DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

December 18, 2018 2018/ED-4(JL1)

Mr. Scott Glenn, Director
State of Hawaii
Department of Health
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813



Dear Mr. Glenn:

| | |
|---|---|
| SUBJECT: | Chapter 343, Hawaii Revised Statutes<br>Final Environmental Assessment (FEA) |
| Project: | Wo Fat Renewal Project |
| Applicant: | Mighty Wo Fat, LLC (John Davenport) |
| Agent: | Dean Sakamoto Architects, LLC (Dean Sakamoto) |
| Location: | 103 North Hotel Street - Chinatown |
| Tax Map Key: | 1-7-003: 026 |
| Proposal: | The Applicant proposes to rehabilitate the historical Wo Fat building, which is located within the Chinatown Historic District. The Project involves converting existing ground floor retail space into a restaurant and renovating the existing vacant second and third floors into hotel use. The Project also includes an increase of floor area on the third floor by 1,205 square feet. |
| Determination: | Finding of No Significant Impact |

Attached and incorporated by reference is the FEA, as prepared by the Applicant, for the subject Project. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules, we have determined that the preparation of an Environmental Impact Statement is not required, and have issued a Finding of No Significant Impact. Please publish this finding in the next edition of the "*The Environmental Notice*" on **January 8, 2019**.

Enclosed, please find a completed Office of Environmental Quality Control (OEQC) Publication Form, a hard copy of the FEA, and three (3) electronic copies of the FEA and the publication form in Microsoft Word.

19-206

Should you have any questions, please contact Janet Lau, of our staff, at (808) 768-8033 or by email at janet.lau@honolulu.gov.

Very truly yours,

Kathy K. Sokugawa
Acting Director

Enclosures

# APPLICANT
## PUBLICATION FORM

| | |
|---|---|
| Project Name: | Wo Fat Renewal Project (Rehabilitation of) |
| Project Short Name: | Wo Fat Renewal Project |
| HRS §343-5 Trigger(s): | Use within Historic Site that is designated in the National Register |
| Island(s): | Oahu |
| Judicial District(s): | Honolulu |
| TMK(s): | 1-7-003:026 |
| Permit(s)/Approval(s): | State Historic Preservation Division Review, Archaeological Inventory Permit, Demolition Permit, Construction Plans Review, Drain Connection Permit, Sewer Connection Permit, Zoning Variance, Building Permit, Special District Permit (Major), Street Usage Permit |
| Approving Agency: | Department of Planning and Permitting (DPP) |
| *Contact Name, Email, Telephone, Address* | Janet Lau, janet.lau@honolulu.gov, 808-768-8033, 650 South King Street. 7th Floor, Honolulu, Hawaii 96813 |
| Applicant: | Mighty Wo Fat, LLC |
| *Contact Name, Email, Telephone, Address* | John Davenport, jdavenport@amscre.com, 214-208-7379, 210 Barton Springs Road, Suite 550, Austin, Texas 78704 |
| Consultant: | Dean Sakamoto Architects, LLC |
| *Contact Name, Email, Telephone, Address* | Dean Sakamoto, deans@dsarch.net, 808-591-5558, 720 Iwilei Road, Suite 336, Honolulu, Hawaii 96817 |

| **Status (select one)** | **Submittal Requirements** |
|---|---|
| ___ DEA-AFNSI | Submit 1) the approving agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice. |
| __X__ FEA-FONSI | Submit 1) the approving agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice. |
| ____ FEA-EISPN | Submit 1) the approving agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice. |
| ____ Act 172-12 EISPN ("Direct to EIS") | Submit 1) the approving agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice. |
| ____ DEIS | Submit 1) a transmittal letter to the OEQC and to the approving agency, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice. |
| ____ FEIS | Submit 1) a transmittal letter to the OEQC and to the approving agency, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice. |
| ___ FEIS Acceptance Determination | The approving agency simultaneously transmits to both the OEQC and the applicant a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice. |
| ____ FEIS Statutory Acceptance | The approving agency simultaneously transmits to both the OEQC and the applicant a notice that it did not make a timely determination on the acceptance or nonacceptance of the applicant's FEIS under Section 343-5(c), HRS, and therefore the applicant's FEIS is deemed accepted as a matter of law. |
| ____ Supplemental EIS Determination | The approving agency simultaneously transmits its notice to both the applicant and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that |

a supplemental EIS is or is not required; no EA is required and no comment period ensues upon publication in the Notice.

____ Withdrawal — Identify the specific document(s) to withdraw and explain in the project summary section.

____ Other — Contact the OEQC if your action is not one of the above items.

**Project Summary**

The proposed action is to rehabilitate the historically significant Wo Fat building located at 103 North Hotel Street, Honolulu, Hawaii for its adaptive re-use. The rehabilitation and re-use will follow the Secretary of the Interior's Standards for Rehabilitation, as well as the Chinatown Special District Design Guidelines. Presently the first floor commercial space of the building is occupied by a retail market, while the second and third floors of the building are vacant. The existing ground floor retail commercial space will be converted into a restaurant. The two upper floors will be converted into hotel use. Existing canopy, transoms, and windows will be retained or repaired, while the non-historic entry in the Ewa-most end bay will be replaced in a more compatible manner. The third floor's footprint will be expanded to the edge of the roof on the makai and Ewa sides. This will increase the floor area of the building by approximately 1,205 square feet, and will not be visible from the street. There will be minimal ground disturbance in order to upgrade an existing grease trap, run underground utilities, and pour concrete footings to augment the existing structural support on the makai side of the building.

# Final Environmental Assessment

Wo Fat Renewal Project
(Rehabilitation of)

103 North Hotel Street
Honolulu, Hawaii, 96817
TMK: (1) 1-7-003-026


Prepared for:

Mighty Wo Fat LLC
Attn: John Davenport
210 Barton Springs Road, Suite 550
Austin, TX 78704-126

December 2018

DEANsakamoto ARCHITECTS LLC

720 Iwilei Road, **SUITE 336**, Honolulu, HI 96817 **USA**
1 Whitney Avenue, **SUITE 202**, New Haven, CT 06510 **USA**
**TEL** 203.562.5558 **TEL** 808.591.5558 **WWW.DSARCH.NET**

Final Environmental Assessment

# Wo Fat Renewal Project
# (Rehabilitation of)

# 103 North Hotel Street
# Honolulu, Hawaii, 96817
# TMK: (1) 1-7-003-026

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Prepared in accordance with the requirements of Chapter 343, Hawaii Revised Statutes (HRS) and Title 11, Chapter 200, Hawaii Administrative Rules, Department of Health, State of Hawaii

Prepared for:

Mighty Wo Fat LLC
Attn: John Davenport
210 Barton Springs Road, Suite 550
Austin, TX 78704-1251

Prepared by:

Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, HI 96817

# PROJECT PROFILE

| | |
|---|---|
| Proposed Action: | Rehabilitation of 103 North Hotel Street |
| Location: | 103 North Hotel Street<br>Honolulu, Hawaii 96813 |
| Approving Agency: | Department of Planning and Permitting (DPP)<br>City and County of Honolulu<br>650 S. King Street<br>Honolulu, Hawaii 96813 |
| Tax Map Key: | 1-7-003: 026 |
| Land Area: | 6,527 square feet |
| Landowner: | Mighty Wo Fat |
| Existing Use: | Vacant, Commercial |
| State Land Use Designation: | Urban |
| Primary Urban Center Development Plan: | District Commercial |
| Zoning: | BMX-4 |
| Special Design District: | Chinatown |
| Special Management Area | Not in the SMA |
| Need for Assessment: | Historic site designated in the National Register of Historic Places |
| Anticipated Determination: | Finding of No Significant Impact (FONSI) |
| Applicant: | Mighty Wo Fat LLC<br>Attn: John Davenport<br>210 Barton Springs Road #550<br>Austin, TX 78704 |
| Agent: | Dean Sakamoto Architects LLC<br>720 Iwilei Road, Suite 336<br>Honolulu, HI 96817<br>Telephone: (808) 591-5558<br>deans@dsarch.net |

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**LIST OF APPENDICES**

# FIGURES, INCLUDING PHOTOGRAPHS

# FIGURES, INCLUDING PHOTOGRAPHS

# Section 1: Description of the Proposed Act

The Mighty Wo Fat LLC proposes the Wo Fat Renewal Project to rehabilitate the historically significant Wo Fat building located at 103 North Hotel Street, Honolulu, Hawaii for its adaptive re-use project. The rehabilitation and re-use will follow the Secretary of the Interior's Standards for Rehabilitation, as well as the Chinatown Special District Design Guidelines. Presently the first floor commercial space of the building is occupied by a retail market, while the second and third floors of the building are vacant. The property owner proposes to place a restaurant on the ground floor of the building and use the upper two stories for hotel use.

In accordance with Section 21-9.60-9(d) the proposed rehabilitation and adaptive reuse of the Wo Fat Building is a permitted use within the Chinatown Special Design District.

A Vicinity Map depicting the location of the proposed project is shown on Figure 1. The property bears Tax Map Key Number 1-7-003: 026, and encompasses 6,527 square feet. A Tax Map is shown on Figure 2.

In accordance with the requirements of Chapter 343, HRS, this Environmental Assessment (EA) is being prepared as the proposed project is a significant historic building within the Chinatown Historic District, a historic site included in the National Register of Historic Places. In addition, HART grant funds may be applied for which is a second action which would trigger the need for this EA. The draft EA was published in the Office of Environmental Quality Control (OEQC) Environmental Notice, which commenced a thirty-day review period. The thirty-day review period has concluded, agency and public comments received have been addressed in this Final EA. Upon acceptance of the Final EA, a Finding of No Significant Impact (FONSI) is anticipated.

In addition to the acceptance of the Final EA/FONSI by the City and County Department of Planning and Permitting, a City and County of Honolulu Chinatown Special District permit is needed for the project. Also, a Building Permit will have to be obtained from the City and County of Honolulu.

## A. Purpose for the Project

The purpose of the project is to rehabilitate the Wo Fat Building in accordance with the Secretary of the Interior's Standards for Rehabilitation in order to promote the long-term economic viability of the property and the Chinatown Historic District, to maintain the district's low rise urban form and character, and to preserve and maintain the historic character of Chinatown.

## B. Technical Characteristics

### 1. Rehabilitation of the Building

The Mighty Wo Fat LLC proposes to rehabilitate the historically significant Wo Fat building located at 103 North Hotel Street, Honolulu, Hawaii. The rehabilitation will follow the Secretary of the Interior's Standards for Rehabilitation, and will involve the adaptive reuse of the building's three floors. A report on the economic feasibility for converting the ground floor into a restaurant and upper floors into twenty-three (23) hotel units indicated favorable results [see Appendix B]

The existing ground floor retail commercial space will be converted into a restaurant. The existing canopy and the transoms above them will be retained and repaired where necessary. Along Hotel Street the existing historic windows will remain and the non-historic entry in the `Ewa-most end bay will be replaced in a more compatible manner. The market opening in the adjoining bay will be enclosed with a window whose design will be in keeping with the historic first story windows along the Hotel Street side of the building. Along Maunakea Street the historic window near Hotel Street will be retained. The five currently open bays are secured by rollup doors. The doors appear to post-date 1970; however, the ground floor on this side has been open since at least 1958. The *makai*-most open bay, which was originally a window, will be appropriately enclosed in accordance with the Chinatown Special Design District Guidelines, and the adjacent bay which was a doorway, will be returned to that use in accordance with the Chinatown Special Design District Guidelines. The other three openings will also be appropriately handled. The present corner entry, with its upward pocketing door, will be made suitable for restaurant use. The only significant interior element, the tile "roof" over the current Hotel Street doorway will be retained, and integrated into the restaurant décor, the remainder of this floor will be remodeled to accommodate the restaurant use. Currently the first floor is used as a food market and is primarily an open space with a food preparation area in the back. The food preparation area will be expanded into a commercial kitchen and restrooms will be developed. A bar will be constructed in the main open space as well as booths for seating. A coffee bar will be placed along the Maunakea Street wall.

The Chinatown Special District objectives encourage a variety of signage and graphics that reflect and complement the district's ethnic vitality and diversity, and which are compatible with and complement buildings and sites within the district, and which contribute to a lively, friendly, and safe urban environment. In the spirit of the objective, the historic neon sign that projects from the corner pagoda-tower will be retained, maintained and made operable, provided a variance, similar to the Club Hubba Hubba sign variance, (2011/VAR-3), can be obtained. Also, the tile street signs for Hotel and Maunakea streets which the City affixed to the building walls in 1939 will be retained.

The two upper floors will be converted into hotel use. If hotel use proves to be unviable, the built out rooms will be used for dormitory purposes. The existing room partitions, none of which are historic, will be removed as will the historic concrete bar on the second floor. The bar, which was once used for the dispensing of beverages, currently defines the `Ewa periphery of the original second floor dining area. It is approximately 40" high and runs from the second floor's entry to the room's Hotel Street side wall [See Figures 3 and 4]. Although it appears to be original and historic, it is not a major character defining feature of the building, and needs to be removed in order to accommodate the proposed adaptive reuse of the building.

A total of approximately twenty-three (23) units with bathrooms and hallways will be built on the two upper floors of the building. The existing elevator and the historic concrete stairs will be retained and refurbished. The floors on both floors are of asbestos tile and will need to be replaced, as they are a hazardous material. Originally the two floors featured ceilings painted by T. Takeuchi in a Chinese manner, as were the Chinese style columns on the second floor. When the building was converted to nightclub use, almost all of this decorative artwork was painted over. However, a few areas, including the pagoda tower's ceiling, escaped this deleterious treatment. The historic painted ceilings which remain will be retained. It is uncertain whether it is feasible or possible to recreate the original ceilings where they have been painted over.

The historic second story casement windows with their ornate muntins were replaced by jalousie windows during the 1970s, and then at some point in the last two decades of the twentieth century single pane fixed windows were installed. Similarly, many of the transoms above these windows with their double diamond patterned muntins were removed and in-filled with wood. The historic windows and transoms will be replicated and installed. The remaining historic transoms will be retained and repaired or replaced in kind if necessary.

The third floor originally had a smaller footprint, with much of it devoted to an open roof garden with a dance floor. The roof garden was removed and the third floor was expanded in approximately 1968, with a rather unsympathetic bank of fixed and jalousie windows installed above the building's original parapet. Under the rehabilitation, the third floor's footprint will be expanded to the edge of the

roof on the *makai* and `Ewa sides. This will increase the floor area of the building by approximately 1,205 square feet, and will not be visible from the street. The current bank of third story windows along the Hotel and Maunakea sides will be replaced with a style of window more compatible with the historic design of the building.

The building sits on a concrete slab foundation. There will be minimal ground disturbance in order to upgrade an existing grease trap, run underground utilities, and in order to pour concrete footings (dimensions to be determined), in order to augment the existing structural support on the makai side of the building (see Figure 6). The footings will all be under the current building's footprint, while the underground utility trenching will transpire both under the building and in the County right of way in order to connect to existing utility lines. A street usage permit will be obtained for the work in the right of way.

Figures 7, 8, 9 and 10 show the proposed demolition floor plans for the three floors of the building. Floor plans and elevations of the proposed rehabilitation are shown in Figures 11, 12, 13, 14, 15, 16, 17, 18 and 19.

## 2. Circulation and Off Street Parking

No changes are proposed for vehicular circulation to the property to accommodate the proposed project. Similarly no changes are proposed to accommodate parking for the proposed restaurant and hotel uses of the rehabilitated building, as patrons of the building, as well as employees, have numerous public parking options available to them. Within a three block radius of the building there are twelve public parking lots. These are located at: 1016 Maunakea Street, 1171 Maunakea Street, 1188 Maunakea Street, 1021 Smith Street, 1125 Smith Street, 888 Nuuanu Avenue, 1031 Nuuanu Avenue, 1170 Nuuanu Avenue, 155 North Beretania, 120 North Nimitz Highway, 60 North Nimitz, and 22 South Pauahi Street. Also, it is anticipated with the construction of the proposed HART station at the base of Maunakea Street at Nimitz Highway, a mere two blocks away from the project area, many patrons and employees will avail themselves to this means of traveling to the building.

Also, it is anticipated with the construction of the proposed HART station, a mere two blocks away at the foot of Maunakea Street, many patrons and employees will avail themselves to this means of traveling to the building.

In the event, the building is utilized as a dormitory, the property is within the Chinatown Special Design District's Historic Core with its forty foot height limit, and such a use is exempt from off-street parking requirements in accordance with Sec. 21-9.60-9(e): "Parking Exemption. Dwelling units within the 40-foot height limit shall be exempt from off-street parking requirements."

## 3. Infrastructure

The proposed project is within 60 feet of access to a fire hydrant, with existing fire hydrants located across Hotel Street on the *mauka*- `Ewa corner of Hotel and Maunakea streets, and also approximately 60' makai of the building on the `Ewa side of Maunakea Street. In addition, all three stories will have sprinkler systems.

Water for the proposed addition will be obtained by using the existing building connection to the Board of Water Supply's 8" cast iron line under Hotel Street. The building is on one 2" meter, and it is anticipated this one meter will continue to service the building following the rehabilitation. However, if fire safety requirements deem it necessary, a second or larger meter will be installed. As Wo Fat previously contained a restaurant, the water usage to support the proposed restaurant will be approximately the same as before It is anticipated the water usage when the property is fully occupied can be addressed by the existing line.

Wastewater will discharge through the existing line which ties into the City and County's existing 8" line lateral under Hotel Street. Although wastewater flow is expected to increase, it is anticipated that it can be handled by the existing line.

A sewer connection permit (application number 2018/SCA-1074) was obtained from the City and County of Honolulu on June 27, 2018.

Power and communication services will be brought to the rehabilitated building from existing systems.

Storm water will be handled by the existing drain system. Rainwater runoff from the roof will flow into existing internal roof downspouts that connect with the City and County's storm water runoff system. There should be no increase in the amount of runoff as the existing roof will not increase in size. A new storm water connection permit will be obtained from the City and County of Honolulu.

### 4. Landscaping

The existing building covers the entire lot. There will be no new landscaping introduced by the proposed project.

## C. Economic Characteristics

The projected construction cost is approximately $10,000,000 and the anticipated start up time for the proposed project is April 2019 and it will be completed before the end of January 2020. The project will be funded by private moneys, with possible partial grant assistance from HART. In addition, the owner intends to apply for federal historic preservation tax credits. Construction will commence after all design plans are approved and construction permits received. The project site is owned in fee simple by the applicant.

In addition to the immediate economic benefits to the economy from the construction work to rehabilitate the building, the hotel and restaurant operations will contribute to the economy by employing approximately fifteen people on a regular basis.

## D. Social Characteristics

The opening of the restaurant on the ground floor of the Wo Fat Building will add to Chinatown's vibrant and growing restaurant district and help to attract people to downtown after dark. The restaurant will displace the current market on the ground floor. The market has been operating on a month to month lease, and the current occupants are being assisted in relocation working with a realtor provided by the building owner.

Currently, the second and third floors of the building are vacant. The use of these floors as either a hotel or dormitory will add to the number of people living and working in the Chinatown area, which will contribute to the Chinatown Historic District's social and economic vitality.


Figure 1: Vicinity Map


Figure 2: Tax Map for Proposed Project
TMK: (1) 1-7-003-026

Figure 3: Second Floor Bar
viewed from the northwest

Figure 4: Second Floor Bar
viewed from the southeast

**Project:** Wo Fat Renewal
**Project No.:** 1746
**Project Address:** 103 North Hotel Street, Honolulu, HI

**RE:** Phase 1 Scope for "White Box" Removal

Less any areas and/or materials deemed hazardous per the Limited Hazardous Materials Inspection Report prepared by White Environmental Consultants dated October 30, 2017, the following items are proposed for removal. *Items found to be related to existing operating ground floor tenant are to remain in place and functioning. Contractor to ensure roofing, flashing, and penetrations remain watertight after removal of any rooftop HVAC units or items that penetrate a roof or exterior wall.*

General

1. Non-loadbearing interior partitions, associated finishes and trim
2. Interior doors, frames, and trim
3. Light fixtures, electrical devices, conduit, and electrical wiring
4. HVAC ducts, registers, grilles, and equipment, including all rooftop units
5. Interior wall finishes on loadbearing walls
6. Acoustic ceiling tile panels and supporting grids; all other ceiling finishes
7. Floor finishes
8. Mirrors and interior windows
9. Interior stair railings
10. Window treatments
11. Plumbing lines/pipes, fixtures, pre-fabricated shower stalls, toilet partitions, and equipment
12. Loose items, trash, refuse, and furniture
13. Rooftop steel gantry crane (confirm w/ Owner and Architect)
14. No ground disturbance allowed in areas indicated for removal of existing concrete slab-on-grade on ground floor level. Remove existing concrete slab structure only.

Second Floor

15. Countertops and countertop supporting partitions
16. Elevated stage, platforms, associated steps, and built-in seating
17. Dumbwaiters, associated equipment, shaft enclosure materials
18. Hot water heater and other materials and equipment on rear balcony

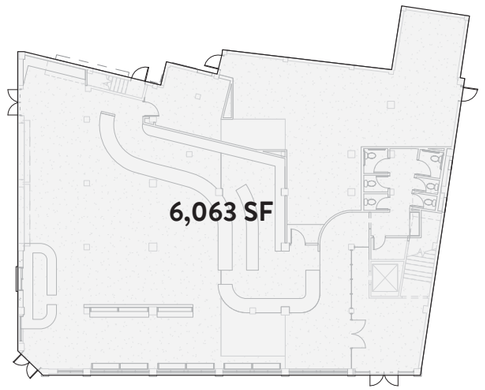
Third Floor

19. Dumbwaiters, associated equipment, shaft enclosure materials
20. Commercial ventilation hood, associated equipment and ductwork
21. Metal gate/door in front of elevator

Rear & Side Alleys

22. Electrical conduit, wiring, meters, panels, devices & fixtures
23. HVAC ducts and equipment
24. Wall-mounted platforms for HVAC equipment

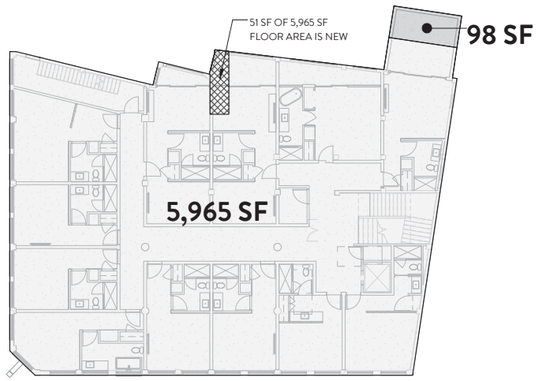
25. Exterior window screens and guards
26. Plumbing lines/pipes and equipment
27. Grease interceptor




## 4 GROUND FLOOR BUILDING & FLOOR AREA

1/16" = 1'-0"

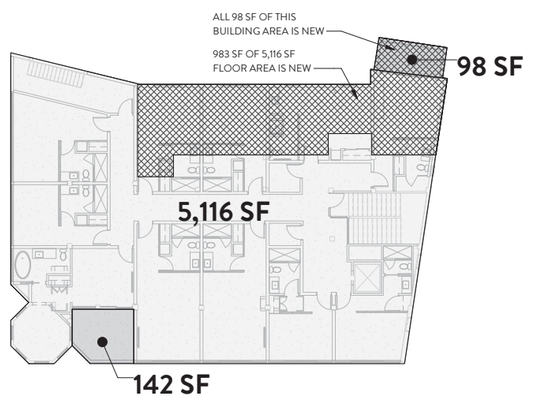
0 16 24 32




## 3 SECOND FLOOR BUILDING & FLOOR AREA

1/16" = 1'-0"

0 16 24 32




## 2 THIRD FLOOR BUILDING & FLOOR AREA

1/16" = 1'-0"

0 16 24 32

## AREA LEGEND

- BUILDING & FLOOR AREA
- BUILDING AREA ONLY
- NEW BUILDING OR FLOOR AREA

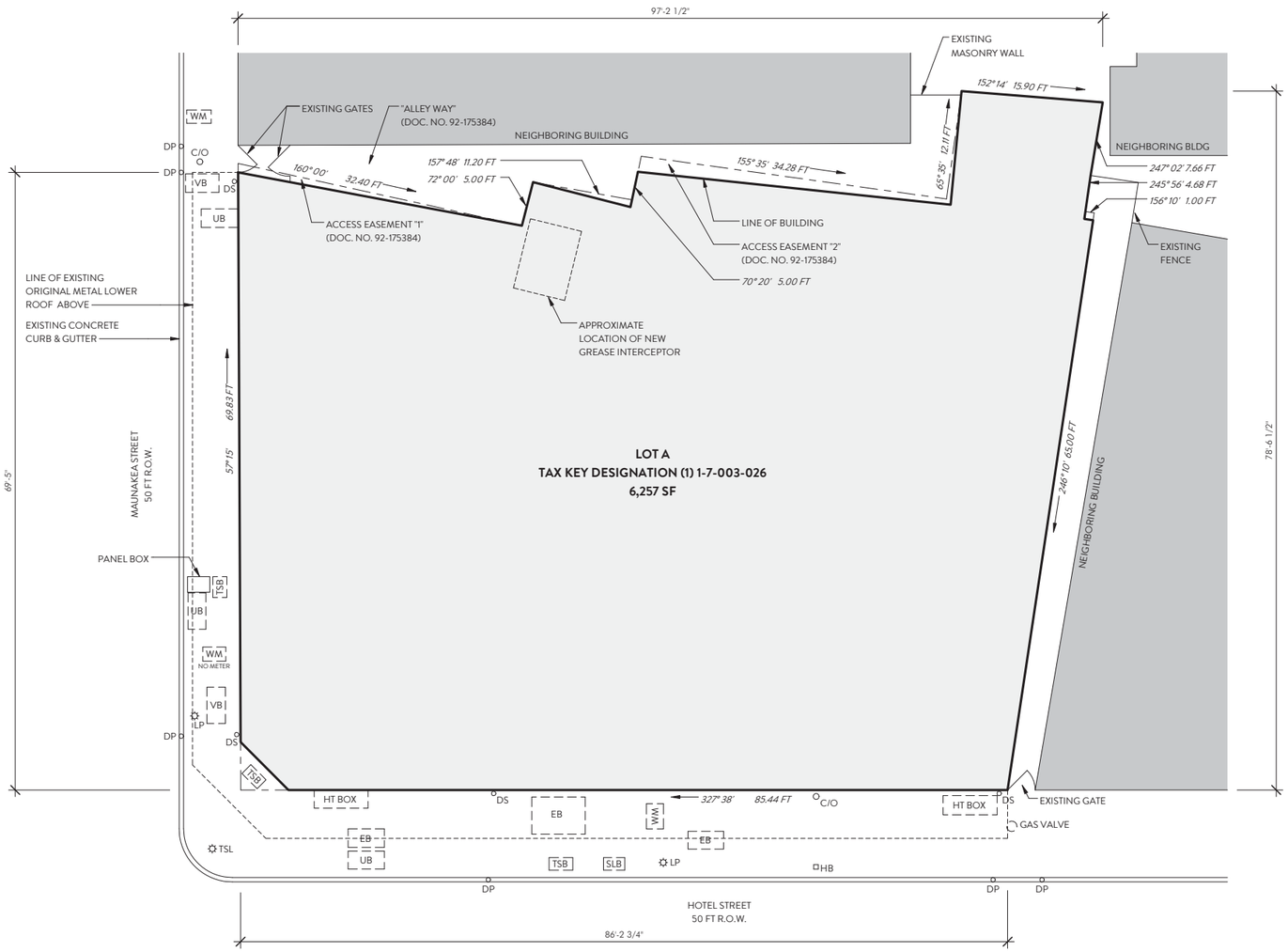
BUILDING AREA*

| | |
|---|---|
| GROUND FLOOR: | 6,063 SF |
| SECOND FLOOR: | 6,063 SF |
| THIRD FLOOR: | 5,356 SF |
| TOTAL: | 17,482 SF |
| ALLOWABLE TOTAL AREA: | N/A |

FLOOR AREA*

| | |
|---|---|
| GROUND FLOOR: | 6,063 SF |
| SECOND FLOOR: | 5,965 SF |
| THIRD FLOOR: | 5,116 SF |
| TOTAL: | 17,144 SF |
| ALLOWABLE TOTAL AREA: | 25,028 SF |

**PER CITY OF HONOLULU LAND USE ORDINANCE ARTICLE 10*




## 1 SITE PLAN

1/8" = 1'-0"

0 8 12 16

PROJECT NORTH

## GENERAL SITE PLAN NOTES

1. ZONING IS BMX-4 CENTRAL BUSINESS MIXED USE.
2. THE PROPERTY IS LOCATED WITHIN THE NATIONAL PARK SERVICE CHINATOWN HISTORIC DISTRICT AND THE CHINATOWN HISTORIC CORE PRECINCT OF THE LOCAL CHINATOWN SPECIAL DISTRICT.
3. **OFF-STREET PARKING:** PER CITY OF HONOLULU LAND USE ORDINANCE SECTION 21-9.60-9, DWELLING UNITS IN THIS PROPERTY WITHIN THE 40 FT HEIGHT LIMIT SHALL BE EXEMPT FROM OFF-STREET PARKING.
4. **REQUIRED YARDS & SETBACKS:** PER CITY OF HONOLULU LAND USE ORDINANCE SECTION 21-9.60-9, THERE ARE NO REQUIRED YARDS FOR THIS PROPERTY.
5. WHERE PROPERTY LINE IS NOT VISIBLE, EXISTING BUILDING IS BUILT FLUSH WITH PROPERTY LINE.
6. EXISTING GROUND FLOOR STRUCTURE TO REMAIN; REPAIR & IMPROVE AS REQ'D. SECOND & THIRD FLOOR STRUCTURE WILL BE REPAIRED AND EXPANDED AS SHOWN ON FLOOR PLANS. ALL ADDITIONS TO REMAIN WITHIN EXTENT OF EXISTING GROUND FLOOR STRUCTURE.

## SITE PLAN LEGEND

| | |
|---|---|
| ACU | AIR CONDITIONING UNIT |
| C/O | CLEAN OUT |
| DI | DRAIN INLET |
| DP | DRAIN PIPE |
| DS | DOWNSPOUT |
| EB | ELECTRICAL BOX |
| FND | FOUND |
| GM | GAS METER |
| HB | HOSE BIB |
| HT | HAWAII TELECOM |
| LP | LIGHT POLE |
| SLB | STREET LIGHT BOX |
| TEL | TELEPHONE |
| TSB | TRAFFIC SIGNAL BOX |
| TSL | TRAFFIC SIGNAL LIGHT |
| UB | UTILITY BOX |
| VB | VERIZON BOX |
| VERT | VERTICAL |
| WM | WATER METER |



Figure 6: Site Plan - Schematic Design Plan



CLAYTON & LITTLE

**PRELIMINARY**
**NOT FOR CONSTRUCTION**

This drawing was prepared under the supervision of Paul Clayton. It is not to be used for regulatory approval, permitting, or construction purposes.

