February 11, 2004

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

Dear Ms. Salmonson:

Chapter 343, HRS
Environmental Assessment (EA)/Determination
Finding of No Significant Impact (FONSI)
Loft at Waikiki Condominium

Applicant: Urban Loft Development, LLC
Landowner: Tamaki Berry and Brian Sakamaki
Agent: Wilson Okamoto Corporation
Location: Launiu Street - Waikiki
Tax Map Keys: 2-6-017: 68, 70-73
Request: Waikiki Special District Permit
Proposal: New 6-story, 36-unit residential condominium with 86 parking stalls and appurtenant site improvements
Determination: A Finding of No Significant Impact is Issued

Attached and incorporated by reference is the Final EA prepared by the applicant for the project. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules, we have determined that preparation of an Environmental Impact Statement is not required.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA.

If you have any questions, please contact Anthony Ching of our Urban Design Branch at 527-5833.

Sincerely yours,

ERIC G. CRISPIN, AIA
Director of Planning
and Permitting

EGC:pl
Enclosures
doc277471rev1
LOFT AT WAIKIKI CONDOMINIUM

FINAL ENVIRONMENTAL ASSESSMENT
February 2004

Prepared For
URBAN LOFT DEVELOPMENT LLC

Prepared By
WILSON OKAMOTO CORPORATION
Final Environmental Assessment

Loft @ Waikiki Condominium
Waikiki, Oahu, Hawaii

Prepared for:
Urban Loft Development, LLC
1146 Fort Street Mall
Honolulu, Hawaii 96813

Prepared by:
Wilson Okamoto Corporation
Engineers and Planners
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

February 2004
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APPENDICES

- Appendix A  
  Cultural Impact Assessment  
  Archaeological Consultants of the Pacific, Inc., November 2003
- Appendix B  
  Draft Environmental Assessment Public Review  
  Comment and Response Letters
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This Final Environmental Assessment (EA) has been prepared pursuant to Chapter 343, Hawaii Revised Statutes, and Title 11, Chapter 200, Administrative Rules, Department of Health, State of Hawaii. Proposed is an applicant action by Urban Loft Development, LLC to develop a six-story, 36-unit residential condominium building in Waikiki on the island of Oahu. Compliance with the provisions of Chapter 343, HRS is required because of the project's location within the "Waikiki Special District." The accepting agency is the City and County of Honolulu Department of Planning and Permitting, in conjunction with the processing of a Waikiki Special District Major permit required for the proposed action.

This Final EA incorporates revisions to the proposed project as described in the Draft EA based on consultation with various agencies and input received from the Waikiki Neighborhood Board No. 9. These revisions include the following:

- The driveway to the first-floor entrance lobby and first-floor parking area has been modified as a two-way driveway from the street instead of two separate one-way driveways. The intent is to reduce the number of vehicular crossings that pedestrians along the sidewalk would negotiate.

- The separate driveway for the off-street loading area has also been eliminated. Instead, the off-street loading area has been relocated for access from the driveway leading to the first-floor entrance lobby and first-floor parking area.

- The off-street loading area has been modified to allow vehicles to reverse within the project site and exit forward onto the street instead of reversing into the street. This will reduce potential traffic conflicts and improve pedestrian safety.

- The driveway and off-street loading area modifications result in a loss of five parking stalls in the first-floor parking area.

- At the recommendation of the Department of Planning and Permitting, the roofline of the middle three residential units on the top floor was raised to provide visual articulation. With the additional ceiling height created in these units, the applicant proposes to add a loft level in each, including an additional bathroom. The resulting increase in floor area in these units will require a variance from the maximum floor area ratio development standard. (Note: the rendering on the cover does not show the modified roofline).
Loft @ Waikiki Condominium Final Environmental Assessment

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SUMMARY

Applicant: Urban Loft Development, LLC

Approving Agency: City and County of Honolulu, Department of Planning and Permitting

Project Location: Waikiki, Oahu, Hawaii

Tax Map Keys: 2-6-17: 68, 70 through 73

Area: 29,907 square feet

Recorded Fee Owner: Parcel 68 – Tamaki Berry
Parcels 70 to 73 – Brian Sakamaki

Existing Use: Residences and commercial parking lot

State Land Use Classification: Urban

Development Plan Designation: Medium Density Apartment (MDA)

County Zoning Designation: Waikiki Special District Apartment Precinct

Proposed Action: Construction of a six-story residential condominium building comprised of 36 residential units, 2-level parking garage, residential amenities, open space and landscaping.

Impacts: No significant impacts are anticipated during the construction and subsequent occupation of the proposed project. Construction activities are anticipated to have short-term noise, ground vibration, traffic and air-quality impacts in the surrounding area. Construction noise and air quality impacts will be minimized by compliance with applicable State Department of Health rules. No significant long-term traffic impact in the vicinity of the project site is anticipated. The project will require a design variance from open space and floor area ratio requirements of the Waikiki Special District development standards.

Anticipated Determination: Finding of No Significant Impact
Parties Consulted
During Pre-Assessment:

State of Hawaii
Department of Land and Natural Resources (DLNR)
State Historic Preservation Division

City and County of Honolulu
Department of Planning and Permitting

Organizations
Waikiki Neighborhood Board (No. 9)

Parties Consulted
During The Draft EA
Public Review:

Federal Agencies
U.S. Army - Corps of Engineers
U.S. Fish and Wildlife Service
U.S. Geological Survey
U.S. Natural Resources Conservation Service

State of Hawaii
Department of Land and Natural Resources (DLNR)
State Historic Preservation Division
Land Division
Department of Business, Economic Development and Tourism (DBEDT)
Office of Planning
Land Use Commission
Department of Health (DOH)
Environmental Planning Office
Office of Environmental Quality Control
Environmental Management Division
Department of Education
Waikiki-Kapahulu State Library
Office of Hawaiian Affairs
Legislative Reference Bureau
U.H. Environmental Center

City and County of Honolulu
Department of Planning and Permitting
Building Division
Zoning Plans Review Branch
Site Development Division
Civil Engineering Branch
Subdivision Branch (Park Dedication)
Traffic Review Branch
Wastewater Branch
Planning Division
Policy Planning Branch
Land Use Permit Division
Land Use Approvals Branch
Zoning Regulations and Permits Branch
Department of Transportation Services
Department of Environmental Services
Department of Design and Construction
Department of Parks and Recreation
Board of Water Supply
Police Department
Fire Department
Office of Waikiki Development
Municipal Reference Library
Ala Moana Satellite City Hall

Elected Officials
Senator Les Ihara (10th District)
Representative Galen Fox (21st District)
Council member Charles Djou (4th District)

Organizations
AIA Honolulu
American Lung Association
Construction Industry Legislative Organization
Hawaii Thousand Friends
Historic Hawaii Foundation
Honolulu Advertiser
Honolulu Star Bulletin
Legislative information Service of Hawaii
Life of the Land
Pacific Business News
Sierra Club
Sun Press
The Outdoor Circle
Waikiki Improvement Association
Waikiki Residents Association
Surrounding Property Owners
2121 Ala Wai Condo Master
Robert D. M. and Audrey Au
Hawaiian Electric Company, Inc.
JANO ARMS Condo Master
Four Paddle Condo Master
Waikiki Cove Condo Master
Aloha Waikiki Partners
O & D Young Family Limited Partnership
Hale Moani Condo Master
Folk Enterprises Inc.
Randal C. and Lisa Ann W. Galjian
Vu Quang Nguyen
Oishi Wendy Cheng
Anh Hoang Pham
Howard D Tang
1. SETTING AND PROJECT DESCRIPTION

1.1 Project Background and Location

Urban Loft Development, LLC is proposing to construct a six-story residential condominium building in Waikiki (see Figure 1). Located makai (southwest) of the existing 2121 Ala Wai condominium, and mauka (northeast) of Four Paddles condominium, the project site encompasses 29,907 square feet (0.68 acres) of land fronting Launui Street. The project site is identified by five contiguous parcels, including TMK 2-6-17: 68, 70, 71, 72, and 73 (see Figure 2).

1.2 Existing and Surrounding Uses

The project site is currently occupied by three single-family dwellings, a 29-stall paved commercial parking lot, and a two-story apartment building containing eight units. (See Photographs 1 through 4).

Land uses surrounding the project site include high-rise hotels and condominiums, low-rise apartments, single-family homes, and businesses (See Figure 3). Views of the Launui and Kaioolu Street corridors are shown in Photographs 5 and 6. Photographs 7 through 11 show the existing uses that currently share the same block with the project site:

- a) 2121 Ala Wai condominium (40 stories), located immediately mauka (northeast) of the project site;
- b) Four Paddles condominium (26 stories), located immediately makai (southeast) of the project site;
- c) Hale Croton apartment building (two-story), located behind the project site on Kaioolu Street;
- d) HECO Waikiki Substation, located behind the project site on Kaioolu Street; and
- e) Maunakea Prince (12 stories), located behind the project site on Kaioolu Street.

In addition, Photographs 12 through 18 show the existing uses located across Launui Street from the project site:

- a) 2115 Ala Wai high-rise condominium;
- b) Three, two-story apartment buildings;
- c) Single-family residence;
- d) One, three-story apartment building;
- e) Aloha Waikiki condominium (six stories); and
- f) Waikiki Cove (seven stories).

Beyond Ala Wai Boulevard to the northeast of the project is the Ala Wai Canal. Makai (southwest) of the project site across Kuhio Avenue is the 2100 Kalakaua retail development.
LOFT @ WAIKIKI

Location Map

Figure No. 1
Photograph 1: Existing single-family dwellings. (Reference item No. 1 in Figure 3).

Photograph 2: Existing commercial parking lot. (Reference item No. 2 in Figure 3).

LOFT @ WAIKIKI

Existing On-Site Uses
Photograph 3: Existing single-family home. (Reference item No. 3 in Figure 3).

Photograph 4: Existing two-story apartment building. (Reference item No. 4 in Figure 3).
Photograph 5: Launiu Street looking makai towards Kuhio Avenue. Project site is located on the left hand side of the photograph.

Photograph 6: Kaiolu Street looking mauka towards Ala Wai Boulevard.

LOFT @ WAIKIKI

View of Launiu and Kaiolu Streets 5 & 6
Photo 7: 2121 Ala Wai high-rise condominium, project site in the foreground. (Reference item No. 9 in Figure 3).

Photo 8: Four Paddle high-rise condominium, project site located behind the building. (Reference item No. 5 in Figure 3).

LOFT @ WAIKIKI

Surrounding Uses

7 & 8
Photograph 9: 434 Kailu Street, HECO Substation located behind the project site. (Reference item No. 7 in Figure 3).

Photograph 10: 448 Kailu Street, Hale Croton two-story apartment building located behind the project site. (Reference item No. 8 in Figure 3).

LOFT @ WAIKIKI

Surrounding Uses

9 & 10
Photo 11: 430 Kaiolu Street, Maunakea Prince, located behind the project site. (Reference item No. 6 in Figure 3).

Photo 12: 412 Launui Street, Aloha Waikiki, located across the street from the project site. (Reference item No. 16 in Figure 3).
Photograph 13: 424 Launiu Street, two-story apartment building located across the street from the project site. (Reference item No. 15 in Figure 3).

Photograph 14: 428 Launiu Street, single-family home located across the street from the project site. (Reference item No. 14 in Figure 3).
Photograph 15: 434 Launui Street, two-story apartment building located across the street from the project site. (Reference item No. 13 in Figure 3).

Photograph 16: 438 Launui Street, two-story apartment building located across the street from the project site. (Reference item No. 12 in figure 3).
Photograph 17: 444 Launiu Street, two-story apartment building located across the street from the project site. (Reference item No. 11 in Figure 3).

Photograph 18: 2115 Ala Wai Boulevard, high-rise condominium located across the street from the project site. (Reference item No. 10 in Figure 3).
1.3 Project Description

The project will include a six-story building comprised of four floors of residential units (nine units per floor) atop two levels of parking. Residential amenities, including a pool, recreation area and landscaped open space fronting Launiu Street, along with driveways to the lobby, parking and off-street loading area. Figures 4 through 7 illustrate the conceptual first floor plan, typical floor plan, building elevation facing Launiu Street, and horizontal building section, respectively. Major elements of the project include:

◊ Thirty-six residential units on four floors offering two-bedroom/two-bath and three-bedroom/three-bath floor plans. Each unit will provide approximately 1,037 to 1,438 square feet of living area, and approximately 100 square feet of lanai area.

◊ Eighty-one parking stalls within a two-story parking garage beneath the residential floors. The lowest floor of the parking garage will be approximately at-grade. The parking allotment will include 72 assigned (two stalls per residential unit) and seven guest stalls. Two stalls will be offered for purchase by residents of the development.

◊ Residential amenities, including a pool, recreation area and landscaping.

◊ Vehicular access to the off-street loading area, first-floor entrance lobby and into the first-floor parking area will be provided via a two-way driveway from Launiu Street. Another two-way driveway from Launiu Street will provide ingress and egress for the second-floor parking area.

1.4 Project Schedule and Cost

Construction of the proposed project is anticipated to commence in early-2004 upon receipt of required approvals, and the construction period is anticipated to span 10 months. The preliminary estimated cost of the proposed project is $12 million.
LAUNIU STREET

Scale: 3/64" = 1'-0"

LOFT @ WAIKIKI

Typical Floor Plan
Aunui Street
View From Kuhio Avenue

Approximate Scale: 3/64" = 1'-0"
2. DESCRIPTION OF THE EXISTING ENVIRONMENT, PROJECT IMPACTS AND MITIGATION MEASURES

The following is a description of the existing environment, assessment of potential project impacts and proposed mitigation measures.

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

Northeasterly tradewinds prevail throughout the year although their frequency varies from more than 50 percent during the summer months to 90 percent in January. The average annual wind velocity is approximately 10 miles per hour.

The mean temperature measured at Honolulu International Airport ranges from 70 degrees Fahrenheit (°F) in the winter to 84° F in the summer. The temperatures in the Waikiki project area may be slightly higher due to localized urban heating effects. The average annual precipitation in the vicinity of the project site is approximately 24 inches, with most of the rainfall occurring between November and April. Relative humidity ranges between 56 and 72 percent.

**Impacts**
The proposed project will not affect regional climate conditions.

2.2 Topography and Soils

**Topography:** The project site and surrounding areas are relatively flat and contain no unusual or unique topographic features. The site elevation is approximately five feet above Mean Sea Level (MSL).

**Soils:** According to the U.S. Department of Agriculture Soil Conservation Service, the soils underlying the project site are classified as Fill land, mixed (FL). This soil type consists of material dredged from the ocean bottom or hauled in from nearby areas. Landscaped areas are likely comprised of imported soils.

The *Detailed Land Classification - Island of Oahu* published by the University of Hawaii Land Study Bureau (LSB), evaluates the quality or productive capacity of certain lands on Oahu for selected crops and overall suitability in agricultural use. A five-class productivity rating system was established with "A" representing the highest productivity and "E" the lowest. Since the project site is classified as "U" or Urban, it is not rated for agricultural productivity.
Impacts and Mitigation Measures
The area of soil disturbance within the project site will be less than one-acre and, as such, a National Pollutant Discharge Elimination System (NPDES) permit for Construction Storm Water Activities will not be required from the State of Hawaii Department of Health (DOH). Storm runoff from the project site during site preparation will be controlled in compliance with the City’s "Rules Relating to Storm Drainage Standards." Typical mitigation measures include: appropriately stockpiling materials on-site to prevent runoff; and, establishing landscaping as early as possible on completed areas. These measures and the relatively small area of soil disturbance will minimize the potential for siltation of drainage facilities, the Ala Wai Canal and coastal receiving waters at Ala Wai Harbor.

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

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

Historically, Makiki, Manoa and Palolo streams flowed into the area known as Waikiki. Waikiki means the "land of spouting waters" and was extensively cultivated in taro by Hawaiians and later with rice by immigrant farmers. The Ala Wai Canal was dredged in 1921, creating fast lands and demarcating the area now known as Waikiki.

There is no surface water within the project site. The nearest surface water body is the man-made Ala Wai Canal.

According to the State Commission on Water Resource Management there are no registered potable water wells in the Waikiki area.

The City and County of Honolulu Board of Water Supply Pass/No Pass line delineates the boundary of the potable water aquifer. The project site falls within areas makai of the Pass line, which infers that activities on the project site will not impact potable groundwater resources.
Impacts and Mitigation Measures
No adverse impact on groundwater is anticipated. The proposed project will involve excavation for foundations but will not extend to the depth of the water table, which is approximately 4 feet below existing grade. No dewatering activities will be required.

2.4 Hazardous Materials
A Phase I Environmental Site Assessment will be prepared for the project site prior to construction to identify the presence of any hazardous materials and to determine appropriate remediation, if required, in compliance with applicable State and Federal requirements. In addition, the applicant will consult the Department of Health’s Asbestos Abatement Office in the Noise, Radiation and Indoor Air Quality Branch regarding proposed demolition activities.

2.5 Flood Hazard
According to the Flood Insurance Rate Map (FIRM), Number 15003C0370E effective November 20, 2000, prepared by the Federal Emergency Management Agency (FEMA), the entire project site is designated as Zone AO, special flood areas inundated by 100-year floods. The flood depth at the project site averages two feet.

Impacts and Mitigation Measures
In compliance with City flood ordinances, the lowest floor must be elevated at least two feet above the highest adjacent grade and the lowest level of parking must be at-grade or higher. The project will comply with the rules and regulations of the National Flood Insurance Program (NFIP) of the Federal Emergency Management Agency.

2.6 Flora and Fauna
A survey of trees within the project site identified four coconut palms, three banyan trees, two mango trees, three tecoma trees, two gold trees, one Christmas Berry tree and a fern. Except for the coconut palms and banyan trees, the trees in the project site are of poor quality, as they are misshapen and apparently drought stressed.

Other plant species growing in the project site include landscape shrubs, grasses, and cacti, as well as weed species commonly found in urbanized areas, such as Spanish needle, dandelion, crabgrass, morning glory, spiny amaranth, swollen finger grass and Guinea grass.

Faunal species including cats, rats and mice that are common to inner city environments are probably present at the site. Avifaunal species identified at the project site include those common to urban areas such as the barred and ring-neck doves, mynah, sparrow, Brazilian cardinal, and finches.
No federally protected, threatened or endangered species of plants or animals are known to inhabit the project area, nor has any critical habitat been identified.

**Impacts and Mitigation Measures**
To the extent possible, existing coconut palms will be incorporated into the project's landscape design, by transplantation. All other trees will be removed.

Site preparation will remove most of the existing plant species that provide a small habitat for various bird, mammal and insect species that commonly occur in sub-tropical urban environments. When landscaping for the proposed project is planted, many of these displaced species are anticipated to return.

### 2.7 Noise

Environmental noise is generally described as Day-Night Average Sound Level (Ldn or DNL), which is a noise descriptor currently used by federal agencies (such as FHA/HUD). This descriptor is a 24-hour average of measured sound levels with an additional 10-decibel (dB) “penalty” on noise levels occurring during the nighttime hours of 10:00 PM to 7:00 AM. In general, noise levels of 55 Ldn or less occur in rural areas, or in areas which are removed from high volume roadways. In urbanized areas, locations shielded from high volume streets generally range from 55 to 65 Ldn.

In Waikiki, Ldn levels along major roads such as Ala Wai Boulevard and Kuhio Avenue tend to be high and greater than 65 Ldn due to the higher concentration of tour and city buses, and higher activity levels during the nighttime period. The typical hourly variations in noise levels within the project area are controlled by motor vehicle traffic along two high volume roadways: Ala Wai Boulevard and Kuhio Avenue. Traffic noise levels tend to be lowest during the early morning hours between 3:00 and 5:00 AM, and tend to be highest during the AM and PM peak commuting hours.

The mid-block location of the project site shields it from traffic noise along Ala Wai Boulevard and Kuhio Avenue at either end of the block. Hence, existing traffic noise levels at the project site would be less than 65 Ldn.

**Impacts and Mitigation Measures**

Construction noise will be unavoidable during the entire project construction period. The total time period for construction of the project is anticipated to be 10 months. It is expected that actual construction work will be moving from one location on the project site to another during that period. Hence, the length of exposure to construction noise at any receptor location will probably be less than the total construction period for the entire project. The noisiest construction activity will be generated during pile driving. Notably, the building structure will be constructed using an insulated concrete form system, which will substantially reduce noise levels typically associated with this phase of construction. Instead of using plywood forms, which need to be constructed on-site and removed after the
concrete is set, the proposed method of construction uses polystyrene forms that are assembled and left in place as part of the finished walls. Since the polystyrene forms are pre-fabricated to simplify assembly on-site, far less use of noise generating power tools is required in comparison to conventional cast-in-place methods.

Residential uses on properties adjacent to the project site will experience the highest noise levels during construction activities due to their close proximity. Adverse impacts from construction noise, however, are not expected to be in the range affecting "public health and welfare" due to the temporary nature of the work, and regulations governing construction noise. Instead, these impacts will probably be limited to the temporary degradation of the quality of the acoustic environment in the immediate vicinity of the project site.

Construction noise will comply with State Department of Health (DOH) rules for “Community Noise Control” (Chapter 11-46, Hawaii Administrative Rules). Mitigation of construction noise to inaudible levels will not be practical due to the anticipated intensity of noise sources (60 to 90+ dB at 50 FT distance), and due to the exterior nature of the work (excavation, grading, trenching, concrete pouring, hammering, etc.). The use of properly muffled construction equipment will be required on the job site.

The DOH rules limit construction activities to the hours between 7:00 am to 6:00 pm on weekdays, except holidays, and 9:00 am to 6:00 pm on Saturday. Pile driving activities are limited to the hours of 9:00 am to 5:30 pm on weekdays, no pile driving activities are allowed on the weekends or holidays.

