we expect to rent this development out quickly once it's developed.

Construction impacts are temporary, and we do not expect to close traffic lanes for any significant amount of time. We have not received complaints about traffic with our past three developments which occurred just off of King Street and on Kalakaua Avenue, very busy travelways.

Your comments and this response will be published in the Final EA. The State Department of Business, Economic Development & Tourism, Housing and Community Development Corporation of Hawaii (HCDCH) is the deciding body on the Final EA. The Honolulu City Council is the deciding body for the 201G Application.

Very truly yours,



Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta



Faunal Surveys

Bird & Mammal

20 March 2002

TO:
Keith Kurahashi
Kusao & Kurahashi, Inc.
2752 Woodlawn Drive
Suite 5-202
Honolulu, Hawaii 96822

Subject: Field Trip Report for Punahou Vista Apartments Site, Oahu

The purpose of this letter report is to present the findings of a field survey of the proposed Punahou Vista Apartments site in Honolulu, Oahu. This site was visited on 14, 17 and 19 March 2002. A total of ten hours of observations spread over the three visits form the basis of this report.

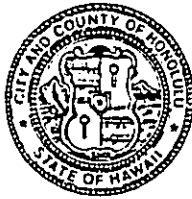
This field survey focused on the White Tern (*Gygis alba rothschildi*) also commonly known as the Fairy Tern. The State of Hawaii lists this species as "threatened" on Oahu. The species is not federally listed as endangered or threatened. White Terns are common throughout the subtropical and tropical Pacific. They are seabirds that forage at sea but nest on islands in a wide variety of natural and artificial habitats. The egg is laid directly on the substrate with no nesting materials. Tree branches, cement ledges, stumps, fence posts are but a few of the many sites this species will use for nesting. White Terns are most common on Oahu from February through September but some can be found nesting in any month. They can nest two or three times in a single year. This species is very tolerant of people and can be very inquisitive. On Oahu they have been recorded nesting in many areas in Honolulu. It is incorrect to assume that White Terns will only nest in large trees. Nesting terns have used posts and cement ledges (personal observations). When they use trees the nest is not necessarily located high in the tree. One pair nested successfully on a low tree branch (less than 10 feet above the ground) in Kapiolani Park (personal observation). The chick hatched and fledged despite lots of human foot traffic and a well used road within 20 feet of the tree.

The visits to the proposed Punahou Vista Apartments site found no White Terns using the trees or flying in or around the site. Two White Terns were seen three blocks away flying mauka. No evidence of any nesting or prospecting for a nest site was obtained on this survey. This does not mean that White Terns have never nested on the property or would never nest at this location. However, suitable nest sites are not a limiting factor for this species on Oahu. Predator pressure from cats, rats and the introduced Barn Owl (*Tyto alba*) are probably the major limiting factors. Given the almost unlimited array of nest sites utilized by White Terns there is no evidence that trees which have been trimmed will be avoided by nesting terns.

Phil Bruner, Environmental Consultant
BYUH Box 1775, 55-220 Kulanui Street, Laie, Hawaii 96762-1294
Phone: (808) 293-3820 • Fax: (808) 293-3825

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us



JEREMY HARRIS
MAYOR

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2001/ED-4351 (JS)

December 7, 2001

Mr. Keith Kurahashi
Kusao & Kurahashi, Inc.
Manoa Market Place
2752 Woodlawn Drive, Suite 5-202
Honolulu, Hawaii 96822

Dear Mr. Kurahashi:

Comments
Punahou Vista Draft Environmental Assessment
1566 Wilder Avenue - Makiki
Tax Map Key 2-4-23: por. 87

In response to your request for review (date-stamped October 31, 2001) of the above Draft Environmental Assessment, we have the following comments:

1. A total of 76 off-street parking spaces and two loading spaces will be provided on the Punahou Vista lot. Of the 76 parking spaces, only 61 spaces are necessary to meet LUO requirements for multi-family dwellings. The remaining 15 spaces will be used to satisfy the nonconforming off-street parking requirements for the Fernhurst YWCA.