**ISSUE DATE** 7/2/2018
**PROJECT NUMBER** 1746

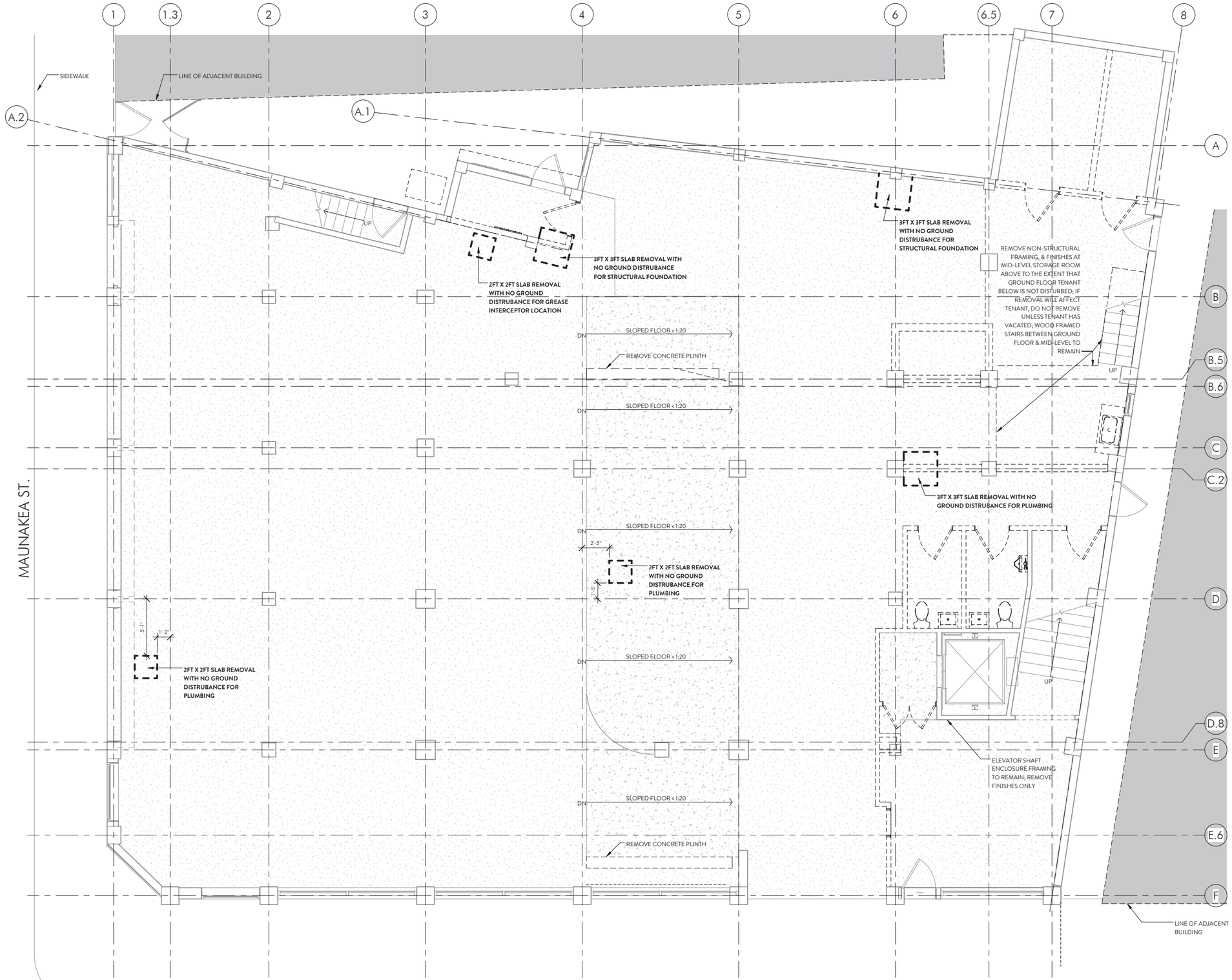
**DESIGN DEVELOPMENT**

# Wo Fat Renewal

**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

# SD100

**SITE PLAN**




## DRAWING LEGEND

- EXISTING CONSTRUCTION TO REMAIN
- EXISTING CONSTRUCTION TO BE REMOVED
- NEW CONSTRUCTION
- WOOD FLOORING
- WOOD DECKING
- TILE
- CONCRETE

## GENERAL REMOVAL NOTES

1. ITEMS DETERMINED TO BE RELATED TO OR SERVICING EXISTING OPERATING GROUND FLOOR TENANT ARE TO REMAIN IN PLACE & FUNCTIONING UNLESS GROUND FLOOR TENANT HAS VACATED.
2. CONTRACTOR TO ENSURE ALL ROOFING, FLASHING, & PENETRATIONS REMAIN WATERTIGHT AFTER REMOVAL OF ANY ROOFTOP EQUIPMENT OR ITEMS THAT PENETRATE A ROOF OR EXTERIOR WALL.
3. DO NOT REMOVE OR DISTURB ANY AREAS AND/OR MATERIALS DEEMED HAZARDOUS PER THE "LIMITED MATERIALS INSPECTION" REPORT PREPARED BY WHITE ENVIRONMENTAL CONSULTANTS DATED OCT. 30, 2017, FOR THIS PROPERTY.
4. REFER TO SEPARATE DOCUMENT TITLED "PHASE 1 SCOPE FOR 'WHITE BOX' REMOVAL" FOR SCOPE DETAILS.
5. INTENT IS REMOVAL OF ALL ELECTRICAL AND MECHANICAL EQUIPMENT MEETING CRITERIA LISTED ABOVE.
6. NO IMPACT TO EXTERIOR ARCHITECTURAL ELEMENTS.
7. **NO GROUND DISTURBANCE ALLOWED IN AREAS INDICATED FOR REMOVAL OF EXISTING CONCRETE SLAB-ON-GRADE ON GROUND FLOOR LEVEL. REMOVE EXISTING CONCRETE SLAB STRUCTURE ONLY.**

PROJECT NORTH

1 GROUND FLOOR REMOVAL PLAN - PHASE 1
1/4" = 1'-0"
0 4 6 8

Figure 7: Existing Ground Floor - Removal Plan Phase 1





CLAYTON & LITTLE

PAUL CLAYTON
LICENSED PROFESSIONAL ARCHITECT
NO. 11875
HAWAII, USA

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Lic. Expiration Date: 4/30/2018

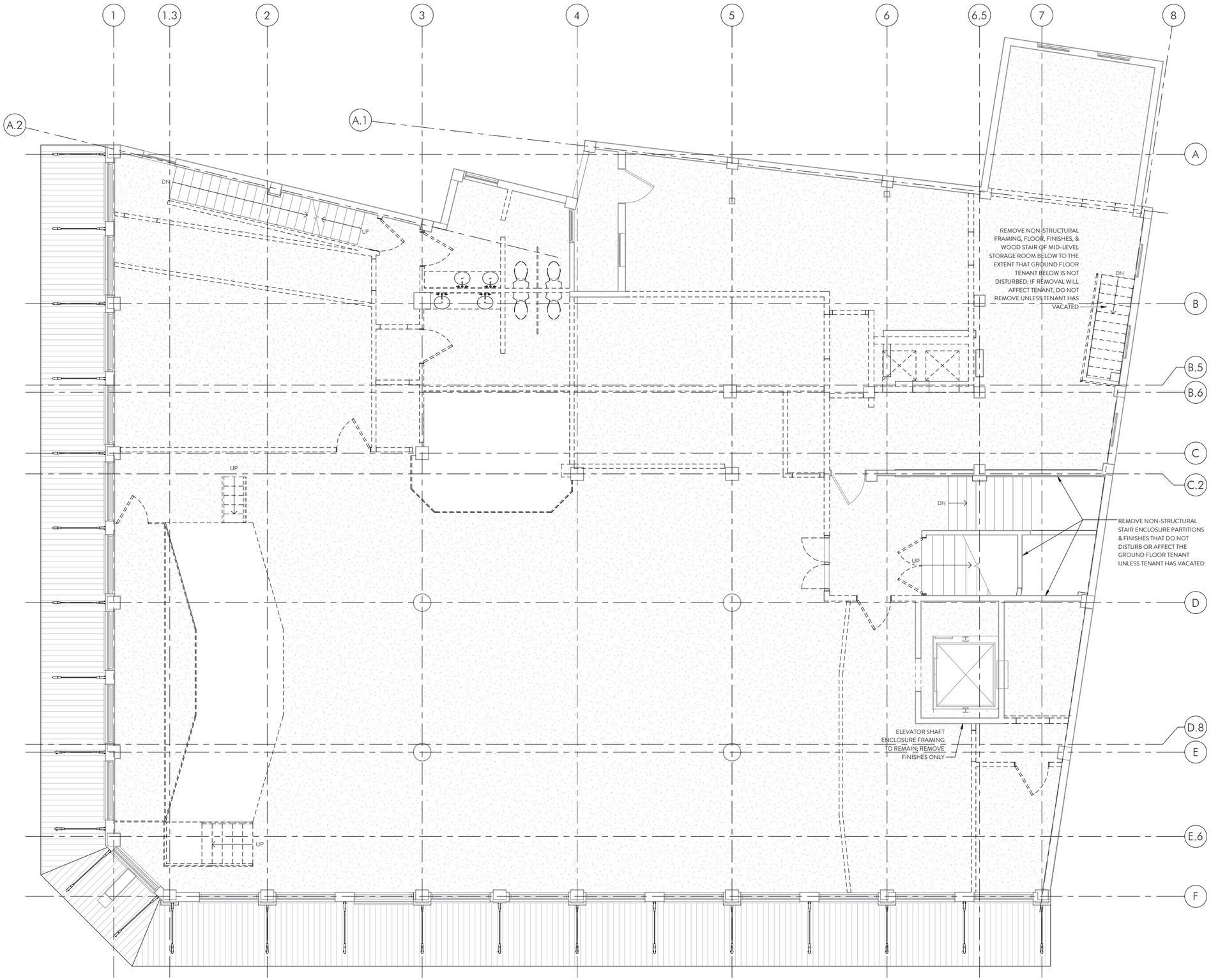
**ISSUE DATE** 4/6/2018
**PROJECT NUMBER** 1746

# REMOVAL PLAN PHASE 1

# Wo Fat Renewal

103 N. Hotel St. Honolulu, HI 96817
TMK (1) 1-7-003-026

**D001**
**REMOVAL PLAN PHASE 1**




## DRAWING LEGEND

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- TILE
- CONCRETE

## GENERAL REMOVAL NOTES

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1 SECOND FLOOR REMOVAL PLAN - PHASE 1
1/4" = 1'-0"

Figure 8: Existing Second Floor - Removal Plan Phase 1





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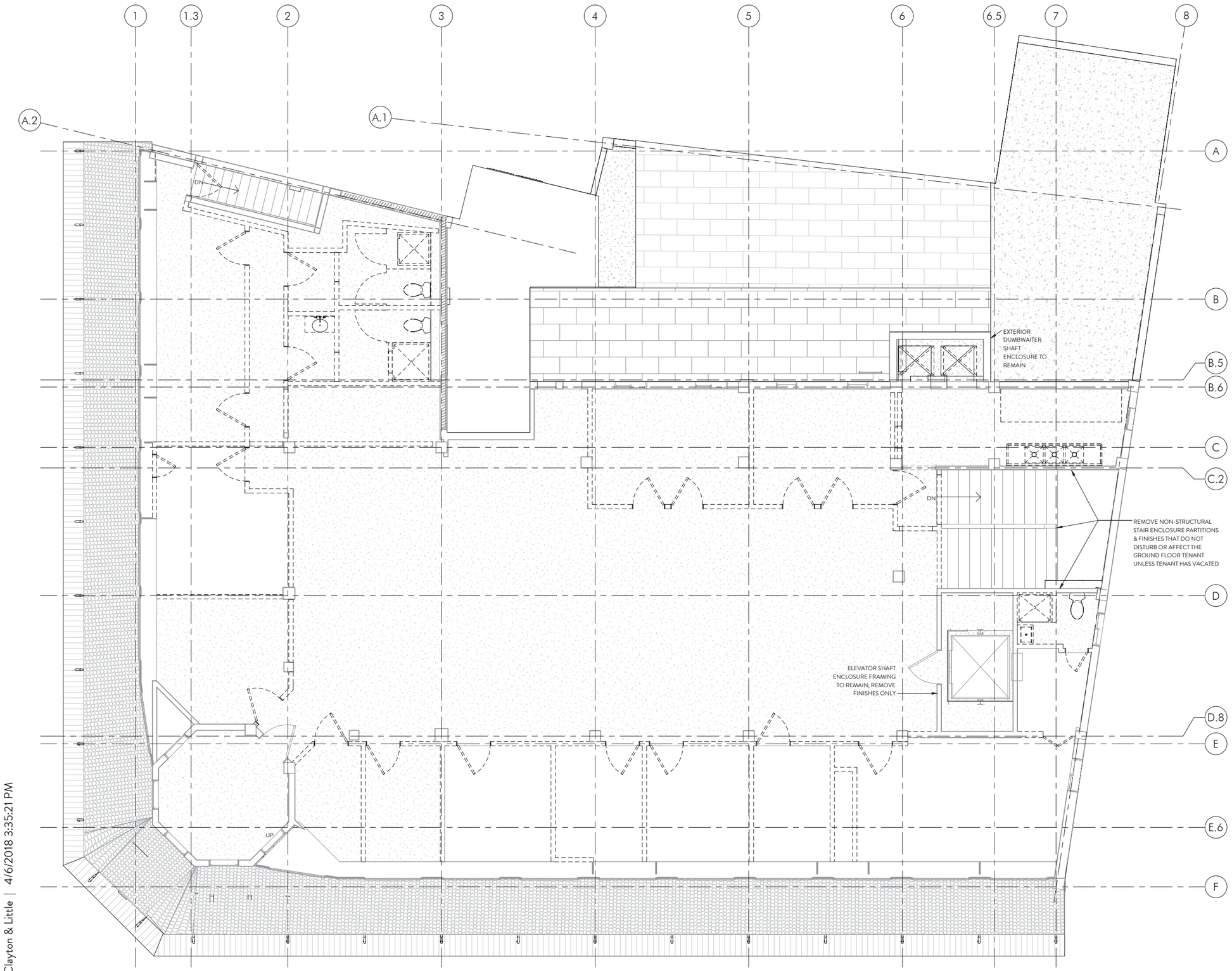
**PROJECT NUMBER** 1746

**REMOVAL PLAN PHASE 1**

**Wo Fat Renewal**
**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

**D002**
**REMOVAL PLAN PHASE 1**




## DRAWING LEGEND

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- NEW CONSTRUCTION
- WOOD FLOORING
- WOOD DECKING
- TILE
- CONCRETE

## GENERAL REMOVAL NOTES

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1 THIRD FLOOR REMOVAL PLAN - PHASE 1
1/4" = 1'-0"

Figure 9: Existing Third Floor - Removal Plan Phase 1





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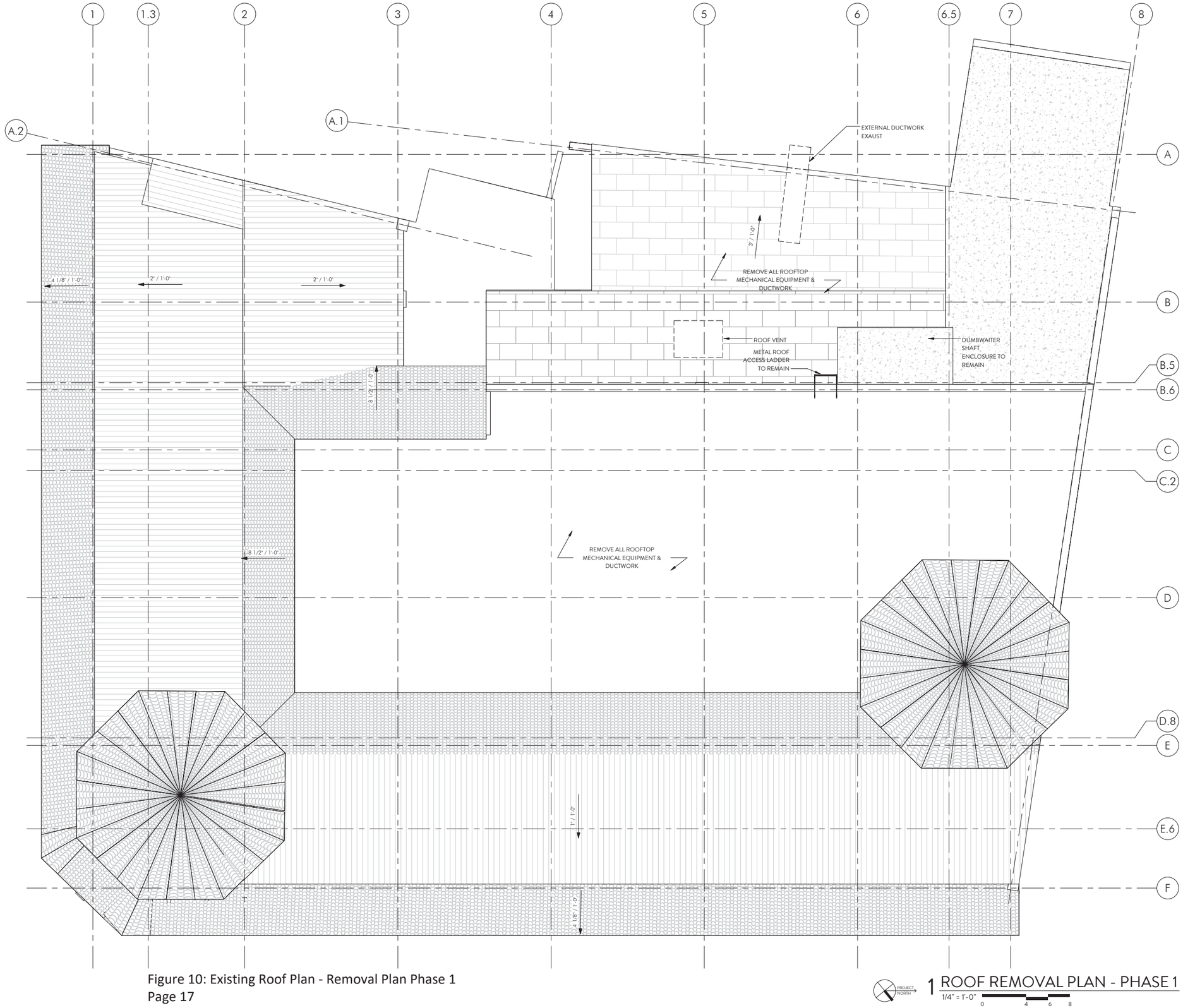
**PROJECT NUMBER** 1746

# REMOVAL PLAN PHASE 1

**Wo Fat Renewal**
**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

**D003**
**REMOVAL PLAN PHASE 1**




## DRAWING LEGEND

- EXISTING CONSTRUCTION TO REMAIN
- EXISTING CONSTRUCTION TO BE REMOVED
- NEW CONSTRUCTION
- WOOD FLOORING
- WOOD DECKING
- TILE
- CONCRETE

## GENERAL REMOVAL NOTES

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PROJECT NORTH

1 ROOF REMOVAL PLAN - PHASE 1
1/4" = 1'-0"
0 4 6 8

Figure 10: Existing Roof Plan - Removal Plan Phase 1





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**ISSUE DATE** 4/6/2018
**PROJECT NUMBER** 1746

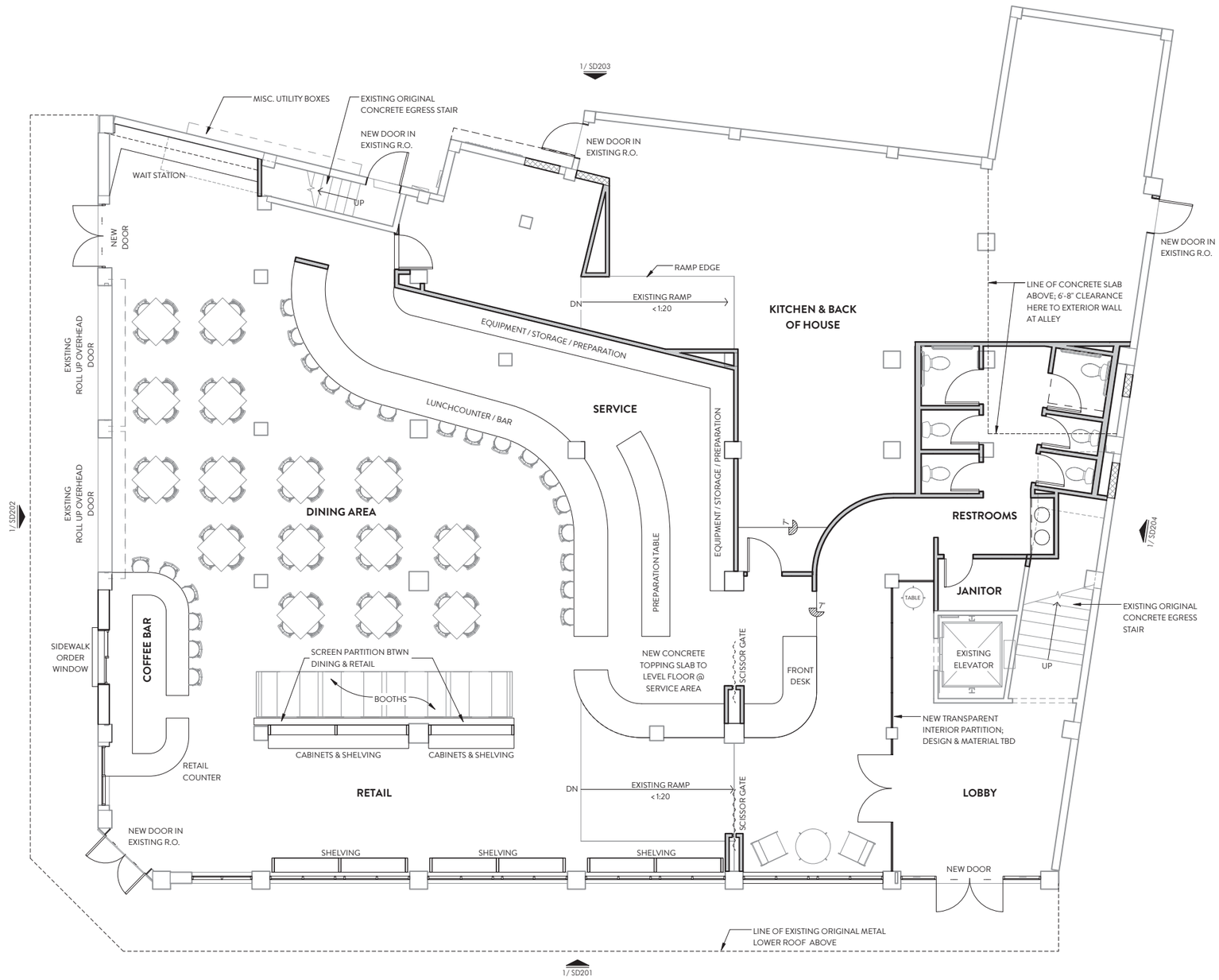
# REMOVAL PLAN PHASE 1

# Wo Fat Renewal

**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

# D004

**REMOVAL PLAN PHASE 1**




1 PROPOSED GROUND FLOOR PLAN

3/16" = 1'-0"

0 5 8 10

## DRAWING LEGEND

- EXISTING CONSTRUCTION TO REMAIN
- NEW CONSTRUCTION
- 1/ A101 — ELEVATION SYMBOL
- ROOM NAME / XXX / XXX SF — ROOM NAME, NUMBER, & AREA SYMBOL
- DOOR

## GENERAL FLOOR PLAN NOTES

1. THE EXISTING CONCRETE STRUCTURE WILL BE ANALYZED BY A STRUCTURAL ENGINEER. ANY STRUCTURE FOUND TO BE FAILING OR COMPROMISED WILL BE REPAIRED OR REPLACED AS REQUIRED.
2. ALL EXISTING INTERIOR FINISHES, FIXTURES AND NON-LOADBEARING PARTITIONS WILL BE REMOVED.
3. THE NORTHEAST PORTION OF THE EXISTING SECOND FLOOR STRUCTURE IS EXPECTED TO BE REMOVED AND REPLACED WITH LIGHTER-WEIGHT STRUCTURAL FRAMING, ALONG WITH THIRD FLOOR ADDITION.
4. ORIGINAL HISTORIC INTERIOR DECORATION, SPECIFICALLY THE POLYCHROMATIC PAINT AND MURALS ON STRUCTURAL CONCRETE BEAMS, CEILINGS, EAVES, AND BRACKETS WILL BE RESTORED AND EXPOSED AS FEASIBILITY ALLOWS.
5. NEW INTERIOR FINISHES ARE TBD. SELF-LEVELING CEMENT TOPPING SLABS TO BE ADDED ON TOP OF EXISTING SECOND & THIRD FLOOR STRUCTURAL FLOORS.
6. REFER TO SITE PLAN FOR FLOOR AND BUILDING AREA CALCULATIONS.

Figure 11: Proposed Ground Floor Plan

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**ISSUE DATE** 3/7/2018
**PROJECT NUMBER** 1746

**SCHEMATIC DESIGN PLANS**

**Wo Fat Renewal**
**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

**SD101**
**GROUND FLOOR PLAN**


PROJECT NORTH

## 1 PROPOSED SECOND FLOOR PLAN

3/16" = 1'-0"

0 5 8 10

Figure 12: Proposed Second Floor Plan
Page 19

## DRAWING LEGEND

- EXISTING CONSTRUCTION TO REMAIN
- NEW CONSTRUCTION
- 1/ A101 — ELEVATION SYMBOL
- ROOM NAME / XXX / XXX SF — ROOM NAME, NUMBER, & AREA SYMBOL
- DOOR

## GENERAL FLOOR PLAN NOTES

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6. REFER TO SITE PLAN FOR FLOOR AND BUILDING AREA CALCULATIONS.



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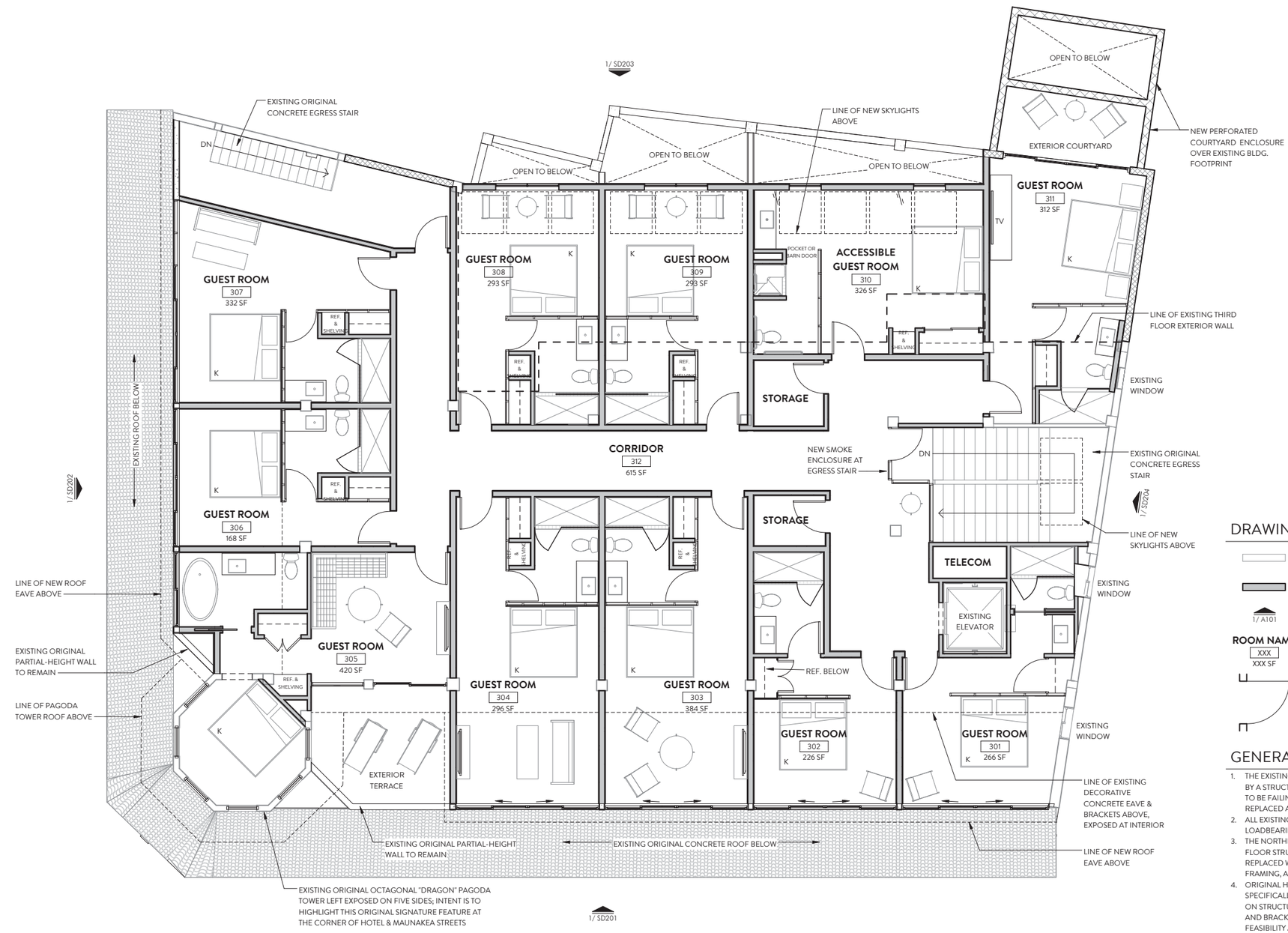
# SCHEMATIC DESIGN PLANS

# Wo Fat Renewal

**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

# SD102

**SECOND FLOOR PLAN**




PROJECT NORTH

## 1 PROPOSED THIRD FLOOR PLAN

3/16" = 1'-0"

0 5 8 10

Figure 13: Proposed Third Floor Plan





## DRAWING LEGEND

- EXISTING CONSTRUCTION TO REMAIN
- NEW CONSTRUCTION
- 1/ A101 — ELEVATION SYMBOL
- ROOM NAME / XXX / XXX SF — ROOM NAME, NUMBER, & AREA SYMBOL
- DOOR

## GENERAL FLOOR PLAN NOTES

1. THE EXISTING CONCRETE STRUCTURE WILL BE ANALYZED BY A STRUCTURAL ENGINEER. ANY STRUCTURE FOUND TO BE FAILING OR COMPROMISED WILL BE REPAIRED OR REPLACED AS REQUIRED.
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5. NEW INTERIOR FINISHES ARE TBD. SELF-LEVELING CEMENT TOPPING SLABS TO BE ADDED ON TOP OF EXISTING SECOND & THIRD FLOOR STRUCTURAL FLOORS.
6. REFER TO SITE PLAN FOR FLOOR AND BUILDING AREA CALCULATIONS.

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**PROJECT NUMBER** 1746

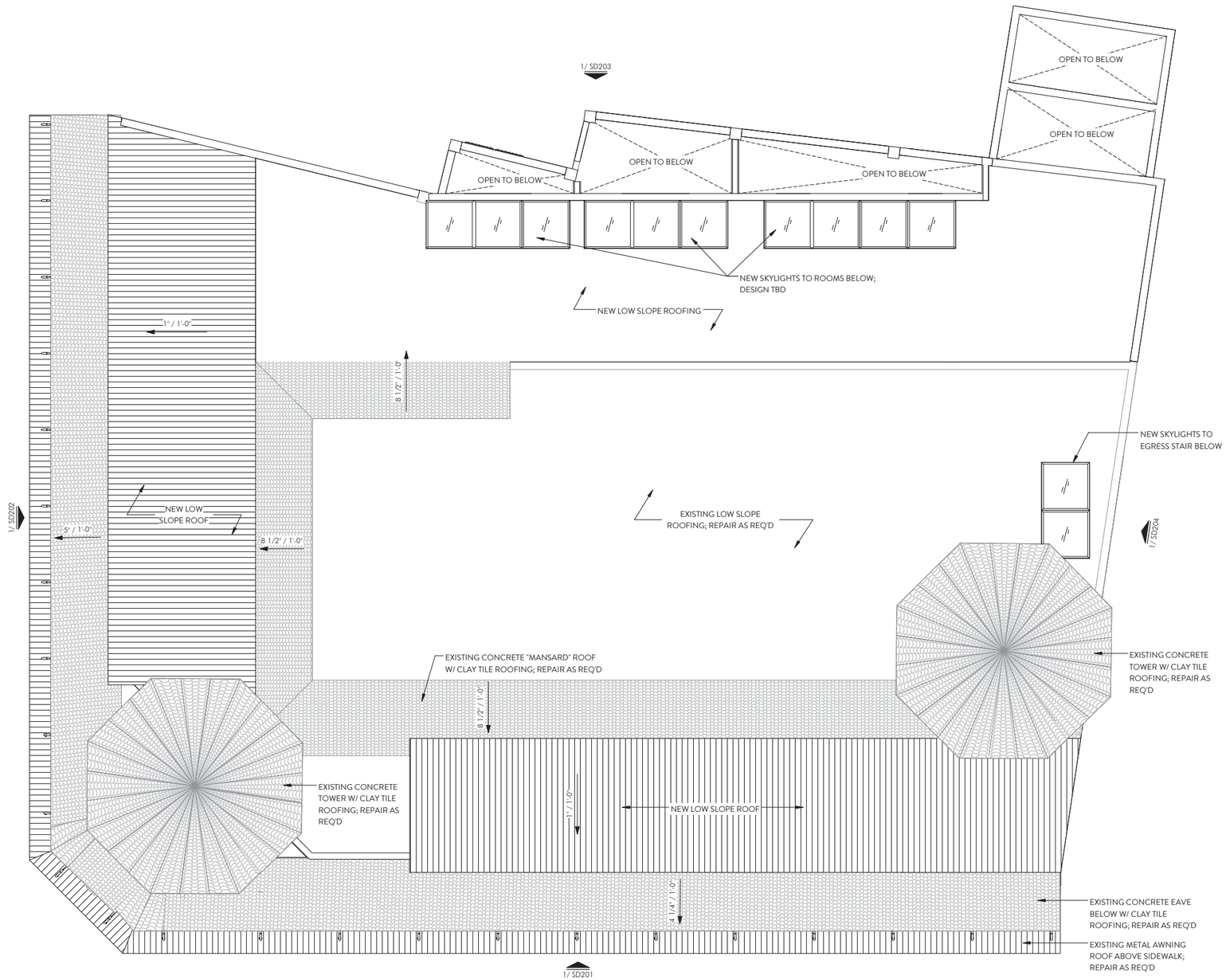
# SCHEMATIC DESIGN PLANS

# Wo Fat Renewal

**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

# SD103

**THIRD FLOOR PLAN**




## 1 PROPOSED ROOF PLAN

3/16" = 1'-0"

0 4 6 8

## DRAWING LEGEND

- EXISTING CONSTRUCTION TO REMAIN
- NEW CONSTRUCTION
- 1/ A101 — ELEVATION SYMBOL
- ROOM NAME / XXX / XXX SF — ROOM NAME, NUMBER, & AREA SYMBOL
- DOOR

## GENERAL FLOOR PLAN NOTES

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6. REFER TO SITE PLAN FOR FLOOR AND BUILDING AREA CALCULATIONS.

Figure 14: Proposed Roof Plan





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**PROJECT NUMBER** 1746

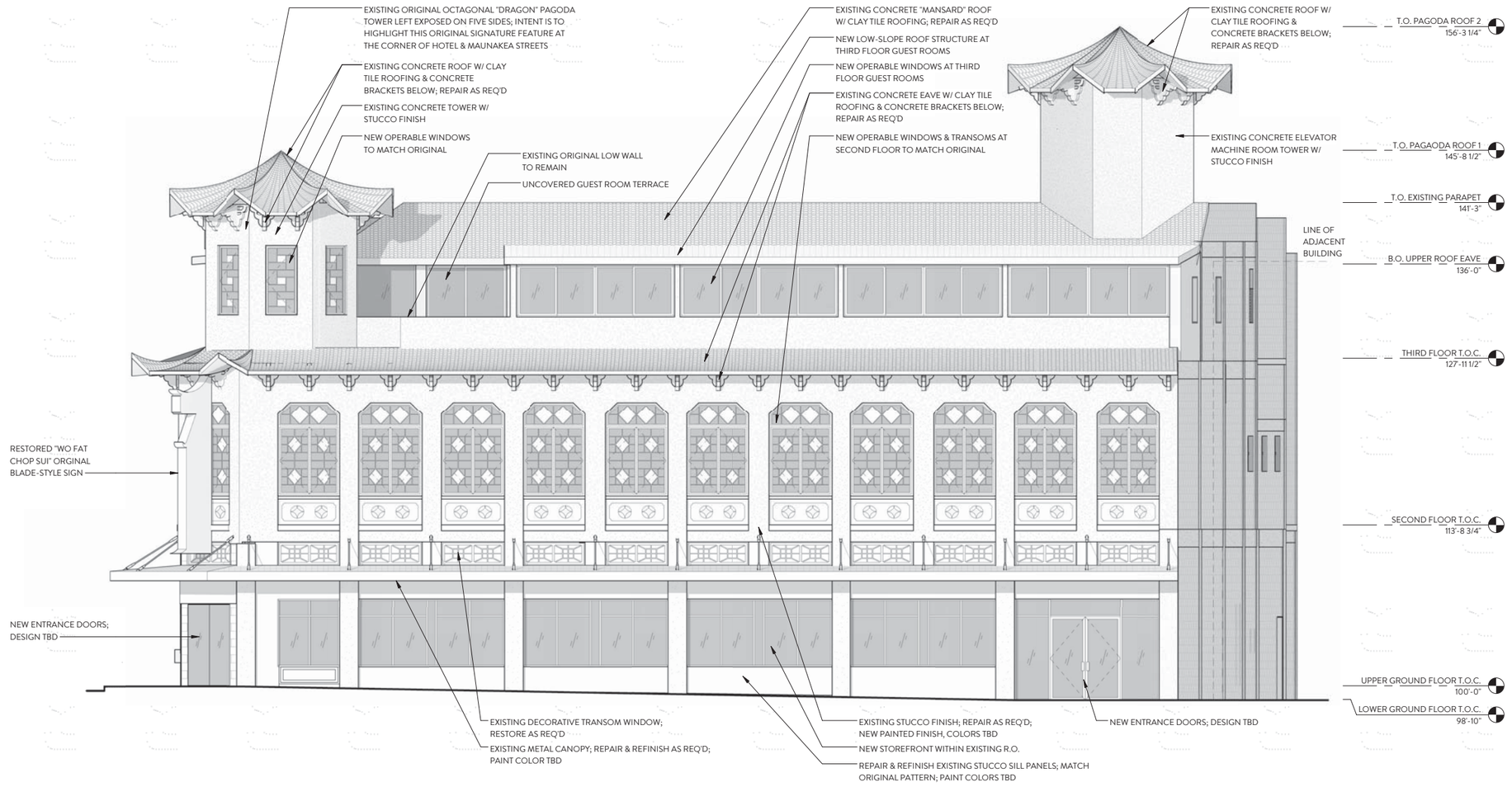
**SCHEMATIC DESIGN PLANS**

**Wo Fat Renewal**
**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

**SD104**
**ROOF PLAN**

## GENERAL EXTERIOR NOTES

1. EXISTING "WO FAT CHOP SUI" SIGN TO BE RESTORED AND NEW NEON LIGHTING INSTALLED TO MATCH ORIGINAL PER HISTORICAL PHOTOGRAPHS. TEMPORARY REMOVAL OF SIGN FOR SUCH WORK MAY BE REQ'D.
2. EXISTING STUCCO FINISH ON CONCRETE STRUCTURE TO BE INSPECTED AND REPAIRED AS REQ'D FOR PROPER WEATHERPROOFING. ALL NEW STUCCO TO MATCH EXISTING TEXTURE FOR SEAMLESS APPEARANCE. FINAL STUCCO FINISH TO BE PAINTED WITH POLYCHROMATIC SCHEME MATCHING OR SIMILAR TO ORIGINAL DESIGNS PER HISTORICAL PHOTOGRAPHS AND AS FEASIBLE; COLORS TBD.
3. ALL DECORATIVE HEAD AND SILL PANEL DESIGNS TO MATCH OR BE SIMILAR TO HISTORICAL PHOTOGRAPHS AS FEASIBLE.
4. ALL EXISTING CONCRETE SOFFITS AND BRACKETS TO BE PAINTED; COLORS TBD.
5. ALL EXISTING CLAY BARREL ROOF TILES TO BE INSPECTED AND REPAIRED/REPLACED AS REQ'D.
6. NEW GROUND FLOOR STOREFRONT DESIGN/PATTERN TO MATCH OR BE SIMILAR TO HISTORICAL PHOTOGRAPHS AS FEASIBLE.
7. EXISTING SECOND FLOOR FIXED WINDOWS TO BE REPLACED WITH OPERABLE UNITS MATCHING OR SIMILAR TO HISTORICAL PHOTOGRAPHS AS FEASIBLE.
8. EXISTING DOWNSPOUTS TO BE INSPECTED AND REPLACED AS REQ'D TO ENSURE PROPER DRAINAGE.
9. PER CITY OF HONOLULU LAND USE ORDINANCE SECTION 21-9.60-9, THERE ARE NO REQUIRED YARDS FOR THIS PROPERTY.