Pile driving also has the potential to cause architectural and structural damage to structures. Ground vibrations are generally described in terms of peak particle (or ground) velocity in units of inches/second. While people can feel ground vibrations as low as 0.01 to 0.04 inches/second, damage to structures would occur at much higher levels. The most commonly used damage criterion for structures is 2.0 inches/second, derived from the U.S. Bureau of Mines. A more conservative limit of 0.2 inches/second is also used, and is suggested to assess potential risks since the repetitive nature of pile driving can increase the risk of damage, especially to structures that may be prone to damage because of age or poor construction.

The use of pile drivers on the project site could generate vibrations exceeding the 0.2 inches/second threshold at a distance of 47 to 71 feet. This distance from pile driving will be considered in assessing the risk of vibration damage to nearby structures, and potential mitigation such as alternative pile location, size or pile driving equipment. The construction contractor will be liable for damage attributable to pile driving. As a courtesy to neighboring residents who may be
impacted by pile driving, the construction contractor will be required to notify building managers or owners of neighboring residential buildings of the planned construction schedule, including pile driving, prior to commencing construction. The contractor will also provide a point-of-contact.

In the long-term, the proposed project will not generate significant additional traffic, as discussed in Section 2.13. Hence, any increase in traffic-related noise will also not be significant.

2.8 Air Quality

Air quality in the vicinity of the project site is primarily affected by vehicular emissions generated along surrounding streets. Among the various air pollutants for which State and National standards have been established, carbon monoxide level is the primary concern in areas near heavy traffic flow. The federal standard for carbon monoxide is a maximum of 40 micrograms per cubic meter (μg/m³) for 1-hour samples and 10 μg/m³ for an 8-hour sample. State of Hawaii regulations, which are more stringent, limit carbon monoxide to 10 μg/m³ for 1-hour samples and 5 μg/m³ for 8-hour samples. According to the State Department of Health Clean Air Branch, the Waikiki Air Monitoring Station on Kalakaua Avenue reported that carbon monoxide levels have not exceeded State or Federal standards in the past five years.

**Impacts and Mitigation Measures**

The proposed project will have short-term construction-related impacts on air quality, including the generation of dust and emissions from construction vehicles, equipment and commuting construction workers. The construction contractor is responsible for complying with State Department of Health Administrative Rules, Title 11, Chapter 60.1 regarding "Air Pollution Control, specifically Section 11-60.1-33 regarding fugitive dust and the prohibition of visible dust emissions at property boundaries.

Mitigation measures to address short-term impacts include:

- Plan the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing on-site vehicular traffic routes, and locating potential dust-generating equipment in areas of the least impact;

- Provide an adequate water source at the site prior to start-up of construction activities;

- Landscape and provide rapid covering of bare areas, including slopes, starting from the initial grading phase;

- Minimize dust from shoulders and access roads;
• Provide adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities;
• Control dust from debris being hauled away from the project site;
• Minimizing the movement of construction vehicles during peak traffic periods to avoid traffic congestion and associated increase in vehicular emissions; and,
• Controlling the generation of fugitive dust through frequent watering of unpaved vehicular access routes and areas of disturbed soil within the project site and planting landscaping as soon as possible on completed areas.

In the long-term, the proposed project will not generate significant additional traffic, as discussed in Section 2.13. Hence, any increase in traffic-related emissions will also not be significant.

2.9 Archaeological, Historic, and Cultural Resources
Archaeological Consultants of the Pacific, Inc. prepared a Cultural Impact Assessment in November 2003 for the subject property. The Cultural Impact Assessment report is reproduced in its entirety in Appendix A. The study included a review of the historic background of the project site and the broader Waikīkī area, consultation with the Department of Land and Natural Resources Historic Preservation Division and community consultations.

During traditional times, Waikīkī was the seat of the ruling chiefs of O‘ahu and the location of a thriving community with a wealth of agriculture and aquaculture. According to Handy (1940:74), the lo‘i systems were developed by Chief Kalamakua and were “one of the most extensive single terrace areas on the island.”

Waikīkī is one of the most striking examples of the dramatic change which took place subsequent to the arrival of foreigners. As was the case throughout the Hawaiian Islands, with the coming of foreign-introduced illnesses for which the native population had no natural resistance, a significant decline in population resulted. With the reduction in the number of people able to work and maintain the agricultural fields and fishponds as well as the number of consumers, much of these systems fell into disuse.

Information presented in Native and Foreign Testimony and Register for Land Commission Awards (LCA’s) during the Great Mahele in the mid-1800’s provides additional insight into the continued traditional land use of Waikīkī. A total of 431 claims were made for land in Waikīkī, of which 241 were awarded. The LCA’s in Waikīkī consisted primarily of kuleana lands along the shoreline with plots inland of the sand dunes used for fishponds and lo‘i (Davis 1989).
The project site is located inland of the coastal dunes and contains portions of five Land Commission Awards; LCA 867:2 to Nihopuu, LCA 1758:2 to Kalaeone, LCA 1765:2 to Kamaile, LCA 6386:7 to Kauhao and a small portion of LCA 85598:29 to Lunalilo. Testimony associated with these LCA’s indicates that these plots were utilized agriculturally, primarily in association with the production of taro in lo‘i, but also for the production of sweet potato, wauke, etc. (Board of Commissioners to Quiet Land Titles 1946-1955).

Maps of the area from the period between 1880 and 1930 depict both Site 4970, the ‘Auwai O Pau, and Feature 6407:A, the ku‘auna, as converging within the southwestern portion of the current subject property. In addition, because the current project area covers portions of five LCA’s known to have been utilized in association with wetland taro cultivation, strata representing the former wetland ground surface likely extend onto the subject parcel.

Following the landfill reclamation of the 1920’s, development of the subject property consisted of the construction of apartment buildings and single-family dwellings. Subsequently, episodes of demolition and reconstruction have occurred. Currently, the subject property contains three wood frame homes, a two-story wood frame apartment building and a paved commercial parking lot.

**Impacts and Mitigation Measures**

A review of the historic background of the Waikīkī area indicates that sites of potential significance to the interests of historic preservation are likely to be present on the subject property beneath deposits of fill dredged from the Ala Wai Canal in the 1920’s and used to reclaim the marshy wetlands nearby. While subsurface construction activities associated with the proposed project will occur within the fill material, plies will be driven below the fill into potential cultural layers.

Archaeological Consultants of the Pacific, Inc. consulted Sara Collins, PhD., O‘ahu Island Archaeologist with the Department of Land and Natural Resources, State Historic Preservation Division (DLNR-SHPD) regarding the proposed project (Section 7.1). Dr. Collins indicated that, because of the known presence of culturally significant subsurface deposits on nearby properties, a complete archaeological inventory survey with subsurface testing would be called for by the DLNR-SHPD. Due to the presence of existing structures on the property, an archaeological inventory survey will have to be conducted once the existing structures on the property are removed. During construction, should archaeologically significant features be uncovered, immediate archaeological consultation will be sought with the Department of Land and Natural Resources State Historic Preservation Division in accordance with applicable regulations.
In the event that the four existing structures are over fifty years in age, Dr. Collins also indicated that those structures would require documentation in order to satisfy the DLNR’s Architecture Branch requirements. Further consultation with Ms. Susan Tasaki of SHPD confirmed that the existing structures are over fifty years in age; however, they are not listed on the National or State register of historic places nor are they historically significant. Prior to the demolition of the existing structures, each will be properly documented.

Consultation with community informants indicated an absence of significant cultural objections, hence, no obstructions to the implementation of the proposed project area present with regard to any areas of cultural or traditional importance.

2.10 Views
Launiu Street fronting the project site is not identified as a significant public view corridor in the Waikiki Special District Guidelines pursuant to Section 7.80-3(a) of the Land Use Ordinance. Public view corridors identified include:

- Views of Diamond Head from as many vantage points as possible, but especially from Ala Wai Boulevard and the Punchbowl lookout.

- Continuous views of the ocean along Kalakaua Avenue, from Kuhio Beach to Kapahulu Avenue.

- Intermittent ocean views from Kalia Road across Fort DeRussy Park, Ala Wai Yacht Harbor, and the Ala Wai Bridge on Ala Moana Boulevard.

- Mauka views from the following streets mauka of Kuhio Avenue:
  - Nohonani and Nahua Streets;
  - Kanekapolei and Kalolu Streets;
  - Lewers and Walina Streets; and
  - Seaside Avenue and the Ala Wai Promenade.

- Views of Ala Wai Yacht Harbor from Magic Island Park.

Impacts and Mitigation Measures
The proposed project will alter the visual setting by replacing one and two story homes and walk-up apartment, as well as an at-grade commercial parking lot with a new six-story residential condominium structure. Due to the relatively low height of the proposed project compared to the two high-rise condominiums on either side, it will not impact view planes in Waikiki. Further, the new structure, except for design variances from open space requirements and floor area ratio, will comply with applicable development standards of the Waikiki Special District precinct in which it is located, including those for height, density and setback, and
will reflect a "Hawaiian Sense of Place" pursuant to the Waikiki Special District Guidelines.

2.11 Socio-Economic Characteristics

Population and Housing: The 2000 Census reported the population of Oahu at 876,156. According to a demographic profile of various Oahu neighborhoods prepared by the City's Department of Planning and Permitting using the 2000 Census data, Neighborhood Area 9: Waikiki had a population of 10,720. In comparison to Oahu as a whole, the Waikiki population is generally older; has a racial mix with proportionately more Whites and less Asians and Native Hawaiian or Pacific Islanders; much lower proportion of family households and an even lower proportion of households with children under 18; proportionately lower homeownership rates; and, greater vacancy rates. (See Table 1).

Economy: As updated information from the 2000 Census regarding economic trends by census tracts in Hawaii is not yet available, data from the 1990 Census was reviewed. According to the 1990 Census data, median household income for Neighborhood Area 9: Waikiki was $26,980, which is significantly lower than the median household income of $40,581 for Oahu.

Impacts and Mitigation Measures

Population and Housing: Marginal impacts on the population and the housing inventory in Waikiki are anticipated to result from the construction and subsequent occupancy of the proposed project. The proposed project will provide 36 housing units replacing 11 existing dwellings, including three homes and an eight-unit apartment, resulting in a net addition of 25 units to an existing inventory of 18,370 units in Waikiki. This is an increase of less than 0.1 percent. Assuming an average occupancy of 1.72 persons per household for Waikiki, the project will increase the resident population of Waikiki by approximately 43 people. This would represent a population increase of approximately 0.2 percent for Waikiki.

Economy: In the short term, an estimated expenditure of $12 million during the anticipated 10-month construction period will confer some positive benefits to the local economy. This would include generating indirect sales of $11.5 million, for a total expenditure and sales of $23.5 million. Approximately 87 construction jobs and 118 support jobs would also be created, with a total earnings of $7.3 million over the 10-month period. State and County Tax revenue associated with construction expenditures would be $1.4 million over the 10-month period.
<table>
<thead>
<tr>
<th>Subject</th>
<th>Neighborhood Area #9</th>
<th>Oahu</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td><strong>Total population</strong></td>
<td>19,720</td>
<td>100</td>
</tr>
<tr>
<td><strong>AGE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Under 5 Years</td>
<td>688</td>
<td>3.5</td>
</tr>
<tr>
<td>5 - 17 years</td>
<td>1,187</td>
<td>6.0</td>
</tr>
<tr>
<td>18 - 64 years</td>
<td>14,222</td>
<td>72.1</td>
</tr>
<tr>
<td>65 years and over</td>
<td>3,623</td>
<td>18.4</td>
</tr>
<tr>
<td><strong>Median age (years)</strong></td>
<td>42.2</td>
<td></td>
</tr>
<tr>
<td><strong>RACE (alone or in combination with other races)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>10,005</td>
<td>50.7</td>
</tr>
<tr>
<td>Black or African American</td>
<td>605</td>
<td>3.1</td>
</tr>
<tr>
<td>American Indian and Alaska Native</td>
<td>292</td>
<td>1.5</td>
</tr>
<tr>
<td>Asian</td>
<td>8,876</td>
<td>45.0</td>
</tr>
<tr>
<td>Native Hawaiian and other Pacific Islander</td>
<td>1,725</td>
<td>8.7</td>
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<tr>
<td>Other</td>
<td>534</td>
<td>2.7</td>
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<tr>
<td><strong>HOUSING OCCUPANCY AND TENURE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Households</strong></td>
<td>11,397</td>
<td>100</td>
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<tr>
<td>Family households (families)</td>
<td>4,087</td>
<td>35.9</td>
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<tr>
<td>Married-couple family</td>
<td>3,129</td>
<td>27.5</td>
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<tr>
<td>With own children under 18 years</td>
<td>777</td>
<td>6.8</td>
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<tr>
<td>Female householder, no husband present</td>
<td>643</td>
<td>5.6</td>
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<tr>
<td>With own children under 18 years</td>
<td>293</td>
<td>2.6</td>
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<tr>
<td>Non - families</td>
<td>7,310</td>
<td>64.1</td>
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<tr>
<td>Living with nonrelatives</td>
<td>1,475</td>
<td>12.9</td>
</tr>
<tr>
<td>Living alone and 65 years and over</td>
<td>1,503</td>
<td>13.2</td>
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<tr>
<td>Average persons per household</td>
<td>1.72</td>
<td></td>
</tr>
<tr>
<td><strong>Housing Occupancy and Tenure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Housing Units</strong></td>
<td>18,370</td>
<td>100</td>
</tr>
<tr>
<td>Occupied units</td>
<td>11,397</td>
<td>62.0</td>
</tr>
<tr>
<td>By owner</td>
<td>3,819</td>
<td>20.8</td>
</tr>
<tr>
<td>By renter</td>
<td>7,576</td>
<td>41.3</td>
</tr>
<tr>
<td>Vacant units</td>
<td>6,973</td>
<td>38.0</td>
</tr>
<tr>
<td>Available housing vacancy rate (%)</td>
<td>23.1</td>
<td></td>
</tr>
<tr>
<td>Homeownership rate (%)</td>
<td>33.5</td>
<td></td>
</tr>
</tbody>
</table>

Source: 2001 Census File, City & County of Honolulu, Department of Planning & Permitting
2.12 Public Services

2.12.1 Police Services
Waikiki is located within the Honolulu Police Department’s District 6, and is patrolled by officers stationed at the substation located on Kuhio Beach. In addition, the Waikiki Citizens Patrol is comprised of volunteer citizens who walk around Waikiki during some evenings, offering advice and directions to tourists and directing police attention as needed.

**Impacts and Mitigation Measures**
In the short-term, the proposed project will have construction-related impacts such as dust emissions, noise, and construction-related traffic that may elicit complaints received by the Police Department. In the long-term, redevelopment of the property will improve the character of the immediate area, replacing aging residences and a commercial parking lot with a new condominium development.

2.12.2 Fire Services
Waikiki is located within the Honolulu Fire Department’s Battalion Two. It is served by the Waikiki and McCully Fire Stations located on Kapahulu Avenue and Date Street, respectively. The former is equipped with a fire engine and ladder truck, while the latter is equipped with a fire engine.

**Impacts and Mitigation Measures**
By replacing aging wooden dwellings with a new structure designed to meet current building codes, the project is anticipated to decrease the potential for on-site fires.

2.12.3 Medical Services
The proposed project is located less than five miles away from four of the state’s major hospitals, including Straub Hospital, Queen’s Hospital, Kapalani Hospital for Women and Children, and the Kaiser Permanente Honolulu Clinic. These hospitals offer a full range of emergency and acute-care services. Physicians’ offices are also located throughout the Honolulu area. Within Waikiki, Queen’s Hospital operates a walk-in clinic at the Hilton Hawaiian Village, located approximately one mile makai of the project site.

**Impacts and Mitigation Measures**
No significant impacts to medical services are anticipated as a result of the project.
2.12.4 Public Educational Services
The project is located in the State Department of Education’s Honolulu District, and is serviced by Jefferson Elementary School, Washington Middle School, and Kaimuki High School.

**Impacts and Mitigation Measures**
The proposed project may increase the number of students enrolled at the aforementioned public schools, contingent on the number of school-aged children that may live at the project. In general, the proportion of households with school-age children in Waikiki, at 6.8 percent, is much less than the 24.6 percent for Oahu as a whole. Therefore, the increased demand on public schools would be expected to be fairly small. On the other hand, the 36 two-bedroom units may be more conducive to families with children and this could suggest slightly more children, proportionately, than for Waikiki as a whole.

2.12.5 Recreation
Various public recreational opportunities are provided throughout Waikiki. These include Waikiki, De Russy, Sans Souci, and Queens Surf beaches, Kapilolani Park, Ala Wai Golf Course, Ala Wai Field and Golf Course, Ala Wai Canal, and Ala Wai Boat Harbor.

**Impacts and Mitigation Measures**
Since the project will include residential units, it will be subject to compliance with Park Dedication Ordinance No. 4621. The ordinance requirements may be satisfied through the provision of park lands, payment of fees equal to the land area required, provision of privately maintained parks and playgrounds, or any combination equal to the dedication requirements. The provision of an on-site private park area is proposed to fulfill the requirements for park dedication. The proposed park area includes an approximately 4,000 square foot recreational area with a swimming pool, and an approximately 2,900 square foot landscaped lawn and garden area for passive recreation. These areas are located in the open area fronting the building, on either side of the entry driveway (refer to Figure 4). The total park area of approximately 6,900 square feet exceeds the Park Dedication requirement of 3,900 square feet.

2.13 Traffic
The project site is located on the Diamond Head side of Launiiu Street in Waikiki. Launiiu Street is a one-way makai-bound street with a single traffic lane between the Ala Wai Boulevard and Kuhio Avenue. In addition to the traffic lanes, parallel parking is available on both sides of the street. Launiiu Street intersects Kuhio Avenue at a signalized "T" intersection. Approaching Kuhio Avenue, Launiiu Street provides separate lanes for left and right turns onto Kuhio Avenue.
Kuhio Avenue is a two-way street with two lanes in each direction and a center lane used for left turns. Ala Wai Boulevard has three lanes of traffic in the Ewa-bound direction plus one lane for parallel parking. Data from traffic counts taken at several locations in the vicinity of the project site are shown in Table 2.

The Launiu Street approach at Kuhio Avenue is estimated to have a capacity of 450 vehicles per hour. Existing peak hour traffic is about 0.25 of capacity in the AM Peak Hour and 0.43 of capacity in the PM Peak Hour. Traffic on Launiu Street has minimal delay at the signalized intersection.

Existing uses at the project site which consist of five adjoining parcels, include three wooden cottages, a two-story walk-up apartment building with eight dwelling units, and an off-street commercial parking lot. There are two driveways serving the properties. One driveway is located near the mauka-most cottage, providing access to one paved parking space; parking for another vehicle can also be accessed from this space. The other driveway is near the center of the project site, providing ingress and egress for the commercial parking lot with 29 stalls; the lot is open to the public and the charge is $3.00 per 12 hours. No other off-street parking is available on the six lots. Ten parallel parking spaces are marked on the street along the site frontage; no restrictions on street parking are posted.

While no counts of traffic generated by the existing uses on the site were taken, the site traffic generation has been estimated to be less than ten vehicles per hour. Table 3 shows the traffic estimates for the existing uses.

City bus service ("TheBus") is provided on Kuhio Avenue in both directions. Other bus routes are accessed via transfers.

<table>
<thead>
<tr>
<th>Table 2: Existing Traffic Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 1995 count, makai-bound</td>
</tr>
<tr>
<td>June 2002 count, Ewa-bound</td>
</tr>
<tr>
<td>June 2002 count, Ewa-bound</td>
</tr>
<tr>
<td>June 2002 count, Ewa-bound</td>
</tr>
<tr>
<td>June 2002 count, Diamond Head bound</td>
</tr>
</tbody>
</table>

Source: City and County of Honolulu, Department of Transportation Services
Table 3
Existing Traffic Generation

<table>
<thead>
<tr>
<th>FACTORS AND TRAFFIC VOLUMES</th>
<th>Average Weekday</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip generation factors *</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trip rate per dwelling unit</td>
<td>6.63</td>
<td>0.51</td>
<td>0.62</td>
</tr>
<tr>
<td>% of trips approaching site</td>
<td>50%</td>
<td>16%</td>
<td>67%</td>
</tr>
</tbody>
</table>

Existing: 11 dwellings on site

<table>
<thead>
<tr>
<th>Activity</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approaching traffic</td>
<td>40</td>
</tr>
<tr>
<td>Departing traffic</td>
<td>40</td>
</tr>
</tbody>
</table>

*Trip factors for apartment units.
Source: Institute of Transportation Engineers, Trip Generation, 6th Edition

Impacts

The proposed project will remove the existing dwellings and the existing parking lot. A new 36-unit condominium building will be constructed. Parking for the condominium will include 81 off-street parking spaces and an off-street loading zone with space for one truck. Table 4 shows the traffic estimates for the proposed project.

The proposed project will have minimal impact on traffic conditions near the site. The project will result in a small increase in traffic volumes. Table 5 shows the net increase in traffic when the proposed project is compared with the existing use. Traffic on the Launiu Street approach at Kuhio Avenue would increase slightly, with volume to capacity ratios increasing from 0.25 to 0.26 in the AM Peak Hour and from 0.43 to 0.44 in the PM Peak Hour. Traffic on Launiu Street should continue to have minimal delay at the signalized intersection.

Project impacts on other streets will be small. On Ala Wai Boulevard, for example, the project traffic would be less than 1% of the existing traffic (estimated to be 37,000 vehicles per day and 2,200 to 2,500 vehicles per hour during the peak hour near Launiu Street).