The applicant requests an exemption to allow parking spaces 1 through 17 to encroach into the required side yard. However, based on the application site plan, the applicant should be able to provide the 61 spaces required for the multi-family dwelling with fewer or no spaces encroaching into the required yard. It appears that the yard encroachments are a result of the additional 15 spaces for the Fernhurst YWCA. We are concerned about the use of the 201G process for an exemption which is not needed for the affordable housing project, itself, but to provide parking for the YWCA, which will be on a separate lot;

Mr. Keith Kurahashi

Page 2

December 7, 2001

2. The off-street loading space for the YWCA should be located closer to the existing facility;
3. Tandem parking (numbers 73 and 74) not permitted for multi-family dwellings or boarding facilities;
4. Parking lot landscaping shall comply with the regulations of Section 4.70 of the Land Use Ordinance (LUO) related to landscaping and screening;
5. The existing driveway should not be widened or mitigative measures shall be proposed to insure the survival of the existing adjacent monkeypod tree. A letter from a certified Arborist approving any proposal to widen the driveway should be required;
6. The project shall comply with the Design Controls for the Punchbowl Special District, including material finishes, colors and yards;
7. Alternative development proposals without 201G exemptions should be provided;
8. The proposal presents an opportunity to create an entry node for the area and Manoa. A revision to the project design could incorporate open space at the corner of Punahou and Wilder Streets, which would be sensitive to the open spaces of the facing properties of the Punahou campus and City park;
9. The development should consider increased setbacks and re-siting of the structure to avoid future maintenance problems associated with the root system and widespread canopy of the large trees;
10. The tot lot should be redesigned to provide a more functional and useful configuration;
11. The Moiliili/Makiki/Manoa Community Vision Group (CVG) is in the process of developing a master inventory and community plan. The proposal should be presented to the CVG for their information and input;

Mr. Keith Kurahashi
Page 3
December 7, 2001

12. Since the applicant intends to subdivide the lot into two (YWCA and Punahou Vista) and then jointly develop the two lots, the LUO data table on the site plan should also reflect information on the existing YWCA facility;
13. The type of phasing for left turning vehicles at the intersection of Punahou Street and Wilder Avenue and the lane configuration at the Koko Head bound approach, as described and shown in the Traffic Impact Analysis Report (TIAR), does not appear to reflect current conditions and should be revised accordingly;
14. The driveway on Punahou Street should be about 20-24 feet wide or wide enough to accommodate two-way traffic for the type of vehicles anticipated to access the site. In addition to the proposed left turn ban into the site, consideration should be given to ban left turning vehicles out of the site and provide a separate driveway on Poki Street;
15. The loading areas should be located in close proximity to the elevator or at a location that will provide convenient access to the building to avoid having loading activities occur on public streets;
16. The proposed walkway from the lobby to the sidewalk on Wilder Avenue should be designed to direct pedestrians to the crosswalk at the street intersection to minimize the desire to cross the street at mid-block;
17. The number of parking stalls that are being provided should reflect the anticipated demand for the project due to the limited amount of available on-street parking in the area. The applicant should make every effort to provide for this parking demand;
18. The property line radius at the corner of Wilder Avenue and Poki Street may need to be rounded to a radius of 30-feet; and

Mr. Keith Kurahashi
Page 4
December 7, 2001

19. Construction plans for work within or affecting City streets should be submitted for review and approval. Traffic control plans during construction should also be submitted for review, as required.

Should you have any questions, please contact Joyce Shoji of our Urban Design Branch at 527-5354.

Sincerely yours,



for RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RFK:cs
doc126624

KUSAO & KURAHASHI, INC.