1 PROPOSED EXTERIOR ELEVATION - NORTH (HOTEL STREET)

3/16" = 1'-0"
0 5 8 10

Figure 15: Proposed North Exterior Elevation After Rehabilitation
Page 22



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# SCHEMATIC DESIGN ELEVATIONS

**Wo Fat Renewal**
103 N. Hotel St. Honolulu, HI 96817
TMK (1) 1-7-003-026

**SD201**
**EXTERIOR ELEVATIONS**

## GENERAL EXTERIOR NOTES

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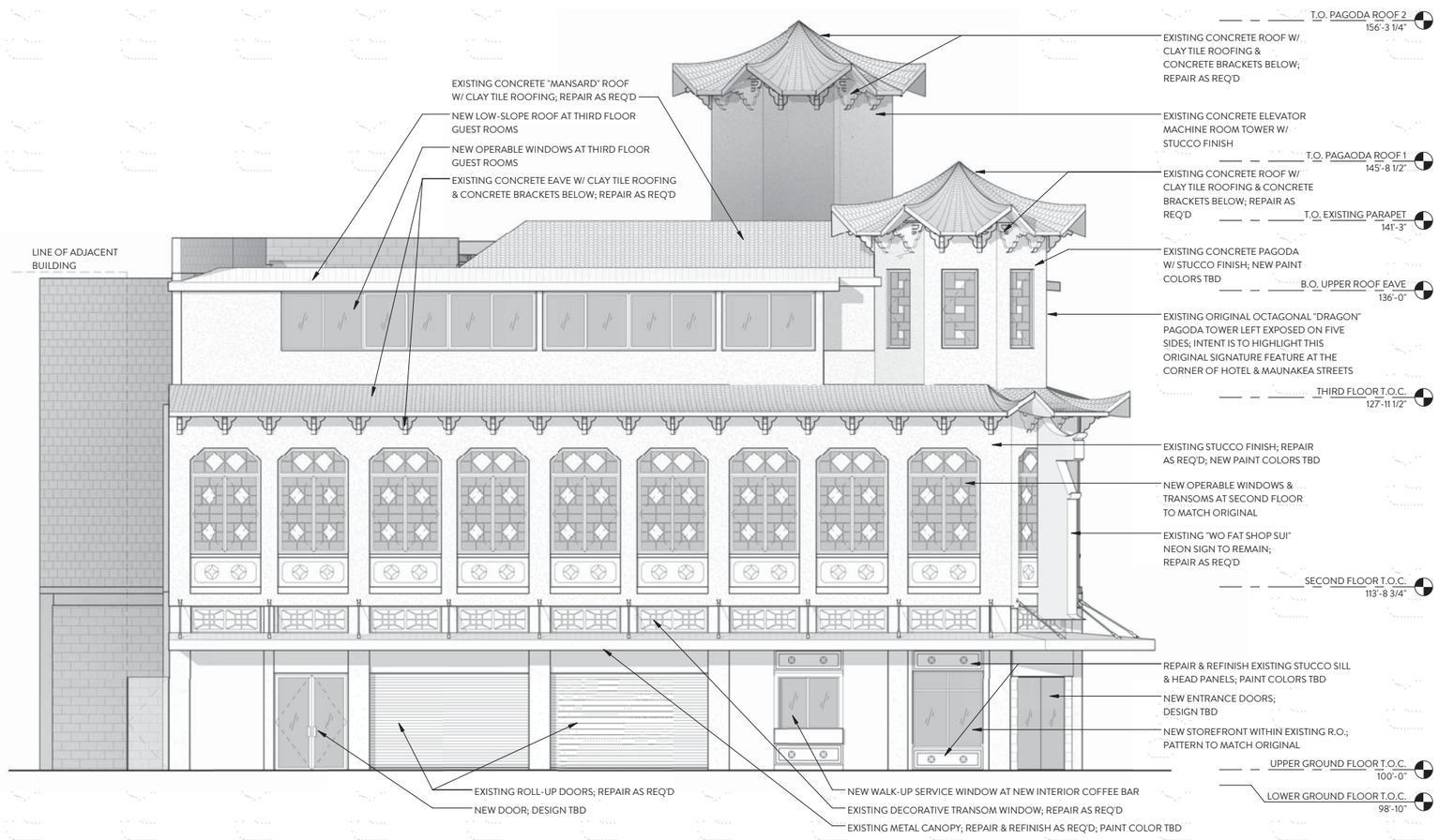


1 EXTERIOR ELEVATION - SOUTH (MAUNAKEA STREET)

3/16" = 1'-0"

0 5 8 10

Figure 16: Proposed South Exterior Elevation After Rehabilitation





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# SCHEMATIC DESIGN ELEVATIONS

**Wo Fat Renewal**
103 N. Hotel St. Honolulu, HI 96817
TMK (1) 1-7-003-026

**SD202**
**EXTERIOR ELEVATIONS**

## GENERAL EXTERIOR NOTES

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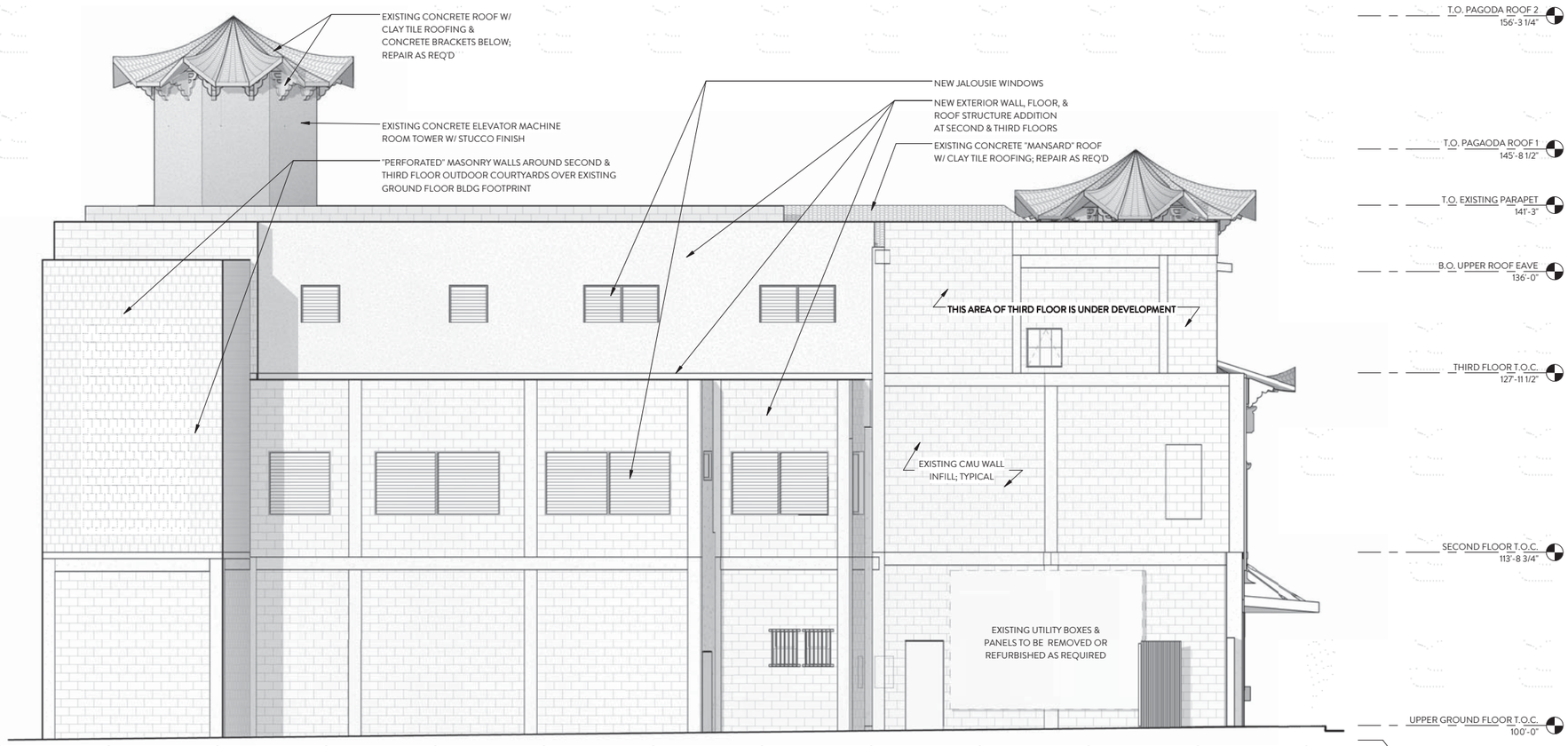
8. EXISTING DOWNSPOUTS TO BE INSPECTED AND REPLACED AS REQ'D TO ENSURE PROPER DRAINAGE.
9. PER CITY OF HONOLULU LAND USE ORDINANCE SECTION 21-9.60-9, THERE ARE NO REQUIRED YARDS FOR THIS PROPERTY.




1 EXTERIOR ELEVATION - WEST (ALLEY)
3/16" = 1'-0" 0 5 8 10

Figure 17: Proposed West Exterior Elevation After Rehabilitation
Page 24



CLAYTON & LITTLE

**PRELIMINARY**
**NOT FOR CONSTRUCTION**

This drawing was prepared under the supervision of Paul Clayton. It is not to be used for regulatory approval, permitting, or construction purposes.

**ISSUE DATE** 3/7/2018
**PROJECT NUMBER** 1746

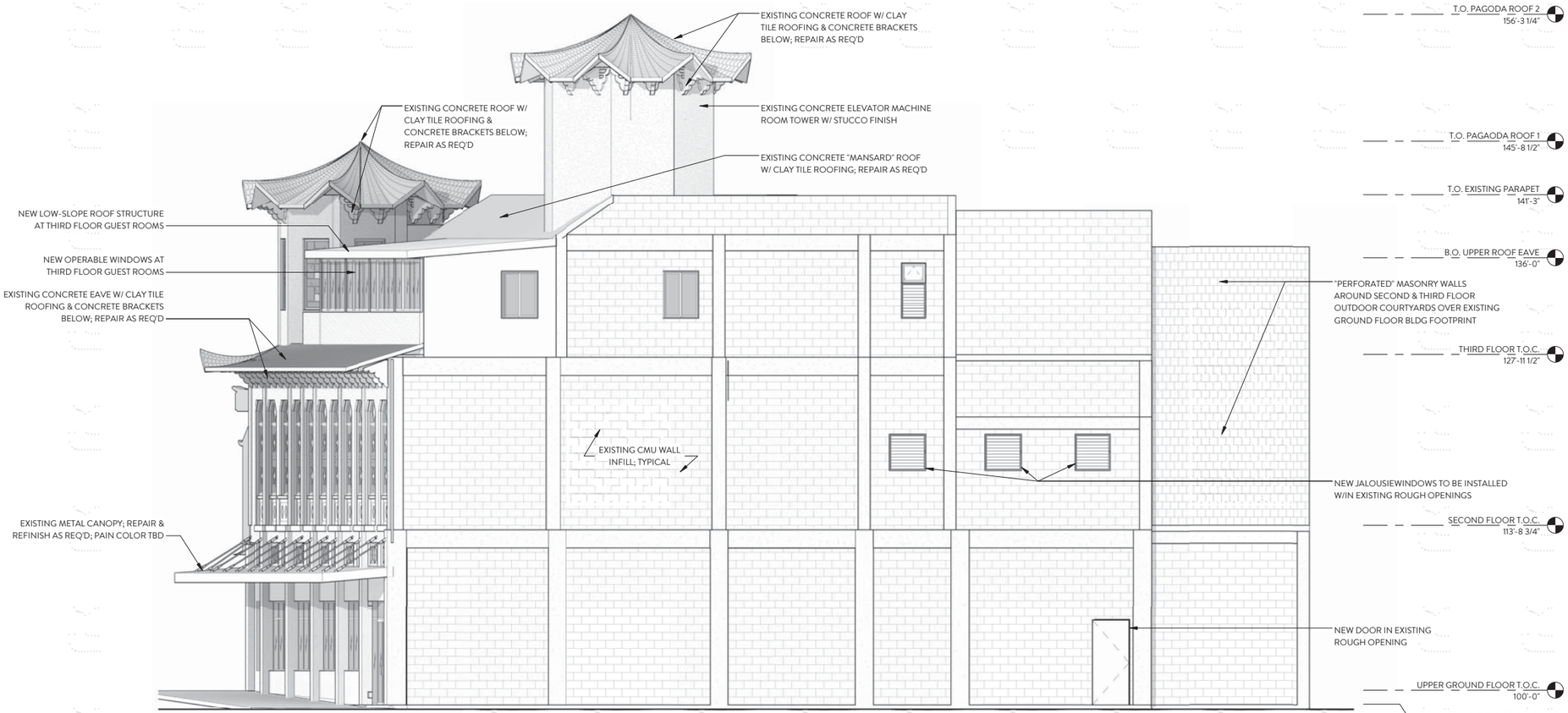
# SCHEMATIC DESIGN ELEVATIONS

**Wo Fat Renewal**
103 N. Hotel St. Honolulu, HI 96817
TMK (1) 1-7-003-026

**SD203**
**EXTERIOR ELEVATIONS**

## GENERAL EXTERIOR NOTES

1. EXISTING "WO FAT CHOP SUI" SIGN TO BE RESTORED AND NEW NEON LIGHTING INSTALLED TO MATCH ORIGINAL PER HISTORICAL PHOTOGRAPHS. TEMPORARY REMOVAL OF SIGN FOR SUCH WORK MAY BE REQ'D.
2. EXISTING STUCCO FINISH ON CONCRETE STRUCTURE TO BE INSPECTED AND REPAIRED AS REQ'D FOR PROPER WEATHERPROOFING. ALL NEW STUCCO TO MATCH EXISTING TEXTURE FOR SEAMLESS APPEARANCE. FINAL STUCCO FINISH TO BE PAINTED WITH POLYCHROMATIC SCHEME MATCHING OR SIMILAR TO ORIGINAL DESIGNS PER HISTORICAL PHOTOGRAPHS AND AS FEASIBLE; COLORS TBD.
3. ALL DECORATIVE HEAD AND SILL PANEL DESIGNS TO MATCH OR BE SIMILAR TO HISTORICAL PHOTOGRAPHS AS FEASIBLE.
4. ALL EXISTING CONCRETE SOFFITS AND BRACKETS TO BE PAINTED; COLORS TBD.
5. ALL EXISTING CLAY BARREL ROOF TILES TO BE INSPECTED AND REPAIRED/REPLACED AS REQ'D.
6. NEW GROUND FLOOR STOREFRONT DESIGN/PATTERN TO MATCH OR BE SIMILAR TO HISTORICAL PHOTOGRAPHS AS FEASIBLE.
7. EXISTING SECOND FLOOR FIXED WINDOWS TO BE REPLACED WITH OPERABLE UNITS MATCHING OR SIMILAR TO HISTORICAL PHOTOGRAPHS AS FEASIBLE.
8. EXISTING DOWNSPOUTS TO BE INSPECTED AND REPLACED AS REQ'D TO ENSURE PROPER DRAINAGE.
9. PER CITY OF HONOLULU LAND USE ORDINANCE SECTION 21-9.60-9, THERE ARE NO REQUIRED YARDS FOR THIS PROPERTY.




1 EXTERIOR ELEVATION - NORTH (ALLEY)
3/16" = 1'-0"
0 5 8 10

Figure 18: Proposed North Alley Exterior Elevation After Rehabilitation
Page 25



CLAYTON & LITTLE

**PRELIMINARY**
**NOT FOR CONSTRUCTION**

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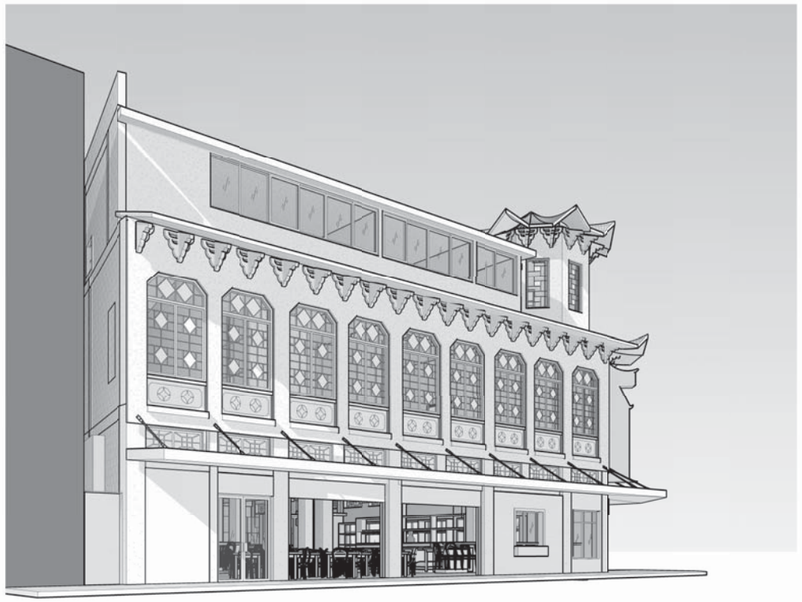
**ISSUE DATE** 3/7/2018
**PROJECT NUMBER** 1746

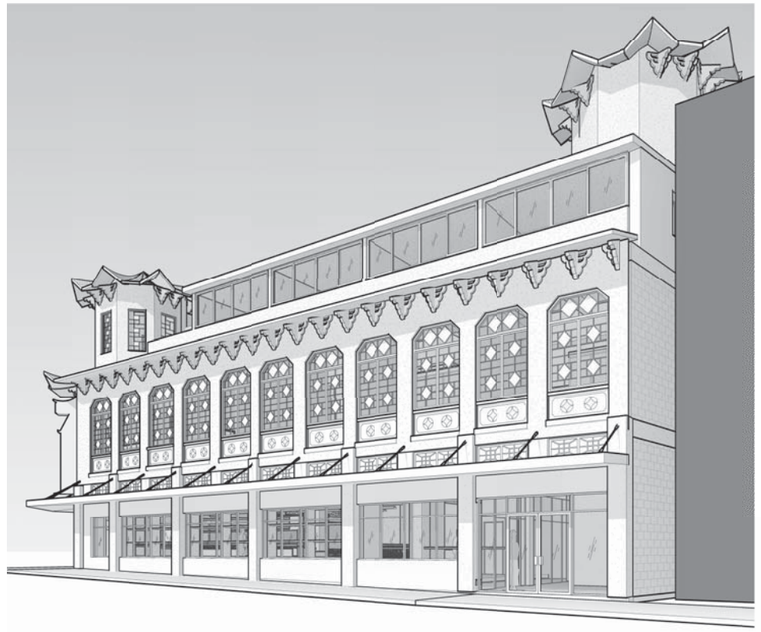
# SCHEMATIC DESIGN ELEVATIONS

**Wo Fat Renewal**
103 N. Hotel St. Honolulu, HI 96817
TMK (1) 1-7-003-026

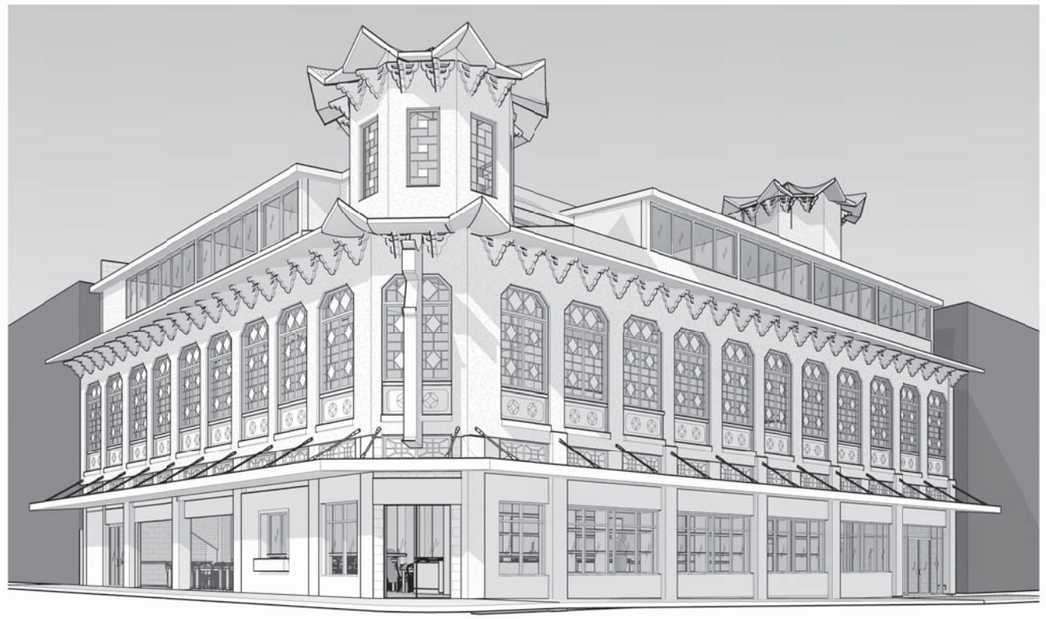
**SD204**
**EXTERIOR ELEVATIONS**



VIEW TO NORTHWEST FROM MAUNAKEA STREET



VIEW TO SOUTHEAST FROM HOTEL STREET



VIEW TO SOUTHWEST FROM HOTEL & MAUNAKEA

GENERAL 3D VIEW NOTES

1. VIEWS ARE FOR REFERENCE ONLY; DO NOT SCALE FROM DRAWINGS.
2. REFER TO EXTERIOR ELEVATIONS FOR MATERIAL & FINISH INFORMATION.
3. SHADOWS ARE FOR VISUALIZATION ONLY & DO NOT NECESSARILY REPRESENT ACTUAL CONDITIONS.

Figure 19: Proposed  Exterior Renderings After Rehabilitation





CLAYTON & LITTLE

**PRELIMINARY**
**NOT FOR CONSTRUCTION**

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**ISSUE DATE** 3/7/2018
**PROJECT NUMBER** 1746

## SCHEMATIC DESIGN ELEVATIONS

# Wo Fat Renewal

**103 N. Hotel St. Honolulu, HI 96817**
**TMK (1) 1-7-003-026**

**SD901**
**BUILDING DESIGN**

# Section 2. Description of the Environmental Characteristics, Potential Impacts and Mitigation Measures

## A. Existing Uses and Structures

The proposed project location is at 103 North Hotel Street, situated in the heart of the Chinatown Historic District.

The Wo Fat Building is a three-story, 69'-9" x 85'-4", Chinese style building, with the third story's present appearance, resulting from the enclosure of an original roof garden. The building is of concrete frame construction with concrete block (CMU) infill that has been painted in a polychromatic scheme. Facing the intersection of North Hotel and Maunakea Streets, its corner is clipped and forms the base of an octagonal corner pagoda that features a projecting neon sign proclaiming, "Wo Fat Chop Sui" in English and Chinese . The pagoda's roof, as well as the parapet terminating the second story, is clad in glazed green tile with upturned eaves and bracketing. A second pagoda rises from the roof near the *mauka*-`Ewa corner of the building and houses the elevator shaft and equipment. A metal, flat roofed canopy runs above the first story. With its dramatic Chinese styling the Wo Fat Building is the most iconic building in the Honolulu Chinatown Historic District. (see Figures 20, 21, 22, 23, 24, 25, 26 and 27). "Wo Fat," means "peace" (和) and "prosperity" (發)

The building was constructed in 1938 to house Wo Fat restaurant, which originally occupied all three floors. Designed by Honolulu architect Yuk Tong Char, at street level the building featured a "modern bar" as well as a "quick service" dining room and a specialty shop selling Chinese sweetmeats and take-out food. Wo Fat's main dining room was on the second floor and could seat 300, while on the third floor the "Dragon Room" was reserved for private parties, and once a week there was dancing in the roof garden. Today the ground floor is used as a retail food market and the two upper floors are vacant.

The first known publication to mention Wo Fat was the 1890 *Lane's Directory and Hand-Book of the Kingdom of Hawaii.* "Wo Fat, bakery" and its owner, Wat Ging, were recorded as being located at "56 Maunakea, res same." However, Wat Ging's bakery-restaurant appears to have its origins back in the early 1880s, after his migration to Hawaii in 1883. Located on Maunakea Street near Hotel Street, this establishment was destroyed in the Chinatown fire of 1900. Following the fire, Wo Fat operated in other parts of the city, returning to Chinatown in 1904 in a building on Hotel Street, near Maunakea. The business grew and eventually became incorporated. In 1937, Leong Han, the company's vice president suggested that a new masonry building be constructed at the corner of Hotel and Maunakea streets. His proposal was favorably acted upon, and general contractor W. S. Ching was hired to undertake the work. At the time of its opening, on March 10, 1938, Wo Fat

advertised that it was the oldest Chinese restaurant in Hawaii, a distinction it obviously maintained until its closing in 1994. At that time the restaurant was purchased by a Chinese restaurant chain headquartered in Shanghai, Lou Wai Lou. This restaurant was followed in the early 21st century by various nightclubs which used the second floor for several years; however, the top two floors have been vacant for approximately the past ten years.

Figure 20:
View of 103 N. Hotel Street
Looking from the Intersection of Hotel and Maunakea Streets
In the Ewa-Makai Direction

Figure 21:
View of 103 N. Hotel Street
Looking from Hotel Street near the intersection with Maunakea Street
In the Ewa-Makai Direction

Figure 22:
View of 103 N. Hotel Street
Looking from Near the Intersection of Maunakea and Hotel Streets
In the Mauka Direction


Figure 23:
View of 103 N. Hotel Street
Looking from Near the Intersection of Hotel and Maunakea Streets
In the Diamond Head-Makai Direction


Figure 24:
View of 103 N. Hotel Street
Looking from Near the Intersection of Maunakea and Hotel Streets
In the Makai Direction


Figure 25:
View of 1st Floor of 103 N. Hotel Street
Looking makai from the corner of Maunakea Street and Hotel Street


Figure 26:
View of 1st Floor of 103 N. Hotel Street
Looking Ewa from the corner of Maunakea Street and Hotel Street


Figure 27:
View of Sign on 103 N. Hotel Street
Looking Ewa from the corner of Maunakea Street and Hotel Street

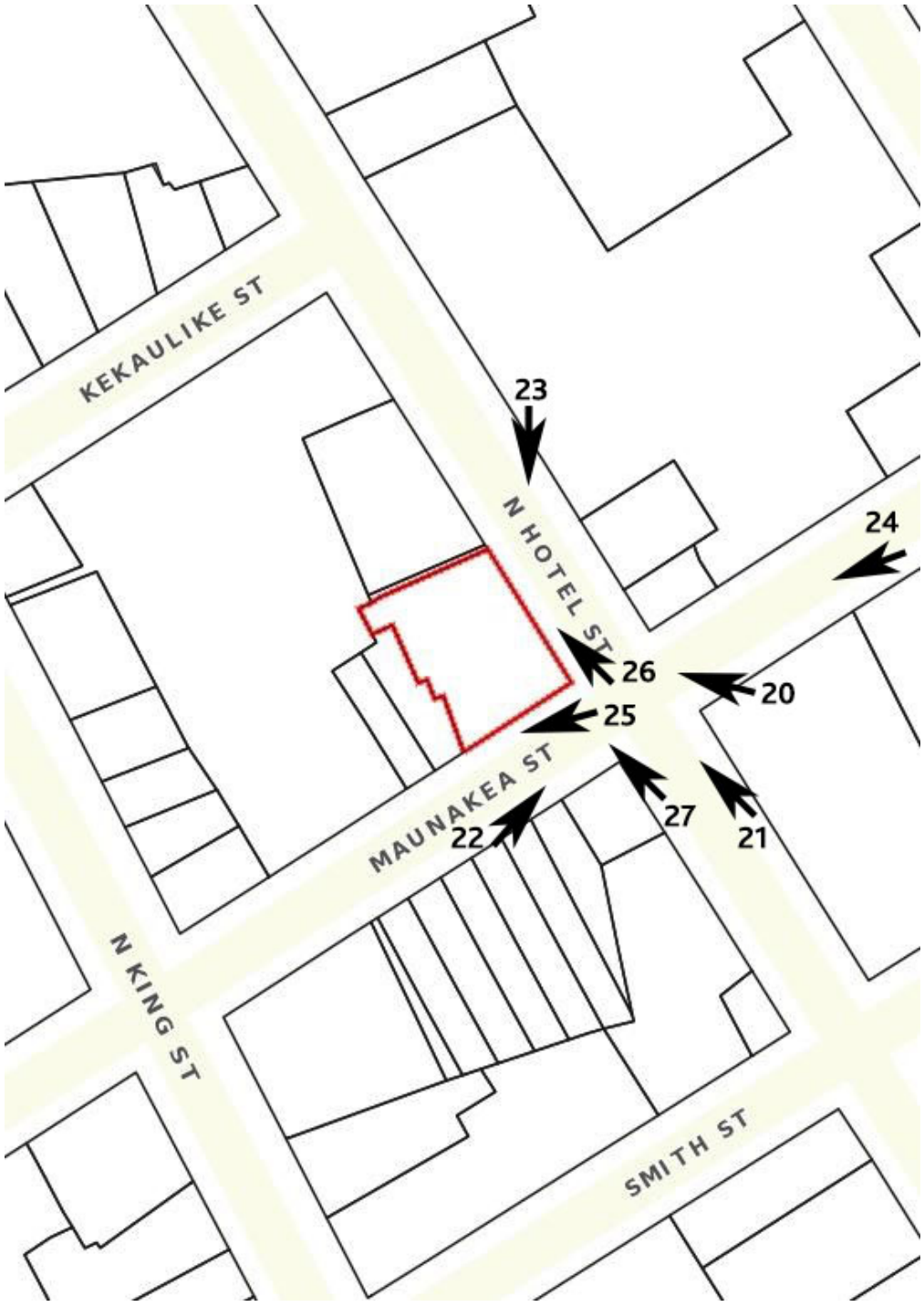



Figure 28:
Key to Figures 20 through 27

## B. Climate

The climate of Honolulu is typical of the leeward coastal lowlands of Oahu. The area is characterized by abundant sunshine, persistent trade winds, relatively constant temperatures, moderate humidity, and infrequent severe rainstorms.

Typically the northeasterly trade winds prevail throughout the year, although their frequency varies, with westerly and south westerly winds more common during the winter months. The average annual wind velocity is approximately ten miles per hour. Occasional Kona winds bring warm humid air from the south.

The mean temperature measured at Honolulu International Airport ranges from seventy degrees Fahrenheit in the winter to eighty-four degrees Fahrenheit in the summer. The temperatures in the downtown/Chinatown area may be slightly higher due to localized urban heating effects. Average annual precipitation is approximately twenty-four inches with most of the rainfall occurring between November and April. Relative humidity ranges between fifty-six and seventy two percent.

The proposed project will have no effect on climatic conditions and no mitigation measures are required.

## C. Topography

The existing building stands on a level lot in southern Oahu on the Honolulu Coastal Plain (U.S. Department of Agriculture, 1972). It is approximately twenty feet above mean sea level (See Figure 1). As such, it is outside the sea level rise exposure area (SLR-XA), and is not directly subject to the Mayor's Directive No. 18-01 to Address Climate Change and Sea Level Rise.

No changes will be made to the project area's topography and no mitigation measures are required.

## D. Soils

The soil type within the project area is identified in the U.S. Department of Agriculture's Soil Conservation Service *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii* (1972) as being Makiki Clay Loam (MkA). Makiki Clay Loam underlies the building. Makiki Clay Loam soil consists of well drained soils in alluvium mixed with volcanic ash and cinders. Permeability is moderately rapid, runoff slow, and the erosion hazard is no more than slight.

The proposed project will not change the overall soil composition at the site, and no mitigation measures are required.

## E. Water Resources

There is no **surface water**, such as streams, lakes, ponds, open bodies of water or wetlands, on the premises.

With regards to **ground water**, all of Chinatown overlies the Nuuanu aquifer of the Honolulu aquifer sector. The Nuuanu aquifer is characterized by an unconfined sedimentary basal aquifer above a confined flank basal aquifer. The upper aquifer is classified as currently used, contains moderately brackish water (between 1000 and 5000 parts per million chloride) that is not used for drinking and is not ecologically important. The flank aquifer is currently used for drinking, contains fresh water (less than 250 parts per million chloride) is irreplaceable, and has a low vulnerability to contamination (Mink and Lau, 1990).

The proposed project will not alter the ground water in the Nuuanu aquifer, and no mitigation measures are required.

## F. Flood Hazard

The proposed project is located within Zone X, an area determined to be outside the five hundred year floodplain (Federal Emergency Management Agency, 2004). See Figure29, Flood Zone Map.

Zone X encompasses areas of minimal hazard from the principal source of flood in the area and the Flood Insurance Program does not have any regulations for development in this district. No mitigation measures are required.

## G. Natural Hazards

### 1. Tsunami

The proposed project is not located within the Tsunami Evacuation Zone. No mitigation measures are required.

### 2. Earthquake

Oahu is in Seismic Zone 2A, which is characterized as being susceptible to earthquakes that may cause minor damage to structures. Zone 2A is based on the International Building Code, which contains six seismic zones, ranging from 0 (no chance of severe ground shaking) to 4 (ten percent chance of severe shaking in a fifty year interval). Zone 2 is divided into Zones 2A and 2B, with 2A defined as not associated with a particular fault zone. (EDAW, Inc., 2009). No mitigation measures are required.

## H. Historic Resources

The building at 103 North Hotel Street was placed in the National Register of Historic Places on January 17, 1973 as part of the Chinatown Historic District (Hawaii Historic Site Number 80-14-9988). It is not listed in the Hawaii Register of Historic Places.

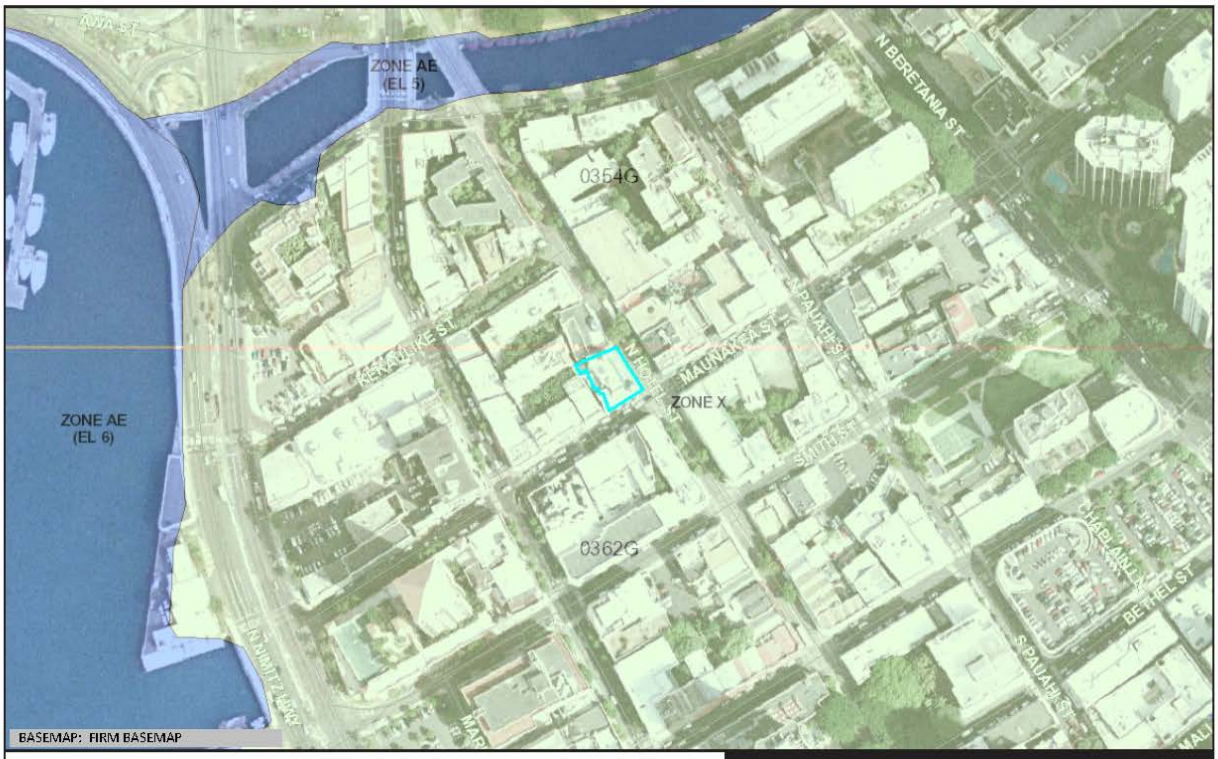
Since the building covers its entire lot, there are no surface archaeological resources on the property. The proposed project will entail minimal ground disturbance in order to upgrade an existing grease trap, run underground utilities, and to pour concrete footings (dimensions to be determined), in order to augment the existing structural support on the makai side of the building. The State Historic Preservation Division (SHPD) has been coordinated with, and an Archaeological Inventory Survey following an archaeological reconnaissance survey plan approved by SHPD will be conducted in conjunction with the demolition of areas of the ground floor where excavation will eventually occur. In the event any significant archaeological resources or burial sites are encountered, an appropriate mitigation plan will be developed.