Project impacts on the demand for on-street parking is anticipated to be minimal. Each of the 36 residential units will have two assigned parking stalls. In addition, there will be seven guest parking spaces and 2 stalls available for purchase by the residents of the development. Project impacts on the supply of on-street parking will result from the location of project driveways. Depending upon the
City Department of Transportation Services re-striping plan for the on-street parking spaces after construction, which is subject to review and approval by the Department of Planning and Permitting, the proposed building design could result in a net reduction of three on-street parking spaces.

<table>
<thead>
<tr>
<th>Table 4 Traffic Generation, Proposed Project</th>
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<tr>
<td>FACTORS AND TRAFFIC VOLUMES</td>
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<tr>
<td>Average Weekday</td>
</tr>
<tr>
<td>Trip generation factors *</td>
</tr>
<tr>
<td>Trip rate per dwelling unit</td>
</tr>
<tr>
<td>% of trips approaching site</td>
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<tr>
<td>Proposed: 36 dwellings on site</td>
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<tr>
<td>Approaching traffic</td>
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<td>Departing traffic</td>
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*Trip factors for apartment units.
Source: Institute of Transportation Engineers, Trip Generation, 6th Edition

<table>
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<tr>
<th>Table 5 Net Increase in Traffic</th>
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<tr>
<td>TRAFFIC VOLUMES</td>
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<tr>
<td>Average Weekday</td>
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<tr>
<td>Approaching traffic</td>
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<td>Departing traffic</td>
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The Department of Planning and Permitting – Traffic Review Branch was consulted regarding the necessity of preparing a traffic impact study for the proposed project (see Section 7.1). The project impact is considerably less than the threshold impact of 100 added vehicles per hour in the peak direction that has been suggested by the Institute of Transportation Engineers (ITE) for conducting a site access or traffic impact study (from ITE, Traffic Access and Impact Studies for Site Development, A Recommended Practice, 1991). The project impact to traffic volumes, therefore, would not be significant.
Vehicular ingress to and egress from the site would be through two driveways to Launiu Street. The front entry area, which will include a passenger pick-up and drop-off, will be served by a two-way driveway located approximately midway along the street frontage. Traffic would be directed to travel in a one-way counterclockwise loop in the front entry area. Access to the off-street loading area and the ground level parking area will also be gained from this driveway. A second driveway located near the makai end of the street frontage would provide ingress and egress to the second level parking area.

The location and number of marked on street parking spaces may change, as the new driveways will replace the existing driveways. The project will result in a loss of 29 off-street commercial parking spaces that are currently available to anyone willing to pay. The net effect of the project will be an increase of 25 dwelling units and 52 off-street parking spaces with development of the project.

2.14 Utilities

**Water:** The water system in the project vicinity includes a 6-inch waterline along Launiu Street, 8-inch line along Kaiolu Street, 12-inch line along Ala Wai Boulevard, and a 24-inch line along Kuhio Avenue.

**Wastewater:** The wastewater system in the project vicinity includes a 6-inch sewer line traversing the back of the project site that connects, via an 8-inch lateral line, to a 10-inch sewer line located along Launiu Street. In addition, there are four 6-inch lateral connections to the 10-inch sewer line from each parcel within the project site.

**Drainage:** The drainage system in the project vicinity includes 12-inch and 18-inch drain lines located along Kuhio Avenue, and an 18-inch line along Launiu Street. Catch basins located at the intersections of Kuhio Avenue with Launiu and Kaiolu Streets, and Ala Wai Boulevard at Kaiolu Street are connected to the drainage system, which discharges into the Ala Wai Canal via 18-inch lines which cross Ala Wai Boulevard.

**Gas:** The Gas Company currently maintains a 6-inch gas main along Kuhio Avenue.

**Impacts and Mitigation Measures**

**Water:** Approval by the Board of Water Supply to connect to the system will be requested during the building permit process. The project will be subject to Cross-Connection Control and Backflow Prevention requirements prior to approval of the building permit. The developer will also be responsible for Water System Facility Charges.

**Wastewater:** On June 18, 2003, the City and County of Honolulu Department of Planning and Permitting approved a Sewer Connection Application for 36 residential units within the project. Wastewater system facility charges will be required for the project.
Drainage: The City and County of Honolulu's Department of Planning and Permitting's (DPP) current policy on storm water run-off requires that there be "no increase" in additional run-off quantities allowed from the site when comparing pre-development to developed conditions. The open space provisions of the project will minimize paved and roofed areas and provide landscape buffers to absorb storm water. If the project results in an increase in storm water run-off, however, an on-site retention/percolation system will be incorporated into the project design.

A Drain Connection License will be required by the DPP in the event that any new drain connections are required for the project.
3. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS
This section discusses State and City and County of Honolulu land use controls, plans and policies relating to the proposed project.

3.1 State Land Use District
The Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes, classifies all land in the State into four land use districts: Urban, Agricultural, Conservation, and Rural. The project site is designated within the Urban District which includes "lands characterized by city-like concentrations of people, structures, streets, urban level of services and other related land uses." The proposed project is consistent with the Urban classification.

3.2 City and County of Honolulu

3.2.1 General Plan
The General Plan for the City and County of Honolulu (adopted 1977) was amended by the City Council in 1992. The Plan is a statement of the long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of Oahu. The Plan is also a statement of broad policies which facilitate the attainment of the objectives of the Plan. Eleven subject areas provide the framework for the City's expression of public policy concerning the needs of the people and functions of government. These areas include population; economic activity; the natural environment; housing; transportation and utilities; energy; physical development and urban design; public safety, health and education; culture and recreation; and government operations and fiscal management. The relationship of the proposed project to the relevant objectives and policies of the General Plan are as follows:

II. Economic Activity

Objective B: To maintain the viability of Oahu's visitor industry.

Policy 2: Provide for a high quality and safe environment for visitors and residents in Waikiki.

Policy 3: Encourage private participation in improvements to facilities in Waikiki.

Comment: The proposed project will contribute to the viability of the visitor industry by redeveloping aging structures and commercial parking lot with a new residential development that is consistent with the Waikiki Special District to promote renovation with a "Hawaiian Sense of Place." Development of the proposed project will help to improve public safety in the project vicinity by enhancing its visual character, and inviting more pedestrian activity.
III. Natural Environment

Objective A: To protect and preserve the natural environment.

Policy 4: Require development projects to give due consideration to natural features such as slope, flood and erosion hazards, water-recharge areas, distinctive land forms, and existing vegetation.

Policy 7: Protect the natural environment from damaging levels of air, water, and noise pollution.

Policy 9: Protect mature trees on public and private lands and encourage their integration into new developments.

Comment: The proposed project is consistent with the General Plan's objectives and policies to protect and preserve the natural environment. With the exception of short-term construction-related impacts, it will not be a significant source of long-term air, water or noise pollution. In addition, no unique or endangered species of flora or fauna, nor any critical habitat, has been identified at or near the project site. The existing trees on the project site were evaluated to determine the suitability of those for incorporation into the project's landscaping. Four coconut palms in fair condition will be considered for incorporation by transplantation.

IV. Housing

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

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

Comment: The proposed project will increase the inventory of high quality residential condominiums in Waikiki. The project will be integrated with the existing roadway and utility system in the immediate vicinity, and will not require the development of new roadways or offsite infrastructure.

VII. Physical Development and Urban Design

Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.
Policy 2: Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities.

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

Policy 9: Exclude from residential areas, uses which are major sources of noise and air pollution.

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

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

Policy 5: Encourage the development of attractive residential communities in downtown and other business centers.

Objective E: To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.

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

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

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

Comment: The proposed project is consistent with the policies to promote development in the Primary Urban Center. With the exception of short-term, construction-related impacts, the project will not be a major source of air or noise pollution and, therefore, it will be compatible with the neighboring high-rise residential developments. By design, the project is also consistent with the policy to provide for more compact development and intensive use of urban lands.

VIII. Public Safety

Objective B: To protect the people of Oahu and their property against natural disasters and other emergencies, traffic and fire hazards, and unsafe conditions.
Policy 2: Require all developments in areas subject to floods and tsunamis to be located and constructed in a manner that will not create any health or safety hazard.

Policy 6: Reduce hazardous traffic conditions.

Policy 7: Provide adequate fire protection and effective fire prevention programs.

Comment: The project will be constructed in compliance with all applicable building codes to ensure that public health and safety are protected, particularly during times of natural emergencies.

X. Culture and Recreation

Objective B: To protect Oahu's cultural, historic, architectural, and archaeological resources.

Policy 2: Identify, and to the extent possible, preserve and restore buildings, sites, and areas of social, cultural, historic, architectural, and archaeological significance.

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

Policy 9: Require all new developments to provide their residents with adequate recreation space.

Policy 10: Encourage the private provision of recreation and leisure-time facilities and services.

Comment: Due to the known presence of culturally significant subsurface deposits on nearby properties, a complete archaeological inventory survey with subsurface testing will be required by the DLNR-SHPD. In the event that the four existing structures are over fifty years in age, documentation will also be prepared to satisfy the DLNR's Architecture Branch requirements.

Since the project will include residential uses, it will be subject to compliance with Park Dedication Ordinance No. 4621. The ordinance requirements may be satisfied through the provision of park lands, payment of fees equal to the land area required, provision of privately maintained parks and playgrounds, or any combination equal to the dedication requirements. The provision of an on-site private park area is proposed to fulfill the requirements for park dedication. The proposed park area includes an approximately 4,000 square foot recreational area with a swimming pool, and an approximately 2,900 square foot landscaped lawn and garden area for passive recreation. These areas are located in the
open area fronting the building, on either side of the entry driveway. The total park area of approximately 6,900 square feet exceeds the Park Dedication requirement of 3,960 square feet.

3.2.2 Primary Urban Center Development Plan
The City and County of Honolulu's Development Plan (DP) program provides a relatively detailed framework for implementing the objectives and policies of the General Plan on an area-wide basis. Eight Development Plans have been adopted covering the entire island. The Development Plan Ordinance consists of Common Provisions applicable to all Development Plan areas, Special Provisions for each area, Land Use Map, and Public Facilities Map. The Development Plan Land Use Maps depict land use patterns which are consistent with the objectives and policies for the General Plan.

The project site is located within the Primary Urban Center (PUC) area which includes the communities from Waialae-Kahala to Pearl City. It is the most populated part of the State and is Oahu's largest employment center.

The proposed project is consistent with the following principle, which outline the desired three-dimensional implication of the land use pattern depicted on the land use map to be implemented through public and private actions:

(2) "Medium and higher density residential uses shall occur along the coastal plain, near the major travel corridors, with maximum heights primarily occurring within the central urban core. Medium- and high-rise residential buildings shall be sufficiently spaced for recreational and visual purposes. Suburban low-density, low-rise residential development shall remain along the lower mountain ridges and inner valley floors, and in the coastal areas of Kahala and Diamond Head."

The Proposed Primary Urban Center Development Plan dated May 2002 was the subject of the Planning Commission hearing on October 23, 2003 and was transmitted to the City Council with a recommendation for adoption. The City Council is expected to complete its review of the proposed Plan and adopt a revised Plan in 2004. The proposed Plan establishes five key elements of the vision for the region. Two of those key elements are pertinent to the proposed project including:

(2) "Livable neighborhoods have business districts, parks and plazas, and walkable streets."

(3) "The PUC offers in-town housing choices for people of all ages and incomes."

Comment: The proposed project will support livable neighborhoods, provide park space, and provide in-town housing choices for people.
The proposed project will increase the inventory of high quality residential condominiums in Waikiki. It will contribute to the viability of the visitor industry by redeveloping aging dwellings and commercial parking lot with a new residential development that is consistent with the Waikiki Special District to promote renovation, replacement and enhancement with a "Hawaiian Sense of Place." This will contribute to the livability of neighborhood.

The proposed project will provide private park space to comply with the requirements of Park Dedication Ordinance No. 4821. The proposed park area includes an approximately 4,000 square foot recreational area with a swimming pool, and an approximately 2,900 square foot landscaped lawn and garden area for passive recreation. These areas are located in the open area fronting the building, on either side of the entry driveway. The total park area of approximately 6,900 square feet exceeds the Park Dedication requirement of 3,960 square feet.

The proposed project would not implement the proposed Plan's vision for creating vertical mixed-use developments and pedestrian-oriented frontages. Mixed-use development, including most commercial uses, are not permitted under the current Waikiki Special District standards. If permitted, such uses could be used to create more appealing streetscape and mask the parking area.

3.2.3 Land Use Ordinance and Waikiki Special District

The project site is located within the Waikiki Special District (WSD) which provides unique zoning precincts with associated land use and design standards that are generally more stringent that those applicable to the rest of Oahu. The District was established in 1976 to preserve and enhance the character of Waikiki, and to maintain a balance in Waikiki's mix of resort, commercial, residential and recreational use. In February, 1996 the City Planning Department published the Waikiki Planning and Program Guide to provide an overview of recent efforts toward the continued improvement and enhancement of Waikiki. Among its recommendations were amendments to the WSD to promote renovation, replacement and enhancement in the resort districts, promote a "Hawaiian Sense of Place" and preserve views and unique Hawaiian features. Subsequently, significant amendments to the WSD were made which are intended to implement the recommendations. The District was established in 1976 to preserve and enhance the character of Waikiki, and to maintain a balance in Waikiki's mix of resort, commercial, residential and recreational use.

The project site lies within the Apartment precinct (see Figure 8). As such, pursuant to the requirements of the Waikiki Special District, the proposed project will require a major WSD Permit. The five contiguous parcels are proposed to be jointly developed as a single zoning lot through a Conditional Use Permit (CUP minor). Rescission of any
existing CUP for joint development or off-site parking affecting the project site may be required to process the CUP for the proposed project.

The project is currently in the schematic phase of design and, therefore design details, including specific building articulation, material and color, ground level and yard features, and lighting are unavailable at this time. Specific information will become available as the project design progresses and, during the processing of the WSD Major Permit, these details will be finalized and will comply with all WSD permitting requirements. Pre-application consultation with the Department of Planning and Permitting regarding the WSD and other permit requirements for the project is documented in Section 7.1.

The project site is located within and will conform to the allowable uses and most of the design standards of the Apartment Precinct, including those governing lot area/dimensions, yards, height and transitional height setbacks. Variances from the open space and floor area ratio standards will be requested. The variance request for open space in the modified plan would permit approximately 46% open space for the zoning lot instead of the 50% standard, or approximately 1,200 square feet less than required. The floor area ratio (FAR) variance request would permit approximately 2,100 square feet more floor area than the approximately 43,260 square feet allowed by the standard.

The Waikiki Special District also includes provisions for the protection of prominent view corridors (LLO 7.50-3). Launui Street, which fronts the project site is not identified by the Urban Design Controls as a major public view corridor.

Pursuant to the requirements of the Waikiki Special District, the proposed project will require a major WSD Permit, which would be reviewed as a new building (LLO 7.50-9 Tables for Permitted Uses and Structures, Development Standards and Project Classification and Table 7.6(C) Waikiki Special District Project Classification). A WSD minor permit will also be required for the removal of trees over six inches in diameter. The
Loft @ Waikiki Condominium  Final Environmental Assessment

WSD major permit requires a presentation of the proposed project to the Waikiki Neighborhood Board No. 9 and a public hearing. The application is subsequently acted upon by the Director of Planning and Permitting. The WSD minor permit is also acted upon by the Director of Planning and Permitting, but does not require a public hearing.

The presentation to the Waikiki Neighborhood Board No. 9 was made at its regular meeting on November 18, 2003. A subsequent presentation updating the Board of the project’s design modifications for the driveway and off-street loading area was made at its regular meeting on January 13, 2004. At that meeting, the nine members of the Board present unanimously approved a motion supporting the proposed project.

3.2.4 Special Management Area
The project site is located outside the boundaries of the City and County of Honolulu’s Special Management Area (SMA) and, is therefore, not subject to the provisions of the SMA Use Permit.

3.2.5 Park Dedication Ordinance
Since the project will include residential uses, it will be subject to compliance with Park Dedication Ordinance No. 4621. The ordinance requirements may be satisfied through the provision of park lands, payment of fees equal to the land area required, provision of privately maintained parks and playgrounds, or any combination equal to the dedication requirements. The provision of an on-site private park area is proposed to fulfill the requirements for park dedication. The proposed park area includes an approximately 4,000 square foot recreational area with a swimming pool, and an approximately 2,900 square foot landscaped lawn and garden area for passive recreation. These areas are located in the open area fronting the building, on either side of the entry driveway. The total park area of approximately 6,900 square feet exceeds the Park Dedication requirement of 3,960 square feet.

3.3 Guidelines for Sustainable Building Design in Hawaii
The Guidelines for Sustainable Building Design in Hawaii as adopted by the Environmental Council on October 13, 1999, have been refined by the Office of Environmental Quality Control to aid design teams in creating projects that will have a minimal impact on Hawaii’s environment and use natural resources wisely. According to the Guidelines, “A sustainable building is built to minimize energy use, expense, waste, and impact on the environment. It seeks to improve the region’s sustainability by meeting the needs of Hawaii’s residents and visitors today without compromising the needs of future generations.”

Comment: The proposed project incorporates features intended to obtain certification under the Leadership in Energy & Environmental Design (LEED) Green Building Rating System.
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4. DETERMINATION OF ANTICIPATED FONSI

A. Applicant
Urban Loft Development, LLC

B. Accepting Authority
City and County of Honolulu, Department of Planning and Permitting.

C. Description of the Proposed Action
Construction of a six-story residential condominium building comprised of 36 residential units, 2-level parking garage, residential amenities, open space and landscaping. Potential impacts of the proposed project have been evaluated in accordance with the significance criteria of Section 11-200-12 of the Department of Health’s Administrative Rules. Discussion of the project’s conformance to the criteria is presented as follows:

D. Determination and Reasons Supporting Determination
Potential impacts of the proposed project have been evaluated in accordance with the significance criteria of Section 11-200-12 of the Department of Health’s Administrative Rules. In general, the proposed project will not:

(1) Involve an irrevocable commitment to loss or destruction of any natural or cultural resource;

No significant natural resources or habitats have been identified on the project site.

Due to the known presence of culturally significant subsurface deposits on nearby properties, a complete archaeological inventory survey with subsurface testing will be required by the DLNR-SHPD. In the event that the four existing structures are over fifty years in age, documentation will also be prepared to satisfy the DLNR’s Architecture Branch requirements.

(2) Curtail the range of beneficial uses of the environment;

The proposed project will not curtail the beneficial uses of the environment. The proposed project involves the redevelopment of a site within an urban area with uses that are consistent with the City and County of Honolulu General Plan, Primary Urban Center Development Plan, Land Use Ordinance, and Waikiki Special District Guidelines.
Conflict with the state's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;

The proposed project does not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii. As presented in this EA, the project's potential temporary adverse impacts are associated only with short-term construction-related activities and can be mitigated through adherence to standard construction mitigation practices.

Substantially affect the economic or social welfare of the community or state;

The proposed project would provide short-term economic benefits in the form of construction jobs as well as employment associated with the operation of the project. The proposed project would also positively impact the social welfare of the region by providing a new residential development that will complement the high-rise residential character of the surrounding area.

Substantially affect public health;

No impacts to the public's health and welfare are anticipated.

Involve substantial secondary impacts, such as population changes or effects on public facilities;

The proposed project will have a secondary effect in terms of creating residences for 25 new households in Waikiki. This represents an approximately 0.1 percent increase to the existing inventory of 18,370 units. Therefore, this secondary impact is not considered to be significant. With regard to public facilities, the proposed project will not require the substantial expansion of public services, facilities or infrastructure to support the project.

Involve a substantial degradation of environmental quality;

Construction activities associated with the proposed project are anticipated to result in short-term impacts to noise, air quality, water quality and traffic in the immediate project vicinity. With the incorporation of mitigation measures during the construction period, the project will not result in long-term degradation to the environmental quality.
(8) Individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;

No cumulative effects are anticipated, inasmuch as the proposed project involves the development of residential uses within an urban area that are consistent with land use plans and designations.

(9) Substantially affect a rare, threatened, or endangered species, or its habitat;

There are no known rare, threatened or endangered species of flora or fauna or associated habitat that have been identified on the project site that could be adversely affected by the construction and occupation of the proposed project.

(10) Detrimentally affect air or water quality or ambient noise levels;

Operation of construction equipment would temporarily elevate ambient noise and concentrations of exhaust emission in the immediate vicinity of the project site. Occupation of the proposed project will have no significant long-term impact on air or water quality or ambient noise levels in the vicinity.

(11) Affect or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;

According to the Flood Insurance Rate Map (FIRM), Number 15003C0370E effective November 20, 2000, prepared by the Federal Emergency Management Agency (FEMA), the entire project site is designated as Zone AO, special flood areas inundated by 100-year floods. The flood depth at the project site averages two feet.

In compliance with City flood ordinances, the lowest floor must be elevated at least two feet above the highest adjacent grade and the lowest level of parking must be at-grade or higher. The project will comply with the rules and regulations of the National Flood Insurance Program (NFIP) of the Federal Emergency Management.

(12) Substantially affect scenic vistas and view planes identified in county or state plans or studies; or,

The proposed project will alter the visual setting by replacing an existing vacant property with a new six-story residential condominium building. Launui Street, which fronts the project site is not identified by the Urban Design Controls as a major public view corridor. Further, the new structure will generally comply with applicable development standards of the existing zoning designation including height, density, open space and setback.
requirements, and will reflect a "Hawaiian Sense of Place" pursuant to the Waikiki Special District Guidelines.

(13) Require substantial energy consumption.

Construction and occupation of the project will not require substantial increases in energy consumption.
5. ALTERNATIVES TO THE PROPOSED ACTION

5.1 No Action Alternative
In the no action alternative, the project site would remain with three aging wooden dwellings, an eight-unit wooden walk-up apartment and an at-grade commercial parking lot. Allowing for the continued underutilization of valuable land in the Waikiki area would result in the loss of potential economic benefits to businesses in the area and tax revenues for the State and County governments.