Planning and Zoning Consultants

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

March 19, 2002

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

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

Attention: Ms. Joyce Shoji, Staff Planner

Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87

Dear Mr. Fujiki:

Thank you for your letter dated December 7, 2001, and your comments on the Punahou Vista Family Affordable Rental Apartments Draft Environmental Assessment. Our response to your comments are as follows:

1. Regarding our request for an exemption to allow parking spaces 1 through 17 to encroach into the required side yard we offer the following explanation. Parking for the YWCA has always been provided on this portion of the lot. As part of our purchase agreement with the YWCA we agreed to continue to provide parking on this lot. In our preliminary discussions with your staff, we agreed to provide a greater building setback from Punahou Street to protect the large monkey pod trees. In order to accomplish this, we ended up taking more of the YWCA property (our lot area increased from 25,700 square feet to 29,612 square feet).

The proposed exemption being requested is to allow our parking stalls (1-17) to overhang three feet into the required side yard. This is normally permitted for the A-2 Medium Density Apartment District. However, since we are in a special district, we are providing a 10-foot landscaped side yard but request to allow a vehicle overhang of about

three feet. Based on comments from your department (see item 5 and 14), two to three of the stalls will now need to encroach 10 feet into the required side yard to accommodate an approximate 21-foot wide driveway. The exemptions we are asking for are extremely minimal and are necessary to control costs to keep the project affordable.

2. The Fernhurst YWCA's loading space is situated in an area of the parking lot that will allow for easy maneuvering of larger vehicles with convenient access to a rear door of the existing YWCA boarding facility that is used to receive deliveries. We had considered stall 74 which is closer to the YWCA building but it does not provide comfortable maneuvering space for trucks and vans that may be used for deliveries.
3. The tandem parking stalls (numbers 73 and 74) are planned as parking for employees of the YWCA boarding facility, which we believe are permitted as employee parking for the YWCA under the Land Use Ordinance.
4. The parking lot landscaping will comply with the regulations of Section 4.70 of the Land Use Ordinance related to landscaping and screening.
5. The existing monkey pod tree adjacent to the Punahou Street driveway will be protected, and there are no plans to remove this tree. Any trimming of the tree during construction will first be approved by a certified Arborist.

However, your comment No. 14 recommends widening of the driveway to 20-24 feet in order to accommodate two-way traffic. On reviewing our current parking and driveway layout it was determined that the driveway could be widened to approximately 21 feet, without disturbing the existing monkey pod tree. This will require parking stalls No. 1 and No. 2 on the mauka side of the property to encroach further into the required side yard. We will be requesting an exemption to allow parking stalls No. 1 and No. 2 to

encroach further into the mauka side yard by approximately 10 feet, in order to widen the driveway to approximately 21 feet. Fortunately, these two stalls will abut parking stalls on the neighboring lot and a parking lot that extends for about 55 feet before reaching the building.

6. The project will comply with the Design Controls for the Punchbowl Special District, including material finishes, colors and yards.
7. Since this property is zoned A-2 Medium Density Apartment District, an alternative development to the proposed Punahou Vista Family Affordable Apartments would most likely be a market priced rental or condominium development. A private developer could maximize the density of this property by building to a height of 100 feet, compared to our development being proposed for 74 feet 6 inches in height. A taller structure with parking floors below could be built in order to avoid encroaching into the yard setbacks, and to take advantage of the views. With the likely-hood of larger unit sizes in a market priced development, the parking requirements would be increased, this leading to the potential for more vehicles in the neighborhood and more noise and more congestion on the streets. This would also not serve the affordable housing needs of the community and the island.
8. The Punahou Vista Family Affordable Apartment building will be set back about 20 feet along the Wilder Avenue frontage and about 35 feet along the Punahou Street frontage. In viewing the photographs provided in the Draft EA, the proposed 35-foot setback on Punahou Street will greatly improve what is currently existing. The current view from Punahou Street facing makai shows a 5-foot high concrete wall along the Punahou Street property line. The removal of this wall along with a landscaped setback of approximately 35 feet will compliment the open spaces of the facing Punahou campus and assist in creating an entry node for the area and Manoa. The corner will have a little more landscape area (about 30 feet rather than 20 feet) along Punahou Street at the corner and a smaller landscape area along Wilder Avenue as shown on the site plan. In order to minimize cost

Wilder Avenue as shown on the site plan. In order to minimize cost and to provide adequate parking for this 201G project, we are unable to provide much more landscape areas than is required as far as setbacks at the corner. Being sensitive to the Punchbowl Special District, one of our goals was to maintain the 20-foot front yard setbacks and not to request exemptions from this setback. We are hopeful that as a 201G project, we would not be asked to provide a greater setback than is currently required by the Land Use Ordinance.