The proposed rehabilitation of the Wo Fat Building complies with the City & County of Honolulu's Special District Design Guidelines for Chinatown, and the project, as proposed, also meets the United States Secretary of Interior's Standards for Historic Preservation, and has been coordinated with the Hawaii State Historic Preservation Division and Historic Hawaii Foundation. The State Historic Preservation Division has been involved with design review since the early planning phases. The State Historic Preservation Division staff have reviewed the plans for the proposed interior demolition to the present building, as well as visited the site. In a letter dated January 31, 2018, the Division concurred that the proposed project, "will have no adverse effect upon the historic property." The State Historic Preservation Division also has indicated that it will review and comment upon the proposed rehabilitation of the building and the proposed third floor addition when it reviews the building permit application as well as when it processes the federal income tax rehabilitation tax credit application. In addition, Historic Hawaii Foundation, a non-profit organization dedicated to the preservation of Hawaii's heritage, walked through the building and reviewed the plans for both the proposed demolition work and also the proposed rehabilitation. In a letter dated April 30, 2018, the foundation found the proposed project to be in keeping with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings, and indicated their support of the project **(**See Appendix A).

Interpretive materials relating to the history of the building and its context within Chinatown will be developed for placement on the street level façade.

Through owner and designer sensitivity and guidance provided by the City and County's Chinatown Design Guidelines, State Historic Preservation Division, and Historic Hawaii Foundation the proposed rehabilitation meets the Secretary of the

Interior's Standards for Historic Preservation and will not adversely impact any historic resources such as the individual building or the Chinatown District as a whole. No mitigation measures are required.




# Flood Hazard Assessment Report

www.hawaiinfip.org

## Property Information

| | |
|---|---|
| COUNTY: | HONOLULU |
| TMK NO: | (1) 1-7-003:026 |
| WATERSHED: | NUUANU |
| PARCEL ADDRESS: | 103 N HOTEL ST<br>HONOLULU, HI 96817 |

## Notes:

## Flood Hazard Information

| | |
|---|---|
| FIRM INDEX DATE: | NOVEMBER 05, 2014 |
| LETTER OF MAP CHANGE(S): | NONE |
| FEMA FIRM PANEL - EFFECTIVE DATE: | 15003C0354G - JANUARY 19, 2011<br>15003C0362G - JANUARY 19, 2011 |

THIS PROPERTY IS WITHIN A TSUNAMI EVACUTION ZONE: NO
FOR MORE INFO, VISIT: http://www.scd.hawaii.gov/

THIS PROPERTY IS WITHIN A DAM EVACUATION ZONE: NO
FOR MORE INFO, VISIT: http://dlnreng.hawaii.gov/dam/

0 200 400 ft

*Disclaimer: The Hawaii Department of Land and Natural Resources (DLNR) assumes no responsibility arising from the use, accuracy, completeness, and timeliness of any information contained in this report. Viewers/Users are responsible for verifying the accuracy of the information and agree to indemnify the DLNR, its officers, and employees from any liability which may arise from its use of its data or information.*

*If this map has been identified as 'PRELIMINARY', please note that it is being provided for informational purposes and is not to be used for flood insurance rating. Contact your county floodplain manager for flood zone determinations to be used for compliance with local floodplain management regulations.*

**FLOOD HAZARD ASSESSMENT TOOL LAYER LEGEND**
*(Note: legend does not correspond with NFHL)*

**SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD** - The 1% annual chance flood (100-year), also know as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. SFHAs include Zone A, AE, AH, AO, V, and VE. The Base Flood Elevation (BFE) is the water surface elevation of the 1% annual chance flood. Mandatory flood insurance purchase applies in these zones:

| | |
|---|---|
| | **Zone A:** No BFE determined. |
| | **Zone AE:** BFE determined. |
| | **Zone AH:** Flood depths of 1 to 3 feet (usually areas of ponding); BFE determined. |
| | **Zone AO:** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. |
| | **Zone V:** Coastal flood zone with velocity hazard (wave action); no BFE determined. |
| | **Zone VE:** Coastal flood zone with velocity hazard (wave action); BFE determined. |
| | **Zone AEF:** Floodway areas in Zone AE. The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without increasing the BFE. |

**NON-SPECIAL FLOOD HAZARD AREA** - An area in a low-to-moderate risk flood zone. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

| | |
|---|---|
| | **Zone XS (X shaded):** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. |
| | **Zone X:** Areas determined to be outside the 0.2% annual chance floodplain. |

**OTHER FLOOD AREAS**

| | |
|---|---|
| | **Zone D:** Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase apply, but coverage is available in participating communities. |

Figure 29: Flood Zone Map

## I. Cultural Resources

A literature review did not reveal the occurrence of modern cultural practices associated with the proposed project area. There are no hunting and gathering traditions, heiau, cemeteries or burials known to be associated with the property. The proposed project, therefore, should not affect known cultural resources.

The proposed project will not adversely impact any cultural resources and no mitigation measures are required.

## J. Botanical Resources

The project area is devoid of any botanical specimens, as the existing building covers the entire property.

The proposed project will not adversely impact any botanical resources and no mitigation measures are required.

## K. Wildlife Resources

The developed urban character of the proposed site suggests it is of no habitat value and is uninhabited by any rare, threatened or endangered fauna. No wildlife has been observed in the project area, and pigeons were the only avian species seen on or adjacent to the property.

The proposed project will not adversely impact any rare, threatened, or endangered wildlife resources and no mitigation measures are required.

## L. Air Quality

The State Department of Health (DOH), Clean Air Branch (CAB) has established the State Ambient Air Quality Standards (SAAQS). The DOH-CAB regularly samples ambient air quality at monitoring stations throughout the State and annually publishes this information. On Oahu, there are six monitoring stations. The closest station to the project site is located in Downtown Honolulu on the roof of the DOH (Kinau Hale) building (1250 Punchbowl Street), which measures SO2, O3, PM10, PM2.5.

Consistent trade winds regularly blow from a northeasterly direction, creating conditions for excellent air quality over the islands because the prevalent wind directions moves generated air pollutants on land to the southwest out to the open ocean. The present air quality of the project area appears to be reasonably good based on nearby monitoring data. Present air quality in the project area is mostly affected by motor vehicles, with carbon monoxide being the most abundant of the pollutants emitted. Air quality data from the nearest monitoring

stations suggest that all state and national air quality standards are currently being met, although occasional exceedances of the more stringent state standards for carbon monoxide may occur near congested roadway intersections.

The primary air quality concern associated with construction projects is fugitive dust, resulting from ground disturbing activities. The proposed project will entail minimal ground disturbing activities, and the only possible short-term air quality impacts will result from off-site emissions from commuting construction workers and transport of construction materials. Off-site emissions from these vehicles can be controlled, as appropriate, by the use of proper equipment.

**M. Noise**

Major contributors to the existing background ambient noise levels within the project area are largely attributed to motor vehicle traffic along streets bordering the project site, and from Hotel Street in particular due to its bus traffic. The noise levels around the project site are typically consistent with noise levels found in urbanized business district areas.

Construction noise cannot be avoided; however, the scale of the proposed project is sufficiently small that construction noise will be limited. Furthermore, noise will vary by construction phase, the duration of each phase and the type of equipment used during the different phases. For this project, noise will be most pronounced during the early stages when materials are transported to the property and the framing for the interior is constructed. Most construction activities will take place inside the building and the exterior walls will help to attenuate noise.

Community Noise Control regulations establish a maximum permissible sound level for construction activities occurring within (acoustical) zoning districts. The proposed project is placed in the Class B zoning district. The maximum permissible sound level for excessive noise sources (to include stationary noise sources and construction and industrial activities) in the Class B zoning district is 60 dBA between the hours of 7 a.m. and 10 p.m. and 50 dBa between the hours of 10 p.m. and 7 a.m. (HAR 11-46, Community Noise Control). Work will be scheduled for normal working hours (7 a.m. to 3:30 p.m.) seven days a week.

The proposed project is not likely to result in an increase in ambient noise levels. While noise will be generated during the construction period, the project is not expected to impact the businesses or organizations located in nearby buildings and facilities surrounding the project site. No extraordinary mitigation measures are proposed at this time since the noise generated by current and proposed activities is not expected to exceed allowable levels. Construction activities will be monitored to comply with the provisions of the regulations for community

noise control. The contractor will be required to obtain a noise permit if the noise levels from construction activities are expected to exceed the allowable levels.

## N. Land Use Controls

Pursuant to Chapter 205, HRS, the Hawaii Land Use Law, the State Land Use Commission classifies all land in the State of Hawaii into one of four classifications: urban, agricultural, rural, and conservation. The parcel on which 103 North Hotel Street sits is designated urban. The proposed uses within the project area are consistent with urban guidelines and permitted activities and require no district reclassification or boundary amendment.

The project area is not within the SMA as delineated by the City and County of Honolulu, and as such does not require an additional review under State CZM and County SMA rules.

The proposed project is consistent with and supports many of the objectives and policies of the *Oahu General Plan*. With regards to Population, the proposed project supports Policy 1, "Facilitate the full development of the primary urban center." Located in the primary urban center, the proposed project will place an under-utilized building whose upper floors are currently vacant, back into operation, allowing for fuller utilization of space in the primary urban center. The proposed project also supports the *General Plan*'s Transportation objective to "Promote policies to reduce dependence on the use of automobiles." Provisions will be made for short and long term bicycle parking. In addition, the proposed project is located adjacent to a public bus stop and is within two blocks of a proposed rapid transit station at Nimitz Highway and Kekaulike Mall. It will be one more attraction to encourage people to use the rapid transit rather than their motor vehicles.

The proposed project also comports with the Physical Development and Urban Design Objective F, "To provide and enhance the social and physical character of Oahu's older towns and neighborhoods." Chinatown is one of Oahu's older neighborhoods, as well as a City and County Special Design district. The rehabilitation of the building will enhance the social and physical character of the neighborhood by respecting and rehabilitating the building's distinctive Chinese architectural character.

The proposed project also supports the *General Plan*'s objectives and policies for Culture and Recreation. These include: Objective A, Policy 4, "Encourage the protection of the ethnic identities of the older communities of Oahu," and Objective B, "To protect Oahu's cultural, historic, architectural, and archaeological resources." The Wo Fat building is a significant historic building within the Chinatown historic district. Rendered in a Chinese style, the preservation of the building will reinforce the Asian character of the historic district. This will be accomplished by the retention of the up-turned tile roofs, the

restoration of the original neon sign, and the restoration of the original windows with their bric-brac patterned muntins. In addition interpretive displays will further enhance guests awareness of the heritage associated with the building...

Furthermore, the proposed project supports the *General Plan*'s objectives and policies for the Economy. These include Objective A, Policy 2, "Encourage the viability of businesses and industries which contribute to the economic and social well-being of O'ahu residents" and Objective G, Policy 1, "Concentrate economic activity and government services in the primary urban center." The proposed project is intended to provide restaurant and hotel services, both of which are primary vehicles to generate revenues through the visitor industry, and which provide residents with new dining and get-away experiences. The proposed project is located in the primary urban center and thus its proposed uses assist in concentrating economic activity in this area.

Adopted in 2004, the *Primary Urban Center Development Plan* is one of eight development [or sustainable community] plans adopted to carry out the goals and intents of the *Oahu General Plan*. Its policies are used to shape the growth and development of the primary urban core in Honolulu over the next twenty years, including Chinatown. The project site is designated as district commercial on the PUCDP Land Use Map. The restaurant and hotel functions of the proposed project are consistent with this designation. The proposed project is also consistent with the *PUCDP*'s vision of "Honolulu's Natural, Cultural and Scenic Resources are Protected and Enhanced." Furthermore, the proposed project supports a number of the policies for the urban center including "Preserve historic and cultural sites: Special emphasis should be placed on sites and associated settings that are unique, of special significance, or are in good condition." The Wo Fat building is a significant historic building located in the Chinatown historic district. The rehabilitation of the building will preserve this historic property, as well as enhance the Chinatown district as a whole by retaining its distinctive architecture associated with the Chinese in Hawaii. The proposed project will also assist in the fulfillment of the plan's policy to cultivate livable neighborhoods by providing the neighborhood with another dining alternative and add to Chinatown neighborhood's community identity through its distinctive Asian architecture. The proposed project will also support the policy to "Support attractions that are of interest to both residents and visitors in the Ala Moana/Kakaako/Downtown corridor" by developing restaurant and hotel improvements to serve residents and visitor interests. Also, the building's distinctive façade serves as a signature icon of Chinatown and by rehabilitating the building and making it economically viable it will continue to attract people to the Chinatown district. In addition, it will fulfill the policy to "Provide opportunities for the development of visitor units in the Ala Moana/Kakaako/Downtown corridor" by providing twenty three (23) hotel accommodations in the Chinatown area.

In addition, the proposed project lies within the *Downtown Neighborhood TOD Plan*, as it is two blocks away from the station at Nimitz Highway and the base of Kekaulike Mall. The project's location in Chinatown is designated as "Downtown Mixed Use," which allows "a variety of uses in the central business district including: office, government, retail, and multi-family residential uses, as well as public/quasi-public facilities." As such, the proposed project is consistent with this plan's objectives by providing public/quasi-public facilities for dining and transient accommodations. . The proposed project is also consistent with the *Chinatown Action Plan*'s Action 3.2 (Repurpose and market vacant and underutilized properties) as, in the event you have not as yet realized, the proposed project will take a partially vacant, underutilized building and place it into restaurant and hotel use.

The proposed project also is consistent with Action 3.4 (Preserve the neighborhood's cultural and historic resources). The purpose of the proposed project is to preserve this cultural and historic resource within the Chinatown neighborhood.

The project area is designated BMX-4, Central Business Mixed-Use District by the City and County Land Use Ordinance (LUO). The intent of the BMX-4 zoning is to set apart the portion of Honolulu which forms the city's center for financial, office, governmental and housing, allowing the highest land use intensity for commerce, business and housing.

The proposed project is located within the Historic Core Precinct of the City & County of Honolulu's Chinatown Special Design District, and its proposed use supports the overall objectives of the district as articulated in LUO Section 21-9.60-1. The proposed rehabilitation of 103 North Hotel Street comports with the purpose the City's Land Use Ordinance (LUO), and will contribute to the Chinatown Historic District's social and economic vitality.

The proposed project supports the following LUO objectives for the Chinatown Special Design District enumerated in HRO Section 21-9.60-1:

A. Help promote the long-term economic viability of the Chinatown District as a unique community of retail, office and residential uses.
B. Retain the low-rise urban form and character of the historic interior core of Chinatown while allowing for moderate redevelopment at the mauka and makai edges of the District.
C. Retain and enhance pedestrian-oriented commercial uses and building design, particularly on the ground level.
D. Preserve and restore, to the extent possible, buildings and sites of the historic, cultural, and/or architectural significance.

E. Encourage a variety of signage and graphics that reflect and compliment the district's ethnic vitality and diversity, and which are compatible with and compliment buildings and sites within the district.

F. Encourage outdoor lighting for the purpose of contributing to a lively, friendly, and safe urban environment.

In addition, the proposed project supports the LUO's Historic Core Objectives, as articulated in Sec. 21-9.60-8. These include:

(a) Encourage the retention and renovation of buildings of historic, architectural or cultural value.

Within the LUO there are special standards for the development of the Chinatown Special Design District to provide safeguards for the preservation and enhancement of buildings within the district and to protect the overall character of Chinatown. Design controls are provided to guide aesthetic and architectural aspects of project development. Implementation of the district's objectives consists primarily of height limitations and architectural appearance and character. As the proposed project involves rehabilitation to a historically significant building, a major special district permit application will be submitted to the City and County Department of Planning and Permitting for its approval.

The proposed project is also consistent with the Hawaii State Plan as enumerated in Chapter 226, Hawaii Revised Statutes. Its proposed implementation, as previously described, will further the three goals enumerated in the plan:

(1) [to achieve] A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawaii's present and future generations.
(2) [to achieve] A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.
(3) [to achieve] Physical, social, and economic well-being, for individuals and families in Hawaii, that nourishes a sense of community responsibility, of caring, and of participation in community life.

It also fulfills the plan's following policies with regards to the physical environment relating to historic resources:

> 226.12(b)(1) Promote the preservation and restoration of significant natural and historic resources.
> 226.12(b)(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.

## O. Utilities and Infrastructure

### 1. Circulation

Maunakea Street is a one-way street in the *makai* direction, and Hotel Street is restricted to two-way bus traffic. Both right-of-ways are fully improved with curbs, gutters, and sidewalks on both sides. Utilities are placed underground. Maunakea Street's approximately 42' right-of-way accommodates two travel lanes. Three metered, street parking spaces are on the Diamond Head side of Maunakea Street between Hotel and King Street and the `Ewa side is dedicated to loading zones. The posted speed limit is 25 miles per hour.

The primary vehicular access to the property is from Maunakea Street with reliance upon on street parking and the loading zone.

As the property is within the Chinatown Special Design District's Historic Core with its forty-foot height limit, the proposed rehabilitation is exempt from off-street parking requirements in the Historic Core in accordance with Sec. 21-9.60-9(e): "Parking Exemption. Dwelling units within the 40-foot height limit shall be exempt from off-street parking requirements."

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Traffic, as a result of construction activities, will increase minimally. The construction crew will consist of approximately 5 to 10 laborers and their supervisor. The crew will arrive at and depart the construction site in the supervisor's vehicles. Authorization to reserve the three parking stalls along Maunakea Street between King and Hotel streets will be requested from the Department of Transportation Services. Similarly, all construction materials will be delivered during off-peak traffic hours (8:30 am to 3:30 pm), and off-loaded in the loading zone adjoining the building. A construction management plan (CMP) will be submitted to the City & County's Traffic Review Branch for approval and a street usage permit will be obtained. The first floor of the building will serve as a staging area for the construction activities. No sidewalk or crosswalk closures are anticipated. No damage to existing roadways is anticipated; however, if such damage occurs the road will be repaired to City standards and will meet the Americans with Disabilities Act requirements. Also, the proposed project will not impinge on bus transit activities on Hotel Street as Maunakea Street will provide access to the proposed project area.

A traffic demand management plan (TDM) will be submitted for approval to the City and County's Traffic Review Branch prior to the issuance of a certificate of occupancy. Multimodal TDM strategies are included in Appendix D.

When construction is completed any impacts to traffic will be negligible, as any vehicle owning patrons or employees of the building will park off site, and alternative means of transportation will be encouraged for both employees and

patrons. These include the use of taxies/Uber, bicycles, the bus, and eventually HART.

A Transportation Assessment (TA) was prepared and is included in Appendix D. The present sidewalk widths of 9'-5" on Hotel Street and 6'-6" on Maunakea Street are adequate for the present pedestrian load and any increase to this load as a result of the proposed project's implementation. Also, the proposed coffee take out window will be comparable to one in existence on Maunakea Street and will not impinge on the pedestrian zone of the sidewalk in any substantive or long term manner. For additional details see Appendix D.

The TA also recommends the traffic control box located in front of the building on Maunakea Street be relocated by the city to enhance pedestrian flow. In addition, one short term and one long term bicycle parking will be provided inside the building, accessed via the alley off Hotel Street, and the City will possibly install double loaded bicycle parking stations along Hotel Street.

Oahu MPO has indicated that the proposed project is too small to generate significant increases in trip statistics within the Regional Travel Demand Model.

Since Hotel Street is used for buses, and the street frontage along Maunakea Street is utilized as a commercial vehicle loading zone, the placement of a bulb-out curb extension is not recommended for the intersection of Hotel and Maunakea Streets.

Garbage will continue to be handled by the City and County in a manner similar to current practices.

The proposed project complies with County and State Complete Street policies, pursuant to section 264-20.5, HRS, and existing public facilities support the policies enumerated in ROH 12-15. The streets and sidewalks in the area of the proposed project reasonably accommodate convenient access and mobility for all users. The TA in Appendix D indicates the existing sidewalks are adequate for the anticipated increase in pedestrian activity generated by the proposed project. Other than the relocation of the traffic control box, no other recommendations to alter City and County transportation-related infrastructure are being proposed.

Patrons of the building, as well as employees, have numerous public parking options available to them. Within a three block radius of the building there are twelve public parking lots. These are located at: 1016 Maunakea Street, 1171 Maunakea Street, 1188 Maunakea Street, 1021 Smith Street, 1125 Smith Street, 888 Nuuanu Avenue, 1031 Nuuanu Avenue, 1170 Nuuanu Avenue, 155 North Beretania, 120 North Nimitz Highway, 60 North Nimitz, and 22 South Pauahi Street. In addition, the Bus stops immediately in front of the building on Hotel Street, and other bus stops in the vicinity include those at Beretania and Smith Streets, and at King and Maunakea Streets. The proposed project is sufficiently

small to not generate a sufficiently large increase in bus ridership to require any improvements to the existing bus stops. Also, a HART station is proposed near the intersection of Nimitz Highway and Kekaulike Mall, which will be within two blocks of the proposed project.

As part of the preparation for the Final EA, the clients coordinated with Bikeshare Hawaii on the feasibility of a bikeshare docking station in the vicinity of the proposed project. Unfortunately, the project area and its immediate environs are less than optimal to accommodate such a structure. More reasonable opportunities within the Chinatown District would appear to exist at Keakulike Mall near Hotel Street, only one block from the proposed project, and along Pauahi St. Both vehicular and multimodal Traffic generation as a result of the proposed project should be insignificant and should not significantly impact existing traffic conditions. No mitigation measures are required.

The proposed project involves an existing historic building which occupies virtually the entire lot on which it stands so comments pertaining to driveway design, the handling of service vehicles on site, and vehicle parking ramps are not relevant.

**2. Water**

The Board of Water Supply operates and maintains the water system serving 103 North Hotel Street. An 8" cast iron municipal water line is under Hotel Street.

The building is fed through one 2" meter for the three floors, and it is intended that this meter will continue to service the entire building following its rehabilitation. However, if fire safety requirements deem it necessary, a second or larger meter will be installed.

The proposed project should result in only a minimal increase in water usage at the site. The Board of Water Supply has assessed that the existing water system is available and adequate to accommodate the proposed improvements.

**3. Sewer**

Hotel Street is serviced by a 8" sewer lateral. Wastewater flows to the Ala Moana Pump Station on Ala Moana Boulevard near South Street and then to the Sand Island WWTP for treatment and ocean disposal.

The proposed project should result in a minimal increase in wastewater flow at the site. The existing sewer system is available and adequate to accommodate the proposed improvements.

A sewer connection permit (application number 2018/SCA-1074) was obtained from the City and County of Honolulu on June 27, 2018.

### 4. Drainage

Roof drains on the building go directly into the City and County storm water drainage system under Maunakea and Hotel streets.

The rehabilitation will not increase the footprint onto which rain may fall. Rainwater runoff from the roof will flow into existing roof drains at the front of the building. From the drains it will connect with the City and County's storm water runoff system.

As the square footage onto which rain may fall will not be increased, the proposed project should not result in an increase in storm water runoff. No mitigation measures are required. A City and County drainage permit will be obtained.

### 5. Power and Communication

Electrical and communication transmission and distribution services are provided from existing underground connections. The proposed project should minimally impact the existing demand for electrical and communication services. No mitigation measures are required.

## P. Public Services

### 1. Protective Services

Police protection originates from the Chinatown Police Station at the corner of Hotel and Maunakea streets, directly across Maunakea Street from the proposed project area.

Fire service can be summoned from the Central Fire Station at Fort and Beretania streets (Station 1) and the Kakaako Fire Station on Queen Street (Station 9). Both are within one mile of the property, with the Central Station being the closest, located only six blocks away.

The proposed project should not impact police and fire department operations or ability to provide adequate services to the surrounding community. The proposed rehabilitation will be designed to meet fire and building code requirements. No adverse impacts are anticipated and no mitigation measures are required.

### 2. Educational and Recreational Facilities

The project area is within the Royal Elementary, Central Intermediate and McKinley High School districts.

Numerous parks and open spaces are located within and near the proposed project area, including such major park areas as Iolani Palace, Aala Park, Foster Botanical Garden, Kakaako Waterfront Park, Smith-Beretania Urban Park, Beretania Community Park, Uwela Park, Kamamalu Park, River Street/Sun Yat Sen Mall, Fort Street Mall, and Ala Moana Beach Park. See Figure 28 for a map of all the parks within easy access of the proposed project.

Should the proposed project be used as dormitories it would be adding at the maximum twenty-four studio units, no adverse impacts are anticipated to public educational or recreational facilities and no mitigation measures are required.

### 3. Transportation Services

The Bus has a stop on Hotel Street in front of Wo Fat for buses moving in a Diamond Head direction. The proposed project will not interfere with bus transportation services at this location, as all construction activity will be handled from Maunakea Street. No adverse impacts are anticipated to public transportation facilities and no mitigation measures are required.

Also, it is anticipated with the construction of the proposed HART station, a mere two blocks away at the foot of Kekaulike Mall, many patrons and employees will avail themselves to this means of traveling to the building.

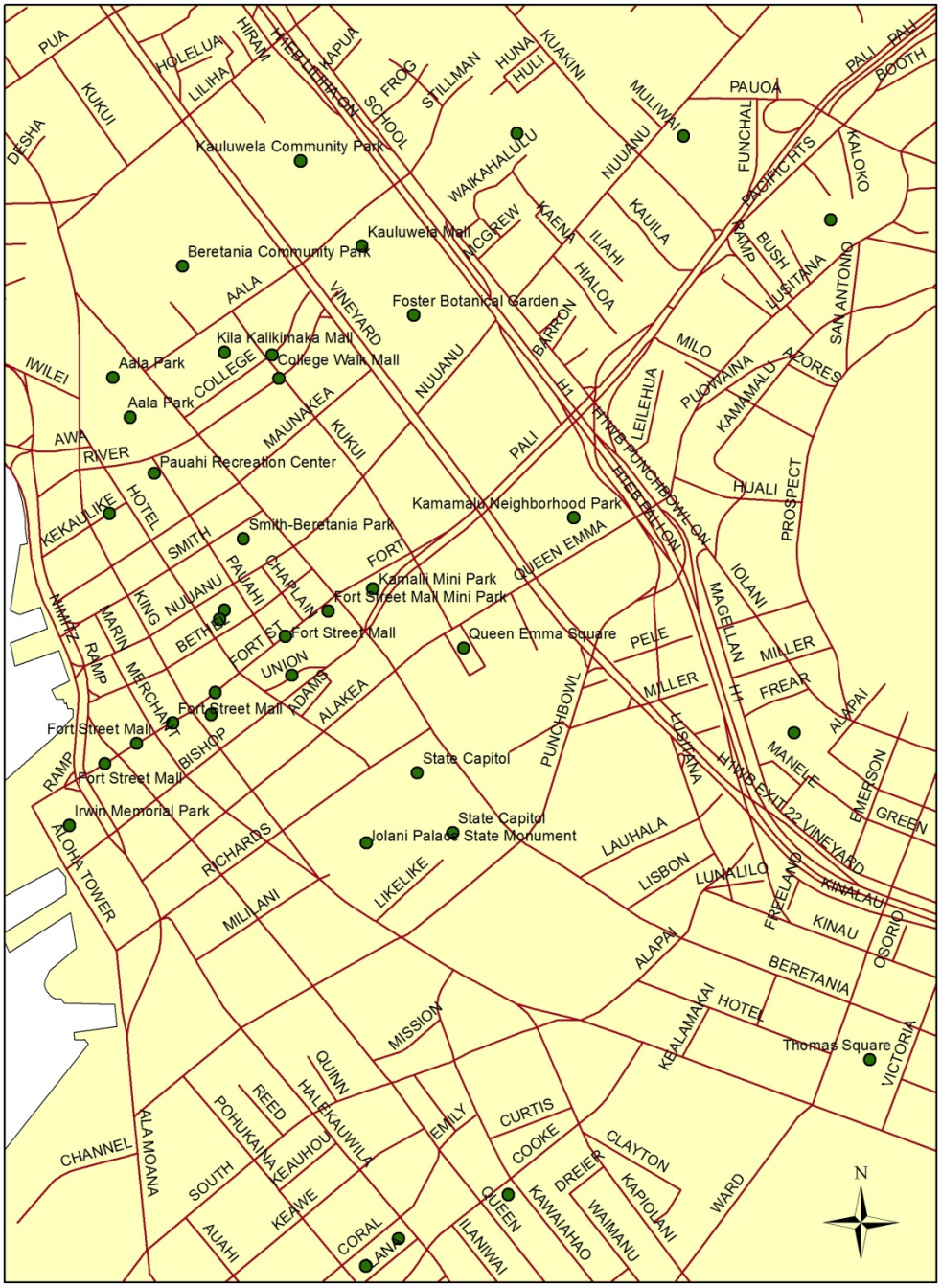


Figure 30:
Parks in the Vicinity of 103 North Hotel Street

# Section 3. Summary of Potential Environmental Impacts and Measures to Mitigate Adverse Effects

## I. Potential Impacts and Mitigation

### A. Existing Uses and Structures

The proposed project location is at 103 North Hotel Street, situated in the core of the Chinatown Historic District. The ground floor of the building is presently a retail grocery market, and the two upper floors are vacant. The proposed project will rehabilitate the building.

The building is listed in the National Register of Historic Places as part of the Chinatown Historic District. It is also considered a historically significant building within the City and County of Honolulu's Chinatown Special District. The rehabilitation of the building is considered a major undertaking and the Special District application has been reviewed by the Downtown Neighborhood Board and also will be reviewed by the City and County's Design Review Commission, as well as DPP staff.

### B. Climate

The proposed project will not have an effect upon Hawaii's climate. The climate of Honolulu is typical of the leeward coastal lowlands of Oahu. The area is characterized by abundant sunshine, persistent trade winds, relatively constant temperatures, moderate humidity, and infrequent severe rainstorms.

Typically, the northeasterly trade winds prevail throughout the year, although their frequency varies, with westerly and south westerly winds more common during the winter months. The average annual wind velocity is approximately ten miles per hour. Occasional Kona winds bring warm humid air from the south.

The mean temperature measured at Honolulu International Airport ranges from seventy degrees Fahrenheit in the winter to eighty-four degrees Fahrenheit in the summer. The temperatures in the downtown/Chinatown area may be slightly higher due to localized urban heating effects. Average annual precipitation is approximately twenty-four inches with most of the rainfall occurring between November and April. Relative humidity ranges between fifty-six and seventy two percent.

The proposed project will have no effect on climatic conditions and no mitigation measures are required.

## C. Topography

The existing building stands on a level lot in southern Oahu on the Honolulu Coastal Plain (U.S. Department of Agriculture, 1972). It is approximately twenty feet above mean sea level. As such, it is outside the sea level rise exposure area (SLR-XA), and is not directly subject to the Mayor's Directive No. 18-01 to Address Climate Change and Sea Level Rise.

The proposed project involves minimal ground disturbing activity because of utility lines and grease trap, and as such no changes will be made to the project area's topography and no mitigation measures are required.

## D. Soils

The soil type within the project area is identified in the U.S. Department of Agriculture's Soil Conservation Service *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii* (1972) as being Makiki Clay Loam (MkA). Makiki Clay Loam underlies the building. Makiki Clay Loam soil consists of well drained soils in alluvium mixed with volcanic ash and cinders. Permeability is moderately rapid, runoff slow, and the erosion hazard is no more than slight.

There will be minimal ground disturbing activity associated with the proposed project. As such, the proposed project will not change the overall soil composition at the site, and no mitigation measures are required.

## E. Water Resources

There are no streams, ponds, or wetlands on the premises. With regards to ground water, all of Chinatown overlies the Nuuanu aquifer of the Honolulu aquifer sector. The Nuuanu aquifer is characterized by an unconfined sedimentary basal aquifer above a confined flank basal aquifer. The upper aquifer is classified as currently used, contains moderately brackish water (between 1000 and 5000 parts per million chloride) that is not used for drinking and is not ecologically important. The flank aquifer is currently used for drinking, contains fresh water (less than 250 parts per million chloride) is irreplaceable, and has a low vulnerability to contamination (Mink and Lau, 1990).

The proposed project will not alter the ground water in the Nuuanu aquifer, and no mitigation measures are required.

## F. Flood Hazard

The proposed project is located within Zone X, an area determined to be outside the five hundred year floodplain (Federal Emergency Management Agency, 2004).

Zone X encompasses areas of minimal hazard from the principal source of flood in the area and the Flood Insurance Program does not have any regulations for development in this district. No mitigation measures are required.

## G. Natural Hazards

### 1. Tsunami

The proposed project is located outside the Tsunami Evacuation Zone. No mitigation measures are required.

### 2. Earthquake

Oahu is in Seismic Zone 2A, which is characterized as being susceptible to earthquakes that may cause minor damage to structures. Zone 2A is based on the International Building Code, which contains six seismic zones, ranging from 0 (no chance of severe ground shaking) to 4 (ten percent chance of severe shaking in a fifty year interval). Zone 2 is divided into Zones 2A and 2B, with 2A defined as not associated with a particular fault zone. (EDAW, Inc., 2009). No mitigation measures are required.

## H. Historic Resources

The building at 103 North Hotel Street was placed in the National Register of Historic Places on January 17, 1973 as part of the Chinatown Historic District (Hawaii Historic Site Number 80-14-9988). It is not listed in the Hawaii Register of Historic Places.

Since the building covers its entire lot, there are no surface archaeological resources on the property. The proposed project will entail minimal ground disturbance. The State Historic Preservation Division (SHPD) has been coordinated with, and an Archaeological Inventory Survey following an archaeological reconnaissance survey plan approved by SHPD will be conducted in conjunction with the demolition of areas of the ground floor where excavation will eventually occur. In the event any significant archaeological resources or burial sites are encountered, an appropriate mitigation plan will be developed.

The proposed rehabilitation appears to comply with the City & County of Honolulu's Special District Design Guidelines for Chinatown, the project, as

proposed, meets the United States Secretary of Interior's Standards for Historic Preservation, and has been coordinated with the Hawaii State Historic Preservation Division and Historic Hawaii Foundation. The State Historic Preservation Division has been involved with design review since the early planning phases. The State Historic Preservation Division staff have reviewed the plans for the proposed interior demolition to the present building, as well as visited the site. In a letter dated January 31, 2018, the Division concurred that the proposed project, "will have no adverse effect upon the historic property." The State Historic Preservation Division also has indicated that it will review and comment upon the proposed rehabilitation of the building and the proposed third floor addition when it reviews the building permit application as well as when it processes the federal income tax rehabilitation tax credit application. In addition, Historic Hawaii Foundation, in a letter dated April 30, 2018, found the proposed project to be in keeping with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings, and indicated their support of the project **(**See Appendix A).