The no action alternative would preclude all short- and long-term beneficial and adverse impacts described in this EA. Construction-related environmental impacts including those on traffic, air and noise, would be avoided. Furthermore, the high initial costs to construct the development would be avoided. The benefits of the project would not be realized, however, including the provision of 36 new residential units and landscaped open space.

5.2 Alternative Site Development Concepts
A variety of alternative site development concepts were developed as part of the master planning process to analyze and evaluate the project’s density, height, and open space requirements. The project site is limited by the allowable uses and development standards pursuant to the Waikiki Special District, including density (floor area ratio), height, open space, parking and building setbacks. Alternative concepts that could generally comply with the Waikiki Special District requirements may include the following:

- Providing the minimum required number of parking stall per residential unit could eliminate the second floor parking level and access driveway. Offering only one stall per unit, however, would not meet the expectations of the target market. Moreover, the Waikiki Neighborhood Board has previously expressed that new residential projects should not exacerbate demand for on-street parking.

- A taller building form could provide greater design flexibility to meet open space and setback requirements but at much higher cost, especially for additional levels in the parking structure, which would require proportionately greater circulation space. Moreover, such design alternatives are constrained by the project site’s long street frontage with its associated setback requirement and its shallow depth.

- A tall, compact residential tower atop a podium parking structure is a typical design solution for high-rise buildings. Such a form would be costly to construct because of independent structural requirements. Moreover, such as form would be incongruous with the scale of the project. The relatively low-rise form
proposed is consistent with long street frontage and shallow depth of the project site and presents a visually integrated facade.
6. PERMITS AND APPROVALS
The following is a list of permits and approvals, which may be required prior to construction of the proposed project:

State of Hawaii

Department of Health
• Noise Variance Permit
• Permit for Air Emissions

Disabilities Communication and Access Board (DCAB)
• Review pursuant to the Americans with Disabilities Act Accessibility Guidelines (ADAAG)

City and County of Honolulu

Department of Planning and Permitting
• Waikiki Special District Minor Permit for Removal of Trees Over Six Inches in Diameter
• Waikiki Special District Major Permit for a New Building
• Conditional Use Permit (CUP minor), for Joint Development of Two or More Adjacent Zoning Lots. The CUP minor for the Joint Development of all five parcels will supercede the existing CUP, for Joint Development for two of the existing parcels when all existing uses are demolished.
• Design Variance from Development Standards for Open Space
• Wastewater Permit
• Sewer Connection Permit
• Grading Permit
• Drain Connection License
• Excavation Permit
• Permit to Excavate Public Right-of-Way
• Building Permit
• Park Dedication
• Street Trees
• Flood Hazard District Certification
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7. CONSULTATION

7.1 Parties Consulted During The Pre-Assessment Consultation Period
The following agencies and organizations were consulted during the pre-assessment consultation phase of the Draft EA. Written documentation of consultation is reproduced herein.

State of Hawaii
   Department of Land and Natural Resources (DLNR)
   State Historic Preservation Division

City and County of Honolulu
   Department of Planning and Permitting
Earl Matsukawa
Wilson Okamoto Corp.
1907 S. Beretania, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Matsukawa,

On October 28, 2003, I contacted Sara Collins, PhD., Oahu Island Archaeologist with the DLNR-SHPD concerning the Loft Waikiki Condominium Project at TMK: 2-6-17: 68, 70-73. Dr. Collins provided information regarding archaeological investigations recently conducted one block to the northwest of the current subject property. Because those investigation had encountered intact subsurface cultural deposits considered to be significant to the interests of historic preservation, Dr. Collins indicated that a complete archaeological survey with subsurface testing would be called for by the DLNR-SHPD. In addition, in the event that the existing structures on the subject property are over fifty years in age, those structures would also need documentation in order to satisfy the DLNR's Architecture Branch requirements.

In the interim, it was agreeable to Dr. Collins that a cultural impact assessment (CIA) be prepared to satisfy the requirements of the environmental assessment. A summary of the CIA is attached to this memo.

Thanks for the opportunity to assist your firm in the historic preservation process. If you have any questions, please feel free to phone.

Sincerely,

James R. Moore
Senior Supervisor

11/12/03
Julian Ng, Incorporated

Memorandum

To: Earl Matsukawa, Wilson Okamoto Corporation
Date: November 7, 2003
From: Julian Ng
Subject: Lof@Waikiki: Telephone Conversation with DPP-TRB

I contacted Mr. Mel Hirayama of the City and County of Honolulu Department of Planning and Permitting Traffic Review Branch (phone 523-4119) regarding the proposed project on Launiu Street. He agreed that addressing the traffic impact of the proposed project within the EA, rather than with a separate traffic study report, is appropriate for the 36-unit project. He is not aware of any current traffic issues on Launiu Street, but did mention that there will be some changes (access to the parking garage for 2100 Kalakaua would be opposite Launiu Street at Kuhio Avenue, City BRT project will be reconstructing corners to provide bulbouts on Kukio Avenue). Other nearby projects that will not affect or be affected by the project on Launiu Street include the tree wells on adjacent streets and the A&B project two blocks away.

Mel was more interested in the on-site traffic circulation and access. He was concerned that such a small project will require four driveways and asked if maneuvering for the loading zone will be on-site. He anticipates that the comments on traffic from DPP will be primarily on the site design, which should minimize the impact of the interface between on-site and other traffic.
Urban Loft Development
1146 Fort St. #202
Honolulu, Hawaii 96813

Date: 10-15-03
PLACE: DPP
PARTIES: Eric Crispin, Patrick Seguirant, Don H., Phil G.
SUBJECT: Pre-Application Meeting

The purpose of this meeting:

- Don presented arch. Drawings and explained the project.
- Eric explained Wall setback from prop. Line: 2'-0" for see-through wall; 5'-0" for solid wall, made of good materials. Storage container must be 25 SF or less.
- Alley of Royal Palms not desirable, prefer Coco Palms in natural clusters.
- Environmental Assessment to address traffic impact, open space, views, etc. If "Green Building", consider LEEDS certification.
- Patrick to get response to today’s meeting by end of Oct.
- Don to get Patrick the areas not counted as Open Space.
- Eric Suggestions: Pop up roof-line at center of building, maybe pop out some middle unit floor pans.
- Permits to process: Park Dedication, Flood Hazard District Certification (Mario), Joint Development or Re-Subdivision, Conditional Use Permit (45 days), Variance (90 days), Special District (Major) (90 days).
7.2 Parties Consulted During The Draft EA Review Period

The following agencies and organizations were consulted during the public review period of the Draft EA. Of the 16 parties that provided written replies during the review period, some had no comments, as indicated by the single check mark (✓) while others provided substantive comments, as indicated by the double check mark (✓✓). All written replies are reproduced herein along with each corresponding response letter.

Federal Agencies

✓✓ U.S. Army - Corps of Engineers
✓ U.S. Fish and Wildlife Service
✓ U.S. Geological Survey
✓ U.S. Natural Resources Conservation Service

State of Hawaii

Department of Land and Natural Resources (DLNR)
   State Historic Preservation Division
   Land Division
Department of Business, Economic Development and Tourism (DBEDT)
   Office of Planning
✓✓ Land Use Commission
Department of Health (DOH)
   Environmental Planning Office
✓✓ Office of Environmental Quality Control
✓✓ Environmental Management Division
✓✓ Noise, Radiation & Indoor Air Quality Branch
✓ Department of Education
   Waikiki-Kapahulu State Library
✓✓ Office of Hawaiian Affairs
   Legislative Reference Bureau
   U.H. Environmental Center

City and County of Honolulu

✓✓ Department of Planning and Permitting
   Building Division
   Zoning Plans Review Branch
   Site Development Division
   Civil Engineering Branch
   Subdivision Branch (Park Dedication)
   Traffic Review Branch
   Wastewater Branch
   Planning Division
   Policy Planning Branch
   Land Use Permit Division
   Land Use Approvals Branch
Zoning Regulations and Permits Branch

Department of Transportation Services
Department of Environmental Services
Department of Design and Construction
Department of Parks and Recreation

Board of Water Supply

Police Department

Fire Department

Office of Waikiki Development
Municipal Reference Library
Ala Moana Satellite City Hall

Elected Officials
Senator Les Ihara (10th District)
Representative Galen Fox (21st District)
Council member Charles Djou (4th District)

Organizations
AIA Honolulu
American Lung Association
Construction Industry Legislative Organization
Hawaii Thousand Friends
Historic Hawaii Foundation
Honolulu Advertiser
Honolulu Star Bulletin
Legislative information Service of Hawaii
Life of the Land
Pacific Business News
Sierra Club
Sun Press

The Outdoor Circle
Waikiki Improvement Association
Waikiki Residents Association

Surrounding Property Owners
2121 Ala Wai Condo Master
Robert D. M. and Audrey Au
Hawaiian Electric Company, Inc.
JANO ARMS Condo Master
Four Paddle Condo Master
Waikiki Cove Condo Master
Aloha Waikiki Partners
O & D Young Family Limited Partnership
Hale Moani Condo Master
Surrounding Property Owners (continued)

- Folk Enterprises Inc.
  Randal C. and Lisa Ann W. Galian
  Vu Quang Nguyen
  Oishi Wendy Cheng
  Anh Hoang Pham
  Howard D Tang
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Appendix A

Cultural Impact Assessment

Archaeological Consultants of the Pacific, Inc.

November 2003
A Cultural Impact Assessment for a Property  
Located at TMK: 2-6-17: 68, 70, 71, 72 and 73  
Waikiki Ahupua'a, Kona District,  
Island of O'ahu

Section 1: Introduction

At the request of Mr. Earl Matsumoto of Wilson Okamoto Corp., Archaeological  
Consultants of the Pacific, Inc. (ACP) has prepared this Cultural Impact Assessment for a  
property located at TMK: 2-6-17: 68, 70, 71, 72 and 73 in the ahupua’a of Waikiki, district of  
Kona, Island of O’ahu (see Figure 1).

The purpose of this cultural impact assessment is to comply with the requirements of  
Chapter 343, HRS, as amended and as administered by the office of Environmental Quality  
Control as a part of the Environmental Assessment process which requires that environmental  
assessments (EA) and impact statements (IS) identify and assess the potential effects of “a  
proposed action on cultural practices and features associated with the project area.” These  
investigations were conducted in an effort to promote and preserve cultural beliefs, practices, and  
resources of native Hawaiians and other ethnic groups.

The current assessment took the form of a historic background study, consultations with  
the Department of Land and Natural Resources, State Historic Preservation Division (DLNR-  
SHPD) and community consultations. The historic background research addresses traditional  
accounts and land use for Waikiki Ahupua’a and the current subject property as well as previous  
archeological investigations that have occurred in the vicinity of the project area. Community  
consultations addressed concerns of community members regarding the effect of the proposed  
construction on places of cultural or traditional importance. As a result of the current study,  
recommendations regarding the impact of the proposed development on cultural practices and  
features associated with the project area have been made.
Section 2: Physical Setting

The property is located in the southwestern, leeward coast of the island of O‘ahu, It is located in the ahupua‘a of Wahi‘ali in Kona District. The subject property is situated north of the Ala Wai Canal on the southeastern side of Lunalilo Street between Kuhio Avenue and Ala Wai Boulevard (see Figure 2).

The area north of the Ala Wai Canal consists of the coastal flats of a relatively large delta drainage system formed by several streams originating from the southwestern flanks of the Koolau Mountain Range. In the late Pleistocene to early Holocene, as the delta formed and sea level approached its current levels, this area became a marshy, lagoonal wetland well suited for adaptation by the early residents of the islands for agricultural and aquaculture.

The Soil Survey of the Island of O‘ahu depicts the expected soils on the subject property as consisting of Fill Sands (Foote, Hill, Nakamura & Stevens 1972). The majority of these soils derived from the land reclamation projects of the early 1900’s and the dredging of the Ala Wai Canal. Previous archaeological investigations in the vicinity of the current subject property have demonstrated that these fill soils rest atop the pre-Contact/Early post-Contact land surface composed of sandy clay loams and a basal substratum of coarse sand and coral rubble (Borthwick, Ishii, Chigari & Hamman 2002).

Since the 1920’s, the subject property has been utilized for residential habitation with a variety of single family homes, apartment buildings and small businesses occupying the land. Today the land is covered with blacktop paved parking lots and two existing single family homes. As such, vegetation is minimal with small areas landscaped around the homes and occasional trees between paved areas and existing structures. Annual rainfall averages between 20 and 30 inches (Armstrong 1973).
Section 3: Historic Background

Traditional Accounts

During traditional times, Waihiki was the seat of the ruling chiefs of Oahu and the location of a thriving community with a wealth of agriculture and aquaculture. According to Handy (1940:74), the loi systems of Waihiki were developed by Chief Kualoa and were "one of the most extensive single service areas on the island."

Legendary accounts associated with Waihiki include tales concerning a group of boulders known as the Wizard Stones as well as another group of stones known as Pa-teki. Van James, in Ancient Sites of Oahu (1991:24), summarizes the legend of the Wizard Stones and provides a bit of history regarding this site:

These ancient stones, according to tradition, were once endowed with the power of transformation by one great chief who resided from Kahuku (Takou) before the reign of the eighteenth-century ruler of Oahu, Chief Kamehameha. These stones, which are now scattered throughout the island as boulders, once bore the power of the stones should be placed on the beach at Waihiki near the present Mauna and North Shore hotels. Eventually, the chief, Kualoa, named the stones after himself and added his own special powers. His companions: Kahuku, Keihi, and Kualoa, one by one, did the same with each of the remaining stones. The four stones then left Hawai'i for parts unknown.

It is said that in the late 1000s, Princess Lilahau, sister of King Kalakaua, always plucked a flower from each of the stones and offered a prayer before leaving the stones at Waihiki. Governor A. S. Hopaka, husband of Lilahau, added this in 1910 that the stones "must be protected or removed." However, during the decades of development at Waihiki, the stones have been moved and broken a number of times. The Wizard Stones came to rest at their present location at Kahuku Beach Park in 1930. Some have largely remained in the hands of people who have taken them as souvenirs for their children while visiting the beach for public showers.

Beckwith, in Hawaiian Mythology (1970:89), describes the legend of the Pa-teki:

According to Mrs. Pakoa, near the old Hawaiian hotel at Waihiki is a row of rocks called Pa-teki, to which it was said in old days to take strangers captive along the road and suspected of a way of life or in search for a human victim for their gods, and that their heads under water until they were drowned. This method of pricing in death was called kelii bai le'a. An old Hawaiian was asked to prove them out of the sea but fires the fish should be plentiful.

Accounts of Waihiki by early western visitors provide insight as to the nature of land use in the area during traditional times. Captain George Vancouver describes the cultivation of the lands of Waihiki in 1792 with particular attention to the numerous taro ponds:

On the shores, the villages appeared numerous, large, and in good repair; and the surrounding country pleasantly interspersed with deep, though not extensive valleys, which, with the plains near the sea side, presented a high degree of cultivation and fertility; - an appealing sight to a visitor. Our guides led us to the northwest through the village, so exceedingly well made causeway, about twelve feet broad, with a ditch on each side.

This opened to our view a spacious plain, which, in the immediate vicinity of the village, had the appearance of the open green fields of England, but as advancing, the more open appeared to be divided into fields of singular shape and figure, which were separated from each other by low stone walls, and were in a very high state of cultivation. These several portions of land were planted with the cloths or taro roots, in different stages of cultivation, some being perfectly dry, and some from dry to six or seven inches under water. The coast road led to a mile from the beach, at the end of which the water was in quest of it. It was a small finely grown field, with about one or three feet deep, well bunched up, and neatly surrounded with a small wall. The gardens opened through the dam that checked the sluggish streams, by which a constant supply was afforded to the taro plants. - In this exercise we found the land in a high state of cultivation, most of the intermediate crops of weed, and surrounded with a variety of wild fruit, chiefly of the Drake hawk. - The plains, however, if we may judge from a distance, seemed to afford the principal properties of the different vegetable productions on which the indigenous depend for their subsistence (Vancouver 1846, Vol. II: 423-424).

Also on board, with Vancouver was surgeon and naturalist Archibald Menzies, who further discussed the cultivation of taro and various crops as well as the presence of fishponds:

The verge of the shore was planted with a large grove of new palm, affording a delightful shade to the scream of the native canoe. Some of these near the beach were sound and a foot from the ground upon a kind of tangle, to which the sail binder was attached. We passed a pleasing path back to the plantation, which was neatly laid and very extensive, and had not with great means some little fields planted with taro, yams, sweet potatoes, and the clothe plant. These, in many cases, were divided by little banks on which grew the rice cane and a species of Stenostemma without the aid of much cultivation, and the whole was visited in a most picturesque manner by driving the general stream into little aqueducts leading to various directions so as to be able to supply the most distant fields as pleasure, and the soil seemed to enjoy the latter and industry of these people by the beauty of its productions. Here and there we met with ponds of considerable size, and besides being well stocked with fish, they contained waterfalls of various kinds such as ducks, geese, wire birds, hawks, ibis, plowmen, and cattle (Menzies 1922:23-24).

Some years later, another naturalist who visited Waihiki aboard the Blonde in 1825, Andrew Blaxland, gave further description of the extent of fishponds along the coastal plain of Waihiki:

The whole distance of the village of Waihiki is taken up with numerous artificial fishponds extending a mile inland from the shore, in three of the fish ponds near the sea a foot is kept by the sea and false. Most of these fish belong to the chief, and we caught as we wanted. The ponds are several hundred in number and are the seat of wild ducks and other wild birds. It is pleasantly situated and built up along the shore among numerous groves of coconut and other trees (Blaxland 1923:33-36).
Given the prominence of Waikiki as the seat of the ruling chiefs of Oahu, there are many famous rulers and prominent families which are associated with the area. Of particular note are the residences of Kamehameha I and the Leilani Family at Waikiki. John Papa I, a member of the Leilani Family, describes both these residences:

The person whom writing this is, John Papa I, first appeared amongst the chiefs when he was a small child, in Kawahewhe in Waikiki, Oahu. He was then, Papa I, and many of their people were there at that time. It was their first residence when the company arrived from Kahului at the time of its arrival in Kamehameha with his great first fleet of canoes intended for the overthrow of Kamehameha's house at Pullahu. Kamehameha's house was at Pullahu, on the old road, and extended as far as the west side of the sands of Pullahu. From it he was Pullahu, where Kamehameha was well placed to see the town. The king built a stone house there, enclosed by a fence and Kamalo, Wawau, and their relatives were of the royal residence. Kamalo and Wawau were the slaves of Leilani and Kinau, the childhood guardians of Kamehameha.

This place had long been a residence of chiefs. It is said that it had been Kamehameha's home, and the house called Pukaha, which is the site of Waikiki (p. 1599-1600).

Kamehameha is located in the vicinity of the Royal Hawaiian Hotel, and Kawahehewa is located in the surrounding area of Waikiki Road.

Waikiki has also been known from traditional times for its excellent surf. It was a favorite among the ali'i, such that on one occasion warfare was reported to have been delayed when the waves were condition were good (p. 1599-1600).

Land Use History

Waikiki is one of the most striking examples of the dramatic change which took place subsequent to the arrival of foreigners. As was the case throughout the Hawaiian Islands, with the coming of foreign-introduced illnesses for which the native peoples had no natural resistance, a significant decline in population resulted. With the reduction in numbers of people able to work and maintain the agricultural fields and fishponds as well as the number of consumers, much of these systems fell into disuse. Descriptions of this demise came as early as 1828 in an account by Levi Chamberlin:

Our path led us along the borders of extensive plantations of nutree ground, having raised banks on one or two sides, and which were once filled with water, and replenished plentifully with abundant fish, but now overgrown with tall rank grass waving in the wind. The land itself around for several miles has the appearance of having once been under cultivation. I entered into conversation with the natives respecting this present neglected state. They ascribed it to the decrease of population (Chamberlain 1957-20).

Despite the diminished population and state of cultivation, these traditional practices did not completely disappear. An article in the newspaper Kuleana's (November 28, 1963, Pukui translation in Handy & Handy 1972) describes Kamehameha IV's attempts at restoring taro fields which had been taken over by huluhulu:

Our King's project at Kualoa, at Waikiki, is successful. The work in the taro patch, Kualoa, was commenced the first of June, last, and finished on the 13th of October, past season. The tests are being grown from up at Kualoa down to the shore, a growing eight to the row. The taro are growing and much admired by every one here at Waikiki. Our King had cultivated these huge taro patches before in years past. Many consumers and chiefs worked in them. All of this patch has not been worked over because of the great size and the toughness of the huluhulu. They defy the great number of workers, the clods, and the strength of the workers. The work in very hard but the heart of our King is neither disheartened nor discouraged. He is determined to have his patches worked until the time, described above, arrived.

Information presented in Native and Foreign Testimony and Register for Land Commission Awards (LCA's) during the Great Mahele in the mid-1800's provides additional insight into the continued traditional land use of Waikiki. A total of 431 claims were made for land in Waikiki, of which 241 were awarded. The LCA's in Waikiki consisted primarily of house lots towards the shoreline with puka island of the sand dunes used for fishponds and for o'opio (Davies 1989). Portions of five LCA's are located on the current subject property, LCA 807-2, LCA 1758-2, LCA 1758-2, LCA 6288-2, and a small portion of LCA 8599B-29 (see Figures 3 & 4).

Information within the Native and Foreign Register and Testimony was obtained regarding land use for three of the five LCA's located on the current subject property (Board of Commissioners to Quiet Land Titles 1944-1955). LCA 807-2 was awarded to Nihou's in and documented as containing "4 taro patches with a section of the creek." LCA 1758-2 was awarded to Kaloane and it is documented as containing a "four taro patch and puka stream." LCA 1758-2 was awarded to Kaloane, and it is documented as containing a single taro patch, called "Niudaka II," bordered on one side by a ditch. LCA 6288-2 was awarded to Kaloane, however no land use information was documented for this parcel. Similarly, no information specifically regarding the land use of LCA 8599B-29, awarded to Lanakolii, was documented. Complete testimonies regarding the LCA's are provided in Appendix A.