9. In our preliminary discussions with staff at the Department of Planning and Permitting, prior to the preparation of the Draft EA, the building was moved further Ewa on the project site plan drawings, in order to allow for a greater separation between the apartment structure and the existing monkey pod trees. In our briefing with the Outdoor Circle we were informed that periodic trimming of the monkey pod trees is more beneficial and healthier for the trees, than allowing the trees to grow without controls. During construction of the proposed apartment building the arborist plans to trim the monkey pod trees in such a way as to protect the branches from damage. Once the development is complete, normal periodic trimming of the trees, by professionals, will take place. The root system will not be adversely affected by the proposed development. With the removal of the 5-foot high concrete wall from next to the three monkey pod trees, and the installation of a 35-foot irrigated landscaped setback, the root system of the monkey pod trees should be improved.
10. In comparing the use of our tot-lot in our Birch Street apartments, we feel the space provided in the Punahou Vista Family Affordable apartments will be adequate. The tot-lot will be furnished with a jungle-gym type apparatus for the very small children and resting benches for those adults supervising the children's activities. There are also park areas nearby to handle more active recreational endeavors of the residents in the apartments. The shape was driven by our goal of providing the full parking requirement for the project and not requesting exemptions from parking. Due to the demand for

on street parking in the area we attempted to provide for the full parking requirement.

11. We will present the proposed project to the Moiliili/Makiki/Manoa Community Vision Group (CVG) for their information and input.
12. We will correct the LUO data table on the site plan to reflect information on the existing YWCA facility.
13. We have reviewed the existing lane use and traffic signal phasing described in the Traffic Impact Analysis Report (TIAR) and on page 25 of the draft EA, and have made the necessary corrections to the TIAR and the Final EA.
14. On reviewing our current parking and driveway layout it was determined that the driveway could be widened to approximately 21 feet, without disturbing the existing monkey pod tree. This will require parking stalls No. 1 and No. 2 on the mauka side of the property to encroach further into the required side yard. We will be requesting an exemption to allow parking stalls No. 1 and No. 2 to encroach further into the mauka side yard by approximately 10 feet, in order to widen the driveway to approximately 21 feet. Fortunately, these two stalls will abut parking stalls on the neighboring lot and a parking lot that extends for about 55 feet before reaching the building.

We have agreed to no left-turns out of the project driveway, in addition to no left-turns into the project driveway on Punahou Street, as recommended by the Department of Transportation. Please refer to their letter dated December 27, 2001 in Appendix VIII of our Final EA.

A separate driveway connection for the YWCA to Poki Street, on the mauka side of their existing building, would be ideal but is not possible due to their building being setback approximately 6 feet from the property line. To connect to Poki Street around the makai

side of the YWCA building would require significant paving and would create a circuitous route, and we understand the Department of Transportation Services would probably want the driveway situated as far mauka as possible on the site, away from the Wilder/Poki Street intersection. Such a driveway would require elimination of a significant amount of existing landscaped open space. Therefore, the YWCA will need to share the existing driveway onto Punahou Street with the proposed Punahou Vista Family Affordable Apartments, resulting in the need for an encroachment exemption.