Through owner and designer sensitivity and guidance provided by the City and County's Chinatown Design Guidelines, State Historic Preservation Division, and Historic Hawaii Foundation the proposed addition meets the Secretary of the Interior's Standards for Historic Preservation and will not adversely impact any historic resources such as the individual building or the Chinatown District as a whole. No mitigation measures are required.

## I. Cultural Resources

A literature review did not reveal the occurrence of modern cultural practices associated with the proposed project area. There are no hunting and gathering traditions, heiau, cemeteries or burials known to be associated with the property. The proposed project, therefore, will not affect known cultural resources.

The proposed project will not adversely impact any cultural resources and no mitigation measures are required.

## J. Botanical Resources

The project area is devoid of any botanical specimens, as the existing building covers the entire property.

The proposed project will not adversely impact any botanical resources and no mitigation measures are required.

## K. Wildlife Resources

The developed urban character of the proposed site suggests it is of no habitat value and is uninhabited by any rare, threatened or endangered fauna. No wildlife has been observed in the project area, and pigeons were the only avian species seen on or adjacent to the property.

The proposed project will not adversely impact any rare, threatened, or endangered wildlife resources and no mitigation measures are required.

## L. Air Quality

The State Department of Health (DOH), Clean Air Branch (CAB) has established the State Ambient Air Quality Standards (SAAQS). The DOH-CAB regularly samples ambient air quality at monitoring stations throughout the State and annually publishes this information. On Oahu, there are six monitoring stations. The closest station to the project site is located in Downtown Honolulu on the roof of the DOH (Kinau Hale) building (1250 Punchbowl Street), which measures SO2, O3, PM10, PM2.5.

Consistent trade winds regularly blow from a northeasterly direction, creating conditions for excellent air quality over the islands because the prevalent wind direction moves generated air pollutants on land to the southwest out to the open ocean. The present air quality of the project area appears to be reasonably good based on nearby monitoring data. Present air quality in the project area is mostly affected by motor vehicles, with carbon monoxide being the most abundant of the pollutants emitted. Air quality data from the nearest monitoring stations suggest that all state and national air quality standards are currently being met, although occasional exceedances of the more stringent state standards for carbon monoxide may occur near congested roadway intersections.

The primary air quality concern associated with construction projects is fugitive dust, resulting from ground disturbing activities. The proposed project will entail minimal ground disturbing activities, and the only possible short-term air quality impacts will result from off-site emissions from commuting construction workers and transport of construction materials.

## M. Noise

Major contributors to the existing background ambient noise levels within the project area are largely attributed to motor vehicle traffic along streets bordering the project site, and from Hotel Street in particular due to its bus traffic. The noise levels around the project site are typically consistent with noise levels found in urbanized business district areas.

Construction noise cannot be avoided; however, the scale of the proposed project is sufficiently small that construction noise will be limited. Furthermore, noise will vary by construction phase, the duration of each phase and the type of

equipment used during the different phases. For this project, noise will be most pronounced during the early stages when materials are transported to the property and the framing for the interior is constructed. Most construction activities will take place inside the building and the exterior walls will help to attenuate noise.

Community Noise Control regulations establish a maximum permissible sound level for construction activities occurring within (acoustical) zoning districts. The proposed project is placed in the Class B zoning district. The maximum permissible sound level for excessive noise sources (to include stationary noise sources and construction and industrial activities) in the Class B zoning district is 60 dBA between the hours of 7 a.m. and 10 p.m. and 50 dBa between the hours of 10 p.m. and 7 a.m. (HAR 11-46, Community Noise Control). Work will be scheduled for normal working hours (7 a.m. to 3:30 p.m.) seven days a week.

The proposed project is not likely to result in an increase in ambient noise levels. While noise will be generated during the construction period, the project is not expected to impact the businesses or organizations located in nearby buildings and facilities surrounding the project site. No extraordinary mitigation measures are proposed at this time since the noise generated by current and proposed activities is not expected to exceed allowable levels. Construction activities will be monitored to comply with the provisions of the regulations for community noise control. The contractor will be required to obtain a noise permit if the noise levels from construction activities are expected to exceed the allowable levels.

**N. Land Use Controls**

Pursuant to Chapter 205, HRS, the Hawaii Land Use Law, the State Land Use Commission classifies all land in the State of Hawaii into one of four classifications: urban, agricultural, rural, and conservation. The parcel on which 103 North Hotel Street sits is designated urban. The proposed uses within the project area are consistent with urban guidelines and permitted activities and require no district reclassification or boundary amendment.

The project area is not within the SMA as delineated by the City and County of Honolulu, and as such does not require an additional review under State CZM and County SMA rules.

The proposed project is consistent with and supports many of the objectives and policies of the *Oahu General Plan* as these relate to population, the economy, transportation, physical development and urban design, and culture and recreation.

Adopted in 2004, the *Primary Urban Center Development Plan* is one of eight development [or sustainable community] plans adopted to carry out the goals and intents of the City and County's *General Plan*. Its policies are used to shape

the growth and development of the primary urban core in Honolulu over the next twenty years, including Chinatown. The project site is designated district commercial on the *PUCDP* Land Use Map. The functions of the proposed project are consistent with this designation.

In addition, the proposed project lies within the City's *Chinatown Action Plan*, an area designated as "Downtown Mixed Use," which allows, "a variety of uses in the central business district including: office, government, retail, and multi-family residential uses, as well as public/quasi-public facilities." As such the proposed project is consistent with this plan's objectives.

The project area is designated BMX-4, Central Business Mixed-Use District by the City and County Land Use Ordinance (LUO). The intent of the BMX-4 zoning is to set apart the portion of Honolulu which forms the city's center for financial, office, governmental and housing, allowing the highest land use intensity for commerce, business and housing.

The proposed project is located within the Historic Core Precinct of the City & County of Honolulu's Chinatown Special Design District, and its proposed use supports the overall objectives of the district as articulated in LUO Section 21-9.60-1. The proposed rehabilitation of 103 North Hotel Street comports with the purpose the City's LUO, and will contribute to the Chinatown Historic District's social and economic vitality.

The proposed project supports the following LUO objectives for the Chinatown Special Design District enumerated in LUO Section 21-9.60-1:

A. Help promote the long-term economic viability of the Chinatown District as a unique community of retail, office and residential uses.

B. Retain the low-rise urban form and character of the historic interior core of Chinatown while allowing for moderate redevelopment at the mauka and makai edges of the District.

C. Retain and enhance pedestrian-oriented commercial uses and building design, particularly on the ground level.

D. Preserve and restore, to the extent possible, buildings and sites of historic, cultural, and/or architectural significance.

G. Encourage a variety of signage and graphics that reflect and complement the district's ethnic vitality and diversity, and which are compatible with and complement buildings and sites within the district.

H. Encourage outdoor lighting for the purpose of contributing to a lively, friendly, and safe urban environment.

In addition, the proposed project supports the LUO's Historic Core Objectives, as articulated in Sec. 21-9.60-8. These include:

(a) Encourage the retention and renovation of buildings of historic, architectural or cultural value.

Within the LUO there are special standards for the development of the Chinatown Special Design District to provide safeguards for the preservation and enhancement of buildings within the district and to protect the overall character of Chinatown. Design controls are provided to guide aesthetic and architectural aspects of project development. Implementation of the district's objectives consists primarily of height limitations and architectural appearance and character. As the proposed project involves rehabilitation to a significant building, a major special district permit application will be submitted to the City and County Department of Planning and Permitting for its approval.

## O. Utilities and Infrastructure

### 1. Circulation

Maunakea Street is a one-way street in the *makai* direction, and Hotel Street is restricted to two-way bus traffic. Both right-of-ways are fully improved with curbs, gutters, and sidewalks on both sides. Utilities are placed underground. Maunakea Street's approximately 42' right-of-way accommodates two travel lanes. Three metered, street parking spaces are on the Diamond Head side of Maunakea Street between Hotel and king Street and the `Ewa side is dedicated to loading zones. The posted speed limit is 25 miles per hour.

The primary vehicular access to the property is from Maunakea Street with reliance upon on street parking and the loading zone.

Traffic, as a result of construction activities, will increase minimally. The construction crew will consist of approximately 5 to 10 laborers and their supervisor. The crew will arrive at and depart the construction site in the supervisor's vehicles. Authorization to reserve the three parking stalls along Maunakea Street between King and Hotel streets will be requested from the Department of Transportation Services. Similarly, all construction materials will be delivered during off-peak traffic hours, (8:30 am to 3:30 pm), and off-loaded in the loading zone adjoining the building. A street usage permit for this activity will be obtained. The first floor of the building will serve as a staging area for the construction activities. No sidewalk or crosswalk closures are anticipated. Also no damage to existing roadways is anticipated; however, if such damage occurs the road will be repaired to City standards and will meet the Americans with Disabilities Act requirements. Also, the proposed project will not impinge on bus

transit activities on Hotel Street as Maunakea Street will provide access to the proposed project area.

When construction is completed any impacts to traffic will be negligible, as any vehicle owning patrons of the building will park off site.

Traffic generation as a result of the proposed project should be insignificant and should not significantly impact existing vehicular, bicycle or pedestrian traffic conditions. No mitigation measures are required.

The Bus has a stop on Hotel Street in front of Wo Fat for buses moving in a Diamond Head direction. The proposed project will not interfere with bus transportation services at this location, as all construction activity will be handled from Maunakea Street. No adverse impacts are anticipated to public transportation facilities and no mitigation measures are required.

**2. Water**

The Board of Water Supply operates and maintains the water system serving 103 North Hotel Street. A 8" cast iron municipal water line is under Hotel Street.

The building is on one 2" meter for the three floors, and it is intended this meter will continue to service the entire building following its rehabilitation. However, if fire safety requirements deem it necessary, a second or larger meter will be installed.

The proposed project should result in only a minimal increase in water usage at the site. The Board of Water Supply has assessed that the existing water system is available and adequate to accommodate the proposed improvements.

**3. Sewer**

Hotel Street is serviced by a 48" sewer main. Wastewater flows to the Ala Moana Pump Station on Ala Moana Boulevard near South Street and then to the Sand Island WWTP for treatment and ocean disposal.

Based on the anticipated water usage, the proposed project should result in a minimal increase in wastewater flow at the site. The existing sewer system is available and adequate to accommodate the proposed improvements.

A sewer connection permit (application number 2018/SA-1074) was obtained from the City and County of Honolulu on June 27, 2018.

### 4. Drainage

Roof drains on the building go directly into the City and County storm water drainage system under Hotel Street.

The rehabilitation will not increase the footprint onto which rain may fall. Rainwater runoff from the roof will flow into existing roof drains at the front corners of the building. From the drains it will run into existing leader boxes and downspouts that connect with the City and County's storm water runoff system.

As the square footage onto which rain may fall will not be increased, the proposed project should not result in an increase in storm water runoff. No mitigation measures are required.

A drainage permit will be obtained from the City and County of Honolulu.

### 5. Power and Communication

Electrical and communication transmission and distribution services are provided from existing underground connections.

The proposed project should minimally impact the existing demand for electrical and communication services. No mitigation measures are required.

## P. Public Services

### 1. Protective Services

Police protection originates from the Chinatown Police Station at the corner of Hotel and Maunakea streets, across the street from the proposed project area.

Fire service can be summoned from the Central Fire Station at Fort and Beretania streets (Station 1) and the Kakaako Fire Station on Queen Street (Station 9). Both are within one mile of the property, with the Central Station being the closest, located only six blocks away.

The proposed project should not impact police and fire department operations or ability to provide adequate services to the surrounding community. The proposed addition will be designed to meet fire and building code requirements. No adverse impacts are anticipated and no mitigation measures are required.

### 2. Educational and Recreational Facilities

The project area is within the Royal Elementary, Central Intermediate and McKinley High School districts.

Numerous parks and open spaces are located within and near the proposed project area, including such major park areas as Iolani Palace, Aala Park, Foster Botanical Garden, Kakaako Waterfront Park, Smith-Beretania Urban Park, Beretania Community Park, Uwela Park, Kamamalu Park, River Street/Sun Yat Sen Mall, Fort Street Mall, and Ala Moana Beach Park. See Figure 28 for a map of all the parks within easy access of the proposed project.

In the event the building is used as a dormitory, the approximately twenty-three (23) new dwelling units proposed will be studios, no adverse impacts are anticipated to public educational or recreational facilities and no mitigation measures are required.

**II. Short Term Impacts**

There is no site work and limited excavation, usually the most environmentally disruptive aspects of construction projects, associated with the proposed project.

The contractor will be responsible for general housekeeping of the site and for keeping adjacent streets and properties free of construction liter and debris. Pollution control measures will comply with Chapter 60.1, Air Pollution Control regulations of the State Department of Health.

Community Noise Control regulations establish a maximum permissible sound level for construction activities occurring within (acoustical) zoning districts. The proposed project is placed in the Class B zoning district. The maximum permissible sound level for excessive noise sources (to include stationary noise sources and construction and industrial activities) in the Class B zoning district is 60 dBA between the hours of 7 a.m. and 10 p.m. and 50 dBa between the hours of 10 p.m. and 7 a.m. (HAR 11-46, Community Noise Control). Construction activities may produce noise in excess of the permissible daytime noise level and a variance (or Noise Permit) may be needed. If necessary, the contractor will be responsible for obtaining the variance and complying with applicable conditions. Work will be scheduled for normal working hours (7 a.m. to 3:30 p.m.) Monday through Fridays. A Street usage permit will be applied for to allow loading and unloading of equipment and materials on Maunakea Street.

Vehicles carrying workers and material will contribute to traffic on Maunakea streets, the principal street providing access to the job site. Material deliveries will be scheduled during non-peak hours to minimize impact to traffic.

**III. Long-Term Impacts**

The proposed rehabilitation will add approximately twenty-three (23) hotel units, within the Chinatown Historic District, supporting the City and County of Honolulu's LUO objectives below:

A. Help promote the long-term economic viability of the Chinatown District as a unique community of retail, office and residential uses.

B. Retain the low-rise urban form and character of the historic interior core of Chinatown while allowing for moderate redevelopment at the mauka and makai edges of the District.

C. Retain and enhance pedestrian-oriented commercial uses and building design, particularly on the ground level.

The rehabilitation will upgrade the physical appearance of a significant historic building in the Chinatown Historic District, and through its new uses will contribute to the economic and social vitality of Chinatown. The hotel will attract visitors to the Chinatown historic district, thereby contributing to its economic vitality.

# Section 4. Alternatives to the Proposed Action

## A. No Action

A no action alternative would maintain the status quo of the property thus precluding the occurrence of all environmental impacts, short and long term, beneficial and adverse, described in the Assessment. Resources committed to plan and rehabilitate the building would be foregone and the stated objectives of the project, as well as the benefits expected to accrue from the project, would not be achieved.

## B. Dormitory Use

Dormitory use might be another possible alternative, should a hotel operation prove to be economically infeasible. The environmental impacts of such an alternative would be similar to those of the proposed project. However, the economic impact will not be as great as a boutique hotel could provide. A dormitory would require less staff to operate, and would result in a reduced visitor presence in Chinatown.

# Section 5. Permits and Approvals

Permits required for the project and responsible authorities are identified below. Additional permits and approvals may be required depending on final construction plans.

**State of Hawaii**

State Historic Preservation Division Review
Archaeological Inventory Permit

**City and County of Honolulu**

Department of Planning and Permitting

Building Permit
Construction Plans Review
Drain Connection Permit
Sewer Connection Permit
Special District Permit (Major)
Trenching Permit
Zoning Variance

Department of Transportation Services

Street Usage Permit

Depending on the outcome of the review of other agencies, other approvals might include:

Flood District Certification
Water Connection
Industrial Wastewater Discharge Permit

# Section 6. Agencies and Organizations to be Consulted

**State of Hawaii**

Department of Land and Natural Resources
    Historic Preservation Division
Department of Business, Economic Development and Tourism
    Planning Office

**City and County of Honolulu**

Board of Water Supply
Department of Environmental Services
Department of Planning and Permitting
Department of Transportation Services
Fire Department
Police Department
Honolulu Authority for Rapid Transit

**Others**

The Honorable Brickwood Galuteria, 12th Senatorial District
The Honorable Daniel Holt, 29th Representative District
Council Member Carol Fukunaga, Council District 6
Historic Hawaii Foundation
Chinatown Business and Community Association
Hawaiian Electric
Neighborhood Board No. 13, Downtown
Main Library (Placement)

# Section 7. Determination of Significance

After reviewing the significance criteria outlined in Chapter 343, HRS and Section 11-200-12, Hawaii Administrative Rules, Contents of EA, the proposed action has been determined to not result in significant adverse effects on the natural or human environment. A Finding of No Significant Impact (FONSI) is anticipated.

The potential impacts to the rehabilitation to 103 North Hotel Street have been fully examined and discussed in this Draft EA. Chapter 200 (Environmental Impact Statement Rules) of Title 11, Administrative Rules of the State Department of Health, establishes criteria for determining whether an action may have significant effects on the environment (Section 11-200-12). The relationship of the proposed project to these criteria is discussed below.

**1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resources;**

The proposed project will not involve an irrevocable commitment to loss or destruction of any natural or cultural resources. The building is located in the Chinatown Historic District. To assure that the proposed rehabilitation will not detract from the historic character of the historic building or the Chinatown district, it will comport with the Chinatown Special District Design Guidelines. The project, as proposed meets the United States Secretary of Interior's Standards for Historic Preservation, and has been coordinated with the Hawaii State Historic Preservation Division, Historic Hawaii Foundation, and the Chinatown Business and Community Association. The State Historic Preservation Division has been involved with design review since the early planning phases. The State Historic Preservation Division has reviewed the demolition plans for the proposed addition to the present building, as well as visited the site. In a letter dated January 31, 2018, the Division concurred that the proposed project, "will have no adverse effect upon the historic property." This letter is included in Appendix A at the end of this document.

**2) Curtails the range of beneficial uses of the environment;**

The proposed project will not curtail the beneficial use of the urban environment. It is in an urban area, and its existing uses conform to existing land use designations. The project retains the low rise character of the area; it does not introduce adverse environmental consequences such as noise and air pollution.

**3) Conflicts with the state's long-term environmental policies or goals or 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, or guidelines of the State of Hawaii as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders. Located in an urban area, the proposed project does not effect the natural environment. It will not lead to a population increase, and enhances the quality of life by maintaining Chinatown's community identity. It will provide a safe, sanitary and decent home, without intruding on the historic character of the historic building and the Chinatown Historic District.

**4) Substantially affects the economic or social welfare and cultural practices of the community or State;**

The proposed project will not substantially affect the economic or social welfare of the community or the State. Short-term economic benefits anticipated during construction will include direct, indirect and induced employment opportunities and multiplier effects, but not at a level that would generate significant economic expansion. Similarly, once the building is in operation, long-term economic benefits will include direct, indirect and induced employment opportunities and multiplier effects, but not at a level that would generate significant economic expansion.

**5) Substantially affects public health;**

The proposed project will not affect Public health. Short-term environmental impacts in the form of possible noise from construction can be expected. Such impacts can and will be mitigated by measures described in this Assessment.

**6) Involves substantial secondary impacts, such as population changes or effects on public facilities;**

The proposed project will not involve substantial secondary impacts, such as population changes or effects on public facilities. Existing water, wastewater, drainage, and electrical systems are adequate and available for the proposed demand and discharge flow associated with the rehabilitation.

The proposed action will not result in population growth.

**7) Involves a substantial degradation of environmental quality**;

The proposed project will not involve a substantial degradation of environmental quality. The rehabilitation involves an existing building.

**8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;**

The proposed project is individually limited and does not cumulatively have considerable effect upon the environment or involve a commitment for larger actions. The project involves the rehabilitation of an existing historic building. It comports with the Secretary of the Interior's Guidelines for Historic Preservation and does not detract from the historic character of the building or the Chinatown Historic District.

**9) Substantially affects a rare, threatened or endangered species, or its habitat;**

The proposed project does not substantially affect rare, threatened or endangered species, or its habitat. Rare, threatened or endangered flora or fauna have not established habitat on the proposed project site. The site's urban setting is not a conducive habitat for such species.

**10) Detrimentally affects air or water quality or ambient noise levels;**

The proposed project does not detrimentally affect air or water quality or ambient noise levels. It complies with the prevailing Rules Relating to Water Quality. Ambient noise levels will be raised as a result of construction activities associated with the proposed project, but can be controlled by measures stipulated in this Assessment. Construction noise will diminish as the proposed project draws closer to completion. All construction activities will comply with air quality and noise pollution regulations of the State Department of Health.

**11) Affects 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;**

The proposed project will not affect nor is it 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. The rehabilitation is not transpiring in an environmentally sensitive area. It is located in Zone X which is outside the five hundred year flood plain. It is also outside the tsunami evacuation zone. The soils under the existing building are Makiki Clay Loam, which consists of well drained soils in alluvium mixed with volcanic ash and cinders. Permeability is moderately rapid, runoff slow, and the erosion hazard is no more than slight. No beach, estuary, fresh water, or coastal waters will be affected by the proposed project.

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

The proposed project will not substantially affect scenic vistas and view planes identified in county or state plans or studies. The proposed project is in an urban

area, and state and county plans have not identified any scenic vistas and view planes within the project area. In addition, the rehabilitation of the building will bring back the original historic design of the building and will improve the aesthetics of the Chinatown Special Design District. Also, it will revitalize the use of the building, improving its maintenance and up keep, eliminating a current eye sore.

**13) Requires substantial energy consumption.**

The proposed project will not require substantial energy consumption. The proposed project is small in scale and does not require substantial energy consumption. Nor will the proposed rehabilitation cause any significant increase in energy consumption. The building is presently on two electric meters: one for the vacant upper floors and one for the ground floor commercial space. The addition of twenty three (23) studio units, will only minimally increase electrical energy use.

In consideration of the above, the proposed action has been determined to not result in significant adverse effects on the natural or human environment. It is a very small scale project involving the rehabilitation of an existing building. As a result, it will not cause in any loss or destruction of any natural or cultural resources nor will it detrimentally affect public health, air or water quality or ambient noise levels. Furthermore, it will not affect any rare, threatened or endangered species, or their habitat.

In addition, it comports with the state's long-term environmental policies or goals or guidelines as expressed in chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions or executive orders. It will result in a higher level of economic and social welfare. There should be no substantial secondary impacts associated with the project nor cumulative effects on the environment.

It is not located in a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water or coastal waters. Being located twenty feet above sea level, the building is not expected to be affected by a rise in sea level or other climate change impacts.

A Finding of No Significant Impact (FONSI) is anticipated.

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# APPENDIX A

## Comments from Agencies,

## Citizen Groups and Individuals

The following two letters from State Historic Preservation District (SHPD) and Historic Hawaii Foundation (HHF) were in response to the plans provided in this EA as noted by Figures 6 to 19 as well as a walkthrough of the building.

Also included are the minutes from the Downtown-Chinatown Neighborhood Board No. 13 meeting that was held on June 7, 2018 at One Aloha Tower, Multi-purpose Room 2

DOWNTOWN–CHINATOWN NEIGHBORHOOD BOARD NO. 13

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD, SUITE 160 • HONOLULU, HAWAII 96817
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**REGULAR MEETING MINUTES**
**THURSDAY 7 JUNE 2018**
**ONE ALOHA TOWER, MULTI PURPOSE ROOM 2**

CALL TO ORDER – Chair Au called the meeting to order at 7:00 p.m. **Quorum was established with seven (7) members present**. Note: This nine (9)-member Board requires five (5) members to establish a quorum and to take official Board action.

Board Members Present – Alvin Au, Ernest Caravalho, Kevin Lye (departed at 8:10 p.m.), Lori McCarney, Dolores Mollring, Chu Lan Shubert-Kwock (departed at 8:55 p.m.), Robert Tom

Board Members Absent – Willis Moore, John Smiley

Guests – Captain Sean Arakaki (Honolulu Fire Department); Lieutenant Lee and Sergeant Chi (Honolulu Police Department); Megan Muramatsu (Mayor Kirk Caldwell's representative); Laurel Johnston (Governor David Ige's representative); Glen Young (Senator Karl Rhoads' Office); House Representative Daniel Holt; Roelle Torres (Councilmember Carol Fukunaga's Office) ; Pat Lee, John Moore, and Bill Brennan (Honolulu Authority for Rapid Transportation); Sam Moku (Hawaii Pacific University); Nicole Reid (Art's, Culture, Media, and Etc. (ACME)); Greg Payton (Safe Haven), Lori McCarney (BikeShare Hawaii); Connie Kwan and Kyler Carlson (SHADE); Gail Jennings, Rick Kenne, Liana Benn, Kalawai Goo, Ronald Louie, Lynell Yuu, Ronald Higa, Lee Stack (Residents); Harry Cho (Neighborhood Commission Office).

INTRODUCTION OF BOARD MEMBERS – The Board members introduced themselves. Chair Au reminded those present to speak into the microphone when addressing the Board.

PUBLIC SAFETY REPORTS

Honolulu Fire Department (HFD) – Captain Arakaki reported the following:

- May 2018 Statistics: There were 3 nuisance fires, 1 cooking fire, 12 activated alarms with no fire, 175 medical emergencies, 1 motor vehicle collisions with a pedestrian, 6 motor vehicle crash/collisions, 1 mountain rescue, and 2 hazardous materials incident.
- Safety Tip – Wild Land Fire Preparedness:
    - Every year, wild land or brush fires can cause great damage in communities. By working together, residents can better protect their property and neighborhood from fires.
    - Clear leaves and other vegetative debris from roofs, gutters, porches, and decks. This helps prevent embers from igniting a fire.
    - Remove flammable materials such as dead vegetation and wood piles within 30 feet of your home.
    - Keep your lawn hydrated and maintained. If your lawn is dry, cut it down to reduce fire intensity. Dry grass and shrubs are fuel for brush fires.
    - Have a plan in place if you must evacuate.

Questions, comments, and concerns followed - Vehicle/Pedestrian Accident: Tom and McCarney requested information regarding a motor vehicle collision with a pedestrian.

Honolulu Police Department (HPD) – Lieutenant Lee reported the following:

- May 2018 Statistics: There were 12 motor vehicle thefts, 1 burglary, 63 thefts, 16 unauthorized entries into motor vehicles (UEMV), 22 assaults, 4 sex assaults, 9 drug incidents, and 2,419 total calls for service.
- Safety Tip – Disaster Preparedness Safety:
    - Hurricane Season: Prepare to cover all windows and door openings with boards, shutters, or other shielding materials. Be aware of the structural limitations of your home. Reinforce your home against high winds.
    - Tsunami: If in an evacuation zone, you must leave if ordered to do so. Do not tie up phone lines with non-emergency calls. Go inland or to a higher elevation as soon as possible.
    - Be Prepared: Make an emergency plan and know escape routes and meeting places. Stock up on batteries, radios, flashlights, and first aid supplies. Prepare a survival kit for home use to take to a shelter. Learn the location of officially designated civil defense shelters.

Questions, comments, and concerns followed:

1. Sex Assault: Shubert-Kwock asked if there was a sex assault during last month's First Friday event. Sergeant Chi clarified that a sex assault did not occur.
2. Crime Increase: Tom stated that he noticed crime rates from the previous month's report are increasing.

Neighborhood Citizens Patrol – Mollring reported that the neighborhood citizen's patrol has been taking photographs, making notice of any concerns, and reporting the concerns to each department. A few days of patrol were missed due to the rain.

Public Concerns – There were no concerns.

NEW BUSINESS

Renovation and Restoration of the Historic Wo Fat Building – Dean Sakamoto reported the following:

- Mighty Wo Fat LLC: This is group of Hawaii and U.S. mainland-based investors who recognize the potential of the former Wo Fat Chop Suey House building in particular as a renewed nexus of commercial and cultural activity in the heart of Honolulu's historic Chinatown.
- The Mighty Union: The operator is The Mighty Union which does hotels, restaurants, bars, and any other projects that affords them the opportunity to create conditions for quality, conviviality, and play.
- Design Team: The design team will include Clayton & Little Architects, Dean Sakamoto Architects LLC, and SHADE.
- Project Overview:
    - Preservation and Adaptive Reuse Project
    - Close to future rail station
    - Ground floor will include a restaurant/bar, retail, reception, and lobby
    - Second (2nd) and third (3rd) floors will include guestrooms, 23 total
    - Roof will include equipment room and a possible bar

Questions, comments, and concerns followed:

1. Drop Off: Tom asked where the pick-up and drop-off will location will be. Sakamoto stated that all services will be at the alley on Maunakea Street. An easement needs to be worked out with the owners of 1036 Maunakea Street Building next door.
2. Restaurant: Chair Au stated that there is a need for a large capacity restaurant (banquet hall) in Chinatown. Now that Empress Restaurant is closed, the Chinese community is looking for a large event space which can hold over 300 people.
3. Economic Goals: Lye asked what the economic goals were. Sakamoto stated that with only 23 hotel rooms, there will be economic pressure on the bar/restaurant to produce revenue. The overall project budget will be around $10 million.
4. Chinese Chamber of Commerce (CCCH): Chair Au stated that there is a Chinese Chamber of Commerce (CCCH), and encouraged engaging with them. They can give good business ideas and suggest how to make a successful restaurant in Chinatown. Renewing the Wo Fat building is a refreshing idea and the Chinese community wants a positive improvement at that location.
5. Investors: Shubert-Kwock asked who the local investors were. Sakamoto stated that June Jones is the lead local investor.
6. Community Impact: Caravalho asked what impact neighbors will have with noise and how this will help with homelessness. Sakamoto stated that he agrees that noise in the late evening will be a problem for area residents. They will need to factor for that. Regarding the homeless issue, this project will not directly address it. However, indirectly it will help this problem by bringing positive economic activity to the area.

After Action Review of Street Closure for First Friday Mural Installation – Nicole Reid reported that beer and wine was not sold during the Friday 1 June 2018 First Friday event. Beer and wine were served during the Friday, May 4, 2018 First Friday event. During both months, the event began at 8:00 p.m. Live music was held between 8:30 p.m. and 10:00 p.m. Four (4) portable toilets were on site from 8:00 p.m. to 2:00 a.m. HPD special duty officers were present from 7:30 p.m. to 2:00 a.m. There were no incidents during the duration of the event. Approximately 300 guests were present. Cleaning and removal of the portable toilets occurred at 2:15 a.m.

Questions, comments, and concerns followed:

1. Liquor Sales: Shubert-Kwock stated that First Friday events never used to sell alcohol, but now does.
2. Buses: Shubert-Kwock stated that public buses should return to normal operations at an earlier time to accommodate the public. Reid stated that attendants were at public bus stops to relocate and notify public transportation users. McCarney stated that Hotel Street should not be used as a bus mall and rather be used for pedestrians. A community member/business owner in Chinatown stated that buses are re-routed to ensure pedestrian safety and agreed that buses should be removed from Hotel Street.

Discussion on Mayor Kirk Caldwell's Veto of City Council Bill 82, Removal of Chinatown Bulb-Outs:

- Opposition: A community member stated that the community was not involved in the discussion with the addition of bulb-outs in Chinatown.
- Support: Shubert-Kwock stated that the community should support Bill 82.
- Pedestrian Safety: McCarney stated that sidewalk extensions have positive impact on pedestrian foot traffic.
- Community Influence: Chair Au stated that he asked the City why the community was not involved with the discussion regarding the initial installation of bulb-outs. However, there is a lot more that needs to be discussed before supporting or opposing these bulb-outs.
- Petition: Caravalho stated that there was a petition from the Chinatown community that opposed the bulb-outs.

**Lye departed the meeting at 8:10 p.m. Six (6) Board members present.**

**Shubert-Kwock MOVED and Caravalho SECONDED the motion that the Chinatown/Downtown Neighborhood Board No.13 support Bill 82. The motion was NOT ADOPTED, 4-2-0.** (**Aye**: Caravalho, Mollring, Shubert-Kwock, Tom; **Nay**: Au, McCarney; **Abstain**: None).

COMMUNITY CONCERNS

Hawaii Pacific University (HPU) – No report was given.

Safe Haven – Greg Payton reported that in May 2018 there were four (4) Safe Haven discharges/intakes, five (5) activity center and pathways placements, and one (1) return to mainland. MHK has received the 90 day contract to start affordable homeless housing for Waikiki. MKH is working with the City and County of Honolulu to occupy the building low income and homeless adults. The long-term contract is out for procurement now and the provider of the long-term contract will be decided by the City by July 2018. MHK received a contract award for a new homeless outreach worker by the Department of Health (DOH) Adult Mental Health Division. Please contact Ema Bell at 808-859-0538 with any issues in the Chinatown/Downtown area.

Honolulu Authority for Rapid Transportation (HART) – John Moore, HART East Area Construction Manager, provided a short update on the City Center Advance Utility work that was recently awarded to NAN, Inc. on Thursday 31 May 2018. This work is from the Middle Street station in Kalihi to the Ala Moana station, a little over four (4) miles in length and would traverse the Downtown/Chinatown area. NAN has received the contract for the advanced utility work as a an ID/IQ, indefinite delivery/indefinite quantity "task order" contract which will allow HART to control when and where the work is done. This would assist area businesses by planning work around their schedules and busiest times. This work is being performed ahead of the City Center Guide way and Stations (CCGS) contract, to relocate utilities in advance of the construction of the rail columns, guide way structure, and eight (8) rail stations that will come later when a contract is awarded for that work.

Chinatown Business and Community Association (CBCA) – Shubert-Kwock reported that the CBCA's monthly meeting was on Tuesday, May 8, 2018, 9:00 a.m. at Won Kee Restaurant. The Mayor's veto regarding Bill 82 was discussed. CBCA also worked with HPD on the urgent care clinics assisting the director to find spaces for respite care. The Urgent Care clinic is a needed resource center for all who need help whether it is rehousing, mental health assistance, job training, or drug rehab. There was a First Friday block party street shut down from 7:30 to 2:00 a.m. to allow area bars to stage. Community members do not believe bar owners should continue to use block parties to promote their business and believe the City needs to show it cares by committing to keeping the sidewalks and parks clean. The next CBCA meeting will be on Tuesday 12 June 2018, 9:00 a.m. at Won Kee Restaurant. The Director of the Urgent Care Help Center was invited for a briefing.

Arts Cultural Merchants Etc. (ACME) – No report was given

Chinatown Improvement District (CID) – Lee Stack reported that there are new planters along Hotel Street. Thursday, July 7, 2018 will be a tour with the Hawaiian Heritage Center of different buildings in the Chinatown area. A grant was received for a graffiti project and testing of products will be conducted.

Biki – BikeShare Chief Executive Office (CEO) Lori McCarney reported that the station along River Street will be moved to College Walk during the expansion which will be held in Summer 2018 or early Fall 2018. A handout of the organizational structure of Biki and BikeShare Hawaii was given to the Board.

Questions, comments, and concerns followed:

1. Registration: Caravalho asked if the bikes are registered. McCarney stated that all bikes are registered with the City.
2. Pedestrian Safety: Tom stated that he is concerned with pedestrian safety due to bicyclists riding along the sidewalks.

ELECTED OFFICIALS

Mayor Kirk Caldwell's representative – Megan Muramatsu reported the following:

- Follow Up:
    - Pedestrian Crossing Signal: Department of Transportation Services (DTS) responded that they checked the pedestrian signal at Bishop Street and Adams Lane and found it working. The pedestrian signal at South Beretania Street and Smith Street has been repaired.
    - Sidewalk at Little Village Noodle House: Department of Facility Maintenance (DFM) responded that they have received a sidewalk work request from the Department of Planning and Permitting (DPP) and will schedule repairs after permits and authorizations have been obtained. Due to its location within the Special Chinatown District, the sidewalk repairs will need to be reviewed and approved for construction so that the appearance matches the surrounding area. In the interim, patches will be performed to address possible trip hazards.
    - Pavers at Fort Street Mall: DFM stated that they are working with Department of Parks and Recreation (DPR) on identifying the damaged sidewalk paver locations and determining the cause of the damages. Upon completion of DPR's assessment of the sidewalk paver repairs needed, DFM will schedule the necessary repairs as resources are available.
    - Street Wells on South King Street: DPR stated that crews of the Division of Urban Forestry (DUF), DPR, performed work to level tree wells along the mauka side of North and South King Streets and continue their efforts to level tree wells throughout the Downtown area, as necessary.
    - Smith-Beretania Park Hours: DPR stated that the contractor has been instructed to close no sooner than 7:00 p.m. and the maintenance section will open the park as close to 7:00 a.m. as possible. However, there may be occasions when it is not possible for the park gate to be opened by 7:00 a.m., due to the roving crew being required to address an emergency maintenance issue or other types of problems at another park.