The latter half of the nineteenth century saw a marked change in land use and the ethnicity of the residents of Waikiki with much of the land passing into the hands of foreigners (Davies 1989). Many of the former taro fields were purchased by Chinese immigrants and subsequently converted into rice fields. Bondorf et al. describe this transition:
Figure 3: Location of the Subject Property on Map Depicting LCA's

Figure 4: Location of the Subject Property on S.E. Bishop's 1881 Government Survey Map
Thrum's "Heiau Sites Throughout the Hawaiian Island" (1907) included descriptions of heiaus in Waikiki. Helioona Heiau is described as a "Heiau pohakula, the place of sacrifice of Kauhi-a-Kama, the fiftieth Moi of Ali'i, in his raid on Oahu about 1010, in the reign of Kahikina." Kahamakaha Heiau is described as the "site of grass house Kahaua premises. Reins noticed at time of Prince of Hawai'i's death, 1602; walls torn down much earlier."

Previous investigations in the immediate vicinity of the current subject property have identified significant historic properties overlain by fill soils deposited during the dredging of the Ala Wai Canal. LeSueur et al. (2000) conducted inventory survey investigations on a parcel immediately west of the current subject property. Two significant historic sites were identified during these investigations including the remains of an irrigation ditch (the "Awapu O Pau, Site 55-30-14-4970") and the former pre-Contact to early 20th century wetland ground surface (Site 55-30-14-3796).

Bostwick et al. (2002) conducted inventory survey investigations on a parcel located one block to the northwest of the current subject property. One significant historic site was identified during these investigations consisting of the former pre-Contact to early 20th century ground surface (Site 55-30-14-6471) a portion of which (Feature 6471-A) was determined to represent an embankment alternatively referred to as a "pauahi ditch of streams tan" and a "Kauhau" which had been documented as being located on LCA 1173 to Paua. Based upon the available maps, it is expected that two of the sites identified by these earlier investigations (Site 4970, the "Awapu O Pau, and Feature 6471-A, the Kauhau") extend across portions of the current subject property.

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Table 1: Previous Archeological Investigations in Waikiki

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Reference</th>
<th>Type of Investigation</th>
<th>Location</th>
<th>Description</th>
<th>Archaeological Date (AD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3401</td>
<td>Dolan 1982</td>
<td>Excavation</td>
<td>Waikiki Beach Hotel, Honolulu</td>
<td>tunnel to three-phase trenching of the Ala Wai Canal</td>
<td>1820-1830</td>
</tr>
<tr>
<td>3301</td>
<td>Bostwick et al. 2002</td>
<td>Inventory Survey</td>
<td>Waikiki Beach Hotel, Honolulu</td>
<td>identified significant historic properties overlain by fill soils deposited during the dredging of the Ala Wai Canal</td>
<td>1900-1910</td>
</tr>
</tbody>
</table>

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13

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**Table 1: Previous Archaeological Investigations in Waikiki (cont.)**

<table>
<thead>
<tr>
<th>No.</th>
<th>Reference</th>
<th>Sponsor</th>
<th>Date</th>
<th>Location</th>
<th>Description</th>
<th>Radiocarbon Date (BP)</th>
</tr>
</thead>
</table>

**Summary of Expected Finds**

From the historical background and nearby previous archaeological findings summarized above, the expected finds for the current project area have been inferred. As the current subject property is located within area encompassing portions of S LCA’s utilized for agricultural purposes, excavations may encounter a variety of culturally significant properties, ranging from pre-Contact traditional Hawaiian sites to 19th to 20th century properties of significance.

Traditional sites relating to agriculture, habitation, workshop and aquaculture as well as human burials could be present. Post-Contact sites could consist of habitation, commercial or burial sites. A deposit of fill material from the 1910-1939 dredging of the Ali Wai Canal is known to overlay the traditional and post-Contact deposits.

**Section 4: Methodology**

The current study was conducted in November of 2003 under the direction of the Principal Investigator, Joseph Kennedy, M.A.. Community consultations were conducted by Mina Etison, B.A.. Report preparation was completed by James R. Moore, B.S., Michelle Elenore, B.A. and Joseph Kennedy, M.A..

Although the project area is merely comprised of five small parcels in Waikiki, the geographical extent of inquiry for the current study included all of Waikiki. Research was conducted including an examination of traditional accounts, and use from earliest occupation to present day and previous archaeological investigations. This research was conducted through a review of historical texts and documents, such as: Sites of O’ahu (Sherling & Summers 1976), “Hawaiian and Makahana Sites Throughout the Hawaiian Islands” (Thurn 1907), Archaeology of O’ahu (McAllister 1933) and Place Names of Hawaii (Puako, Elbert & Mookini 1974). An examination of Land Commission Awards was completed by examining the Board of Commissioners to Quiet Land Titles (1864-1859) Native and Foreign Registers and Testimonies Award Books at the Archives of Hawai'i. Research relating to previous archaeological investigations was conducted by DLNR, State Historic Preservation Division in Kapolei.

Individuals and organizations with expertise concerning cultural resources, practices and beliefs in Waikiki as well as those knowledgeable of the area potentially affected by the proposed developments were identified and contacted, and willing individuals were consulted. DLNR-SHPD was also contacted, who suggested Mr. Van Horn Diamond. Mr. Diamond was contacted, who also suggested Mr. Jeffrey Apaka. Both Mr. Diamond and Mr. Apaka were interviewed on November 26th and 21st, 2003, respectively.

A list of interview questions was compiled for the cultural consultations. These included the informant’s full name, address, birth date, birthplace, ethnicity, historical and geographical associations with the place in question, and finally, how the proposed developments would affect or physically alter any place of cultural/traditional importance, or access to any such places. Cultural consultations were conducted in person, and the interviews were recorded by audiotape. This report provides complete transcriptions of all cultural consultations.
Section 5: Community Consultations

Two knowledgeable individuals were consulted regarding their concerns about the affect of the proposed construction on places of cultural or traditional importance. Interviews with these individuals were conducted in person. Maps were presented to the informants depicting the limits of the project area. The concerns of the individuals are discussed below. A complete transcription follows a brief summary.

Section 5.1: Mr. Van Horn Diamond

Mr. Van Horn Diamond expressed his knowledge of and association with the project area and Waikiki Ahupua’a. Mr. Diamond, who is of Hawaiian-Chinese descent, comes from a family of entertainers. His grandmother and grand-sister had their own hula troops with whom his mother and mother’s sister would perform, dancing and throughout World War II at various venues and major hotels, specifically mentioning the Royal Hawaiian, Moana and Hālanalani. His mother’s sister’s troops, the Royal Hawaiian Girls, provided the entertainment at the Kōkōhula Show over the show’s seventy year duration. His parents moved to Waikiki in the mid-1930’s and lived there until the late 1960’s. Mr. Diamond attended St. Louis School and pursued a degree in political science at the University of Notre Dame. Mr. Diamond currently serves as a member of the Burial Council. Diamond enjoys playing music and singing and also provides music and entertainment at various events.

Mr. Diamond was raised in Waikiki, and grew up on Kanekapolei Place, which is located eight blocks from the subject property on the Diamond Head side. As a child, he Diamond recalled passing Lauani Street while walking to and from the Kuhio Theater, which was situated on the makai side of Kalihi, across from Lauani. He also remembered visiting the two-story house belonging to the Apollo family, which was located directly makai of the present subject property. As well known entertainers, the two families knew each other as performers and also belonged to the founding chapter of a Hawaiian Society called Hale O Na Alii. Jeffrey Akaka, son of the famous Alfred Akaka, was referred to as another member of the community who could provide information of the subject property. Diamond himself admits that he cannot recall specific details of the houses and features of the current subject property, but rather what surrounded it, commenting on the various restaurants and stores that lined Kalihi Avenue.

With regards to the proposed construction having any adverse effect on places of traditional or cultural importance, Mr. Diamond indicated that there would be no problem and suspects that over the years, the lot has acquired landfill based on the presence of the tall buildings surrounding it.

Interview with Van Horn Diamond

Name: Van Horn Diamond  
Address: 1523 F Hālekula Way, Honolulu  
Date of Birth: May 30, 1939  
Birthplace: Honolulu, Hawaii  
Ethnicity: Hawaiian, Chinese, Caucasian

Background Profile:

ME: “And what year were you born?”

ME: “Thirty, May, 1939.”

ME: “And where were you born?”

ME: “Here, in Hawaii, Queen’s Hospital, and I was raised at 451 Kanekapolei Place, in Waikiki.”

ME: “That’s where you grew up?”

ME: “Yes.”

ME: “So where is that in relation to this subject property?”

ME: “Um, Kanekapolei is Diamond Head of Lauani, by, maybe, about seven blocks, seven or eight blocks, Kanekapolei was, when I was born and raised there, was a one-way street. Presently it runs from the Ala Wai Canal to Kalihi Avenue and crosses and intersects with Ka‘ūlani Avenue, where the park is. It’s on the Diamond Head side of the park, across.”

ME: “That’s pretty close. And your ethnicity?”

ME: “Hawaiian, Chinese, Haole.”

Historical Association with Area:

ME: “OK. So could you please describe your historical association with the property.”

ME: “I don’t know as such to Lauani, but to Waikiki maybe a little bit better. In looking at the property now, where it seems to be, I did identify for you, a person that I … a family that I knew that lived there, seems to have lived there, um … Mr. and Mrs. Alfred Akaka, Jr., and then their surviving offspring, Jeffrey.”
VII. "Well, you know… I guess…"

ME. "No, you know… I guess…"

VIII. "Yes."

ME. "Yes."

IX. "Oh, yeah, right.

ME. "Oh, yeah, right.

X. "Oh, yeah, right.

ME. "Oh, yeah, right.

XI. "Oh, yeah, right.

ME. "Oh, yeah, right.

XII. "Oh, yeah, right.

ME. "Oh, yeah, right.

XIII. "Oh, yeah, right.

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XIV. "Oh, yeah, right.

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XV. "Oh, yeah, right.

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XVI. "Oh, yeah, right.

ME. "Oh, yeah, right.

XVII. "Oh, yeah, right.

ME. "Oh, yeah, right.

XVIII. "Oh, yeah, right.

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XIX. "Oh, yeah, right.

ME. "Oh, yeah, right.

XX. "Oh, yeah, right.

ME. "Oh, yeah, right.

XXI. "Oh, yeah, right.

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XXVII. "Oh, yeah, right.

ME. "Oh, yeah, right.

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restaurant over here that ... the lady was a black singer, she's now very popular again. She sings jazz, she's a black singer, she used to sing there. And then Rich's (Rice's) picked up a portion of that restaurant space (Laugh). It's now there for a while. But that's pretty much at that intersection. And then to the right of it, just 'Oha of that parking lot, that municipal parking lot, um, there used to be an antique collectibles store. But that's all late 1980's and stuff. So, um, on this other corner, on the Diamond Head corner of Kalakaua Avenue there used to be an outstanding high-volume restaurant on the corner of Kalakaua, Sontega and Kalakaua. So there are — they used to have a piano bar and they have a restaurant, they used to have a restaurant in Portland. As well, and everybody - you know jetsetters of the time, they would all go there, until it folded. Before then, there was an ice-cream place — kind of a Dairy Queen, well, it was called Fuzzy House and it was on the corner. And then there was another before then there was — in the World War II, there was restaurant called Wagon Wheel right in this area on Kalakaua. And a market on this side ..."

ME: "Sounds like there was good food around that area."

VH: "Well, you know what, Wagon Wheel was a good place and then they had, for years and years during the war, they had like a container truck full of these—they drove up and park and then they cook and then they sell. They had one right close in the area, they made the best hamburgers, everybody from all over would come to Waikiki to eat hamburgers and then it disappeared. There isn't much to say about this place, you know that I can tell you directly. Only what surrounds it. I would suspect that it's, over the years it's acquired lots of history, you know, just based on the fact that they have these high-pole-body(?) and they've had stuff-in-between."

ME: "Right."

VH: "So that it's no longer pristine."

ME: "It says in the EAP's that there are two wooden-frame hauzes, do you remember anything ..."

VH: "No, I'm not that old."

ME: (Laugh)

VH: "Another person that might know people from Waikiki, that's actually his job, and now that he's back at work—he works for Historic Preservation. His name is Nathan Napaia. He's the history and culture branch chief."

ME: "And he's from the area?"

VH: "No, but he should have knowledge about people that might come from the area and seems to have a handle."

Concerning the Proposed Construction:

ME: "And so ... would the proposed construction affect physically alter a place of cultural or traditional importance?"

VH: "No, I don't think so. Not that I know of."

ME: "Or affect access to any kind of cultural or traditional place?"

VH: "No, other than the Ala Wai Canal."

ME: "Um, what you might want to check — you might want to check the name. You might want to find out why Kaimana was named what it was, and Lauie. Sometimes the name will give the indication of what might have been there before, OK, or at least the outside. Don't use the current — there's a one though, of street names, use an older version, don't use the newer one. Uh, the reason that I say that is, Kamehame is named in the 1930's and was named for my mon, and it's her Hawaiian name and one of the things about Waikiki is street names — they are all associated with Kamehameha. So, Kamehamea is one of the wives of — you know, the Kamehamea line and that's for who she was named after."

ME: "What is that name again?"

VH: "Kamehamea — the reason why I'm giving you that example, it might be helpful to find out if there was anything long ago, historically speaking, by checking the name of the street, who named it and what was the rationale. You know, like if it's named for a person, why was it named for that person?"

Section 5.2: Mr. Jeffrey Apaka

Mr. Jeffrey Apaka expressed his knowledge of and association with the project area and Waikiki Ahupua'a. Mr. Apaka, of Hawaiian, English and Chinese descent, currently works at the Waikiki Community Center, not very far from where he grew up as a child. He was raised on Lauie Street, directly adjacent to the current subject property. Mr. Apaka lived in a fourplex on the corner of Lauiea and Kuhio, which is now a parking structure for the condominium building where he currently owns a condo. His grandmother, Mrs. Carrie Blake lived around the corner on Kalakaua where he remembers setting up his tent and camping in her large front yard on Kalakau Avenue. Her five-bedroom house at 2102 Kalakau Avenue was eventually sold and the current Tropic Surf Apartments now exist on that particular parcel of land. Mr. Apaka's father, the renowned Hawaiian entertainer Alfred Apaka, moved the family to the mainland around 1961, as his popularity grew nationally.

Apaka recalled the two-story apartment building located on the Diamond Head side of the subject property where the Shiozawa family lived. He did not know if the Shiozawa family owned the land or leased it from the Majoon family who owned several properties in the area. The Shiozawa house, which he said has the same structure today, had a long driveway that extended from Lauie Street to the back portion of the subject property.
where the house stands. He also mentioned a second house on the subject property that didn't know where it belonged. Mr. Apaka believed the municipal parking lot has been on the subject property for approximtely twenty years.

Mr. Apaka remembered several stores and establishments that lined Kuhio Avenue across the street from Laniwai. He recalled a Jaguar dealership, a soda fountain, a dry cleaners, and a beauty salon. Mr. Apaka talked about the importance of the Kuhio Theater and how it should have been preserved and designated as a historical site.

Mr. Apaka stated various ways in which the proposed construction would adversely affect places of traditional or cultural importance. He objected to the idea of covering up the land with another building that had no Hawaiian theme or design. He expressed his preference of having the space stay open and how the building design planned for the six-story condominium would not include garden areas like other apartment buildings in the vicinity. Mr. Apaka also disagreed with the layout of the condominium which would put the building right to the street with no setback. He also discussed the possibility that the proposed building could hinder the mauna view of residents on the lower levels of the condominium apartment building.

Interview with Jeffrey Apaka

Name: Jeffrey Ahuloa Apaka
Address: 2140 Kuhio Avenue, Honolulu
Date of Birth: June 26, 1946
Ethnicity: Hawaiian-English-Chinese

Historical and Geographical Association with the Area:
JA: “I knew the place quite well, as I lived on the Laniwai Street, where my four-paddle condominium parking lot structure is located... we had a four-paddle and my parents and I were there when I was in kindergarten at Central Union Church. And then right around the corner where the Tropic Surf four-story apartment building was my grandmother, my mother’s mother, house, Mrs. Carrie Blake at 2106 Kuhio Avenue and next door to her, where that big banyan tree was the first territorial family court judge, her name was Judge Burch, not sure what the first name was... but there are all homes, everywhere here were homes along Kalakaua, I mean Kuhio Avenue as well as down on Laniwai Street except for this four-paddle and I do believe that two-story apartment building where this six stories is going to be going on Laniwai— I know it was there also, it’s been there for quite a while. Um... towards the Ala Wai Boulevard, where the Magoon house, the Magoon real estate here, I know the back house was owned by the Shinae family and I don’t know if they were leasing the land from Magoon or what, I am not sure, but when Magoon took over all of the land here, including the four-paddle condominium. The one thing that they did tear down, on Kiddy corner from Kalakaua—we, the corner of Kalakaua and Kuhio, on the makena/Ewa side was the Kuhio Theater which was very—well, it

should’ve been a historical site and the same thing they are doing right now at the Waikiki Three Theaters, which I am going to, am invited to the assessment people... Um, this is about what I know for right now of the Laniwai’s Street here. I cannot recall all of the people who lived on Laniwai’s Street, but what they listen to do—what was brought up to the Waikiki Neighborhood Board just this past Tuesday evening, and I am the vice-president of the neighborhood board, and we didn’t accept their plans, we just listened to their plans, uh, it will be—the first three stories would be for parking and then the three stories above that would be the condos. And I asked them how high that’s going to be and is that going to be blocking the first residential floor of the four-paddle condominium—um, we don’t know.” I said, “Well, I don’t know and..."

ME: “Well, blocking access to it or blocking...”

JA: “Well, blocking— they’ll be looking right into the building. So, I had heard that it was going to be, um, parallel to Ala Wai Boulevard, but behind the 2121 Ala Wai, I thought it would be like this, and this all was going to be garden area, because the 2121 Ala Wai people enter their condos from the makai and all the condos are facing the makai, so I thought—why not. Unless they thought of doing two and two, but, not, if that’s going to be a six-story, this should’ve been, the apartments are going to be, our apartments on the mauka side of are going to be looking directly into their properties. I don’t know, but it is going to take this whole space right here. I don’t know, I don’t know what to say. I don’t know how long this municipal parking lot has been in here— I’ve never—it’s probably been there for the past twenty years. But when that started, I’m not too sure.”

ME: “So, you were born in Honolulu and raised at that house on the corner of Laniwai’s and Kuhio?”

JA: “Here and in my Grandmother’s house right around the corner. I used to sleep in her front yard, in my little tent and my sleeping bag on Kuhio Avenue, was a little ‘hana-bula’ kid. But now you couldn’t do that on Kuhio Avenue.”

ME: [laugh] “And then you lived there until when?”

JA: “Around 64ish, moved to the mainland.”

ME: “And your parents lived there too.”

JA: “My parents lived there at the same time, we all moved. House next to that to my Father. But um, you know now, across the street here [points across area across the street on Kuhio Avenue] you’ve got this whole (?) group and this used to come to — the continuation of Laniwai’s came across here to a dead end right here. And, um, I had classmates, his sister who lived right over there, went to Punahou School, um, Billy. Billy, Billy... I forget his last name, his father owned a Jaguar dealership there. There used to be a soda jerker store right here across the street from the Kuhio Theater on
Kailua, dry cleaners, um, then around the corner here was another, um, beauty salon, real small kind, you know Japanese grass around there. And then right down here had small apartment building, owned by Magna, of course, right to Leverston St. — oh, no. I'm sorry — it was Kalihi, Kalihi, right along here were small apartments that was owned by Magoon. And then further up here to Leverston Street, a beautiful little house on the corner here, that I remember, um, it had a little easel outside in the front long time ago. And then further up here at this house on Leverston Street was the um, belonged to Dolly Lopez and she went to Italy with her daughter and they came back and they tore down their house and build a villa, an Italian villa. So, um..."

**ME:** "When you were growing up, do you remember what kind of structures were on that specific subject property?"

**JA:** "On that particular property,... well, the Shiree house is still that house that sits further back that Magoon has."

**ME:** "On the mauka side?"

**JA:** "On the Diamond Head side. Um, one house here, and one house here. So the one in the back here, it belongs to the Shiree's, and there was a long driveway that went from Leali'i all the way back to the house. It's the same, same kind of structure. These three apartment buildings [referring to the apartment across the street from subject property] here were also, so that's when, back in the 40's and 50's, um, they are kind of like termite and infested with rats. Yeah, what they are doing to the Ala Wai here now in putting these new stairs, stairs, they're knocking out all the rats in the caves here and all the rats are now running this way [in direction of the subject property]. So I hope you only find, I hope you only find dead rats and not humans, yeah." [laughs]

**ME:** "[laughs] "We kind of went into this already, of how you obtained knowledge of the place and time period, just living there, hanging out, playing.""

**JA:** "When I was a little child, yeah, I was playing all the time around the neighborhood, all the little neighbors, young children there, um, it's kind of deja vu right now that I'm living here, I thought a condo and am returning to where I was a little kid, in the same vicinity, you know. However, now being a homeowner, it's a whole different ball of wax. My parents were only renting over here and my mother—my grandmother owned this house right over here—it was a five-bedroom house. It had a lovely yard. And, um, then Grandmother became ill and had a stroke and so, before that, before she came ill with a stroke, we had leased the land out to, um, I can't remember who the Japanese people were, but they built this Tropic Surf on it. They later—when the bills were getting a little higher, we then sold them the land. So they sold them from 1972. I can't— I'll never forget, I'll never forget the address of 2102 on Kalihi."