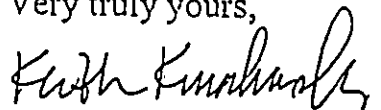
15. In response to your request to move the loading zone closer to the elevator, we will switch parking stall #57 with the existing loading zone. Parking stall #57, which will be the new loading zone, is located adjacent to the electrical room and in close proximity to the main entrance and elevator.
16. We will provide two walkways, one as shown on the plans and a second one leading at an angle to the intersection, as you have requested.
17. We understand and acknowledge the demand for on-street parking due to a majority of the surrounding apartment buildings having been built before there were any off-street parking and loading standards in the zoning ordinance. However, the Punahou Vista Family Affordable Apartments will meet the current Land Use Ordinance requirements for parking, and are not requesting an exemption from the number of parking stalls required. We feel that the parking we provide will be adequate for the residents of our affordable rental apartments, based on our experience with an earlier family affordable development at Birch Street.
18. The property at the corner of Wilder Avenue and Poki Street is under the ownership of the Fernhurst YWCA. The YWCA is aware that the property line radius at the corner of Wilder Avenue and Poki Street will need to be rounded to a radius of 30-feet.

Mr. Randall Fujiki, AIA
Page 7

19. Construction plans for work within or affecting City streets will be submitted for review and approval prior to commencement. Traffic control plans during construction will be submitted for review prior to proceeding with the development.

Your comments and our response will be included in the Final EA.

Very truly yours,



Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta

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

April 1, 2002

Mr. Peter Radulovic
Facilitator, Moiliili/Makiki/Manoa Community Vision Group (CVG)
c/o Honolulu Hale
530 S. King Street, Room 404
Honolulu, Hawaii 96813


**Subject: Punahou Vista Family Affordable Rental Housing Development
Environmental Assessment and 201G Application
TMK: 2-4-023: Portion of 087**

Dear Mr. Radulovic:

Thank you for taking the time to discuss with me, earlier today, the proposed Punahou Vista Family Affordable Rental Housing Development. As a follow-up to our conversation, I am forwarding a copy of the proposed project's 201G application that is currently being processed by the Department of Planning and Permitting of the City and County of Honolulu.

As the facilitator for the Moiliili/Makiki/Manoa Community Vision Group we would very much appreciate you presenting our proposal to your vision group. Should there be questions please do not hesitate to call me or Keith Kurahashi at 988-2231.

Very truly yours,



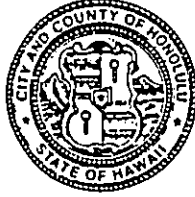
Anne Kusao

cc: Department of Planning and Permitting ✓
Mr. Gary Furuta
HCDCH

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 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



CHERYL D. SOON
DIRECTOR

GEORGE "KEOKI" MIYAMOTO
DEPUTY DIRECTOR

December 27, 2001

TPD11/01-04952R

Mr. Keith H. Kurahashi
Kusao & Kurahashi, Inc.
2752 Woodlawn Drive, Suite 5-202
Honolulu, Hawaii 96822

Dear Mr. Kurahashi:

Subject: Punahou Vista

In response to your October 29, 2001 letter, the draft environmental assessment (EA) for the subject project was reviewed. The following comments are the result of this review:

1. The subject project must meet or exceed the minimum Americans with Disabilities Act accessibility requirements. Will the project include accessible units? Accessible pedestrian paths to and from the bus stops along Punahou Street and Wilder Avenue should be considered.
2. Page 9 of the draft EA states that three of the parking stalls will be handicap and van accessible stalls. This is not consistent with the Site Plan included in Appendix II that shows four accessible parking stalls. It is suggested that the accessible stalls be placed opposite each other or back-to-back for easy access to the lobby entrance.

The draft EA further states, on Page 26, that the three accessible parking stalls can accommodate TheHandi-Van vehicles and other small transportation vehicles. However, TheHandi-Van vehicles will pick-up/drop off at the curbside of Wilder Avenue only.

3. Access to the project site is proposed to be via the existing driveway on Punahou Street, which will be shared with the Fernhurst YWCA. The traffic impact assessment report (TIAR) for the subject project states that, due to the close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway should be prohibited to minimize traffic conflicts and maintain traffic flow. Left-turns out of the project driveway on Punahou Street should also be prohibited. A driveway on Poki Street to access the parking lot should be provided.