Questions, comments, and concerns followed - Fire Escape: The owner of Sin Lounge stated that he noticed other businesses being allowed to use Smith-Beretania Park as a fire escape while some businesses are not allowed access.

Councilmember Carol Fukunaga – Roelle Torres distributed a newsletter to the Board and public and was available to hear concerns.

Governor David Ige's representative – Director of Department of Budget and Finance Laurel Johnston reported that Governor Ige has released funds for the flooding on Kauai and the volcanic eruption on the Big Island for immediate disaster assistance. A report regarding the Statewide 2018 Point in Time Count was distributed to the Board and public.

Senator Karl Rhoads – Glen Young reported the following:

- Capital Improvement Project (CIP) Funds: $586,500 was released for improvements, repairs, and maintenance of Washington Place. The Governor no longer resides there. It is now a historic building primarily used for ceremonial occasions. $300,000 was released for construction of a new visitor and education center at the Hawaii Heritage Center.
- Bike Lanes: Following up on the concerns to the State Department of Transportation (HDOT) concerning

the unsightly jersey barriers and the loose gravel in the bike lanes along Nimitz Highway. DOT responded that the matter is being investigated and has been assigned a tracking number. Senator Rhoads will update the Board of any future developments.

- Drug Activity: Regarding the complaint about possible illegal drug activity occurring in a River Street apartment, HPD responded that they investigated the matter but could not find any illegal activity. HPD will continue to monitor the area.

**Shubert-Kwock departed the meeting at 8:55 p.m. Five (5) Board members present.**

Representative Daniel Holt - Representative Holt reported the following:

- University of Hawaii (UH) Promise Program: The UH Promise Program alleviates some of the burden of finishing college with a large amount of student loan debt by providing scholarships for the unmet direct cost needs of qualified students enrolled at any community college campus of the UH system. House Bill (HB) 2501 also appropriates $700,000 to establish and implement this program for the upcoming year.
- Affordable Housing: $570 million was awarded for affordable housing, which will help create over 25,000 new affordable units.
- Project Funds: Significant project funds include $3,200,000 for McKinley High School Stadium improvements and $400,000 to upgrade their bell system, $150,000 to Aloha Medical Mission for the construction of a new dental clinic, and $200,000 to Kalihi Palama Health Center for new facilities for women's and children's programs.
- Chinatown Family Fair: The event will take place on Saturday 9 June 2018 at the Smith-Beretania Park from 10:00 a.m. to 3:30 p.m.

APPROVAL OF THURSDAY 5 APRIL 2018 REGULAR MEETING MINUTES – **As there were no objections, the Thursday 3 May 2018 regular meeting minutes were APPROVED by UNANIMOUS CONSENT, 5-0-0**. (**Aye**: Au, Caravalho, McCarney, Mollring, Tom; **Nay**: None; **Abstain**: None).

BOARD BUSINESS AND REPORTS

Treasurer's Report – No report was given.

ANNOUNCEMENTS

Next Meeting – The next meeting of the Downtown–Chinatown Neighborhood Board № 13 is scheduled for Thursday 5 July 2018 at Hawaii Pacific University, One Aloha Tower Drive, Multi-Purpose Room 2 at 7:00 p.m.

Neighborhood Citizen Patrol – The Neighborhood Citizen Patrol meets each Tuesday on the Diamond Head side of Kukui Plaza at 8:00 p.m. Please join the patrol and support its efforts to express service and pride in our Downtown–Chinatown community.

ʻŌlelo – Rebroadcasts of Downtown–Chinatown Neighborhood Board № 13 meetings are scheduled on ʻŌlelo channel 49 for every third Thursday at 9:00 p.m., as well as 6:00 a.m. on the second and fourth Saturdays of each month. An archive of past meetings may be found on http://olelo.org/olelonet/ and searching on <Downtown Chinatown>.

ADJOURNMENT – Chair Au adjourned the meeting at 9:05 p.m.

Submitted by: Harry Cho, Neighborhood Assistant
Reviewed by: K. Russell Ho, Neighborhood Assistant and Kevin Lye, Secretary, Downtown–Chinatown Neighborhood Board № 13

# STATE OF HAWAII
## DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

**LOG NO:** 2018.00098
**DOC NO:** 1801KN08
Architecture

January 31, 2018

John Davenport, Project Manager
The Mighty Wo Fat, LLC
1209 Orange Street
Wilmington, New Castle, DE, 19801
jdavenport@amscre.com

Dear Mr. Davenport:

**SUBJECT: HRS Chapter 6E-10 Historic Preservation Review**
**Wo Fat Building – Interior Demolition**
**1040 Maunakea Street Honolulu, HI 96813**
**Honolulu Ahupuaa, Kona District, Island of O'ahu**
**TMK: (1) 1-7-003:026**

Thank you for the opportunity to comment on this request from The Mighty Wo Fat, LLC for Hawai'i Revised Statutes (HRS) Chapter 6E-10 review. The State Historic Preservation Division (SHPD) received this submittal on January 16, 2018. The submittal included the SHPD 6E Submittal Form, project description, and photographs. The proposed scope of work includes removing interior partitions and abandoned electrical and mechanical equipment.

This building was built in 1939, retains its historic integrity, and is a contributing resource within the Chinatown Historic District (SIHP # 80-14-9986, NR #73000658). The proposed project will not affect the design, workmanship, materials, location, setting, association and feeling of the historic building.

The project will not have an effect on the character defining features of this historic property and therefore **"no historic properties affected"**.

Please contact Kaiwi Yoon, Architecture Branch Chief at (808) 692-8032, or at Kaiwi.N.Yoon@hawaii.gov for questions regarding architectural resources this letter.

Mahalo,

Alan Downer

Alan Downer, PhD.
Deputy State Historic Preservation Officer
Administrator, State Historic Preservation Division

cc: deans@dsarch.net

HISTORIC HAWAI'I FOUNDATION

May 2, 2018

Kathy K. Sokugawa
Acting Director
Department of Planning and Permitting
City & County of Honolulu
650 South King Street
Honolulu, HI 96813

**Re: Pre-Consultation for Draft Environmental Assessment & Special District Permit**
**Wo Fat Building, 103 N. Hotel Street, Chinatown, Honolulu, Island of O'ahu**
**TMK: 1-7-003:026**

Dear Ms. Sokugawa:

Historic Hawai'i Foundation (HHF) was contacted with a request to participate in pre-consultation related to the Draft Environmental Assessment (DEA) that will be prepared pursuant to Hawai'i Revised Statutes (HRS) Chapter 343 and a Chinatown Special District Permit for the Wo Fat Building in the Chinatown Historic District.

Historic Hawai'i Foundation (HHF) is a membership-based non-profit organization dedicated to preserving and encouraging the preservation of buildings, sites, districts and objects significant to the history of Hawai'i. HHF was founded in 1974 and believes that historic preservation is a critical component for the quality of life, economic development and environmental sustainability of the Hawaiian Islands.

The Wo Fat Building is designated as "very high" preservation value in the Chinatown Special District Design Guidelines.

HHF met with the project's preservation professional, Don Hibbard, for a site visit on March 21, 2018. HHF's preservation architect then reviewed the plans and renderings by Clayton & Little dated 3/7/2018. The proposed project would rehabilitate the three-story building by changing the ground-floor market to a restaurant and changing the second and third stories to a hotel or dormitory.

A necessary and appropriate means of preserving historic buildings includes capital reinvestment and ensuring that they remain useful and livable over time, so as to avoid leaving older buildings vacant, unmaintained or neglected. The standards for treatment of historic properties allow for

additions and adaptive use, as long as these later period changes are compatible and harmonious with the character-defining features and historic elements of the original building.

The preservation standards focus on retention of historic materials, massing, footprint, fenestration and design. If historic elements are damaged, they should be repaired rather than replaced; if they are missing, they should be replicated following evidence of the historic appearance.

HHF has analyzed the character-defining features that are important to be preserved, repaired, restored and/or reconstructed based on documentary or physical evidence. Please see Attachment (pages 1-2) for the list of character-defining features that are important for preservation and the illustrated cross-reference.

HHF finds that the proposed work is in keeping with the Secretary of the Interior's Standards for the Rehabilitation of Historic Properties. Dr. Hibbard represented that the owner also intends to utilize the federal historic tax credit to finance the work, and that, therefore, both the State Historic Preservation Division and the National Park Service will review and approve all components that have the potential to affect character-defining features.

In addition to the plans to repair and restore historic fabric, the proposal also addresses new construction to support the reuse. HHF has developed recommendations for new features that should be designed as compatible infill or additions to the historic building, and recommendations for detracting features that should be removed, if possible. Please see Attachment (pages 3-4 and illustrated cross-reference) for HHF's recommendations for new infill/additions and features that should be removed.

Based on the project's consistency with the preservation standards, HHF is supportive of the proposal to rehabilitate the Wo Fat Building. We appreciate the effort and commitment to this preservation project and wish them well in seeing it to completion.

Very truly yours,

Kiersten Faulkner

Kiersten Faulkner, AICP
Executive Director

Copies via email: Don Hibbard
State Historic Preservation Division: Kaiwi Yoon, Megan Borthwick

Attachments:

- Key Character-Defining Features to be Preserved & Recommendations for Infill/Additions and Features to be Removed
- Illustrations Cross-Referencing Key Character-Defining Features

**Wo Fat Building**
**Character-Defining Features**

**Key existing features important to be preserved, repaired, restored and/or reconstructed based on documentary or physical evidence.**

I. Exterior
- A. Shape/Plan
  1. Irregular rectangle footprint with 2 street facades at 90 degrees (along Hotel and Mauna Kea Streets)
  2. Diagonal corner full height first and second floors
  3. 2 Story elevations capped by projecting eave
  4. Third floor penthouse set back from street elevations
  5. Octagonal Tower at third floor of Mauna Kea & Hotel Street corner
  6. Octagonal Elevator Tower stepped back at Ewa end of Hotel Street facade
- B. Roof
  1. Attached horizontal canopy above sidewalks and storefronts, suspended by regularly spaced metal tiebacks
  2. Sloped projecting eave above second floor, clad with green glazed barrel tiles. Upturned corners at diagonal corner
  3. Octagonal Tower roof at third floor on corner. Pagoda form with upturned feature at each corner
  4. Third floor J-shaped roof over stepped-back penthouse with a sloped projecting eave
  5. Octagonal Tower roof on elevator penthouse
- C. Walls
  1. Smooth painted stucco over concrete with regular openings
- D. Windows
  1. First Floor transoms, patterned divided lights
  2. Second Floor paired casements
     a. Divided light transoms (wood, inside swing, hopper)
     b. Pair of divided light casements (verify wood frame?)
  3. Third Floor Tower Windows
     a. Divided light fixed sash
- E. Doors
  1. Existing doors are not historic; see recommendations for replacements
- F. Entrances
  1. Original First Floor Corner Entry, diagonal
  2. Original Restaurant Entrance Bay on Hotel Street
- G. Storefronts
  1. Half-bay storefronts flanking corner
  2. Two full storefront bays along Hotel Street
- H. Decorative Elements
  1. Projections
     a. Corner Neon "Chop Sui" Sign

2. Trim
    a. Concrete brackets under projecting clay tile eaves; second floor, third floor remnants and tower with applied motif on wall to either side
    b. Medallions below storefront windows within recessed panel
    c. Medallions below second and third floor windows within incised panels
    d. Vertical panels at first floor columns

II. Interior

A. Individual Spaces

B. Interior Features

1. Expose original beams, coffers, soffits and brackets with painted Chinese designs. Repair damage.
2. Ground level decorative soffits over entry doors

C. Finishes and Materials

1. Restore and refinish painted Chinese designs at exposed beams, coffers, soffits and brackets.

**HHF recommendations for new features to be designed as compatible infill or additions**

I. Exterior

A. Plan and B. Roof

4. At third floor penthouse: Pull new window and associated roof line behind parapet as close to the original clay tile eave line as feasible. Consider greenhouse type glazed enclosure at front sitting area curved below the historic eave.

E. Doors

1. At open market bays: Fabricate and install replacement doors similar to original with segmented lights, opaque or translucent glazed, operating as segmented roll-up or traditional tilt-up garage door type.

F. Entrances

1. Original retail entrance at corner of Mauna Kea and Hotel Streets: Design replacement double entry door to be compatible with entrances found elsewhere in Chinatown with similar storefront designs. [i.e. two-panel door with lower solid flat panel, glazed upper panel and glazed transom above.]
2. Original Restaurant Entrance on Hotel Street: Consider reconfiguring hotel entrance and lobby to utilize original entrance bay as there appears to be evidence of an existing decorative soffit that may have framed the original entry lobby.

**HHF Recommendations for detracting features to be removed**

I. Exterior

A. Plan and B. Roof

I. Third floor addition: Encroaches on second floor roofline. Reconfigure new addition plan and roof to make less prominent

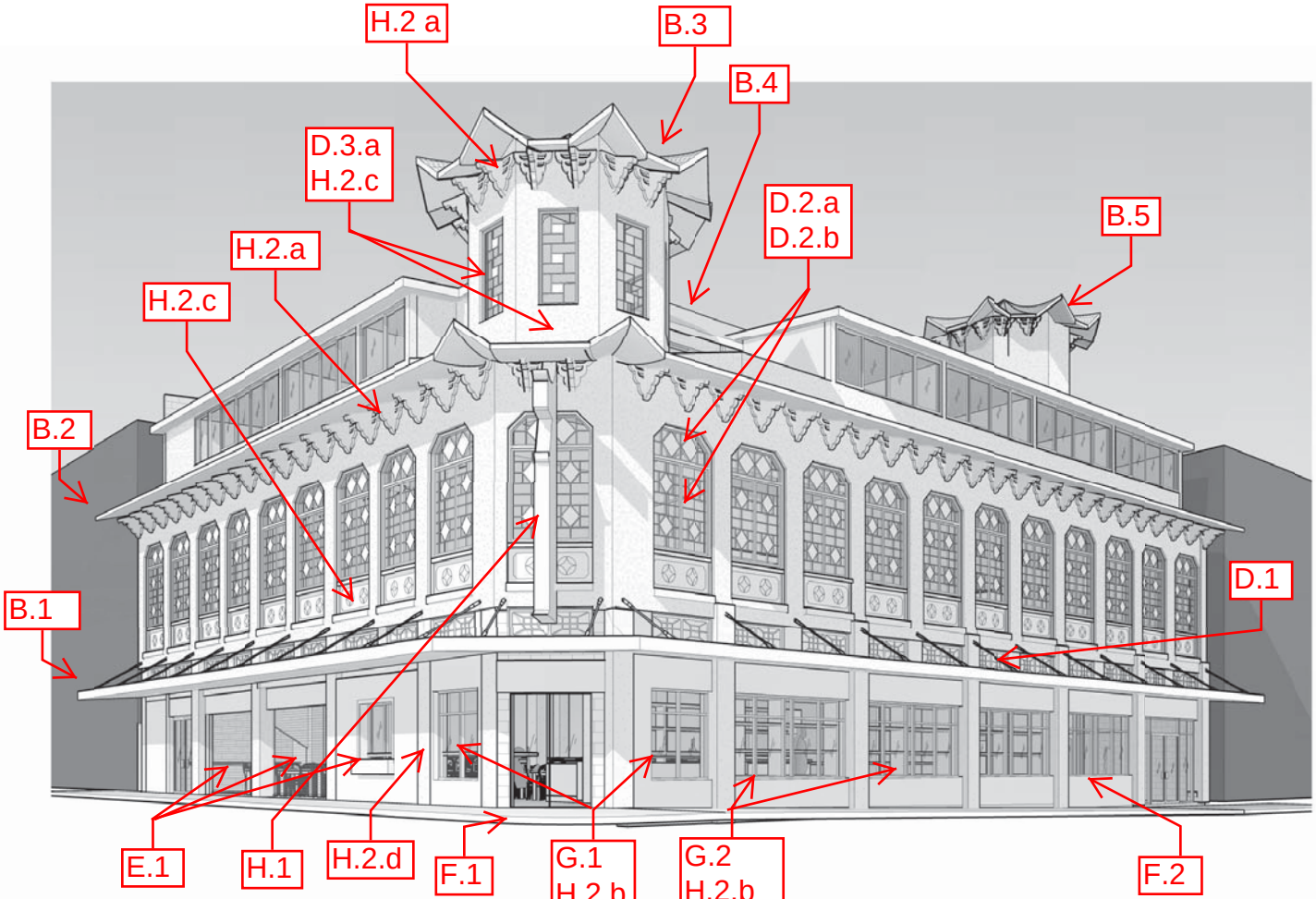
E. Doors

1. Non-historic Roll-up Doors at open Market Bays: Replace with multi-light, segmented roll-up door or traditional tilt-up door as recommended above

F. Entrances

2. Non-original entrance at Ewa corner: Reconfigure entrance to utilize original bay and restore any remaining interior soffit treatment

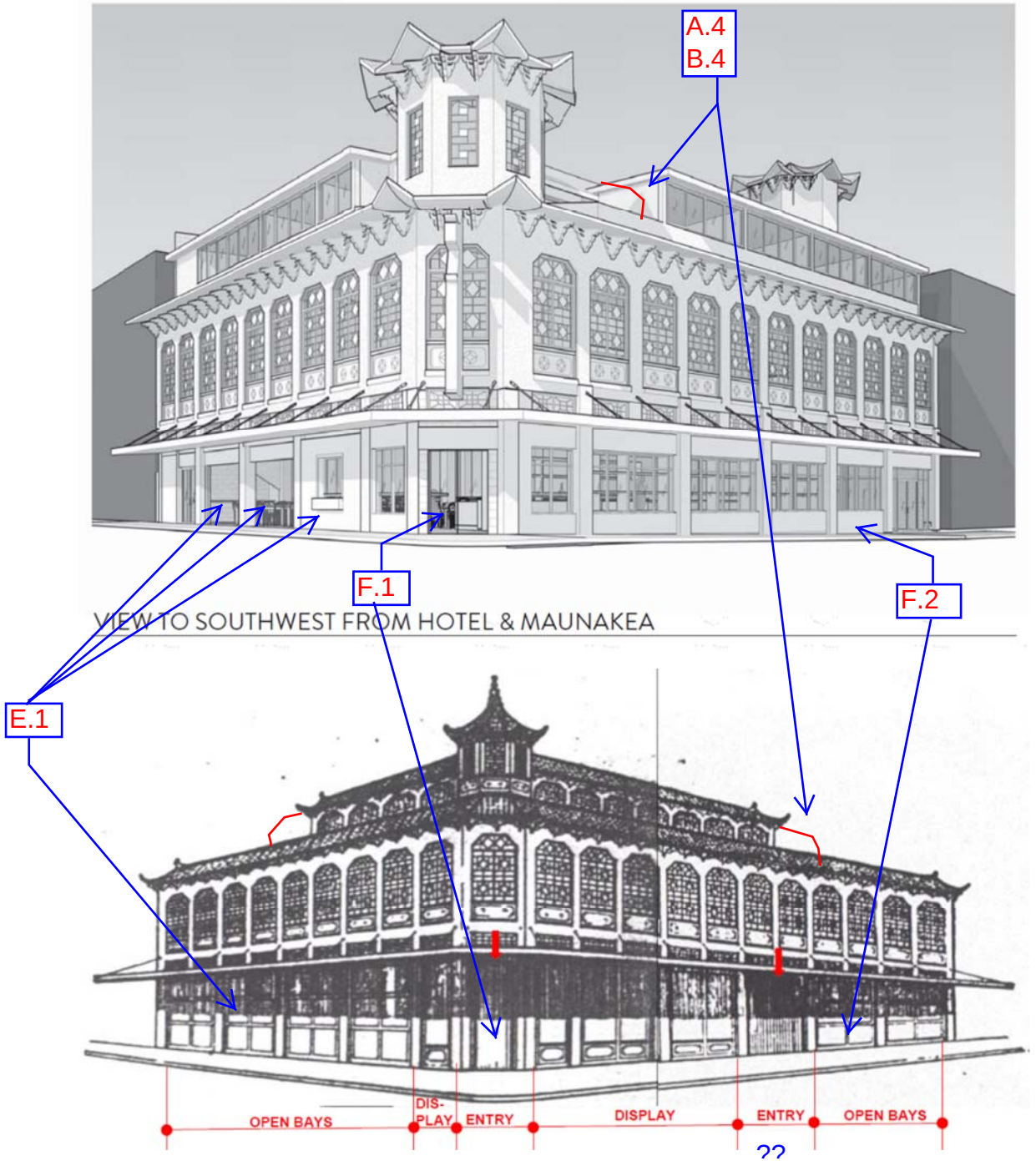
**Wo Fat Building**
**Character-Defining Features**
**Existing features to be preserved, repaired, restored and/or reconstructed based on documentary or physical evidence.**



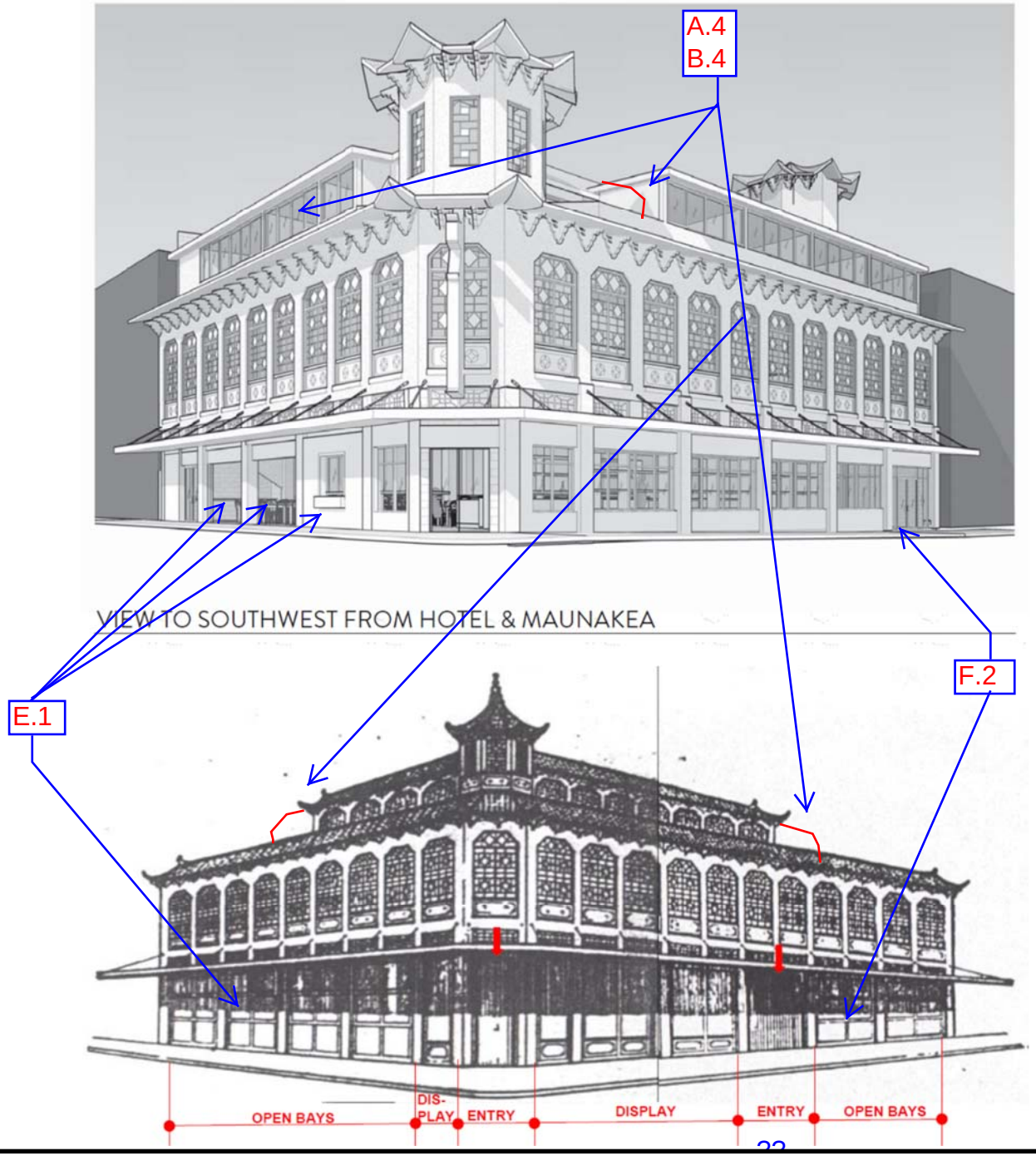

VIEW TO SOUTHWEST FROM HOTEL & MAUNAKEA

GENERAL 3D VIEW NOTES

1. VIEWS ARE FOR REFERENCE ONLY; DO NOT SCALE FROM DRAWINGS.
2. REFER TO EXTERIOR ELEVATIONS FOR MATERIAL & FINISH INFORMATION.
3. SHADOWS ARE FOR VISUALIZATION ONLY & DO NOT NECESSARILY REPRESENT ACTUAL CONDITIONS.




**Wo Fat Building**
**Compatible Infill or Additions**




**Wo Fat Building**
**Detracting Features**

# APPENDIX B

# Economic Feasibility Summary

Wo Fat Renewal
103 N. Hotel Street, Honolulu, HI

Economic Feasibility Summary

Project Description:

The Wo Fat Renewal consists of the rehabilitation of a 16,500 sf historic structure located in the Chinatown neighborhood of Honolulu, HI, commonly known as the Wo Fat Chop Suey building. The former restaurant and market will be adapted to ground floor retail and restaurant space with 23 proposed rooms on the second and third floors. The rooms will be constructed for short term or hotel use but also could be easily converted to studio/efficiency apartment homes.

Hawaii Economy:

According to the 2018 3rd quarter report on Hawaii.gov the state economy has experienced 14 consecutive quarters of growth, led by tourism and construction.

3rd Quarter 2018 Report

Hawaii's major economic indicators were mostly positive in the second quarter of 2018. Visitor arrivals, visitor expenditures, State general fund tax revenues, wage and salary jobs, personal income (through the fourth quarter of 2017), government contracts awarded, private building authorizations, and State CIP expenditures all increased in the quarter compared to second quarter 2017.
In the second quarter of 2018, the total number of visitors arriving by air to Hawaii increased 167,240 or 7.2 percent. Due to shorter lengths of stay, the daily visitor census increased 7.1 percent in the quarter. Since visitors spent more on a daily basis in the second quarter of 2018, total visitors by air spending increased 11.5 percent in the quarter. Historical data shows that, after seventeen quarters of positive growth from the third quarter of 2009 to the third quarter of 2013, Hawaii's tourism sector experienced one quarter of negative growth in the fourth quarter of 2013. Since the first quarter of 2014, however, Hawaii's tourism sector has shown positive growth compared with the same quarter in the previous year.

In the second quarter of 2018, jobs in the construction sector remained unchanged, the government contracts awarded increased $362.2 million or 153.3 percent, the permit value for private construction increased $287.6 million or 35.0 percent, and State CIP expenditures increased $291.3 million or 97.1 percent, compared with the same quarter of 2017. According to the most recent excise tax base data available, current construction put-in-place increased $31.9 million or 1.5 percent in the first quarter of 2018, compared with that quarter in 2017.

In the second quarter of 2018, State general fund tax revenues were up $173.3 million or 10.2 percent over the same period of 2017. Net individual income tax revenues increased $249.2 million or 40.4 percent, and State general excise tax revenue decreased $81.4 million or 9.9 percent in the second quarter of 2018, compared to second quarter 2017. In the first half of 2018, State general fund tax revenues increased $308.5 million or 9.4 percent, and state general excise tax revenue increased $45.7 million or 2.8 percent, compared to the same period of the previous year.

Labor market conditions were positive. Hawaii's jobs increased for the 31st consecutive quarter beginning in fourth quarter 2010. In the second quarter of 2018, Hawaii's non-agricultural wage and salary jobs averaged 663,600 jobs, an increase of 11,100 jobs or 1.7 percent from the same quarter of 2017.

The job growth in the second quarter of 2018 was due to job increases in the private sector. In this quarter, the private sector added about 12,000 non-agricultural jobs compared to the second quarter of 2017. Jobs increased the most in Food Services and Drinking Places, adding 4,400 jobs or 6.4 percent. This was followed by Health Care & Social Assistance, adding 3,200 jobs or 4.6 percent, Professional & Business Services, adding 2,200 jobs or 2.7 percent, and Transportation, Warehousing, and Utilities, adding 800 jobs or 2.5 percent in the quarter. In the second quarter of 2018, Information and Retail Trade each lost 400 jobs; followed by Manufacturing which lost 300 jobs in the quarter. The three levels of government lost 900 jobs or 0.7 percent in the second quarter of 2018 compared to the same quarter of 2017. The Federal Government added 100 jobs or 0.3 percent; State Government lost 1,400 jobs or 1.8 percent, while Local Government added 400 jobs or 2.1 percent, compared to the second quarter of 2017.

The U.S. Bureau of Economic Analysis (BEA) estimates of quarterly GDP show, in the first quarter of 2018, total annualized nominal GDP increased $2,940 million or 3.4 percent, from the first quarter of 2017. In 2017, total annualized nominal GDP increased $3,232 million or 3.8 percent from the previous year. In the first quarter of 2018, total annualized real GDP (in chained 2009 dollar) increased $767 million or 1.0 percent from the first quarter of 2017. In 2017, total annualized real GDP increased $1,232 million or 1.7 percent from the previous year.

In the first quarter of 2018, total non-farm private sector annualized earnings increased $1,119.5 million or 3.1 percent from the first quarter of 2017. In dollar terms, the largest increase occurred in accommodation and food services; followed by health care and social assistance, finance and insurance, professional, scientific, & technical services, and administration & waste management services. During the first quarter of 2018, total government earnings increased $294.6 million or 1.9 percent from the same quarter of 2017. Earnings from the federal government increased $240.1 million or 2.8 percent.

Earnings from the state and local governments increased $54.5 million or 0.8 percent in the quarter.

In the first half of 2018, Honolulu's Consumer Price Index for Urban Consumers (CPI-U) increased 1.6 percent from the same period in 2017. This is 0.9 of a percentage point below the 2.5 percent increase for the U.S. average CPI-U and is lower than the first half of 2017 Honolulu CPI-U increase of 2.5 percent from the same period of the previous year. In the first half of 2018, the Honolulu CPI-U increased the most in Transportation Housing (4.3 percent), followed by Food and Beverages (2.1 percent), Housing (1.8 percent), Other Goods and Services (1.7 percent), and Recreation (0.9 percent). The price of Education and Communication decreased 2.5 percent and the price of Apparel decreased 2.8 percent compared to the first half of 2017.

Oahu Tourism:

According to the Hawaii Tourism Authority, Oahu visitor arrivals and spending have increased repeatedly over the last 4 years.

Oʻahu:

Visitor spending increased in July (+1.2% to $773.7 million), boosted by growth in visitor days (+5.3%). The average daily spending was lower (-3.8% to $194 per person) compared to July of last year. Visitor arrivals were up (+2% to 566,059) compared to a year ago. There were increases from U.S. West (+6.9%) and U.S. East (+1.9%) but no growth from Canada (+0.4%) and Japan (-0.4%). The average daily census rose 5.3 percent to 128,891 visitors in July.

Through the first seven months, both visitor spending (+9% to $4.85 billion) and arrivals (+5.5% to 3,480,379) increased compared to a year ago.

Chinatown Economy:

Chinatown has reemerged as a cultural hub for Honolulu featuring new restaurants, theatre, and art galleries. The historic neighborhood designation has preserved 2-3 story buildings and promoted street level activity. Comparatively low rents have driven the emergence of new businesses and startups that could otherwise not afford to open. The city and community leaders have developed a Chinatown Action Plan that focuses on pedestrians, transportation, livability, and safety. Several blocks have already experienced revitalization with work share spaces, cafes and galleries that are thriving.

Downtown Hotel Market:

Virtually non-existent, Honolulu's downtown consists of a very limited number of hotel rooms, all of which are located in the Executive Centre. These rooms

mostly cater to extended stay travel for executives doing business at the state capitol. The downtown and Chinatown markets are extremely under served with hotel rooms.

Wo Fat Strategy:

The Wo Fat building's prominent location and unique characteristics and size will make an immediate impact on the Chinatown sub market, serving as a neighborhood anchor and providing services to both locals and visitors seeking an authentic cultural experience. Availability of relatively affordable housing and future rail station location will make Wo Fat an attractive job provider for young Hawaiians. Projected average daily rates of below $200/night with no resort fees will appeal to budget minded travelers and provide an attractive alternative to Waikiki. The availability of public transportation, bikes, and ride share programs eliminate the need for rental cars and expensive overnight parking options. The open café and bar plan will appeal to the pedestrian nature of Chinatown and the casual affordable fresh offerings will attract the growing millennial population as well as baby boomers seeking engagement with the arts community. The simple straight forward design will allow the hotel to be profitable with just a $155 ADR at 65% occupancy, both well below average Oahu metrics. The ability to host large gatherings and private parties will also add a needed element to the Chinatown neighborhood which hasn't existed since the original Wo Fat Chop Suey closed its doors.

Summary:

The Wo Fat enjoys nostalgic notoriety in the Honolulu community, is well located for the future city transportation oriented development plans, and will provide services not currently offered in the neighborhood. The steady growth in tourism, specifically in the experiential sector, will benefit the hotel rooms and restaurant business. With an affordable value oriented price point and a 24 hour business cycle, the project should produce attractive revenue streams with low operating costs. Other economic benefits will include HART grants, historic tax credits, and opportunity zone status (see 2018 Tax Reform Bill). The Wo Fat's history and high profile operating team (Ace Hotel creator, June Jones investment group) will give it a strong market advantage and national publicity.

# APPENDIX C

# Comments on EA and Applicant's Response

DAVID Y. IGE
GOVERNOR OF HAWAI'I

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
EMD/CWB

05023PDCL.18

May 10, 2018

**MEMORANDUM**

SUBJECT: Clean Water Branch Standard Project Comments

TO: Agencies and Project Owners

FROM: ALEC WONG, P.E., CHIEF
Clean Water Branch

**This memo is provided for your information and sharing. You are encouraged to share this memo with your project partners, team members, and appropriate personnel.**

The Department of Health (DOH), Clean Water Branch (CWB) will no longer be responding directly to requests for comments on the following documents (Pre-consultation, Early Consultation, Preparation Notice, Draft, Final, Addendums, and/or Supplements):

- Environmental Impact Statements (EIS)
- Environmental Assessments (EA)
- Stream Channel Alteration Permits (SCAP)
- Stream Diversion Works Permits (SDWP)
- Well Construction/Pump Installation Permits
- Conservation District Use Applications (CDUA)
- Special Management Area Permits (SMAP)
- Shoreline Setback Areas (SSA)

For agencies or project owners requiring DOH-CWB comments for one or more of these documents, please utilize the DOH-CWB Standard Comments below regarding your project's responsibilities to maintain water quality and any necessary permitting. DOH-CWB Standard Comments are also available on the DOH-CWB website located at: http://health.hawaii.gov/cwb/.

**DOH-CWB Standard Comments**

The following information is for agencies and/or project owners who are seeking comments regarding environmental compliance for their projects with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program.

1. Any project and its potential impacts to State waters must meet the following criteria:

   a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.

   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.

   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

2. You may be required to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for point source water pollutant discharges into State surface waters (HAR, Chapter 11-55). Point source means any discernible, confined, and discrete conveyance from which pollutants are or may be discharged.