**ME:** "So where in relation to Leali'i in where you live now, the property that you bought?"

**JA:** "My condo takes up the entire block of Kalihi Avenue from the corner of Leali'i to Kalihi. And I'm on the 23rd floor, facing marina. So I am going to be looking at all of this construction here going on. I just hope they are going to reconsider—I'd rather think for—we are five stories parking—it's actually four and a half stories of parking and then the fifth story is apartments, so if there is going to be three stories if the first three floors are going to be parking, and the next three is going to be condos, I am wondering if that's going to affect the view of the marina facing lends.

**ME:** "Do you think the proposed construction would affect physically and/or alter a place of cultural or traditional importance?"

**JA:** "Yeah, oh yeah. Just covering the land up in itself like that like this is just going to take over—it's not going to be—I look at it and it is not anything that is going to—he—I had thought there was going to be more openness. It's not Hawaiian looking. It looks like it could be a retirement home. It looks as though it could be a hotel. It's not really set off of the street. There is no porte-cochere. There is, um—it looks as though its just directly smack on the street with a driveway in and out. Um, our condo, here, at least it's dark, I don't know if we're, but even our sides are back from the sidewalk too. I don't know what the plans are with the sidewalk here on Leali'i and if it is going to be directly smack up to— I wish they would go back and think about this again."

**ME:** "Would it affect access to places of cultural or traditional importance?"

**JA:** "Well, we need more Hawaiiana. This is a very non-Hawaiian building. A lot of the buildings in Waikiki are not Hawaiian and, you know, but I can say since you are asking me about this one in particular, um, I just think we need to leave the nine store. Just, we need to have more parks. We are unfortunate, we are one of the only, one of the cities that has cheated us of parks and I would you know purchase this to make some income—I'm sorry, just leave it open, leave it open, keep it for the people. We have enough crappy looking buildings in Waikiki, you know, that thing looks un-Hawaiian, nothing looks of any culture, you know what I mean? It looks all glass and cement, so..."

**ME:** "[laughs]"
Summary and Recommendations

The purpose of this cultural impact assessment was to comply with the requirements of Chapter 343, HRS, as amended which requires that Environmental Assessments (EA) and Environmental Impact Statements (EIS) identify and assess the potential effects of "a proposed action on cultural practices and features associated with the project area." The current assessment took the form of a historic background study, consultations with the DLNR-SHPD and community consultations. The historic background research addressed traditional accounts and land uses for Waikiki Ahupua'a and the current subject property as well as previous archaeological investigations that have occurred in the vicinity of the project area.

The review of the historic background of the Waikiki area has indicated that sites of potential significance to the interests of historic preservation are likely present on the subject property beneath deposits of fill dredged from the Ala Wai Canal in the 1920's which were used to reclaim the marshy wetlands nearby. It is likely that subsurface construction activities associated with the proposed development of the subject property would have an adverse affect upon these potentially significant sites.

Following consultations with Sara Collins, Ph.D., O'ahu Island Archaeologist with the DLNR-SHPD, Dr. Collins indicated that, because of the known presence of culturally significant subsurface deposits on nearby properties, a complete archaeological inventory survey with subsurface testing would be called for by the DLNR-SHPD. In the event that the existing structures on the subject property are over fifty years in age, Dr. Collins also indicated that these homes would require documentation in order to satisfy the DLNR's Architecture Branch requirements. It is therefore recommended that a complete archaeological inventory survey be undertaken prior to any ground disturbing activities and that, perhaps, an architectural component may be necessary.

Consultations with members of the local community did not bring to light significant objections to the proposed development. Although Mr. Apaka was concerned about the potential of the proposed development to block some of the views from an existing condominium complex, it is ACP's opinion that his concerns were secular in nature and stand apart from culturally based concerns. Based upon an absence of significant cultural objections by the community informants, no objections to the implementation of the proposed construction project are present with regards to any areas of cultural or traditional importance.

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LCA Testimony

LCA: 8672 Waikiki, O’ahu  Awaardee: Nihospu’a
Native Testimony: 1943
Kamahina sworn and stated, “I have seen Nihospu’a’s house lot and a tea land at Waikiki and here are the boundary lines of the house lot; towards the mountain and on the Honolulu side. Katunia’s house is in the direction of the sea and Kahakea’s house lot, Waikiki. This place has a wooden fence with one house on it and he is living there. This had been an idle land during Ka’ahumanu’s reign and since that time Nihospu’a has lived there to the present in absolute peace.

The boundaries of the tea land are: Ku‘ialii‘oe’s land, toward the mountains; my land, Waikiki, Pefolo’s land, toward the sea; and Makihale’s land is on the Honolulu side. This place has an enclosure and the house within it for Nihospu’a. There are four patches with a section of the creek. Nihospu’a had received this from Pefolo and he occupied this for the same length of time as he had the house lot.”

Katunia sworn and said, “I have seen this tea land and everything is just as Maimai has just stated here. No one has ever objected.”

Native Register: 487v2
“To the Honorable Land Commissioners, Greetings:
I, Nihospu’a hereby present my claim to you, four small tea patches and two sections of irrigation ditch from which I gain my livelihood. This place is at Kaila. My interest in occupancy has been since 1844 but this is a very old interest of my kin’i from his kupuna. Also from him is my section of seashore at Kaila, from 1843 until now. I have lived at this place since 1844, sailed and died. I have a small houselet at the shore in the house lot and the boundaries are known since they have been surveyed by your surveyors. These claims are situated in the Ahupu’a of Waikiki on O‘ahu. Farewell to you.
NIOHOPU'A

His Mark

The witnesses who know of my tea patches and the section of shore are Pauahi. Witness for the houselet is Puauli. They two and Z. Kauwa. November 2 Waikiki”

LCA 1758:2 Kamoku & Kaila, Waikiki, O’ahu  Awaardee: Kala’eone
Native Testimony: 1847
“Kala’eone sworn I have seen this land in Kaila, lili of Waikiki, O‘ahu – 2 land sections.
Section 1 - 1 house site and 2 fish (puna) wells.
Section 2 - 1 tea patch and puna stream.
Section 1:
Makaia and Waialae
Makai
Kanehia
“Kanehia, M. Keauhou’s land
Honolulu
Keauhou’s land
Section 2:
Makaia and Waialae
Kanehia’s land
Makai
Waialae’s land
Honolulu
Nihospu’a’s land

Land from his wife Kamense, she had received it from Kahanamoku at the time of Kam. I. In 1851, Keauhoumao raised objections to the fish deposits and took them without provocations. These wells have never been known to Kamesa and he had no right to take them.

Native Register: 243v0
Date: December 10th, 1847
“To the Land Commissioners, Greetings:
I hereby state to you my claim for some small lilo in Kamoku, on ‘ihi in the ahupu’a of Waikiki. I have two lilo, a small section of irrigation ditch and a small houselet for my makaukane, this is makai of the place named Kamae. I have held this with no objections to this day.

Here is a claim of ours, from my wahine. There is one pond and a section of irrigation ditch, which is objected to by my tenets, thinking to be independent. Who is supported by Kahanamoku. This is of very old interest from our kupuna and our makua and my kane, who occupied this land until now I am living here. There is also a kule tea tree and also one for making mats, and some ponds in two other places, and the houselet where we are living. That is my claim, and the length of my interest. I am working on it, and also, here are the names of some witnesses who know rightly. I am, the chieftain, with thanks.

Witness: Makaukane, Nihospu’a
Waikiki, O’ahu Dec. 10, 1847
Kala’eone X his mark”

Transcriber notes: some of the watermarks at the end seem to be made by the wahine of Kalaene.

Foreign Testimony: 179v3
Kalaene testifies that in the Kamoku-Waikiki lot is one kule patch. Makau is the Kulewailehua, Waialae Stream. Makai is Kulewailehua, Honolulu foot-path. Claimant received this from Kulewailehua, his father-in-law in 1836 and claims that land has never been disturbed since.

A1

A2
LCA 1962: Waikiki, Oahu

Awarder: Kahikaele & Kamalile
Native Testimony, 321-10
Date: October 26th, 1853

"Kahikaele has sworn the claim is in Kalia, Waikiki, Oahu of two sections.
Section 1: House site. Surrounded on all sides by konohiki’s land.
Section 2: 1 patch "Niuokahi".

Marka: Kahikaele’s land
Niiokai’s land
Niiokai’s land
Pa’au’a

Their land from Kaluakini at the time of Kaumumanu I. Kahikaele died in 1848, request made to Kamalile, and older brother. Kamalile bequested this land to Maio, son of the generation of their grandfather. Keaumauo sworn this claim is at Kauhiahi but has no claim here, foreigner Bill has this interest.
Paau’a’s claim is in the ill of Paipatohi, the land of his parents, Kahuupa and Kawahehemakua. They have passed on and Paau’a is heir.
POSTPONED: until the claim of Kahuupa and Kawahehemakua is found."

Native Register: 245-3
Date: December 15th, 1849

"To the Land Commissioners, Greetings:
I hereby state my claim for a house lot in Kalia, which is called Kupapaia. This is a very ancient interest from my kupuna and my maka‘a. They have all died and only I remain and since this is such an old right no one has objected to this day. There is a planted house, and two houses. There is a single la‘i’ which I have given to my kaikoa to work because of my weakness. Those are my claims. I am with thanks.

I, Kamalile, the kaikoa of Kahikaele have helped my kaikoa for five years, with no oppositions between us, therefore, we are combined.

Waikiki, Oahu
Kahikaele X his mark
15 December 1849
Kamalile X his mark"

LCA 636:7 Niuokahih, Waikiki, Oahu

Awarder: Kaahao
Native Register: 366-5
Date: February 5th, 1848

"This land is for Kaahao: Niuokahih, ill of Waikiki, Kona, Oahu. Kindly enter it to have title quieted. Kaahao."
Appendix B

Draft Environmental Assessment Public Review

Comment and Response Letters
December 19, 2003

Mr. Eric G. Crispin, A.I.A.
Department of Planning and Permitting
City and County of Honolulu
610 South King Street
Honolulu, Hawaii 96813

Dear Mr. Crispin:

This responds to your request dated December 16, 2003, for comments on the draft Environmental Assessment for the Lot 8 Waikiki Condominium, Waikiki, Oahu Island (TMD 2-6-017, 68, 70-73). Based on the information provided, I have determined that this location is in an upland area, and outside the limit of our jurisdiction. Therefore, a Department of Army (DA) permit will not be required.

File Number 2004000094 has been assigned to this project. Please feel free to contact Mr. Farley Watanabe of my staff at 438-7701, if you have additional questions.

Sincerely,

GEORGE P. YOUNG, P.E.
Chief, Regulatory Branch

7133-01
February 2, 2004

Mr. George P. Young, P.E., Chief
Regulatory Branch
Department of the Army
U.S. Army Engineer District, Honolulu
Ft. Shafter, Hawaii 96859-6440

Subject: Draft Environmental Assessment
The Lot 8 Waikiki
Tax Map Key: 2-16-17:68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Mr. Young:

Thank you for your letter dated December 19, 2003 (2004000094) commending on the subject Draft Environmental Assessment (EA). We acknowledge that the project site is located outside the limit of your jurisdiction and that a Department of the Army (DA) permit will not be required for the subject project.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Manissa Furfar or myself at 946-2277.

Sincerely,

Earl Matsukawa, AICP
Project Manager

cc: Mr. Don Huang, Urban Loft Development, LLC
Mr. Patrick Seguriant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
January 6, 2004

Department of Planning and Permitting
City and County of Honolulu
850 South King Street
Honolulu, HI 96813

Subject: Draft Assessment Lofts at Waikiki Condo
Attention: Mr. Eric G. Crispin, AIA

We have reviewed the above mentioned document and have no comment to offer at this time.

Thank you for the opportunity to review this document.

Sincerely,

[Signature]

LAWRENCE T. YAMAMOTO
State Conservationist

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7130-01
February 2, 2004

Mr. Lawrence T. Yamamoto, State Conservationist
United States Department of Agriculture
Natural Resources Conservation Service
P.O. Box 50004
Honolulu, Hawaii 96850

Subject: Draft Environmental Assessment
The Lofts@Waikiki
Tax Map Key: 2-16-17-68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Mr. Yamamoto:

Thank you for your letter dated January 6, 2004, indicating that you have no comments to offer on the subject Draft Environmental Assessment (EA).

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Manasa Furfaro or myself at 949-2277.

Sincerely,

[Signature]

Earl Matsukawa, AICP
Project Manager

cc: Mr. Don Huang, Urban Lofts Development, LLC
   Mr. Patrick Segovran, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch

---
January 5, 2004

Mr. Eric G. Crispin, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Crispin:

Subject: Draft Environmental Assessment (DEA) for the Loft at Waikiki Condominium
417-419 Launui Street, Waikiki, Oahu, Hawaii
Tax Map Key No: 2-6-17: 68, 70-73

We have reviewed the subject DEA forwarded by your letter dated December 16, 2003, and confirm that the subject parcels are designated within the State Land Use Urban District.

We have no further comments to offer at this time. Thank you for the opportunity to comment on the subject DEA.

Please feel free to contact Bert Santoswan of my office at 587-3822, should you require clarification or any further assistance.

Sincerely,

[Signature]

ANTHONY J. CHING
Executive Officer

cc: Office of Environmental Quality Control

February 2, 2004

Mr. Anthony H. Ching, Executive Officer
State of Hawaii
Department of Business, Economic Development & Tourism
Land Use Commission
P.O. Box 2359
Honolulu, Hawaii 96804-2359

Subject: Draft Environmental Assessment
The Loft at Waikiki
Tax Map Key: 2-16-17A: 68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Mr. Ching:

Thank you for your letter dated January 5, 2004 commenting on the subject Draft Environmental Assessment (EA).

We appreciate your confirmation that the subject parcels are designated within the State Land Use Urban District. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furfaro or myself at 948-2277.

Sincerely,

[Signature]

Earl Matsukawa, AICP
Project Manager

cc: Mr. Dan Huang, Urban Loft Development, LLC
Mr. Patrick Segurant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
December 19, 2003

Eric Cristin
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Attn: Anthony Ching

Dear Mr. Cristin:

Subject: Draft Environmental Assessment (EA) Leilani at Waikiki Condominium

We have the following comment to offer:

Pile driving: Pile driving disturbs surrounding residents a great deal in terms of both noise and vibrations. In the Draft EA, indicate how you will advise the surrounding neighbors and neighboring land owners of the upcoming disruptions. We recommend including a discussion on this at an upcoming public hearing or as an informational meeting for the neighborhood board if pile driving will take place. If you have not already done so, forward a copy of the draft EA to the Noise, Radiation & Indoor Air Quality Branch of the Department of Health, which has oversight over construction noise issues.

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

Sincerely,

Genevieve Salmonson
Director

c: Earl Matsuoka

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

Tax Map Key: 2-16-17-58, 70 through 73
Waikiki, Oahu, Hawaii

Dear Ms. Salmonson:

Thank you for your letter dated December 19, 2003 commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

1. The Draft EA discusses the potential noise and vibration impacts of pile driving on surrounding properties. In the Final EA we will state that the applicant will require the construction contractor to notify building managers or owners of neighboring residential buildings of the planned pile driving schedule prior to commencing construction.

2. Pile driving was discussed in the presentation to the Waikiki Neighborhood Board No. 9 at its regular meeting on November 18, 2003.

3. The Department of Health's Environmental Planning Office was included in the distribution list for the Final EA. The Office coordinates reviews and comments by various branches of the Department, including the Noise, Radiation & Indoor Air Quality Branch.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.
Should you have any questions, please call Ms. Marissa Furfaro or myself at 946-2277.

Sincerely,

[Signature]

Earl Matsumura, AICP
Project Manager

cc: Mr. Don Hwang, Urban Loft Development, LLC
Mr. Patrick Seguranti, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
TO: Eric G. Crispin, AIA, Director
Department of Planning and Permitting
City & County of Honolulu

FROM: Thomas E. Ariizumi, P.E., Chief
Environmental Management Division

SUBJECT: Draft Environmental Assessment for Left at Waikiki Condominium Project, Oahu; File: 2003/ED-29 (TC)

This memo is to transmit the following comments on the subject document:

Construction/Removal/Involving Asbestos:

Since the proposed project would entail renovation/destruction activities, the application should contact the Asbestos Abatement Office in the Noise, Radiation and Indoor Air Quality Branch at 586-5860.

Control of Fugitive Dust:

There is a significant potential for fugitive dust emissions during all phases of construction. Proposed construction activities will occur in proximity to existing residences, public areas and major thoroughfares, thereby exacerbating potential dust problems. It is recommended that a dust control management plan be developed which identifies and addresses all activities that have a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of development and construction activities is warranted.

Construction activities must comply with the provisions of Hawaii Administrative Rules, 515-60.1-33 on Fugitive Dust.

Mr. Eric G. Crispin
December 31, 2003
Page 2

The contractor should provide adequate measures to control dust from the road areas and during the various phases of construction. These measures include, but are not limited to, the following:

a) Plan the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing on-site vehicular traffic routes, and locating potential dust-generating equipment in areas of the least impact;

b) Provide an adequate water source at the site prior to start-up of construction activities;

c) Landscape and provide rapid covering of bare areas, including slopes, starting from the initial grading phases;

d) Minimize dust from shoulders and access roads;

e) Provide adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and

f) Control dust from debris being hauled away from the project site.

If you have any questions, please contact Mr. Barry Ching of the Clean Air Branch at 586-4200.

BC/jhm
Thomas E. Arizumi, P.E., Chief  
State of Hawaii  
Department of Health  
Environmental Management Division  
P.O. Box 3378  
Honolulu, Hawaii 96801-3378

Subject: Draft Environmental Assessment  
The Lots in Waikiki  
Tax Map Key: 2-16-17-68, 70 through 73  
Waikiki, Oahu, Hawaii

Dear Mr. Arizumi:

Thank you for your letter dated December 31, 2003 (03-1332A CAB) commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

Construction/Demolition Involving Asbestos
The applicant has been notified that the Asbestos Abatement Office in the Noise, Radiation and Indoor air Quality Branch should be contacted regarding planned demolition activities at the project site.

Control of Fugitive Dust
During the short-term construction period, impacts associated with fugitive dust emissions are anticipated. As such, the dust control methods such as those provided in your letter will be included in the forthcoming Final EA and will be forwarded to the construction contractor upon selection.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Sincerely,

Earl Matsukawa, AICP  
Project Manager

CC: Mr. Don Huang, Urban Loft Development, LLC  
Mr. Patrick Segurant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
TO:        Eric G. Criplen, AIA
           Director of Planning and Permitting
           City & County of Honolulu

FROM:    Russell S. Takata, Program Manager
           Department of Health
           Noise, Radiation & Indoor Air Quality Branch

SUBJECT: Comments to the Draft Environmental Assessment
Left at Waikiki Condominium, 413-437 Lauolu Street, Waikiki
Tax Map Key 2-6-017: 066, 070-073

December 22, 2003

Our comments should be printed as follows:

"Project activities shall comply with the Administrative Rules of the Department of Health:

• Chapter 11-46 Community Noise Control.

Should there be any questions, please contact Russell S. Takata, Environmental Health Program Manager, Noise, Radiation and Indoor Air Quality Branch, at 556-4701."

7130-01
February 2, 2004

Mr. Russel S. Takata, Program Director
Department of Health
Noise, Radiation & Indoor Air Quality Branch
P.O. Box 3378
Honolulu, Hawaii 96801-3378

Mr. Russel S. Takata, Program Director
Department of Health
Noise, Radiation & Indoor Air Quality Branch
P.O. Box 3378
Honolulu, Hawaii 96801-3378

Subject: Draft Environmental Assessment
The Lofts@Waikiki
Tax Map Key: 2-15-17-68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Mr. Takata:

Thank you for your letter dated December 22, 2003 commenting on the
subject Draft Environmental Assessment (EA). As stated in Section 2.7 of the
Draft EA, construction noise will comply with State Department of Health
(DOH) rules for "Community Noise Control" (Chapter 11-46, Hawaii
Administrative Rules).

We appreciate your interest and participation in the public review phase of the
Draft EA. Your letter, along with this response, will be reproduced in the
forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furfaro or myself at
946-2277.

Sincerely,

Earl Matsukawa, AICP
Project Manager

cc: Mr. Dan Huang, Urban Loft Development, LLC
    Mr. Patrick Seguirant, City and County of Honolulu, Department of
Planning and Permitting, Urban Design Branch
Mr. Eric G. Crispin, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. Crispin:

SUBJECT: Draft Environmental Assessment (DEA) for Lot at Waikiki Condominium

The Department of Education (DOE) has reviewed the DEA for a new six-story, 36-unit residential condominium project in Waikiki. The DOE has no comment on the project and appreciates the opportunity to review the DEA.

Should you have any questions, please call Rae M. Looi, Associate Superintendent of the Office of Business Services, at 808-3444 or Heidi Meeker of the Facilities and Support Services Branch at 733-4852.

Very truly yours,

Patricia Hamamoto
Superintendent

cc: OBS
CASH Honolulu District
FSGB

7130-01
February 2, 2004

Ms. Patricia Hamamoto, Superintendent
State of Hawaii
Department of Education
P.O. Box 2980
Honolulu, Hawaii 96804

Subject: Draft Environmental Assessment
The Lohi@Waikiki
Tax Map Key: 2-16-17-68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Ms. Hamamoto:

Thank you for your letter dated January 9, 2004, indicating that you have no comments to offer on the subject Draft Environmental Assessment (EA).

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furfaro or myself at 946-2277.