Mr. Keith H. Kurahashi
December 27, 2001
Page 2

4. The existing lane use and traffic signal phasing discussed on Page 25 of the draft EA and in the TIAR should be verified.
5. Adequate on-site parking should be provided to accommodate the actual demand. On-street parking surrounding the project site is already in heavy demand.
6. Loading space size and location should be adequate to meet actual needs, i.e. large vehicles for moving, delivery, etc., and all maneuvering should be accommodated completely on-site and should not impact operations on City streets.

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

Sincerely,



CHERYL D. SOON
Director

cc: Ms. Genevieve Salmonson
Office of Environmental Quality Control

Ms. Sharyn Miyashiro, Executive Director
State of Hawaii
Housing Community Development Corporation of Hawaii

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

February 15, 2002

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

Attention: Ms. Faith Miyamoto

**Subject: Draft Environmental Assessment (EA) for the Proposed Punahou
Vista Family Affordable Rental Apartments
TMK: 2-4-23: Portion of 87**

Dear Ms. Soon:

Thank you for your letter dated December 27, 2001, and your response to the Punahou Vista Family Affordable Rental Apartments Draft Environmental Assessment.

Our responses to your questions and statements are as follows:

1. The Punahou Vista Family Affordable Rental Apartments will meet or exceed the minimum Americans with Disabilities Act accessibility requirements.

The development will include three handicap accessible units and all other units will be adaptable.

When developed, sidewalks in front of the project site will be improved, and all bus stops are located directly across the street on Wilder Avenue and Punahou Street.

2. On page 8 of the draft EA it states that 15 of the 76 parking stalls shown on the Punahou Vista plans are for the use of the Fernhurst

YWCA. One of those fifteen stalls is an accessible stall. It goes on to state that one of the two loading spaces is for use of the YWCA. On page 9 it correctly states that three of the 61 stalls provided for Punahou Vista will be handicap and van accessible stalls. As mentioned on page 8, the fourth accessible parking stall shown on the site plan, is for use by the Fernhurst YWCA.

We will modify the Final EA to read that "TheHandi-Van vehicles will pick-up/drop-off at the curbside of Wilder Avenue only."

3. We have no objections to prohibiting left-turns out of the project driveway onto Punahou Street. We will modify the Final EA to read, "Due to the close proximity between the project driveway and Wilder Avenue, left-turns into the project driveway and left-turns out of the project driveway will be prohibited, as requested by the Department of Transportation Services."

A driveway connection to Poki Street on the mauka side of the existing Fernhurst YWCA building is not possible due to the building being setback approximately 6 feet from the property line. To connect to Poki Street around the makai side of the building would require significant paving and would create a circuitous route, and we understand the Department of Transportation Services would probably want the driveway situated as far mauka as possible on the site, away from the Wilder/Poki Street intersection. Such a driveway would require elimination of a significant amount of existing landscaped open space.

4. We have reviewed the existing lane use and traffic signal phasing discussed on Page 25 of the draft EA and in the TIAR, and have made the necessary corrections to the Final EA and the TIAR to reflect the existing lane use and traffic signal phasing.
5. We will meet the Land Use Ordinance requirements for parking. We feel that the parking we provide will be adequate for the affordable rental apartments.

Ms. Cheryl Soon
Page 3

6. The loading space provided will measure 8-foot 6 inches x 19 feet in size which will meet the minimum LUO standard for a smaller loading stall. The experience of our property management company, Prudential Locations, Inc. in managing similar family affordable rental apartments, and our own experience in operating Birch Street Family Affordable Apartments is that large moving vehicles are not normally utilized by the residents. The apartments are furnished with all the necessary major appliances such as a refrigerator, stove and dishwasher, and laundry facilities are offered within the building itself. It is our experience that at time of move-in and/or move-out, family and friends are there to assist the family in the moving of personal furnishing, primarily with personal vehicles (cars, trucks, and vans).

Your comments and this response will be included in the Final EA.