   For NPDES general permit coverage, a Notice of Intent (NOI) form must be submitted at least 30 calendar days before the commencement of the discharge. An application for a NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the applicable form ("CWB Individual NPDES Form" or "CWB NOI Form") through the e-Permitting Portal and the hard copy certification statement with the respective filing fee ($1,000 for an individual NPDES permit or $500 for a Notice of General Permit Coverage). Please open the e-Permitting Portal website located at: https://eha-cloud.doh.hawaii.gov/epermit/. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the appropriate form. Follow the instructions to complete and submit the form.

Some of the activities requiring NPDES permit coverage include, but, are not limited to:

a. Discharges of Storm Water

   i. For Construction Activities Disturbing One (1) or More Acres of Total Land Area.

      By HAR Chapter 11-55, an NPDES permit is required before the start of the construction activities that result in the disturbance of one (1) or more acres of total land area, including clearing, grading, and excavation. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale.

   ii. For Industrial Activities for facilities with primary Standard Industrial Classification (SIC) Codes regulated in the Code of Federal Regulations (CFR) at 40 CFR 122.26(b)(14)(i) through (ix) and (xi). If a facility has more than one SIC code, the activity that generates the greatest revenue is the primary SIC code. If revenue information is unavailable, use the SIC code for the activity with the most employees. If employee information is also unavailable, use the SIC code for the activity with the greatest production.

   iii. From a small Municipal Separate Storm Sewer System (along with certain non-storm water discharges).

b. Discharges to State surface waters from construction activity hydrotesting or dewatering

c. Discharges to State surface waters from cooling water applications

d. Discharges to State surface waters from the application of pesticides (including insecticides, herbicides, fungicides, rodenticides, and various other substances to control pest) to State waters

e. Well-Drilling Activities

   Any discharge to State surface waters of treated process wastewater effluent associated with well drilling activities is regulated by HAR Chapter 11-55. Discharges of treated process wastewater effluent (including well drilling slurries,

lubricating fluids wastewater, and well purge wastewater) to State surface waters requires NPDES permit coverage.

NPDES permit coverage is not required for well pump testing. For well pump testing, the discharger shall take all measures necessary to prevent the discharge of pollutants from entering State waters. Such measures shall include, if necessary, containment of initial discharge until the discharge is essentially free of pollutants. If the discharge is entering a stream or river bed, best management practices (BMPs) shall be implemented to prevent the discharge from disturbing the clarity of the receiving water. If the discharge is entering a storm drain, the discharger must obtain written permission from the owner of the storm drain prior to discharge. Furthermore, BMPs shall be implemented to prevent the discharge from collecting sediments and other pollutants prior to entering the storm drain.

3. A Section 401 Water Quality Certification (WQC) is required if your project/activity:

   a. Requires a federal permit, license, certificate, approval, registration, or statutory exemption; and

   b. May result in a discharge into State waters. The term "discharge" is defined in Clean Water Act, Subsections 502(16), 502(12), and 502(6).

   Examples of "discharge" include, but are not limited to, allowing the following pollutants to enter State waters from the surface or in-water: solid waste, rock/sand/dirt, heat, sewage, construction debris, any underwater work, chemicals, fugitive dust/spray paint, agricultural wastes, biological materials, industrial wastes, concrete/sealant/epoxy, and washing/cleaning effluent.

   Determine if your project/activity requires a federal permit, license, certificate, approval, registration, or statutory exemption by contacting the appropriate federal agencies (e.g. Department of the Army (DA), U.S. Army Corps of Engineers (COE), Pacific Ocean Division Honolulu District Office (POH) Tel: (808) 835-4303; U.S. Environmental Protection Agency, Region 9 Tel: (415) 947-8021; Federal Energy Regulatory Commission Tel: (866) 208-3372; U.S. Coast Guard Office of Bridge Programs Tel: (202) 372-1511). If your project involves work in, over, or under waters of the United States, it is highly recommended that you contact the Army Corp of Engineers, Regulatory Branch regarding their permitting requirements.

   To request a Section 401 WQC, you must complete and submit the Section 401 WQC application. This application is available on the e-Permitting Portal website located at: https://eha-cloud.doh.hawaii.gov/epermit/.

Please see HAR, Chapter 11-54 for the State's Water Quality Standards and for more information on the Section 401 WQC. HAR, Chapter 11-54 is available on the CWB website at: http://health.hawaii.gov/cwb/.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of $25,000 per day per violation and up to two (2) years in jail.

5. It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should:

   a. Treat storm water as a resource to be protected by integrating it into project planning and permitting. Storm water has long been recognized as a source of irrigation that will not deplete potable water resources. What is often overlooked is that storm water recharges ground water supplies and feeds streams and estuaries; to ensure that these water cycles are not disrupted, storm water cannot be relegated as a waste product of impervious surfaces. Any project planning must recognize storm water as an asset that sustains and protects natural ecosystems and traditional beneficial uses of State waters, like community beautification, beach going, swimming, and fishing. The approaches necessary to do so, including low impact development methods or ecological bio-engineering of drainage ways must be identified in the planning stages to allow designers opportunity to include those approaches up front, prior to seeking zoning, construction, or building permits.

   b. Clearly articulate the State's position on water quality and the beneficial uses of State waters. The plan should include statements regarding the implementation of methods to conserve natural resources (e.g. minimizing potable water for irrigation, gray water re-use options, energy conservation through smart design) and improve water quality.

   c. Consider storm water Best Management Practice (BMP) approaches that minimize the use of potable water for irrigation through storm water storage and reuse, percolate storm water to recharge groundwater to revitalize natural hydrology, and treat storm water which is to be discharged.

d. Consider the use of green building practices, such as pervious pavement and landscaping with native vegetation, to improve water quality by reducing excessive runoff and the need for excessive fertilization, respectively.

e. Identify opportunities for retrofitting or bio-engineering existing storm water infrastructure to restore ecological function while maintaining, or even enhancing, hydraulic capacity. Consideration should be given to areas prone to flooding, or where the infrastructure is aged and will need to be rehabilitated.

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Mr. Alec Wong, P.E., Chief
State of Hawai'i
Department of Health
P.O. Box 3378
Honolulu, Hawai'i 96801-3378

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Mr. Wong:

Thank you for your letter dated May 10, 2018 (your reference number EMD/CWB) regarding the subject project. We have reviewed your comments. The comments do not apply to the proposed project, and the proposed project conforms with all water quality standards. We have indicated this on page 71 of the Final Environmental Assessment.

Your letter will be included in the Final Environmental Assessment. Please feel free to call me at 808-591-5558 if you have any questions.

Sincerely,

Dean Sakamoto
Principal

720 Iwilei Road, **SUITE 336**, Honolulu, HI 96817 **USA**
1 Whitney Avenue, **SUITE 202**, New Haven, CT 06510 **USA**
**TEL** 203.562.5558 **TEL** 808.591.5558 **WWW.DSARCH.NET**

Water Resources Research Center

UNIVERSITY of HAWAI'I MĀNOA

August 1, 2018

720 Iwilei Road,
Suite 336
Honolulu, HI 96817

Mr. Dean Sakamoto:

This is to acknowledge receipt of your letter for review of an Environmental Assessment.

Unfortunately, the Water Resources Research Center does not have the capacity to review the environmental impact statement at this time due to the faculty position vacancy.

While we continue to explore filling the current vacancy, the Center will exclude itself from commentary on this specific environmental assessment study.

Sincerely,

Darren T. Lerner
Interim Director
UH Water Resources Research Center

C: Janet Lau

2540 Dole Street, Holmes Hall 283
Honolulu, Hawai'i 96822
Telephone: (808) 956-7847
Fax: (808) 956-5044

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Darren T. Lerner
Interim Director
UH Water Resources Research Center
2540 Dole Street, Holmes Hall 283
Honolulu, Hawai'i 96822

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Mr. Lerner,

Thank you for your letter dated August 1, 2018 regarding the Wo Fat Rehabilitation Project. We appreciate your participation in the environmental review process but understand that your organization cannot comment at this time.

Your letter will be included in the Final Environmental Assessment. Please feel free to call me at 808-591-5558 if you have any questions.

Sincerely,

Dean Sakamoto
Principal

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dupd
2018/ELOG-1540

DEPARTMENT OF COMMUNITY SERVICES
CITY AND COUNTY OF HONOLULU
925 DILLINGHAM BOULEVARD, SUITE 200•HONOLULU, HAWAII 96817
PHONE: (808) 768-7762 • FAX: (808) 768-7792
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KIRK CALDWELL
MAYOR

PAMELA A. WITTY-OAKLAND
DIRECTOR

REBECCA J.'I. SOON
DEPUTY DIRECTOR

August 6, 2018

Mr. Dean Sakamoto
Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96817

Dear Mr. Sakamoto:

SUBJECT: Draft Environmental Assessment (DEA)
Wo Fat Renewal Project
103 North Hotel Street - Chinatown
Tax Map Key (TMK): 1-7-003:026

Thank you for the letter about the DEA for the Wo Fat Renewal Project.

The review of the documents indicated that the proposed project will have no adverse impacts on any Department of Community Services' (DCS) activities or projects at this time.

Thank you for providing DCS with the opportunity to comment on this matter.

Sincerely,

Pamela A. Witty-Oakland
Director

PWO:ta

cc: Ms. Janet Lau
Department of Planning and Permitting

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Pamela A. Witty-Oakland, Director
Department of Community Services
925 Dillingham Blvd, Suite 200
Honolulu, Hawai'i 96817

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Ms. Witty-Oakland,

Thank you for your letter dated August 6, 2018 regarding the Wo Fat Rehabilitation Project. We appreciate your participation in the environmental review process.

Your letter will be included in the Final Environmental Assessment. If you have any questions, please call me at 808-591-5558.

Sincerely,

Dean Sakamoto
Principal

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**BOARD OF WATER SUPPLY**

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843
www.boardofwatersupply.com





August 23, 2018

Mr. Dean Sakamoto
Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96817

Dear Mr. Sakamoto:

Subject: Your Letter Dated July 25, 2018 Requesting Comments on the Draft Environmental Assessment for the Wo Fat Building Renovation Project on 1048 Maunakea Street – Tax Map Key: 1-7-003: 026

Thank you for your letter regarding the proposed building renovation project.

The existing water system is adequate to accommodate the proposed renovation project. However, please be advised that this information is based upon current data, and therefore, the Board of Water Supply reserves the right to change any position or information stated herein up until the final approval of the building permit application. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval.

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 on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

If you have any questions, please contact Robert Chun, Project Review Branch of our Water Resources Division at 748-5443.

Very truly yours,

ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

cc: Janet Lau, Department of Planning and Permitting

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Ernest Y. W. Lau, P.E.
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawai'i 96813

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Mr. Lau,

Thank you for your letter dated August 23, 2018 regarding the Wo Fat Rehabilitation Project. We appreciate you're your comments and understand while sufficient water is currently available for the proposed project, this is always subject to change. With regards to fire safety we have coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

Your letter will be included in the Final Environmental Assessment. If you have any questions, please feel free to call me at 808-591-5558.

Sincerely,

Dean Sakamoto
Principal

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DEPARTMENT OF PLANNING AND PERMITTING
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PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

FILE

KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

August 29, 2018 2018/ED-4(JL1)

Mr. Dean Sakamoto
Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96817

Dear Mr. Sakamoto:

SUBJECT: Chapter 343, Hawaii Revised Statutes (HRS)
Draft Environmental Assessment
Wo Fat Renewal Project
103 North Hotel Street – Chinatown
Tax Map Key 1-7-003: 026

We have reviewed the Draft Environmental Assessment (DEA), received July 16, 2018, for the above-mentioned Project and have the following comments:

A. Site Development Division, Civil Engineering Branch

1. According to Page 4 of the DEA, the Project will involve trenching within the City right of way. List trenching permit in "Section 5. Permits and Approvals."

2. The Project shall comply with the prevailing Rules Relating to Water Quality.

B. Site Development Division, Wastewater Branch

1. The sewer connection application No. 2018/SCA-1074 was approved for 23 hotel units on June 27, 2018. If 24 hotel units are desired, a new Sewer Connection Application is required to update the number of units.

C. Site Development Division, Traffic Review Branch

1. A Traffic Demand Management Plan (TDM) should be submitted to our office for review and approval. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other TDM measures. Bicycle racks should be situated in an easily accessible and secure location. The TDM should be submitted and approved prior to the issuance of the (temporary) certificate of occupancy.

2. A construction management plan (CMP) should be submitted for review and approval prior to the issuance of demolition/building permits for major construction work. The CMP shall identify the type, frequency and routing of heavy trucks and construction related vehicles. Every effort shall be made to minimize impacts from these vehicles and related construction activities. The CMP should identify and limit vehicular activity related to construction to periods outside of the peak periods of traffic, utilizing alternate routes for heavy trucks, provisions for either on-site or off-site staging areas for construction related workers and vehicles to limit the use of on-street parking around the Project site and other mitigation measures related to traffic and potential neighborhood impacts. Preliminary or conceptual traffic control plans should also be included in the CMP. The Applicant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as restriping, road resurfacing and/or reconstruction if the condition of the roadways has deteriorated as a result of the related construction activities.

3. Valet operations for the restaurant and hotel guests will not be allowed on City streets.

4. The proposed new outward swinging doors along Maunakea Street, Hotel Street, and at the corner should be sliding or inward swinging, to avoid pedestrian conflicts in the sidewalk area.

5. The proposed sidewalk order window for the coffee bar should be designed to not impede/conflict with the effective sidewalk width needed for pedestrians. A pedestrian assessment should be done to justify the location of the sidewalk order window and the effective width of the sidewalk needed for pedestrians.

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

7. All loading and trash pick-up areas shall be designed such that vehicles enter and exit front first. Loading and trash pick-up activities should not be done on City streets.

D. Transit-Oriented Development (TOD) Division

1. The TOD Division supports the Wo Fat Renewal Project as it is consistent with vision and planning principles of Section 1.3 of the *Downtown Neighborhood TOD Plan*. It is also consistent with zoning and land use, and historic preservation as described in Section 6.2 of the *Downtown Neighborhood TOD Plan*.

2. The Project is also consistent with Action 3.2, "Repurpose and market vacant and underutilized properties," and Action 3.4, "Preserve the neighborhood's cultural and historic resources," of the *Chinatown Action Plan*.

3. TOD is intended to encourage development that is less auto-reliant and supports alternative transportation modes. We support the Project's application of the Chinatown Special District's parking exemption. As such, we also encourage the Applicant to consider and work with the necessary stakeholders to realize a bikeshare station in the vicinity of Hotel Street and Maunakea Street. Hotel Street is a designated bike route of the Oahu Bike Plan, and Maunakea Street is the heart of the generational retail shops representing Chinatown. A bikeshare station will not only serve the community at large but will complement the Project's restaurant and hotel use, making it an ideal bikeshare destination. At the very least, integral bicycle parking should be considered on the ground level of the Project to accommodate future clientele, especially for the hotel or dormitory component.

E. Land Use Permits Division, Urban Design Branch

1. Since the Project proposes new floor area, bicycle parking is required pursuant to Land Use Ordinance Section 21-6.150. Both short- and long-term bicycle parking must be provided whenever new floor area, a new dwelling unit, or a new parking structure is proposed. The Project proposes 983 square feet of new floor area on the third floor of the building. One short-term bicycle parking space and one long-term bicycle parking space are required. Show the bicycle parking spaces in the drawings in the Final Environmental Assessment (FEA).

F. Planning Division, Community Planning Branch

1. The DEA identifies the possible use of grant assistance from the Honolulu Authority for Rapid Transportation (HART)as part of the Project rehabilitation's construction funding. If the use of County funds is contemplated, the FEA should include the use of County funding in its description of the requirements under HRS §343-5.

2. The DEA is generally consistent with the considered planning principles, objectives, and guidelines of the *Oahu General Plan*, *Primary Urban Center Development Plan* (PUCDP), and *Downtown Neighborhood TOD Plan*. However the FEA should address each of the supported objectives, policies, and guidelines of the aforementioned plans in a clearer, more uniform and consistent method, format, or framework in the evaluation and discussion.

3. In support of the PUCDP's vision of "Honolulu's Natural, Cultural and Scenic Resources are Protected and Enhanced" (Section 2.1) and the policy to "Preserve historic and cultural sites" (Section 3.1.2), the FEA could offer suggestions of cultural components in the public and semi-public spaces of the rehabilitation Project. This will enhance and protect Chinatown's rich cultural history. The FEA should address the feasibility of the various alternatives to showcase the building's history and its context within the district.

4. For clarity, the FEA should identify the *Downtown Neighborhood TOD Plan* by name instead of the "City's Transit Oriented Development Plan's Chinatown

District." This discussion should also name which of the three rail stations the rehabilitation Project is closest to as the DEA already acknowledges the close proximity of a proposed HART station.

5. The FEA should include a discussion on how the rehabilitation Project supports the strategies identified in the *Chinatown Action Plan*:

   https://www.honolulu.gov/rep/site/dpptod/chinatown_docs/ChinatownActionPlan-Final_3-16.pdf

6. The FEA should identify if the rehabilitation Project is located within the sea level rise exposure area (SLR-XA) or its proximity to the SLR-XA. It should discuss any potential impacts from sea level rise and climate change or if any steps to minimize risks have been determined. Refer to the Mayor's Directive No. 18-01 to Address Climate Change and Sea Level Rise and its referenced documents.

7. The FEA should discuss the basis for the hotel's economic feasibility and discuss likelihood of the dormitory use alternative. If a market analysis was conducted, the findings should be included in the FEA or any other data to support statements of market viability for both the boutique hotel and dormitory. Any potential changes to the layout of the second and third floor in order to accommodate the dormitory use should also be discussed.

8. In the discussion of consultation with agencies, be aware, the Department of Health closed the Environmental Planning Office on May 2, 2018.

9. The DEA indicates prior review of interior demolition with the SHPD. The FEA should discuss SHPD's review and comments on the exterior alterations as well.

Should you have any further questions on this matter, please contact Janet Lau, of our Urban Design Branch, at (808) 768-8033 or by email at janet.lau@honolulu.gov.

Very truly yours,

FOR Kathy K. Sokugawa
Acting Director

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Kathy Sokugawa
Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawai'i 96813

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Ms. Sokugawa,

Thank you for your letter dated August 29, 2018 regarding the Wo Fat Rehabilitation Project. We appreciate your participation in the environmental review process. With regards to the topics you commented upon, we offer the following responses:

A. 1. A trenching permit has been added to the list of necessary permits in Section 5.

A.2. The project will comply with the prevailing rules relating to Water Quality. A statement to that effect has been added to the Final Environmental Assessment (FEA) on page 71.

B.1. The FEA has been revised on page 6, 51 and 63 to reflect the obtaining of the sewer permit. The document has also been revised throughout to reflect twenty-three rather than twenty-four proposed units.

C.1. The FEA has been revised to include mention of the TDM on page 49.

C.2. The FEA has been revised to include mention of the CMP on 49.

C.3. Mention of valet parking has been removed from the FEA.

C.4. The final drawings for the project will indicate inward swinging doors.

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C.5. A sidewalk oriented take out window presently exists on Maunakea Street between Hotel Street and Pauahi Street. The proposed coffee bar window will be designed in a similar manner to not impede pedestrian traffic.

C.6. The FEA on page 49 will indicate that a construction management plan will be submitted to the City & County's Traffic Review Branch for approval and a street usage permit will be obtained.

C.7. Garbage will handled off site. Language to so indicate has been included in the FEA on page 49.

D.1 and 2. The information provided has been included in the FEA of page 47.

D.3. From a historic preservation perspective we are uncertain as to the appropriateness of a bike share station in Chinatown, and would suggest a station might be better located at the transit stop in the area, which will be only two blocks away from the proposed project.

E.1. The proposed project will comply with Section 21-6.150 of the LUO, and one short-term and one long-term bicycle parking space will be included within the proposed project. Most likely these will be located in the ground floor lobby providing access to the upper floors.

F.1. Language has been added to page 1 to address this comment.

F.2. Language has been added to page 47 to address this comment.

F.3. Language has been added to page 47 to address this comment.

F.4. Language on page 47 has been revised to identify the Downtown Neighborhood TOD Plan by name.

F.5. Language has been added to page 47 to address this comment.

F.6. Language has been added to pages 40 and 56 to indicate the project is outside the SLR-XA.

F.7. A summary report assessing the economic feasibility of the project has been added to the final EA as Appendix B. Language has been inserted on page 2 to indicate the report's

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DEANsakamoto
ARCHITECTS LLC

presence as an appendix. Should the building be converted to dormitory use, no significant change to the layout of the second and third floor is anticipated.

F.8. The Department of Health's Environmental Planning Office has been removed from the list of agencies to be consulted.

F.9. Informal discussions held with the State Historic Preservation Division indicate they are in accord with the project as proposed as described in the EA, and will not comment until the building permit phase of activity and will do so in even more detail when they review the federal tax credit application.

Your letter will be included in the Final Environmental Assessment. If you have any questions, please call me at 808-591-5558.

Sincerely,

Dean Sakamoto
Principal

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HONOLULU FIRE DEPARTMENT

**CITY AND COUNTY OF HONOLULU**

636 South Street
Honolulu, Hawaii 96813-5007
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

KIRK CALDWELL
MAYOR

MANUEL P. NEVES
FIRE CHIEF

LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

August 29, 2018

Mr. Dean Sakamoto
Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96817

Subject: Draft Environmental Assessment
Wo Fat Renewal Project
103 North Hotel Street
Honolulu, Hawaii 96813
Tax Map Key: 1-7-003: 026

In response to a letter from Ms. Kathy Sokugawa of the City and County of Honolulu's Department of Planning and Permitting (DPP) dated July 25, 2018, regarding the abovementioned subject, the Honolulu Fire Department (HFD) requires that the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Section 18.2.3.2.2.)

   A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA1; 2012 Edition, Section 18.2.3.2.1.)

2. A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet (45,720 millimeters) from

a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1, as amended.)

3. Submit civil drawings to the HFD for review and approval.

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or wmasuda@honolulu.gov.

Sincerely,

SOCRATES D. BRATAKOS
Assistant Chief

SDB/TC:bh

cc: Janet Lau, DPP

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Socrates Bratakos, Assistant Chief
Honolulu Fire Department
636 South Street
Honolulu, Hawai'i 96813

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Assistant Chief Bratakos,

Thank you for your letter dated August 29, 2018 regarding the Wo Fat Rehabilitation Project. We appreciate your participation in the environmental review process. The EA addresses the first two concerns enumerated in your letter on pages 5 and 51. Prior to construction the civil engineering drawings for the proposed project will be submitted to HFD for review and approval.

Your letter will be included in the Final Environmental Assessment. If you have any questions, please call me at 808-591-5558.

Sincerely,

Dean Sakamoto
Principal

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# OFFICE OF PLANNING
# STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

LEO R. ASUNCION
DIRECTOR
OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
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DTS201808281310NA

August 29, 2018

Mr. Dean Sakamoto
Project Manager
Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96817

Dear Mr. Sakamoto:

Subject: Draft Environmental Assessment for the Wo Fat Renewal Project, Honolulu, Hawaii; TMK: (1) 1-7-003: 026

Thank you for the opportunity to provide comments for the Draft Environmental Assessment (Draft EA) on the Wo Fat Renewal Project located in Honolulu, Oahu. The Draft EA was transmitted to our office by letter dated July 25, 2018.

It is our understanding that the applicant, the Mighty Wo Fat, LLC, proposes to rehabilitate and restore the Wo Fat Building located at 103 North Hotel Street, in Honolulu's Chinatown District. Presently the first floor of this building is commercial space occupied by a retail market, while the second and third floors of the building are vacant. The property owner proposes to place a restaurant on the ground floor of the building and use the upper two stories for hotel use.

The proposed action is envisioned as an adaptive re-use project. The project seeks to promote the long-term economic viability of the property and the Chinatown Historic District, maintain the district's low-rise urban form and character, and to preserve the historic character of Chinatown.

The Office of Planning (OP) has reviewed the Draft EA and has the following comments to offer:

1. Hawaii State Planning Act
   The Draft EA does not contain analysis on the project and its alignment with the Hawaii State Planning Act, Hawaii Revised Statutes (HRS) Chapter 226. The Hawaii State Planning Act, provides goals, objectives, policies, planning coordination and implementation, and priority guidelines for growth, development, and the allocation of resources throughout the State.

   The Final Environmental Assessment (Final EA) should include a discussion on the

We have no further comments on the Draft EA at this time. If you have any questions regarding this comment letter, please contact Joshua Hekekia of our office at (808) 587-2845.

Sincerely,

Leo R. Asuncion
Director

c: Janet Lau, City and County of Honolulu Department of Planning and Permitting,

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Leo Asuncion, Director
Office of Planning
State of Hawai'i
P.O. Box 2359
Honolulu, Hawai'i 96804

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Mr. Asuncion,

Thank you for your letter dated August 29, 2018 regarding the Wo Fat Rehabilitation Project. We appreciate your participation in the environmental review process. With regards to the three topics you commented upon, we offer the following responses:

1. The proposed project conforms with Chapter 226, HRS, and a discussion of the State Plan and its goals, objectives, and policies has been included in the Final Environmental Assessment on page 48.

2. As noted on pages 45 and 58 of the draft environmental assessment, the proposed project does not lie in the Coastal Zone Management Area and is not subject to an SMA permit.

3. Thank you for your information pertaining to low impact development (LID) design features. We will review the guide and take into consideration the various strategies it sets forth with regards to their design and cost feasibility for the proposed project.

Your letter will be included in the Final Environmental Assessment. Please feel free to call me at 808-591-5558 if you have any questions.

Sincerely,

Dean Sakamoto
Principal

720 Iwilei Road, **SUITE 336**, Honolulu, HI 96817 **USA**
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POLICE DEPARTMENT

**CITY AND COUNTY OF HONOLULU**

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulupd.org

KIRK CALDWELL
MAYOR

SUSAN BALLARD
CHIEF

JOHN D. McCARTHY
JONATHON GREMS
DEPUTY CHIEFS

OUR REFERENCE EO-TS

August 30, 2018

Mr. Dean Sakamoto
Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96817

Dear Mr. Sakamoto:

This is in response to a letter from the Department of Planning and Permitting requesting comments on the Draft Environmental Assessment for the proposed Wo Fat Renewal Project located in the Chinatown Historic District, Honolulu, Oahu.

The Honolulu Police Department (HPD) anticipates short- and long-term impacts to pedestrian and vehicular traffic around the area of the project--in particular, the intersection of Maunakea Street and North Hotel Street (in the makai direction), as this is a major thoroughfare during peak business hours. The HPD recommends that all necessary signs, lights, barricades, and other safety equipment be installed and maintained by the contractor to facilitate the flow of traffic during the construction phase of the project.

Since the project is located across from the Chinatown Police Station, the HPD requires the area fronting the station to be clear of vehicles and pedestrians. Due to the projected increase in pedestrian and vehicular traffic, the HPD concurs with the recommended use of a valet service to help ease the potential congestion from hotel and restaurant guests.

The HPD also has concerns with the security of the area when the project is completed. The HPD would like to be involved in any future planning to reassess the project's impact on police operations.

If there are any questions, please call Major Ryan Nishibun of District 1 (Central Honolulu) at 723-8803.

Sincerely,

ALLAN T. NAGATA
Assistant Chief
Support Services Bureau

cc: Janet Lau, Planner V
Department of Planning and Permitting

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Allan T. Nagata
Assistant Chief
Support Services Bureau
Police Department
City and County of Honolulu
801 South Beretania Street
Honolulu, Hawai'i 96813

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Mr. Nagata,

Thank you for your letter dated August 30, 2018 regarding the Wo Fat Rehabilitation Project. A construction management plan will be submitted to the County's Traffic Review Branch prior to the application for a building permit, and will address the concerns raised in your letter concerning traffic during the construction phase. The FEA notes the need to submit the construction management plan on page 49. With regards to the use of a valet service, the project applicant will look into this in greater detail, as the County's Traffic Review Branch has raised concerns relating to this proposal.

We look forward to working with you with regards to the on-going security of the area.

Your letter will be included in the Final Environmental Assessment. Please feel free to call me at 808-591-5558 if you have any questions.

Sincerely,

Dean Sakamoto
Principal

720 Iwilei Road, **SUITE 336**, Honolulu, HI 96817 **USA**
1 Whitney Avenue, **SUITE 202**, New Haven, CT 06510 **USA**
**TEL** 203.562.5558 **TEL** 808.591.5558 **WWW.DSARCH.NET**

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

2018 SEP 10 PM 4:18
DEPT OF PLANNING AND PERMITTING
CITY & COUNTY OF HONOLULU

**STATE OF HAWAII**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**LAND DIVISION**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

September 6, 2018

Dean Sakamoto Architects LLC
Attention: Mr. Dean Sakamoto
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96813

Dear Mr. Sakamoto:

SUBJECT: Draft Environmental Assessment (DEA) for **Wo Fat Renewal Project**

Thank you for the opportunity to review and comment on the subject matter. The Land Division of the Department of Land and Natural Resources distributed or made available a copy of your request pertaining to the subject matter to DLNR's Divisions for their review and comments.

At this time, enclosed are comments from the (a) Engineering Division and (b) Land Division – Oahu District on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

Russell Y. Tsuji
Land Administrator

Enclosure(s)

cc: Ms. J. Lau; City & County of Honolulu, Dept. of Planning and Permitting
Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

'18 AUG 09 PM 12:57 ENGINEERING

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

**STATE OF HAWAII**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**LAND DIVISION**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

RECEIVED
LAND DIVISION
2018 AUG 22 AM 10:36
DEPT OF LAND & NATURAL RESOURCES
STATE OF HAWAII

August 8, 2018

**MEMORANDUM**

TO: FROM

**DLNR Agencies:**
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
_X_ Engineering Division
___Div. of Forestry & Wildlife
___Div. of State Parks
_X_ Commission on Water Resource Management
___Office of Conservation & Coastal Lands
_X_ Land Division – Oahu District
_X_ Historic Preservation

FROM: TO
Russell Y. Tsuji, Land Administrator
SUBJECT: Draft Environmental Assessment (DEA) for **Wo Fat Renewal Project**
LOCATION: Honolulu, Island of Oahu; TMK No. (1) 1-7-003:026
APPLICANT: Mighty Wo Fat LLC

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments by **September 6, 2018.**

*The DEA can be found on-line at: http://health.hawaii.gov/oeqc/ (Click on the Current Environmental Notice in the middle of the page.)*

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

( ) We have no objections.
( ) We have no comments.
(✓) Comments are attached.

Signed: _____

Print Name: Carty S. Chang, Chief Engineer
Date: 8/20/18

Attachments
cc: Central Files

**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**ENGINEERING DIVISION**

**LD/Russell Y. Tsuji**
**Ref: Draft Environmental Assessment (DEA) for Wo Fat Renewal Project, Honolulu, Island of Oahu; TMK No. (1) 1-7-003:026**

## COMMENTS

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high risk areas). State projects are required to comply with 44CFR regulations as stipulated in Section 60.12. Be advised that 44CFR reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.

The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood Hazard Zones are designated on FEMA's Flood Insurance Rate Maps (FIRM), which can be viewed on our Flood Hazard Assessment Tool (FHAT) (http://gis.hawaiinfip.org/FHAT).

If there are questions regarding the local flood ordinances, please contact the applicable County NFIP coordinating agency below:

- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai County of Maui, Department of Planning (808) 270-7253.
- Kauai: County of Kauai, Department of Public Works (808) 241-4846.

Signed: _____
CARTY S. CHANG, CHIEF ENGINEER

Date: 2/20/18

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

**STATE OF HAWAII**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**LAND DIVISION**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

August 8, 2018

**MEMORANDUM**



TO: **DLNR Agencies:**
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
_X_ Engineering Division
___Div. of Forestry & Wildlife
___Div. of State Parks
_X_ Commission on Water Resource Management
___Office of Conservation & Coastal Lands
_X_ Land Division – Oahu District
_X_ Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Draft Environmental Assessment (DEA) for **Wo Fat Renewal Project**
LOCATION: Honolulu, Island of Oahu; TMK No. (1) 1-7-003:026
APPLICANT: Mighty Wo Fat LLC

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments by **September 6, 2018.**

*The DEA can be found on-line at: http://health.hawaii.gov/oeqc/ (Click on the Current Environmental Notice in the middle of the page.)*

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

( ) We have no objections.
(×) We have no comments.
( ) Comments are attached.

Signed: Darlene Bryant-Takamatsu

Print Name: Darlene Bryant-Takamatsu
Date: 8/20/18

Attachments
cc: Central Files

DEANsakamoto
ARCHITECTS LLC

September 10, 2018

Russell Y. Tsuji
Land Administrator
State of Hawai'i
Department of Land and Natural Resources
P. O. Box 621
Honolulu, Hawai'i 96809

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Mr. Tsuji,

Thank you for your letter dated September 6, 2018 regarding the Wo Fat Rehabilitation Project. The proposed project is not located within the Special Flood Hazard Area (high risk areas). As indicated on page 40 of the draft EA, the proposed project is located in Zone X, an area determined to be outside the five hundred year flood plain.

Your letter will be included in the Final Environmental Assessment. If you have any questions, please feel free to call me at 808-591-5558.

Sincerely,

Dean Sakamoto
Principal

720 Iwilei Road, **SUITE 336**, Honolulu, HI 96817 **USA**
1 Whitney Avenue, **SUITE 202**, New Haven, CT 06510 **USA**
**TEL** 203.562.5558 **TEL** 808.591.5558 **WWW.DSARCH.NET**

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

KIRK CALDWELL
MAYOR

WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TP7/18-738314

September 7, 2018

Mr. Dean Sakamoto
Dean Sakamoto Architects LLC
720 Iwilei Road, Suite 336
Honolulu, Hawaii 96817

Dear Mr. Sakamoto:

SUBJECT: Draft Environmental Assessment (DEA) for the Wo Fat Renewal Project in Honolulu, Hawaii

Thank you for the opportunity to provide comments on the DEA for the Wo Fat Renewal Project. In response to your letter dated July 25, 2018 we have the following comments:

1. **Traffic Impact Analysis Report (TIAR).** The following comments are related to the TIAR:

    a. **Transportation Assessment.** A TIAR has not been provided with the DEA. The TIAR should be replaced with a Transportation Assessment (TA) that analyzes the need for traffic control devices, streetscape and intersection improvements that encourage walking, bicycling, and transit use as the primary access modes for the proposed project.

        i. Use person trips instead of vehicle trip rates from the ITE Trip Generation Manual and assign these trips to the transportation system. This will require analysis of crossing treatments using NCHRP 562 methodology for pedestrian measures.

        ii. The following performance measures still need to be addressed in this study:
            1. V/C ratio targets that are >1 for 1st and/or 2nd highest peak hours
            2. Identify where vehicle Level of Service (LOS) will not be used

3. Pedestrian Level-of-Service (LOS)
4. Bicycle Level of Traffic Stress (LTS)
5. Transit Capacity and Quality of Service (TCQSM)

iii. In addition to the calculated LOS, the observational LOS should be provided.

iv. Please provide observed bicycle and pedestrian counts to Department of Transportation Services (DTS) in the Department's standard format. Contact Byron Nakamura, Traffic Technician of the Special Plans Branch at bnakamura@honolulu.gov to obtain the Traffic Count Summary Reporting instructions and template.

v. Please contact Nicola Szibbo of the Regional Planning Branch at nicola.szibbo@honolulu.gov to obtain the above multimodal assessment tools.

vi. Please contact Amy Ford-Wagner of the OahuMPO at Amy.Ford-Wagner@oahumpo.org for access to the latest Regional Travel Demand Model (Version 6, 2015) for the transportation assessment.

b. **Pedestrian Access and Circulation.** The following comments are related to pedestrian access and circulation in the TA:

i. The TA should analyze improvements for pedestrians, given that Chinatown is a pedestrian-first/pedestrian priority area, and illustrate all proposed improvements in the site plans. The analysis shall include a feasibility assessment of implementing a curb extension at Maunakea Street and North Hotel Street.

ii. The TA shall include a pedestrian study to determine the necessary sidewalk widths, including the curb zone, furniture zone, pedestrian zone and building frontage zone fronting the project as per page 175-176 of the Complete Streets Manual.

iii. The project will provide a pedestrian circulation and access plan at the ground floor and second floor level detailing how the public will access the building. The circulation and access plan will include any wayfinding signage required to navigate through

the building. Illustrate how pedestrian access will be provided across the service corridor on the ground floor.

c. **Transportation Demand Management (TDM) Plan.** The TA shall include a multimodal TDM plan that includes the TDM strategies proposed for implementation, mode share performance targets, a schedule for achieving mode share performance targets, and copies of documentation to ensure mandatory participation in the final TDM program.

d. **Valet Services**. All valet activities shall be conducted on-site and not on City Streets.

e. **Parking Exemption.** The DTS supports the exemption from off-street parking requirements in accordance with Sec. 21-9.60-9(e).

f. **Transit Use and Impacts.** Include a description of how the Project will promote, encourage and monitor transit use by its residents. The application should identify the locations of all nearby bus stops that Project residents, employees and visitors are likely to use and any improvements that are needed.

g. **Long-term Bicycle Parking.** Provide sufficient on-site bike and scooter racks and secure bike storage for the employees and visitors. Bicycle parking shall be located as close as possible to the entrances to the principal uses and follow City Ordinance 17-55.

h. **Short-term Bicycle Parking.** Provide publicly accessible, ground-level, short-term bicycle and scooter parking facilities appropriate for mixed-use and commercial facilities, including bicycle corrals. Short-term bicycle parking shall be located as close as possible to the entrances to the principal uses.

i. **Bikeshare Expansion.** Please contact Bikeshare Hawaii to coordinate whether it is feasible to implement more bikeshare docking stations at this location. If Bikeshare expansion is agreed upon for the area, please include bikeshare stations and/or designated drop zones in the project plans.

j. **Loading and Unloading.** All loading and unloading needs, including service delivery vehicles should be handled on-site via the service

road, rather than on City roadways. In addition, the project should be designed to accommodate TheHandi-Van para-transit vehicles on-site, which require a minimum 31-foot turning radius, a 10-foot, 6 inch height clearance, and the ability to exit the site without reversing onto public roadways.

k. **Driveway Design.** Driveways to the project site should be designed with the highest pedestrian and bicycle safety measures. Driveways should be located as far from intersections as possible. Driveway and service road design shall have adequate sight distances and supplementary safety measures such as in-roadway warning lights at driveways to warn vehicles of pedestrians walking on the sidewalk.

l. **Vehicle Parking Ramps.** Vehicle parking ramps shall be designed to accommodate demand so that vehicles will not queue onto the street and block the roadway.

m. **Waste Management.** Trash containers should be accessible on site and City roadways should not be used to access trash bins by refuse trucks.