Sincerely,

Earl Matsukawa, AICP
Project Manager

c: Mr. Don Huang, Urban Lohi Development, LLC
Mr. Patrick Segaran, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
December 30, 2003

Eric Cristin, AIA
Director of Planning and Permitting
City and County of Honolulu
610 S. King St.
Honolulu, HI 96813

RE: Loft at Waikiki Condominium, Draft EA

Dear Mr. Cristin:

Thank you for the opportunity to review the above referenced Draft EA. OHA offers the following comments.

Sense of Hawaiian Place

One of the recommendations of the Waikiki Planning and Program Guide for the Waikiki Special District is to “promote a Hawaiian sense of place, and to preserve views and unique Hawaiian features.” The proposed building does not meet a “Hawaiian sense of place” and is better suited to the Seattle or San Francisco waterfront areas. Indeed, the plan might be better suited to Honolulu’s waterfront area.

OHA believes that the mass of the building and relatively small setback area will adversely impact one of the few areas in Waikiki where there is still open space. The proponents of this project should explore design options to decrease the mass of the building and to ensure a more Hawaiian sense of place.

Socio-Economic Characteristics

There is no discussion in this Draft EA about the proposed cost and target population for these lofts. OHA assumes that the lofts will target high-end buyers or renters. Given the location of the project, we assume that many of the lofts will be purchased by transient tenants rather than locals. Thus, the discussion on page 2-9 does not address the socio-economic impacts of this project.

Rather than adding 25 units to the Waikiki area, the project will demolish 11 units. There is no discussion of whether the people in the 11 units will be able to purchase housing in the Laua’o, or whether they will simply be displaced and become the responsibility of the city and the state. The final EA should have a more realistic discussion about the cost of housing, the displacement of current tenants, and the target population for this project.

Parking

Parking in Waikiki is at a premium and the project proposes to eliminate 6 on-street stalls and 29 off-street commercial parking spaces. The EA should disclose the impact of the loss of parking caused by this project. In reality, the new spaces for the tenants will not increase available parking in Waikiki, but will cause the loss of a significant number of stalls. OHA believes that project proponents should ensure that no on-street parking stalls are eliminated.

Please contact Pua Ali‘i at 594-1931 or by email at pua@oha.org if you have further questions.

Sincerely,

Clyde W. Nuu‘u
Administrator
Mr. Clyde W. Namu'o, Administrator
State of Hawaii
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment
The Lohi@Waikiki
Tax Map Key: 2-16-17-68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Mr. Namu'o:

Thank you for your letter dated December 30, 2003 (HRD03/1218) commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

1. Sense of Hawaiian Place:
   Your opinion regarding the consistency of the proposed project with a Hawaiian Sense of Place would be appropriately directed to the processing of the Waikiki Special District (WSD) major permit application. The permit process will specifically consider the project's design in promoting a Hawaiian Sense of Place as articulated by the general design guidelines in Section 21-80-4 of the City & County of Honolulu Land Use Ordinance.

2. Socio-Economic Characteristics:
   The purpose of the EA is to identify potentially significant environmental impacts of the proposed project that may warrant the preparation of an environmental impact statement. Section 2.11 of the Draft EA discusses the relatively insignificant impact that the proposed project would have upon the population and housing inventory of Waikiki. Your comment involving the proposed project would contribute to homelessness or dependence on governmental social support programs is unsubstantiated.

3. Parkways:
   The final EA will include a modified plan for driveway access. Instead of six separate vehicular crossings shown in the Draft EA, only two driveways are proposed. Depending on how the city rectifies the on-street stalls after construction, the modified plan may result in the loss of three on-street stalls instead of six. This is the potential direct impact of the proposed project as disclosed in the EA. The loss of on-street parking was discussed in the context of ten existing on-street parking stalls along the frontage of the project site.

Relative to the available parking in Waikiki mentioned in your letter, according to the Department of Transportation Services, there are approximately 700 marked on-street parking stalls (metered and unmetered) in Waikiki as bounded by the Ala Wai Canal and Kapahulu Avenue. In addition, as many as 250 cars can be accommodated in unmarked parking along Ala Wai Boulevard. In this context, the loss of three or even six on-street parking stalls is relatively insignificant.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furfaro or myself at 949-2277.

Sincerely,

Earl Matsukawa, AICP
Project Manager

cc: Mr. Dan Huang, Urban Loft Development, LLC
    Mr. Patrick Seguriant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
January 23, 2004

Mr. Earl Matsuzaka, ATCP
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Matsuzaka:

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT - 2003/SD-29

Project: Loft at Waikiki Condominium
Location: 417-437 Lauumi Street - Waikiki
Tax Map Keys: 2-6-017/068 and 070-073
Received: November 12, 2003

We are forwarding copies of all comments we have received to date on the Draft Environmental Assessment (SEA) for the above-referenced project.

In accordance with the provisions of Chapter 343, Hawaii Revised Statutes, you must respond, in writing, to these and any other comments, which were received during the 30-day comment period, which began with publication of a notice of availability of the Draft EA in The Environmental Notice on December 23, 2003. The final EA must include these comments and responses, as well as the revised text, where needed.

Also, we have reviewed the Draft Environmental Assessment (DEA) for the above project and have the following comments:

1. Existing Conditional Use Permits - Please clarify the status of existing Conditional Use Permits (CUP) for joint development and off-site parking associated with some of the parcels for the proposed development. They include but are not limited to the following known CUPs - 84/DP-80; 93/CUP-41; and 96/CUP-145. Please be advised that these existing CUPs may affect the density potential of the proposed development.

2. Proposed Conditional Use Permit for Joint Development - Discuss the proposed CUP for joint development in relationship to any existing joint development agreement(s).

3. Proposed Open Space - Provide a more detailed discussion on why the project needs a variance from the open space requirements and why an alternative, which complies with the required open space, was not considered. Provide details on the amount of square footage to be included in the variance from the open space requirement, which will be requested as cited on page 3-6.

4. Site Survey Map - Provide a site survey map showing the location of existing structures, walls, fences, parking areas, walkways, easements, and trees or palms with a trunk diameter 6 inches or more.

5. Archaeological, Historic, and Cultural Resources. Section 2.9 on pages 2-6 to 2-8 - In the discussion of the archeological assessments, include the standard warranty that "should archeologically significant features be uncovered, immediate archeological consultation will be sought with the Department of Land and Natural Resources State Historic Preservation Division in accordance with applicable regulations." Include a discussion of cultural impact assessments (assess the project’s potential impact on traditional Hawaiian rights and determine how such rights should be protected), as required by Act 50.

In addition, there should be discussion of the existing buildings (over 50 years old) to be demolished and whether these structures have any historic significance.

6. Recreation and Park Dedication. Sections 3.12.5, 3.2.1, 3.2.2 and 3.2.8 on pages 3-10, 3-4, 3-5 and 3-9, respectively - Provide details (amenities, square footage and location) of the private park, which will be provided to satisfy the City’s Park Dedication Ordinance. We would suggest also showing the proposed private park on the appropriate figure.
7. Primary Urban Center Development Plan (PUC DP) - We concur with the discussion on page 3-5 of how the proposed project implements two of the proposed PUC DP vision elements. However, the EA discussion should also note that the project does not implement the proposed PUC DP vision for creating vertical mixed-use developments and pedestrian-oriented street frontage since the first two floors of the project will be devoted primarily to parking.

In contrast, the preferred development pattern would put retail and office uses on the first two floors on the side fronting the street to create a more appealing streetscape and mask the parking areas.

The discussion might also explain that much mixed use would not be allowed under the current Waikiki Special District standards, which do not permit commercial uses (except for neighborhood grocery stores) in the apartment precinct.

The discussion of the proposed PUC DP should also take note that the proposed Plan was the subject of a Planning Commission hearing on October 23, 2003, and was transmitted to the City Council with a recommendation for adoption. The City Council is expected to complete its review of the proposed plan and adopt a revised plan in 2004.

8. Hawaiian Sense of Place, Section 3.2.2 (3) on page 3-5 - Provide a more detailed description of the project, including lighting and landscape plans - especially on the street side, when the design plans are available. Consider incorporating the general design guidelines to reflect a Hawaiian sense of place cited in Section 31-9.85-4 (pages 9-52 to 9-55) of the L&DO, such as the following:

a. Solid walls are to be avoided along the front property line.

b. Selection of building materials should be of subdued and natural materials.

c. Building scale, features and articulation; use of building features such as sunshades, eaves, lanais, hip-form roofs, recessed windows, etc. is encouraged.

d. Exterior building colors should blend with the surrounding colors and highly reflective colors shall not be permitted.

e. Close indoor-outdoor relationships should be promoted.

f. Outdoor lighting shall be subdued and shielded.

9. Wastewater - Sewer Connection Application (2003/ECM-335) was approved with the condition of connecting to the 10-inch sewer line on Launiu Street.

10. Driveways - All vehicular access locations should be constructed as standard City dropped driveways. Existing driveways that would not be used by this development should be adjusted to match the existing curb grade. Driveway grade should not exceed 5 percent for a minimum distance of 25-feet from the street right-of-way. Adequate vehicular sight distance should be provided and maintained to pedestrians and other vehicles at all driveways. Driveways should be wide enough to accommodate the anticipated vehicular uses. The developer should minimize the number of driveways needed to service this project. There should also be discussion on the impact of new driveways on existing on-street parking.

13. Loading Area - The loading area should be designed such that vehicles will not reverse on Launiu Street and should be located such that accessibility will be safe and convenient for the residents of this project to prevent these loading activities from occurring on Launiu Street.

12. Entry Gates - If entry gates are installed, it should be recessed as far into the project as practical to prevent any vehicular queuing from occurring on Launiu Street.
Mr. Earl Matsukawa  
Page 5  
January 23, 2004

13. **Construction Plans** - Construction plans for all work within or affecting City arterial streets should be submitted to the ODP for review and comment. Traffic control plans during construction should also be submitted for approval, as required.

Finally, we are enclosing a copy of our November 20, 2003 comment letter to Mr. Don Huang for your information. We understand the developer is attempting to address these issues as part of their ongoing design process.

We look forward to reviewing your final environmental assessment. Should you have any questions, please contact Anthony Ching of our Urban Design Branch at 527-5833.

Sincerely yours,

for ERIC G. CRISPIN, AIA  
Director of Planning and Permitting

CC: Urban Loft Development, LLC

7130-01  
February 2, 2004

Mr. Eric G. Crispin, AIA, Director  
City and County of Honolulu  
Department of Planning and Permitting  
650 South King Street  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment  
The Loft/Waikiki  
Tax Map Key: 2-16-17-68, 70 through 73  
Waikiki, Oahu, Hawaii

Dear Mr. Crispin:

Thank you for your letter dated January 23, 2004 commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

1. **Existing Conditional Use Permit:** We appreciate the information on potentially Conditional Use Permits (CUP) for joint development and off-site parking that may be associated with the project site. Based on a December 1, 2003 discussion with Mr. Tony Ching of your staff, we understand that his research determined that all except one joint development agreement affecting two of the parcels have apparently been dissolved. Since all of existing uses on the project site will be terminated, the applicant will take any necessary action to dissolve existing joint development agreements and record associated CUP in the course of processing the CUP for the proposed project. The Final EA will clarify this requirement in Section 3.2.3.

2. **Proposed Conditional Use Permit for Joint Development:** As stated previously, any existing joint development agreements affecting the project site will be dissolved, as necessary, to process the CUP for the proposed project.

3. **Proposed Open Space:** The project was conceptually designed to comply with the open space development standard. However, as space requirements for vehicular access and maneuvering were determined, the area definable as open space was reduced. The modified plan presented in the Final EA is an alternative that reduces the number driveways but adds an off-site turn-around space for the loading area. Based on this plan, the amount of open space would be approximately 46% of the zoning lot, instead of the 50% required by the development standard, or approximately 1,200 square feet less than required. Section 3.2.3 of the Final EA will state the approximate amount of variance from the open space standard that will be requested.
4. Site Survey Map: A topographic survey map showing the existing structures, walls, fences, parking areas, concrete pavements and trees is attached. The topographic survey map will also be included in the Waikiki Special District permit application.

5. Archaeological, Historic, and Cultural Resources: Section 2.9 of the Final EA will include the requested standard warranty that "Should archaeologically significant features be uncovered, immediate archaeological consultation will be sought with the Department of Land and Natural Resources State Historic Preservation Division in accordance with applicable regulations."

A discussion of cultural impacts based on the findings of the cultural impact assessment will be included in Section 2.9 of the Draft EA.

Consultation with Ms. Susan Takasaki of SHPD confirmed that the existing buildings on the project site over 50 years old have no historic significance and are not listed on the State Register of Historic Places. This discussion will be included in Section 2.9 of the Draft EA.

6. Recreation and Park Dedication: The following discussion will be added to Sections 2.12.3.2 and 3.2.5 of the Final EA: "The proposed park area includes an approximately 4,000 square foot recreational area with a swimming pool, and an approximately 2,000 square foot landscaped lawn and garden area for passive recreation. These areas are located in the open area fronting the building, on either side of the entry driveway. The total park area of approximately 6,000 square feet exceeds the Park Dedication requirement of 3,000 square feet." The park area will be identified in Figure 4, the modified Conceptual First Floor Plan of the Final EA.

7. Primary Urban Center Development Plan (PUC DP): Section 3.2.2 of the Final EA will include a discussion of the proposed PUC DP vision for creating vertical mixed-use developments and pedestrian-oriented street frontage and the limitations for implementing the vision through the proposed project. The status of the proposed PUC DP will also be updated.

8. Hawaiian Sense of Place: Detailed descriptions of the project with regard to landscaping and lighting are not currently available since design plans have not been finalized. The project designers, however, are considering ways to incorporate the pertinent general design guidelines for reflecting a Hawaiian sense of place, as provided in Section 21-3.504 of the LUG. When completed, the design plans will be submitted in conjunction with the Waikiki Special District permit application.

9. Wastewater: We acknowledge that the Sewer Connection Application (2003-SCA-335) was approved with the condition of connecting to the 10-inch sewer line on Launiu Street.

10. Driveways: All new driveways will be constructed as standard City dropped driveways and existing driveways that are not used will be adjusted to match the existing curb grade. The driveway to the second floor parking area will not meet the minimum five percent grade for a minimum distance of 25 feet to the street right-of-way. The applicant will consult and seek approval of the Department of Planning and Permitting (DPP) for the driveway plan. Adequate vehicular sight distance will be provided and maintained to pedestrians and other vehicles at all driveways. The modified plan for the project presented in the Final EA reduces the number of driveways by eliminating the separate driveway to the loading area and making the entry driveway to the first floor lobby, parking area and loading area a single two-way driveway instead of two separate one-way in and out driveways. Section 2.13 in the Final EA will provide a revised discussion on the impact of the proposed driveways on existing on-street parking.

11. Loading Area: The loading area has been redesigned to allow vehicles using the loading area to turn-around on-site and exit forward into the street. The loading area would be more convenient for residents to use because it is located closer to the building entrance than the street.

12. Entry Gates: Each entry gate is recessed to allow at least three cars to queue within the project site.

13. Construction Plans: Construction plans for all work within or affecting City streets will be submitted to the DPP for review and comment. Traffic control plans during construction will also be submitted to the DPP for approval, as required.
Your letter of November 20, 2003 has been provided to the project designers to address as part of the design process.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furlaro or myself at 945-2277.

Sincerely,

Earl Matsukura, AICP
Project Manager

Enclosure

cc: Mr. Don Huang, Urban Loft Development, LLC
MEMORANDUM

TO: ERIC G. CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: CHERYL D. SOON, DIRECTOR

SUBJECT: LOFT AT WAIKIKI CONDOMINIUM

January 21, 2004

In response to your December 16, 2003 letter, we have reviewed the draft environmental assessment (EA) for the subject project. The following comments are the results of this review:

1. The on-site loading area should be designed to accommodate all maneuvering on the project site.

2. Adequate clear sight lines should be provided at all driveways.

3. City paratransit services will not use the front entry driveway for pick-ups and drop-offs unless there is adequate clearance and a properly executed right-of-entry agreement. In the absence of this, pick-ups and drop-offs will be accomplished curbside.

4. At the top of Page 2-16 of the draft EA, it is erroneously noted that the Department of Transportation Services' rescoping would determine the possible net reduction of on-street parking spaces. The adjustments required for this project is subject to the review and approval of the Department of Planning and Permitting.

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

CHERYL D. SOON

7130-01
February 2, 2004

Ms. Cheryl D. Soon, Director
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment

Tax Map Key: 2-16-17-68. 70 through 73
Waikele, Pearl City, Hawaii

Dear Ms. Soon:

Thank you for your letter dated January 21, 2004 (TP1203-45049R) commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

1. The Final EA includes a modified plan for on-site loading area, which has been redesigned to accommodate all maneuvering on the project site.

2. Adequate clear sight lines will be provided at all driveways.

3. We acknowledge that City paratransit services will not use the front entry driveway for pick-ups and drop-offs unless there is adequate clearance and a properly executed right-of-entry agreement. If such service is desired, a right-of-entry agreement will be executed with the Department of Transportation Services (DTS).

4. The Final EA will reflect that the DTS rescoping is subject to the review and approval of the Department of Planning and Permitting.


We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.
Should you have any questions, please call Ms. Marissa Furano or myself at 646-2277.

Earl Matsukawa, ATCP
Project Manager

Enclosure

cc: Mr. Don Huang, Urban Loft Development, LLC
Air, Patrick Segurani, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch

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Eric G. Crish, AIA
Director of Planning & Permitting
City and County of Honolulu
600 South King Street
Honolulu, HI 96813

January 22, 2004

Hand Delivered

Dear Mr. Crish,

I have these comments to the Draft Environmental Assessment dated December 2003 and prepared for Urban Loft Development LLC by Wilson Okamoto Corporation.

Sec 2.7, pp 2-6 Noise

1. Construction hours are too early. Residents in Waikiki typically work late evening hours and 6:30 a.m. is too early to start construction work.

2. Responsibility of the construction contractor for damages to other buildings in the neighborhood for site dusting is to blame. Who is responsible for dust damages? Any other damages? Owners of the Lofts and the named contractors should be responsible with a point of contact and pre-construction documentation of conditions of nearby buildings should be undertaken. Claims for damages and obtaining and paying for legal help to advance a claim should not become a cost for other property owners.

Sec 2.8, pp 2-6 Air Quality

1. Dust from the ground is not the only source of this problem and hazard. Dust from concrete sawing and wood dust from saws are also significant. This low-rise area of Waikiki does not rely on closed windows and air conditioning for ventilation and thus is more susceptible to inhalation of dust from all sources into their homes where it unanted and a daily problem for the entire line of construction.

2. Who is responsible for dust damages? Owners of the Lofts and the named contractors should be responsible with a point of contact and pre-construction documentation of conditions of nearby buildings should be undertaken. Claims for damages and obtaining and paying for legal help to advance a claim should not become a cost for other property owners. Procedures should be specific and the burden should be on the owners and contractors.
1. Maili St is not two marked traffic lanes, except within about 30 feet of the traffic light at Kukui Ave.

2. Noise and traffic hazards will also be significantly increased from trucks backing and unloading not only during construction, but also after the project's completion. The location and proposed purposes of the on-street loading zone with space for one truck will also create noise, a traffic hazard, and traffic congestion when backing in or out of the loading zone. More than one truck enters at the same time, the trucks will be parked, standing, or on loading on the street. The problems created by this are clearly evident on Kukui Ave. on most days.

3. Estimates in the Assessment are clearly estimates not based on actual use by the estimates. In the very least, the light at Kukui Ave. will need to be adjusted. At present, it is often difficult for two cars to turn left onto Diamond Head bound lanes of Kukui Ave. because of pedestrians using the crosswalk from the bus stop on the north side of Kukui Ave.

4. There is no consideration of raised traffic changes in Waikiki in regard to the estimates for Lualualei.

5. Only one street parking spaces are, even by itself, a major solution for the residents of the neighborhood. Although the City of the proposed plan will split the lots where the Lofts are to be built, and the County expansions to the public street such as tree planters, further effort is required to improve the public parking situation in the neighborhood.

6. Only one guest parking spaces on the proposed site for 30 apartment units is, in my opinion, clearly insufficient. This will force guests at the Lofts out onto the street to further reduce available parking for neighborhood residents.

Respectfully submitted,

William H. Folk
President

7130-01
February 2, 2004

Mr. William H. Folk, President
Folk Enterprises, Inc.
3050 Kiele Avenue
Honolulu, Hawaii 88815

Subject: Draft Environmental Assessment
The Lofts@Waikiki
Tax Map Key: 2-16-17.63, 70 through 73
Waikiki, Oahu, Hawaii

Dear Mr. Folk:

Thank you for your letter dated January 22, 2004 commenting on the subject of the Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

1. Section 2.7 of the Draft EA incorrectly cited the construction periods allowed by Department of Health rules. The Final EA will provide the correct construction periods, which are between 7:00 am and 6:00 pm on weekdays and between 8:00 am and 6:00 pm on Saturdays. No construction activities are allowed on Sundays or holidays. The construction is limited to the time period between 8:00 am and 5:30 pm on weekdays. No pile driving is allowed on Saturdays, Sundays, or holidays.

2. The contractor is responsible for any damage attributable to construction activities, including vibration from pile driving and fugitive dust. The contractor must also comply with Department of Health rules pertaining to air emissions, as stated in the Draft EA. The Final EA will state that the applicant will require the construction contractor to notify building managers or owners of the planned construction schedule. There is no provision for a post-contact. The applicant will recommend the contractor prepare pre-construction documentation of existing damage to neighboring buildings as protection against damage claims unrelated to construction activity. Suggesting that the contractor should relinquish legal disputes for potential damage claims arising from this project is unreasonable.
3. The Final EA will include a modified plan for the proposed on-site loading area, which has been relocated to the makai end of the property, near the parking structure of the Four Paddle condominium. Unlike commercial loading areas, residential loading areas are far less actively used. Reduce collection, residents moving in and out, and occasional furniture or supply delivery are typical uses.