Very truly yours,


for Keith Kurahashi

cc: HCDCH
Mr. Gary Furuta

APPENDIX IX
APPROVED JOINT DEVELOPMENT AGREEMENT

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-5743 • INTERNET: www.cc.honolulu.Hi.us

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2002/CUP-19 (JS)

File Number	:	2002/CUP-19
Applicant/ Landowner	:	Young Women's Christian Association of Oahu
Agent	:	Carlsmith Ball, LLP
Location	:	1566 Wilder Avenue - Makiki
Tax Map Key	:	2-4-23: 87
Zoning	:	A-2 Medium Density Apartment District
Date Received	:	February 27, 2002
Date Accepted	:	March 12, 2002

The Conditional Use Permit (Minor) application for joint development is **APPROVED**, subject to the following conditions:

1. Upon recordation of the approved subdivision [File No. 2001/SUB-234], the applicant shall submit a revised and executed joint development agreement for review and approval by the Director of Planning and Permitting. The submitted agreement shall include a separate exhibit(s), describing the lots to be jointly developed as they are recorded with the Assistant Registrar of the Land Court of the State of Hawaii. In the event the subdivision is denied, withdrawn, or expires, the Conditional Use Permit shall become null and void.
2. The approved agreement shall be filed with the Assistant Registrar of the Land Court of the State of Hawaii. Proof of such filing shall be in the form of a copy certified by that agency and shall be submitted to the Department of Planning and Permitting (Zoning Regulations and Permits Branch) before any building and/or sign permit is issued.

(NOTE: DO NOT RECORD THE JOINT DEVELOPMENT AGREEMENT PRIOR TO REVIEW AND APPROVAL BY THE DIRECTOR OF PLANNING AND PERMITTING.)

3. Both lots or parcels identified in the exhibit(s) of the approved joint development agreement shall be considered to be one zoning lot.
4. This application has only been reviewed and approved pursuant to the provisions of Section 21-5.380, and development shall comply with all other provisions of the Land Use Ordinance.
5. Approval of this Conditional Use Permit shall not be construed as approval of any building/sign permit application; such applications are reviewed separately and shall comply with applicable codes and regulations.
6. This approval may be revoked by the Director of Planning and Permitting when there is a breach of any of the conditions stated above; provided that, for good cause, the Director may amend the above conditions.

145648

THIS COPY, WHEN SIGNED BELOW, IS NOTIFICATION OF THE ACTION TAKEN.

Robert Bannister FOR THE DIRECTOR 27 MARCH 02
SIGNATURE TITLE DATE

This approval does not constitute approval of any other required permits, such as building or sign permits.

APPENDIX X
DEFINITION OF ACRONYMS WITHIN REPORT

**DEFINITION OF ACRONYMS REFERRED TO WITHIN THE
201G APPLICATION**

Appendix I - Source of Financing

LIHTC stands for Low Income Housing Tax Credit

RHTF-PA stands for Rental Housing Trust Fund - Project Award

Appendix III - Market Study

Executive Summary - AMI stands for Area Median Income

Page 2 - HUD stands for U.S. Department of Housing and Urban Development

Page 6 - DBEDT stands for Department of Business Economic Development and Tourism

APPENDIX XI
FAUNAL SURVEY



Faunal Surveys

Bird & Mammal

17 May 2002

Anne Kusao
Kusao and Kurahashi, Inc.
2752 Woodlawn Drive
Suite 5-202
Honolulu, HI 96822
FAX 988-1140

SUBJECT: Response to HCDCH comments on projects impact on other species of birds in this area.

My study focused on the White Tern (Fairy Tern) (*Gygis alba*). I did not make an effort to look at other species using the trees on the Punahou Vista site. However, no native birds would be expected in this area due to its location and available habitats. The trimming of trees at this site would not in my judgement impact in any measurable way the populations of birds in this region of Oahu. The only species of possible concern is the White Tern and my survey did not reveal that this species is currently using this site. I further noted that trimming the trees does not in and of itself create an adverse situation for this species since they can and do nest in a wide variety of natural and altered habitats including man-made structures.

Phil Bruner
Environmental Consultant

Phil Bruner, Environmental Consultant
BYUH Box 1775, 55-220 Kulanui Street, Laie, Hawaii 96762-1294
Phone: (808) 293-3820 • Fax: (808) 293-3825