4. The modified on-site loading area has been redesigned to allow vehicles using the loading area to turn-around within the project site to exit forward onto the street.

Sec 2.8, pp. 2-5 Air Quality

1. The Draft EA discusses fugitive dust, in general. Please refer to our response in the previous item 2.

2. Please refer to our response in the previous item 2.

Section 2.13, pp. 2-13 Traffic

1. The Final EA will correctly describe Larnia Street as a one-way makai-bound street with a single traffic lane between the Ala Wai Boulevard and Kuhio Avenue.

2. The loading areas along Kakaako Avenue serve various retail and resort businesses, which have far greater freight and passenger loading/unloading activity than residential developments. Moreover, many of the commercial properties along Kakaako Avenue do not have off-street loading areas so much of this activity is conducted in on-street loading zones.

3. Signal timing is the responsibility of the City and County of Honolulu Department of Transportation Services. A copy of your letter will be forwarded to the Department for their information.

4. The City & County of Honolulu Department of Transportation Services published the Waikiki Livable Community Project's Livability & Mobility Report in which conversion of Larnia Street from one-way to two-way traffic flow is proposed. The conversion will provide more direct access and egress for residential buildings on Larnia Street by eliminating roundabout routes along one-way streets. Larnia Street has sufficient width to accommodate two traffic lanes and existing on-street parking.

pp. 2-15 Parking

1. The Final EA will include a modified plan for driveway access. Instead of six separate vehicular crossings shown in the Draft EA, only two driveways are proposed. Depending on how the City resizes the on-street stalls after construction, the modified plan may result in the loss of three stalls. The City's proposed street tree plan does not eliminate on-street parking.

2. The driveway and loading zone modifications will reduce the total number of off-street parking stalls within the proposed project from 86 stalls to 81 stalls. Each of the 36 units will have two stalls, there will be seven guest stalls and two stalls will be available for purchase by residents. By contrast, the City's Land Use Ordinance requires a minimum of 36 stalls, one per unit and no guest stalls.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furman or myself at 946-2277.

Sincerely,

Earl Matsumoto, AICP
Project Manager

Cc: Mr. Don Hoang, Urban Loft Development, LLC
    Mr. Patrick Seguinant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
    Ms. Cheryl Soon, Director, City and County of Honolulu, Department of Transportation Services
December 30, 2003

TO:
ERIC G. CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM:
CLIFFORD S. JAMILO, MANAGER AND CHIEF ENGINEER

SUBJECT: YOUR TRANSMITTAL OF DECEMBER 16, 2003 ON THE
DRAFT ENVIRONMENTAL ASSESSMENT FOR LOFT AT
WAIIKIKI, TMK: 2-5-017-48, 36-025M 2003/287105

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

The availability of water will be confirmed when the building permit is approved. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.

The proposed project is subject to Board of Water Supply Cross-Connection Control and Backflow prevention requirements prior to the issuance of the Building Permit Application.

If you have any questions, please contact Joseph Kaakua at 748-5442.

December 30, 2003

WILSON
OSAKOTO
CORPORATION

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

Subject: Draft Environmental Assessment
The Loft@Waikiki
Tax Map Key: 2-16-1768, 70 through 73
Waikiki, Oahu, Hawaii

Dear Mr. Jamilo:

Thank you for your letter dated December 30, 2003, indicating that the existing water system is presently adequate to accommodate the proposed project.

We acknowledge that the availability of water will be confirmed upon your review and approval of the building permit. We further acknowledge that the project is subject to your department's Cross-Connection Control and Backflow prevention requirements prior to the approval of the building permit. The required Water System Facilities Charges will be paid by the developer.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furano or myself at 946-2277.

Sincerely,

EASTSIDE Engineering, AICP
Project Manager

CC: Mr. Don Huang, Urban Loft Development, LLC
Mr. Patrick Segurant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
TO: ERIC G. CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: LEE D. DONOHUE, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: CHAPTER 343, DRAFT ENVIRONMENTAL ASSESSMENT, LOFT AT VIAMOKI COMMUNITY, TAX MAP KEY: 2-6-017-068, 070-073

January 12, 2004

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

During the construction phase, as well as after its completion, this project will have a negative impact on the services provided by the Honolulu Police Department. In spite of mitigation measures, construction-related dust, noise, and odors would likely cause an increase in calls for police service to the area. Traffic congestion during the construction phase, as well as the loss of on-street and off-street parking (both during and after the construction phase), will have an impact on the neighborhood and, in turn, on police calls.

Further, please be advised that on page 2-12, portions of paragraph 2-12.1, Police Services, should be amended as follows:

Waikiki is located in the Honolulu Police Department's District 6.

The Waikiki Citizens Patrol is comprised of volunteer citizens who walk around Waikiki during some evenings.

If there are any questions, please call UMAP Thomas Nitza of District 6 at 529-3361 or Ms. Carol Sokolow of the Support Services Bureau at 529-3628.

LEE D. DONOHUE
Chief of Police

By Karl Godsey
Assistant Chief of Police
Support Services Bureau

Supporting and Protecting with Aloha

7130-01
February 2, 2004

WILSON OKAMOTO
CORPORATION

Mr. Lee D. Donohue, Chief of Police
City and County of Honolulu
Police Department
801 South Beretania Street
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment

The Loft@Waikiki
Tax Map Key: 2-16-17-68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Chief Donohue:

Thank you for your letter dated January 12, 2004 (CS-KP), indicating that you expect the project will have a negative impact on the services provided by the Honolulu Police Department. We acknowledge your concerns regarding short-term construction-related impacts such as dust emissions, noise and traffic.

During the short-term construction period, impacts associated with fugitive dust emissions are anticipated. As stated in the Draft Environmental Assessment (EA), mitigation methods will be implemented to control dust emissions.

The Final EA will include a modified plan for driveway access. Instead of six separate vehicular crossings shown in the Draft EA, only two driveways are proposed. Depending on how the City re-aligns the on-street stalls after construction, the modified plan may result in the loss of three on-street parking stalls.

The Final EA will reflect that Waikiki is located in the Honolulu Police Department's District 6 and will also reflect that the Waikiki Citizens Patrol is comprised of volunteer citizens who walk around Waikiki during some evenings.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.
Should you have any questions, please call Ms. Marissa Furfaro or myself at 946-2277.

Sincerely,

Earl Matsukawa, AICP
Project Manager

cc: Mr. Don Huang, Urban loft Development, LLC
Mr. Patrick Seguirant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
January 15, 2004

TO: ERIC G. CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: CHAPTER 343, HAWAII REVISED STATUTES
DRAFT ENVIRONMENTAL ASSESSMENT
LOFT @ WAIKIKI CONDOMINIUM
RECORDED OWNER: TAMAKI BERRY AND BRIAN SAKAMAKI
APPLICANT: URBAN LOFT CORPORATION, LLC
AGENT: WILSON OKAMOTO CORPORATION
LOCATION: 417-437 LAnUlu STREET - WAIKIKI
TAX MAP KEY: 2-6-017: 066, 070-073
REQUEST: WAIKIKI SPECIAL DISTRICT PERMIT (MAJOR)
PROPOSAL: NEW 6-STOREY, 36-UNIT RESIDENTIAL
CONDOMINIUM WITH 86 PARKING STALLS

We received your letter dated December 16, 2003, requesting our review and comments on the above-mentioned project.

The project will not adversely impact services provided by the Honolulu Fire Department.

If you have any questions, please call Battalion Chief Lloyd Rogers of the Fire Prevention Bureau at 831-7778.

ATTILIO K. LEONARDI
Fire Chief

cc: Mr. Don Huang, Urban Loft Development, LLC
Mr. Patrick Segalman, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch

7130-01
February 2, 2004

Mr. Attilio K. Leonardi, Fire Chief
City and County of Honolulu
Fire Department
3375 Koapaka Street, Suite H425
Honolulu, Hawaii 96816-1869

Subject: Draft Environmental Assessment
The Loft@Waikiki
Tax Map Key: 2-16-17:08, 70 through 73
Waikiki, Oahu, Hawaii

Dear Chief Leonardi:

Thank you for your letter dated January 15, 2004, indicating that you have no comments to offer on the subject Draft Environmental Assessment (EA).

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

If you should have any questions, please call Ms. Marissa Furano or myself at 946-2277.

Sincerely,

Earl Matsukawa, AICP
Project Manager

cc: Mr. Don Huang, Urban Loft Development, LLC
Mr. Patrick Segalman, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
VIA FAX
January 22, 2004
Mr. Eric G. Chapin, AIA
Director
Department of Planning & Permitting
City & County of Honolulu
100 South King Street, 11th Floor
Honolulu, HI 96813

Mv: Left at Waikiki Condensed Draft Environmental Assessment

On behalf of The Outdoor Circle I would like to thank you for including The Outdoor Circle in the above referenced Draft Environmental Assessment (DEA) consultation. Our comments and questions are listed below:

- In Section 2-4, the DEA states that “a survey of trees within the project site identified four coconuts palms, two gold trees, one Chamaeleo tree and a banyan. Except for the coconut palms and banyan trees, these in the project site are of poor quality, as they are misshapen and apparently dying or dead.” Thus clearly the banyan trees described above are indeed part of the survey. The only trees qualified to assess trees and coconut palms is a certified arborist. Was a proper tree assessment conducted by a qualified certified arborist to determine the structural integrity and health of trees on four properties? If so, please include this assessment in the document. If not, this assessment should be completed and the results passed in the document.

- The Outdoor Circle believes that the removal of all trees within the proposed project site (with the exception of four coconut palms) will create a significant loss of shade and natural beauty to Waikiki. There is no mention in the DEA regarding the replacement of these trees after construction. Please provide more information in the document regarding the replanting/landscape plan which will ensure proper shade and cooling in this area.

- Please include information in the documents regarding a tree protection plan which will ensure the preservation of the trees and/or coconut palms that are to remain on site during construction.

Thank you for the opportunity to comment. We look forward to hearing your reply.

Sincerely,

Kimberly Hillebrand
Certified Arborist
Landscape and Planning Project Manager

CC: Anthony Ong, Department of Planning & Permitting
Urban Loft Corporations, LLC
Office of Environmental Quality Control

Ms. Kimberly Hillebrand
Certified Arborist
The Outdoor Circle
1314 South King Street, Suite 306
Honolulu, Hawaii 96814

Subject: Draft Environmental Assessment

Tao Map Key: 2-16-17-68, 70 through 73
Waikiki, Oahu, Hawaii

Dear Ms. Hillebrand:

Thank you for your letter dated January 22, 2004 commenting on the subject Draft Environmental Assessment (DEA). We offer the following responses in the respective order of your comments:

1. The survey referenced in the Draft EA was a preliminary assessment of trees and their condition. It is intended to support the EA in identifying potentially significant environmental impacts that may warrant preparation of an environmental impact statement. A tree survey is being prepared by a certified arborist, as required, for submission as part of the Waikiki Special District (WSD) major permit application for the proposed project.

2. In addition to the tree survey, a tree protection plan and a preliminary landscape plan are also required as part of the WSD major permit application. Your input regarding the specific disposition of trees would be appropriately directed to the processing of the WSD permit application, which also requires a public hearing.

3. Your request for a tree protection plan would be appropriately directed to the processing of the WSD permit application.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.
Should you have any questions, please call Ms. Marissa Furfaro or myself at 846-2377.

Sincerely,

[Signature]

Earl Matsukawa, AICP
Project Manager

CC: Mr. Don Huang, Urban Loft Development, LLC
Mr. Patrick Segurant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
January 22, 2004

Dear Mr. Ching:

Thank you for your allowing me more time to get my response to you as it pertains to the Loft at Waikiki Condominium project.

I am very concerned about how the back of the building and how it will line up with our property at 448 Kalakaua St. My questions on this point are:

1. Are there architectural openings in the back of Loft at Waikiki Condominium, that allow a view on our building, visually and audibly, that will disrupt the quality of living at 448 Kalakaua?
   A. People coming and going from the parking lot looking into the windows of our building and vice versa.
   B. Auto vehicle lights that will shine into our building and on to our building that will disrupt living at our building.
   C. Auto and people noise, that may be disruptive. (There is already a existing problem with 2121 14th St)
   D. Possible problems with things being thrown over from the lanai walkway onto to 448 Kalakaua St.

2. What kind of landscaping is planned for the back and what will be the people traffic that will drive?

Your details of the building in your draft shows only the front, side, and cross sections. However, it does not show the back of the building which will impact our building at 448 Kalakaua St. I have tried to be descriptive about the drawing that are provided, but still have the above concerns. Perhaps, the agent could provide the missing details for our information.

Your attention to my concerns is greatly appreciated.

Sincerely,

Robert Au & The Estate of Audrey M. Au
Personal Representative
1715 Anapuni St. #1
Honolulu, Hawaii 96822
Cell: 808-781-6140
Hm: 808-844-8140

February 2, 2004

Mr. Robert Au, Personal Representative
The Estate of Audrey M. Au
1715 Anapuni Street, #1
Honolulu, Hawaii 96822

Subject: Draft Environmental Assessment (EA)

Thank you for your letter dated January 22, 2004 commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

1. The proposed project will comply with Apartment Precinct development standards such as for building height, rear yards and building coverage that promote compatible uses within the precinct. Nevertheless, any new development has the potential for impacting neighboring uses. In higher density residential areas, windows and parking structures in buildings often face windows of other buildings, there is more security lighting, more people and vehicles come and go and resident associations must establish rules to curb un-neighbors behavior such as throwing trash into adjoining properties. The Apartment Precinct designation entitles the owners to develop their property to its highest potential, subject to applicable standards, codes and permit requirements.

2. A preliminary landscaping plan is being prepared for submission in conjunction with the Waikiki Special District permit application. Notably, recreational amenities for the residents are located in front of the building toward Lauhui Street. Your comments regarding design details of the proposed project would be appropriately directed to the processing of the Waikiki Special District (WSD) major permit application. As an adjoining property owner, you will be notified when the Department of Planning & Permitting (DPP) accepts the permit application for processing.
We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furfaro or myself at 946-2277.

Sincerely,

Earl Matsukawa, AICP
Project Manager

cc: Mr. Dan Huang, Urban Loft Development, LLC
Mr. Patrick Sigurardt, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
I have these comments to the Draft Environmental Assessment dated December 2003 and prepared for Urban Loft Development LLC by Wilson O'Neal Corporation:

Sec. 2.1, pp 2-13 Noise
1. Construction hours are too early. Residents in Waikiki typically work late evening hours and 6:30 a.m. is too early to start construction work.

2. Responsibility of the construction contractor for damages to other buildings in the neighborhood for site driving to be shared. Who is responsible for dust damages? Any other damages? Owners of the Lofts and the named contractors should be responsible with a point of contact and pre-construction documentation of conditions of nearby buildings should be undertaken. Claims for damages and obtaining and paying for legal help to advance a claim should not become a cost other property owners are responsible for. Procedures should be specific and the burden should be on the owners and contractors.

3. Traffic noise will be significantly increased due to the location of the housing zone (fig 1). Noise and traffic hazards will also be significantly increased from trucks backing and loading and unloading.

Sec 2.8, pp 2-6 Air Quality
1. Dust from the ground is not the only source of this problem and hazard. Dust from concrete sanding, and wood dust from saws are also significant. This low rise area of Waikiki does not rely on closed windows and air conditioning for ventilation and this is more susceptible to infiltration of dust from all sources into their homes where it is unwanted and a daily problem for the entire time of construction.

2. Who is responsible for dust damages? Owners of the Lofts and the named contractors should be responsible with a point of contact and pre-construction documentation of conditions of nearby buildings should be undertaken. Claims for damages and obtaining and paying for legal help to advance a claim should not become a cost other property owners are responsible for. Procedures should be specific and the burden should be on the owners and contractors.

Sec. 2.13, pp 2-13 Traffic
1. Leahi St. does not have two marked traffic lanes, except within about 30 feet of the traffic light at Kuahiwi Ave.

2. Noise and traffic hazards will also be significantly increased from trucks backing and loading and unloading not only during construction. The location and proposed purposes of the on-street loading zone with space for only one truck will also create noise, a traffic hazard, and traffic congestion when backing in or out of the loading zone. If more than one truck arrives at the same time the trucks will be parked, standing, or off loading on the street. The problems thus created can be observed on Kalakaua Ave. on most days if an example of the problems is needed.

3. Estimates in the Assessment are clearly estimates not based on actual use by the estimators. At the very least the light at Kuahiwi Ave. will need to be adjusted. At present it is often difficult for two cars to turn left onto Diamond Head bound lanes of Kuahiwi Ave. because of pedestrians using the crosswalk from the bus stop on the median side of Kuahiwi Ave.

4. There is no consideration of rumored traffic changes in Waikiki in regard to the assessment for Leahi St.

5. pp 2-15 Parking
1. The loss of six on-street parking spaces is, even by itself, not a minor situation for the residents of the neighborhood. Coupled with the loss of the private bay lot where the Lofts are to be built, and the County improvements to the public streets such as tree planters, further severely impacts an already tight parking situation in the neighborhood.

2. Only six guest parking spaces on the Lofts property for 35 apartment units is, in my opinion, clearly insufficient. This will force guests at the Lofts out onto the street to further reduce available parking for neighborhood residents.

Respectfully submitted,

[Signature]

William H. Folk II, President
Mr. William H. Folk, President
Folk Enterprises, Inc.
3055 Kiele Avenue
Honolulu, Hawaii 96815

Subject: Draft Environmental Assessment
The Loli‘i (Wakiki)
Tax Map Key: 2-16-17-68, 70 through 73
Wakiki, Oahu, Hawaii

Dear Mr. Folk:

Thank you for your letter dated January 22, 2004 commenting on the subject Draft Environmental Assessment (EA). We offer the following responses in the respective order of your comments:

Sec. 2.7, pp. 2-5 Noise

1. Section 2.7 of the Draft EA incorrectly cited the construction periods allowed by Department of Health rules. The Final EA will provide the correct construction periods, which are between 7:00 am and 6:00 pm on weekdays and between 9:00 am and 6:00 pm on Saturdays. No construction activities are allowed on Sundays or holidays. Pile driving activities are limited to the time period between 9:00 am and 5:30 pm on weekdays. No pile driving activities are allowed on Saturdays, Sundays or holidays.

2. The contractor is responsible for any damage attributable to construction activities, including vibration from pile driving and fugitive dust. The contractor must also comply with Department of Health rules pertaining to airborne emissions, as stated in the Final EA. The Final EA will state that the applicant will require the construction contractor to notify building managers or owners of neighboring residential buildings of the planned construction schedule prior to commencing construction and provide a point-of-contact. The applicant will recommend that the contractor prepare pre-construction documentation of existing damage to neighboring buildings as protection against damage claims unrelated to construction activity. Suggesting that the contractor should relinquish legal due process for potential damage claims arising from this project is unreasonable.

3. The Final EA will include a modified plan for the proposed on-site loading area, which has been relocated to the makai end of the property, near the parking structure of the Four Paddles condominium. Unlike commercial loading areas, residential loading areas are far less actively used. Refuse collection, residents moving in and out, and occasional furniture or supply delivery are typical uses.

4. The modified on-site loading area has been redesigned to allow vehicles using the loading area to turn-around within the project site to exit forward onto the street.

Sec. 2.8, pp. 2-5 Air Quality

1. The Draft EA discusses fugitive dust, in general. Please refer to our response in the previous item 2.

2. Please refer to our response in the previous item 2.

Section 2.13, pp. 2-13 Traffic

1. The Final EA will correctly describe Lauulu Street as a one-way makai-bound street with a single traffic lane between the Ala Wai Boulevard and Kūhiō Avenue.

2. The loading areas along Kalakaua Avenue serve various retail and resort businesses, which have far greater freight and passenger loading/unloading activity than residential developments. Moreover, many of the commercial properties along Kalakaua Avenue do not have off-street loading areas so much of this activity is conducted in on-street loading zones.

3. Signal timing is the responsibility of the City and County of Honolulu Department of Transportation Services. A copy of your letter will be forwarded to the Department for their information.

4. The City & County of Honolulu Department of Transportation Services published the Waikiki Livable Community Project's Livability & Mobility Report in which conversion of Lauulu Street from one-way to two-way traffic flow is proposed. The conversion will provide more direct access and egress for residential buildings on Lauulu Street by eliminating roundabout routes along one-way streets. Lauulu Street has sufficient width to accommodate two traffic lanes and existing on-street parking.
Pp. 2-15 Parking

1. The Final EA will include a modified plan for driveway access. Instead of six separate vehicular crossings shown in the Draft EA, only two driveways are proposed. Depending on how the City resizes the on-street stalls after construction, the modified plan may result in the loss of three stalls. The City's proposed street tree plan does not eliminate on-street parking.

2. The driveway and loading zone modifications will reduce the total number of off-street parking stalls within the proposed project from 86 stalls to 61 stalls. Each of the 36 units will have two stalls, there will be seven guest stalls and two stalls will be available for purchase by residents. By contrast, the City's Land Use Ordinance requires a minimum of 36 stalls, one per unit and no guest stalls.

We appreciate your interest and participation in the public review phase of the Draft EA. Your letter, along with this response, will be reproduced in the forthcoming Final EA.

Should you have any questions, please call Ms. Marissa Furfaro or myself at 946-2277.

Sincerely,

[Signature]

Earl Mak saltana, AICP
Project Manager

cc: Mr. Don Huang, Urban Loft Development, LLC
Mr. Patrick Seguriant, City and County of Honolulu, Department of Planning and Permitting, Urban Design Branch
Ms. Cheryl Soon, Director, City and County of Honolulu, Department of Transportation Services