2. **Complete Streets.** The following comments are related to Complete Streets:

a. **Consistency with Complete Streets Policies.** The EA should contain a discussion of compliance with County and State Complete Streets policies, pursuant to Act 54, Session Laws of Hawaii 2009, HRS §264-20.5 and ROH 12-15. The Project should elaborate on how it will comply with Complete Streets policies, including specific adherence to the following key Complete Streets principles: 1) safety; 2) Context Sensitive Solutions; 3) accessibility and mobility for all; 4) use and comfort of all users; 5) consistency of design guidelines and standards; 6) energy efficiency; 7) health; and 8) green infrastructure.

b. **Complete Streets Improvements.** The EA should evaluate whether improvements and facilities are needed to aid vehicular, pedestrian, bicycle and public transportation circulation by implementing Complete Streets principles. To the extent practicable, the design of the project should be consistent with the City's Complete Streets ordinance and include features to encourage walking, bicycling and public transit.

c. **Sidewalk Zone.** The applicant shall provide both plans and sections how the streetscape meets the requirements of the Complete Streets Sidewalk Zone as per page 175-176 of the Complete Streets Manual. Delineate in section the 1) curb zone; 2) the furniture zone; 3) the pedestrian zone; and 4) the frontage zone and include the dimensions for each zone.

d. **Sidewalk Dining.** If providing space for sidewalk dining, describe and illustrate how the Complete Streets Sidewalk Dining guidelines are met per page 197 of the Complete Streets Manual.

3. **Priority Guidelines on Sustainability.** The following comments are related to sustainability.

a. **Green Building Certification.** In addressing priority guidelines on sustainability through HRS § 226-108, the Project should consider certification by a green building rating system, including but not limited to nationally recognized rating systems such as Leadership in Energy and Environmental Design (LEED), the Living Building Challenge, Green Globes, or another comparable State-approved, nationally recognized, and consensus-based guideline, standard, or system.

The DTS supports certification such as the LEED for Building Design and Construction Version 4.0 as it mitigates Location and Transportation (LT) impacts including but not limited to: a) minimizing the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff; b) reducing pollution by promoting alternatives to conventionally fueled automobiles; c) increasing access to quality transit; d) reducing Vehicle Miles Traveled (VMT) through the integration of bicycle facilities; and e) compact, walkable development that encourages a density and diversity of surrounding uses.

4. **Construction Impacts.** The following comments are related to short-term construction impacts:

a. **Traffic Management Plan (TMP).** The EA should include a Traffic Management Plan, which discusses traffic impacts the project may have on any surrounding City roadways, including short-term impacts during construction and long-term impacts after construction with

corresponding measures to mitigate these impacts by applying Complete Streets principles.

b. **Best Practice TMPs.** Best practice TMPs provide the City with information by which to monitor construction areas. The City will require cameras where sidewalks are closed to help assess effectiveness of management.

c. **Joint TMP Review.** The TMP shall be jointly reviewed and accepted by the City's Department of Transportation Services and the Department of Planning and Permitting.

d. **Construction Materials and Equipment.** Construction materials and equipment should be transferred to and from the project site during off-peak traffic hours (8:30 a.m. to 3:30 p.m.) to minimize any possible disruption to traffic on the local streets.

e. **Safety Measures for Existing Access.** Any existing pedestrian, bicycle and vehicle access/crossing will be maintained with the highest safety measures during construction. Pedestrian detour routes should be established around construction activities situated within the sidewalk area. These detour routes should be located adjacent to or near the property line and near to the bus stop. For example, if a water or sewer line installation takes place within the sidewalk area, then the pedestrian detour route can be located within the project's property. In this way, the pedestrian does not have to travel a far distance or round-about path to get to the bus stop. Pedestrian detour plans shall be submitted to the DTS for review and approval.

f. **Best Management Practice Controls.** Best Management Practice controls should be included at construction site to prevent trailing of dirt and debris on City roadways.

g. **Americans with Disabilities Act (ADA) Requirements.** Any damage to the existing roadway that is caused by the project should be repaired to current City standards as well as meet Americans with Disabilities Act requirements.

h. **Neighborhood Impacts.** The area Neighborhood Board, as well as the area businesses, emergency personnel (fire, ambulance and police), Oahu Transit Services, Inc. (TheBus and TheHandi-Van), etc., should be kept apprised of the details of the proposed project and the impacts that the project may have on the adjoining local street area network.

i. **Street Usage Permits.** A street usage permit from the City's Department of Transportation Services should be obtained for any construction-related work that may require the temporary closure of any traffic lane on a City street.

j. **Public Transit Service Area.** The project is in an existing public transit service area. To ensure that the project development does not affect public transit services (bus operations, bus routes, bus stops and para-transit operations); submit project plans to DTS – Public Transit Division (PTD) for review and approval. Contact DTS-PTD at 768-8396, 768-8370, 769-8374 or TheBusStop@honolulu.gov.

5. **Disability and Communication Access Board.** Project plans (interior and exterior layouts, vehicular and pedestrian circulation, sidewalks, parking and pedestrian pathways, vehicular ingress/egress, reduced-width traffic lanes, etc.) should be reviewed and approved by the Disability and Communication Access Board to ensure full compliance with the ADA.

6. **Sea Level Rise and Resilience**. Infrastructure improvements located within areas potentially exposed to chronic flooding with sea level rise shall be subject to an in-depth analysis of the potential impacts of sea level rise on elevation, tolerance for risk, and the lifetime of the proposed structure or infrastructure. Any significant improvements within existing footprints should be dependent on established, resilient design guidelines, or otherwise be subject to relocation to a more suitable area.

   The potential for chronic flooding with 3.2 feet of sea level rise (SLR-XA) shall be used as the vulnerability zone for planning purposes. Maps of the project area shall be provided for both the SLR-XA and flooded highways. The applicant shall recommend strategies and designs that increase the flood resiliency for new development or improvements within the SLR-XA that cannot be relocated, or seek opportunities to plan new development or projects well landward of the SLR-XA. See the following to determine vulnerability: http://www.pacioos.hawaii.edu/shoreline/slr-hawaii.

We reserve the right to further comment pending review of the EA.

Thank you for the opportunity to review this matter. Should you have any questions, please contact Nicola Szibbo of my staff at 768-8359.

Very truly yours,

Wes Frysztacki
Director

cc: Janet Lau, DPP

DEANsakamoto
ARCHITECTS LLC

November 5, 2018

Wes Frysztacki
Director
Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, Hawai'i 96813

**SUBJECT: Comments on Draft Environmental Assessment – Wo Fat Rehabilitation Project**

Dear Mr. Frysztacki,

Thank you for your letter dated September 7, 2018 regarding the Wo Fat Rehabilitation Project. In response to your letter, a Transportation Assessment (TA), which includes multimodal Transportation Demand Management strategies as you requested. The TA analyzes the streetscape and intersection improvements. It is included in the FEA as Appendix D. A discussion of the TA may be found on pages 49-51. All nearby bus stops, bikeshare stations and proposed HART stations are identified on page 51. Long and short term bicycle parking are addressed on page 50. Bikeshare expansion is discussed on page 51. Waste management is addressed on page 50. The relationship of the proposed project to the Complete Streets policies and laws is covered on pages 50-51 and in Appendix D.

As the proposed project involves an existing historic building which occupies virtually the entire lot on which it stands, comments on driveway design, the handling of service vehicles on site, and vehicle parking ramps are not relevant to the project.

The project complies with ADA and is outside the area of projected sea level rise (SLR-XA) (see page 56). Your letter will be included in the Final Environmental Assessment. Please feel free to call me at 808-591-5558 if you have any questions.

Sincerely,

Dean Sakamoto
Principal

720 Iwilei Road, **SUITE 336**, Honolulu, HI 96817 **USA**
1 Whitney Avenue, **SUITE 202**, New Haven, CT 06510 **USA**
**TEL** 203.562.5558 **TEL** 808.591.5558 **WWW.DSARCH.NET**

# APPENDIX D

# Transportation Assessment (TA)

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1. **TA Summary**
2. **Wo Fat Bicycle/Pedestrian Count Summary Report**
3. **Wo Fat Observation Data Input Sheets**
4. **Wo Fat Peak Hour Data Diagram**
5. **Pedestrian Level-of-Service (LOS)**
6. **Bicycle Level of Traffic Stress (LTS)**
7. **Pedestrian Environmental Quality Index (PEQI) Score**
8. **Pedestrian Circulation and Access Plan**
    a. **Long-Term Bicycle Parking**
    b. **Short-Term Bicycle Parking**
9. **Complete Streets Sidewalk Zone Study**
10. **Regional Travel Demand Model**

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## 1. TA Summary

The follow data analyzes the need for traffic and pedestrian control devices, streetscape and intersection improvements that encourage walking, bicycling and transit as the primary modes of transportation. The Wo Fat Renewal Project located at 103 North Hotel Street, Honolulu, Hawaii within the Chinatown Special Design District will not provide any on-site parking accommodations for its occupants in anticipation that its staff and guests will access the site by the above modes of transportation, including walking, bicycling, transit and also rideshare. The Project and its Owners are in support of the City and County of Honolulu Complete Streets initiatives to create pedestrian friendly environments and in accordance with the data identified in this assessment the following proposals are recommended for this sites' location. Transportation Demand Management (TDM) strategies include:

- Include a short-term and long-term bicycle parking inside the building for staff use. *(Reference Pedestrian Circulation and Access Plan for planned locations).*

- Work with the City to add bike racks for short-term parking adjacent the property along Hotel Street. *(Reference 8. Pedestrian Circulation and Access Plan for potential locations).*
- Awareness program for the customers of the project on multimodal transportation options in Honolulu (ie. Rail, bikeshare, pedestrian,etc)
- Advocate for a Biki bikeshare station in Chinatown.
- Remove and relocate the large traffic box on Maunakea Street which interrupts pedestrian traffic flow. The stretch of sidewalk along Maunakea Street in front of the Wo Fat property is a 3-Minute Pedestrian loading zone and at present is regularly full *(reference 9. Complete Streets Sidewalk Zone Stud, Maunakea St. image)*. As the existing sidewalk in this historic district is only ~78" wide it is advisable to ensure that this pedestrian loading zone is obstacle and impediment free to best encourage and support the walkability and pedestrian use of this area.

## 2. Wo Fat Bicycle/Pedestrian Count Summary Report

**Wo Fat - Bicycle/Pedestrian Count Report**

**Data observed 10/03/18, by A.M. (DSArch)*

| Event ID | File Path | Date | DAYOFWEEK | Peak Hour | SEMENTID | Longitude | Latitude | FULLNAME | AB Peak Hour Volume | BA Peak Hour Volume | Midblock Peak Hour Volume | ADT | Speed | PercentAdult | Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 181003 | W | 1615 | 18984 | -157.866298 | 21.31245 | HOTEL ST | N/A | 255 *person trips* | N/A | 2550 *person trips* | N/A | 71% | Ped |
| | | 181003 | W | 1615 | 18984 | -157.866298 | 21.31245 | HOTEL ST | N/A | 16 *bicycle trips* | N/A | 160 *bicycle trips* | N/A | 100% | Bike |
| | | 181003 | W | 1615 | 19023 | -157.86302 | 21.31221 | MAUNAKEA ST | N/A | 167 *person trips* | N/A | 1670 *person trips* | N/A | 78% | Ped |
| | | 181003 | W | 1615 | 19023 | -157.86302 | 21.31221 | MAUNAKEA ST | N/A | 0 *bicycle trips* | N/A | *0 bicycle trips* | N/A | 0% | Bike |

## 3. Wo Fat Observation Data Input Sheets

**PEAK HOUR ANALYSIS**

**Peak Hour Analysis from 1530 (3:30 PM) to 1715 (5:15 PM)*
**Peak Hour for entire intersection begins at 1615 (4:15 PM)*
*Information collected 10/03/18 by A.M*

**PEDESTRIAN COUNTS**

| | MAUNAKEA ST (SW-Bound), 1-way | | | | | | | | HOTEL ST (Bus only), 2-way | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Peds-L | | | Peds-R | | | | | Peds-L | | | Peds-R | | | | |
| | C | A | S | C | A | S | App. Total | | C | A | S | C | A | S | App. Total | |
| 1530 (3:30 PM) | 0 | *8* | 10 | 0 | *16* | 5 | | | 2 | *22* | 8 | 1 | *25* | 5 | | |
| 1545 (3:45 PM) | 0 | *13* | 5 | 1 | *22* | 4 | | | 3 | *26* | 5 | 3 | *32* | 15 | | |
| 1600 (4:00 PM) | 1 | *15* | 2 | 6 | *24* | 9 | | *Adult Total (O)* | 0 | *27* | 8 | 2 | *20* | 8 | | *Adult Total (O)* |
| 1615 (4:15 PM) | 0 | *9* | 3 | **2** | ***25*** | 5 | 44 | *34* | 2 | ***35*** | 5 | **6** | *25* | 4 | **77** | ***60*** |
| 1630 (4:30 PM) | 0 | *10* | **3** | 1 | *21* | 6 | 41 | *31* | **3** | *14* | 4 | 2 | ***31*** | 11 | 65 | *45* |
| 1645 (4:45 PM) | **2** | *8* | 1 | 0 | *19* | 1 | **85** | *27* | 2 | *11* | **6** | 1 | *21* | **11** | 52 | *32* |
| 1700 (5:00 PM) | 0 | ***15*** | 2 | 1 | *23* | **10** | 51 | ***38*** | 1 | *19* | 5 | 3 | *25* | 8 | 61 | *44* |
| 1715 (5:15 PM) | 0 | *4* | 1 | 0 | *18* | 5 | | | 0 | *9* | 3 | 3 | *15* | 9 | | |
| Grand Total | 3 | *82* | 27 | 11 | *168* | 45 | 336 | *250* | 13 | *163* | 44 | 21 | *194* | 71 | 506 | *357* |
| **Peak Total Volume** | **2** | ***42*** | **9** | 4 | *88* | 22 | **167** | ***130*** | 8 | *79* | 20 | 12 | *102* | 34 | **255** | ***181*** |
| % Approach Total | 1.2% | *25.1%* | 5.4% | 2.4% | *52.7%* | 13.2% | | | 3.1% | *31.0%* | 7.8% | 4.7% | *40.0%* | 13.3% | | |
| PHF | 0.25 | *0.7* | 0.75 | 0.5 | *0.88* | 0.55 | **0.49** | ***78%*** | 0.67 | *0.56* | 0.83 | 0.50 | *0.82* | 0.77 | **0.83** | ***71%*** |
| | | | | | | ADT | | | | | | | | | | |

*Note: C (child), A (Adult), S (Senior), all age observations are approximations made by observer*

## PEAK HOUR ANALYSIS

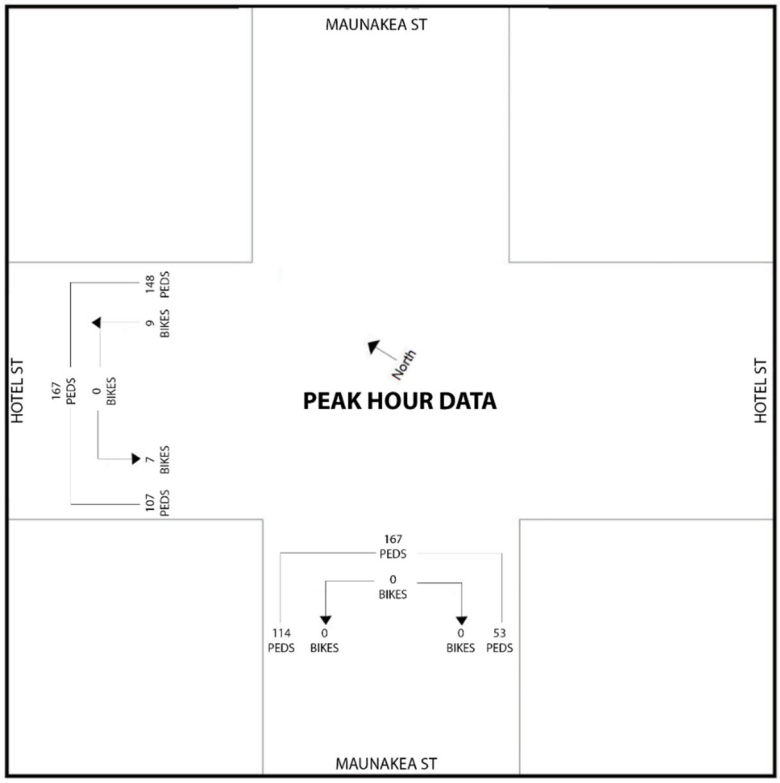
*Peak Hour Analysis from 1530 (3:30 PM) to 1715 (5:15 PM)*
*Peak Hour for entire intersection begins at 1615 (4:15 PM)*
*Information collected 10/03/18 by A.M.*

### BICYCLE COUNTS

| | MAUNAKEA ST (SW-Bound), 1-way | | | | | | | | HOTEL ST (Bus only), 2-way | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Peds-L | | | Peds-R | | | | | Peds-L | | | Peds-R | | | | |
| | C | A | S | C | A | S | App. Total | | C | A | S | C | A | S | App. Total | |
| 1530 (3:30 PM) | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1545 (3:45 PM) | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1600 (4:00 PM) | 0 | 0 | 0 | 0 | 0 | 0 | | Adult Total (O) | 0 | 1 | 0 | 0 | 3 | 1 | | Adult Total (O) |
| 1615 (4:15 PM) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 (4:30 PM) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 5 | 5 |
| 1645 (4:45 PM) | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | **4** | 0 | 0 | **5** | 0 | **9** | **9** |
| 1700 (5:00 PM) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1715 (5:15 PM) | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 2 | 0 | 1 | 5 | 0 | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 17 | 1 | 28 | 27 |
| **Peak Total Volume** | **0** | **0** | **0** | 0 | 0 | 0 | **0** | **0** | 0 | 7 | 0 | 0 | 9 | 0 | **16** | **16** |
| % Approach Total | 0 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | 0.0% | 43.8% | 0.0% | 0.0% | 56.3% | 0.0% | | |
| PHF | 0 | 0 | 0 | 0 | 0 | 0 | **0.00** | **0%** | 0.00 | 0.44 | 0.00 | 0.00 | 0.45 | 0.00 | **0.44** | **100%** |
| QTY - Bikes on road | | | | | | | | | | 10 | | | 13 | | | |
| QTY- Bikes on sidewalk | | | | | | | | | | | | 1 | 4 | | | |

*Note: C (child), A (Adult), S (Senior), all age observations are approximations made by observer*

## 4. Wo Fat Peak Hour Data Diagram



## 5. Pedestrian Level-of-Service (LOS)

**Three (3) methods of calculating LOS were referenced for comparison to determine the applicable LOS classification. The findings are as follows:*

The anticipated pedestrian level-of-service (LOS) that the site's surrounding city streets presently accommodate based on the 'observational LOS' is LOS A and based upon the 'calculated LOS' is LOS B. For details of these identified classifications reference Table 2.1 below. What these classification mean for the Wo Fat Renewal Project and surrounding Chinatown community is that the present sidewalk space can accommodate the additional occupant load and pedestrian flow of traffic while remaining within the LOS B classification.

### *LOS Calculation 1: Observational LOS*

*(*Ref. NYC DCP, Ch2 Current HCM Methodology, see Table 2.1 below)*

Based on the observed flow rate shown below, the pedestrian LOS fits category LOS A.

Observed Pedestrian Flow Calculations

| STREET | FLOW RATE | SPACE |
|---|---|---|
| HOTEL ST.<br>*(Makai side, L)* | Based on 107 **p**erson trips/hr, as observed @peak hour<br>→107/60min= 1.78 **p**/min | 9.5'*5'= 47.5 sq. ft.<br>→47.5/1.78 p/m = 26.69 sq. ft. pp |
| HOTEL ST.<br>*(Mauka side, R)* | Based on 148 **p**erson trips/hr, as observed @ peak hour<br>→148/60min=2.47 **p**/min | *not adjacent property |
| MAUNAKEA ST.<br>*(Diamond Head, L)* | Based on 53 **p**erson trips/hr, as observed @ peak hour<br>→53/60 min = 0.88 **p**/min | *not adjacent property |
| MAUNAKEA ST.<br>*(Ewa, R)* | Based on 114 **p**erson trips/hr, as observed @ peak hour<br>→114/60 min = 1.9 **p**/min | 6.6*5'= 33 sq. ft.<br>→33/1.9 p/m =17.37 sq. ft. pp |

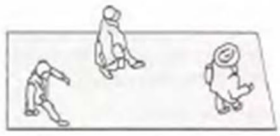
Table 2.1. Average Flow LOS Criteria for Walkways and Sidewalks

| LOS | Space (ft²/p) | Flow Rate (p/min/ft) | Speed (ft/s) | V/C Ratio |
|---|---|---|---|---|
| A | > 60 | ≤ 5 | > 4.25 | ≤ 0.21 |
| B | > 40-60 | > 5-7 | > 4.17-4.25 | > 0.21-0.31 |
| C | > 24-40 | > 7-10 | > 4.00-4.17 | > 0.31-0.44 |
| D | >15-24 | > 10-15 | > 3.75-4.00 | > 0.44-0.65 |
| E | > 8-15 | > 15-23 | > 2.50-3.75 | > 0.65-1.00 |
| F | ≤ 8 | variable | ≤ 2.50 | variable |

LOS A
Pedestrian Space > 60 ft²/p, Flow Rate = 5 p/min/ft
At a walkway LOS A, pedestrians move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.

LOS B
Pedestrian Space > 40-60 ft²/p, Flow Rate > 5-7 p/min/ft
At LOS B, there is sufficient area for pedestrians to select walking speeds freely to bypass other pedestrians, and to avoid crossing conflicts. At this level, pedestrians begin to be aware of other pedestrians, and to response to their presence when electing a walking path.

LOS C
Pedestrian Space > 24-40 ft²/p, Flow Rate > 7-10 p/min/ft
At LOS C, space is sufficient for normal walking speeds, and for bypassing other pedestrians in primarily unidirectional streams. Reverse-direction or crossing movements can cause minor conflicts, and speeds and flow rate are somewhat lower.



LOS D
Pedestrian Space > 15-24 ft²/p, Flow Rate > 10-15 p/min/ft

At LOS D, freedom to select individual walking speed and to bypass other pedestrians is restricted. Crossing or reverse-flow movements face a high probability of conflict, requiring frequent changes in speed and position. The LOS provides reasonably fluid flow, but friction and interaction between pedestrians is likely.

LOS E
Pedestrian Space > 8-15 ft²/p, Flow Rate > 15-23 p/min/ft

At LOS E, virtually all pedestrians restrict their normal walking speed, frequently adjusting their gait. At the lower range, forward movement is possible only by shuffling. Space is not sufficient for passing slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity, with stoppages and interruptions to flow.

LOS F
Pedestrian Space = 8 ft²/p, Flow Rate varies p/min/ft
At LOS F, all walking speeds are severely restricted, and forward progress is made only by shuffling. There is frequent unavoidable contact with other pedestrians. Cross-and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

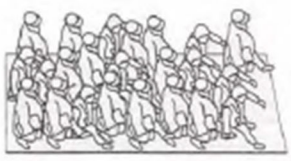


Figure 2.1. Pedestrian LOS according to HCM

## *LOS Calculation 2*

*(*Ref. TCRP_RPT excel file provided by RPB)*

Based on the observed calculations shown below, the pedestrian LOS appears to fit category LOS B.

| Multimodal Transit LOS Calculation | | | |
|---|---|---|---|
| | | Maunakea St. | Hotel St. |
| Inputs | | 1 | 2 |
| | TRANSIT OPERATIONS INFORMATION | | |
| | Number of local buses on street segment per hour (bus/h) | 1 | 4 |
| | Number of express buses stopping in segment per hour (bus/h) | 0 | 0 |
| $t_{ex}$ | Average excess wait time (min) | 0.0 | 2.8 |
| $L_f$ | Average passenger load factor (p/seat) | 0.8 | 1.1 |
| S | Average transit travel speed (mi/h) | 12.0 | 6.9 |
| $l_{pt}$ | Average passenger trip length (mi) | 3.7 | 3.7 |
| | Is the segment in the CBD of a metro area of 5 million or more? | No | No |
| | TRANSIT AMENITY DATA | | |
| $p_{sh}$ | Percent stops in segment with a shelter | 0% | 0% |
| $p_{bc}$ | Percent stops in segment with a bench | 0% | 0% |
| | PEDESTRIAN ENVIRONMENT DATA | | |
| $W_A$ | Sidewalk width (ft) (Enter 0 if no sidewalk) | 6.5 | 9.5 |
| $W_{buf}$ | Buffer width from sidewalk to street (ft) | 1.0 | 1.0 |
| | Does a continuous barrier exist between the street and sidewalk? | No | No |
| | Is the street divided? | No | No |
| | Are parking spaces striped? | No | No |
| $p_{pk}$ | Proportion of on-street parking occupied | 50% | 0% |
| $W_{bl}$ | Bicycle lane width (ft) | 0.0 | 0.0 |
| $W_{os}$ | Shoulder/parking lane width (ft) | 8.0 | 0.0 |
| $W_{ol}$ | Outside travel lane (closest to sidewalk) width (ft) | 12.0 | 12.0 |
| $v_m$ | Outside lane demand flow rate at midsegment (veh/h) | 400 | 400 |
| $S_a$ | Average vehicle running speed, including intersection delay (mi/h) | 25.0 | 15.0 |
| | | | |
| Calculations | | | |
| f | Transit frequency (bus/h) | 1 | 4 |
| $f_h$ | Headway factor | 0.95 | 2.80 |
| $f_{pl}$ | Passenger load weighting factor | 1.00 | 1.41 |
| $T_{at}$ | Perceived amenity time rate (min/mi) | 0.0 | 0.0 |
| $T_{ex}$ | Excess wait time rate due to late arrivals (min/mi) | 0.0 | 0.8 |
| $T_{pt}$ | Perceived travel time rate (min/mi) | 5.0 | 13.8 |
| $T_{bt}$ | Base travel time rate (min/mi) | 4.0 | 4.0 |
| $f_{tt}$ | Perceived travel time factor | 0.91 | 0.64 |
| $s_{w-r}$ | Transit wait-ride score | 0.87 | 1.79 |
| $f_s$ | Motorized vehicle speed adjustment factor | 0.25 | 0.09 |
| $f_v$ | Motorized vehicle volume adjustment factor | 0.91 | 0.91 |
| $W_{aA}$ | Adjusted available sidewalk width (ft) | 6.5 | 9.5 |
| $f_{sw}$ | Sidewalk width coefficient | 4.05 | 3.15 |
| $f_b$ | Buffer area coefficient | 1.00 | 1.00 |
| $W_t$ | Total width of outside lane, bike lane, and parking lane/shoulder (ft | 12.0 | 12.0 |
| $W_v$ | Effective total width as a function of traffic volume (ft) | 12.0 | 12.0 |
| $W_s$ | Effective width of combined bike lane and shoulder (ft) | 10.0 | 0.0 |
| $f_w$ | Cross-section adjustment factor | -5.20 | -4.62 |
| $I_p$ | Pedestrian environment score | 2.00 | 2.43 |
| | Pedestrian LOS | B | B |
| $I_t$ | Transit LOS score | 4.99 | 3.68 |
| | | | |
| Output | | | |
| | *Transit LOS* | *E* | *D* |

**PLOS = LOS B, >40-60 sq. ft./p, Flow Rate > 5-7p/min/ft*

## *LOS Calculation 3*

*(*Ref. RideIllinois.org/blos/losform.htm, BLOS/PLOS Calculator Form)*

Based on the observed calculations shown below, the pedestrian LOS appears to fit category LOS B.

## Hotel St.

**BLOS and PLOS for the following road segment**

| | |
|---|---|
| Lanes per direction: | 1 |
| Outside lane width: | 12 ft |
| Paved shoulder/bike lane/marked parking width: | 0 ft |
| Bidirectional ADT traffic volume: | 2550 (veh/day) |
| Posted speed limit: | 15 mph |
| Heavy vehicle percentage: | 2% |
| FHWA's pavement condition rating: | 3 |
| % of segment with occupied parking: | 0% |
| % of segment with sidewalks: | 100% |
| Sidewalk width: | 9.5 ft |
| Sidewalk buffer/parkway width: | 1 ft |
| Buffer/parkway avg tree spacing: | 30 ft |

| | Score | Level-of-service | Compatibility Level |
|---|---|---|---|
| BLOS: | NaN | F ( above 5.50) | Extremely Low |
| PLOS: | 1.74 | B (1.51-2.50) | Very High |

## Maunakea St.

**BLOS and PLOS for the following road segment**

| | |
|---|---|
| Lanes per direction: | 1 |
| Outside lane width: | 12 ft |
| Paved shoulder/bike lane/marked parking width: | 8 ft |
| Bidirectional ADT traffic volume: | 1670 (veh/day) |
| Posted speed limit: | 25 mph |
| Heavy vehicle percentage: | 2% |
| FHWA's pavement condition rating: | 3 |
| % of segment with occupied parking: | 50% |
| % of segment with sidewalks: | 100% |
| Sidewalk width: | 6.5 ft |
| Sidewalk buffer/parkway width: | 1 ft |

| | Score | Level-of-service | Compatibility Level |
|---|---|---|---|
| BLOS: | 1.86 | B (1.51-2.50) | Very High |
| PLOS: | 1.52 | B (1.51-2.50) | Very High |

## 6. Bicycle Level of Traffic Stress (LTS)

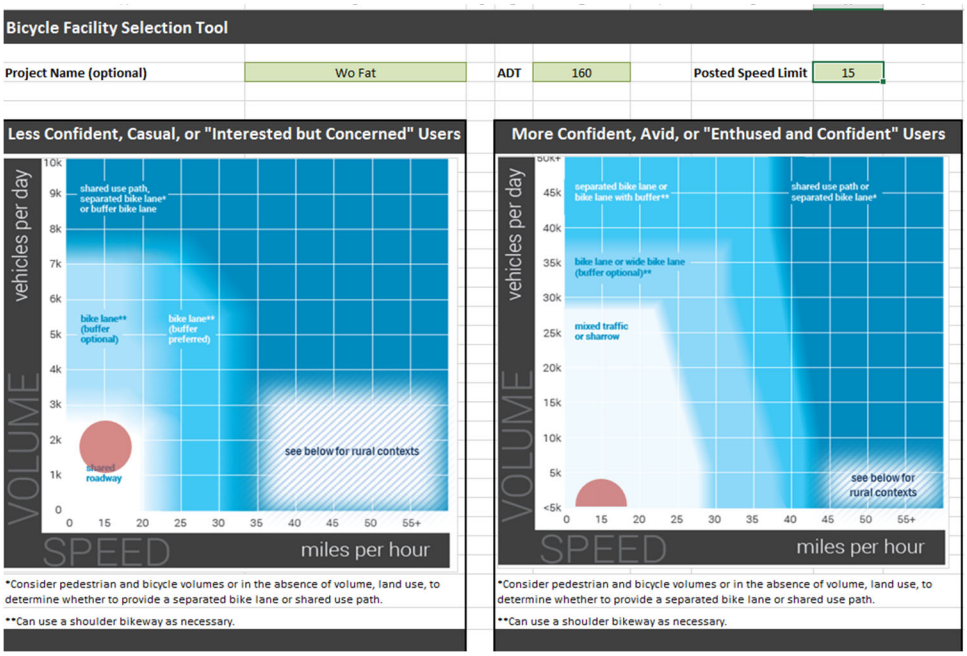
The observed bicycle use data for this area is as reported in the above Wo Fat Observation Data Input Sheets and Wo Fat Bicycle/Pedestrian Count Summary Report. Bicycle use in this area is not significant and based on observed flow rates as calculated using observational data in the table below and upon completing the Level of Traffic Stress (LTS) assessment and Bicycle Facility Selection Tool *(shown below),* there is no proposal for bicycle improvements at this project sites location.

Observed B Flow Calculations

| STREET | FLOW RATE | SPACE |
|---|---|---|
| HOTEL ST.<br>*(Makai side, L)* | Based on 7 **b**icycle trips/hr, as observed @peak hour<br>→7/60min= 0.12 **b**/min | 9.5'*5'= 47.5 sq. ft.<br>→47.5/0.12 b/m = 395.83sq. ft. pb |
| HOTEL ST.<br>*(Mauka side, R)* | Based on 9 **b**icycle trips/hr, as observed @ peak hour<br>→9/60min=0.15 **b**/min | *not adjacent property |
| MAUNAKEA ST.<br>*(Diamond Head, L)* | Based on 0 **b**icycle trips/hr, as observed @ peak hour<br>→0/60 min = 0.00 **b**/min | *not adjacent property |
| MAUNAKEA ST.<br>*(Ewa, R)* | Based on 0 **b**erson trips/hr, as observed @ peak hour<br>→0/60 min = 0.00 **b**/min | 6.6*5'= 33 sq. ft.<br>→33/0 b/m =0.00 ft. pb |

## Bicycle Facility Selection Tool: Hotel St.

**There were no bicycles present on Maunakea St. during this peak observation study to report.*

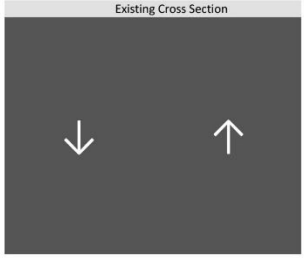


## Level of Traffic Stress Assessment Cross Section: Hotel St.

**Level of Traffic Stress Assessment - Existing Street Configuration**

| | | | |
|---|---|---|---|
| | | Road name: | Hotel St. |
| | | From: | Maunakea St. |
| Curb to curb width (ft) | 20 | To: | Kekaulike St. |

Existing Cross Section



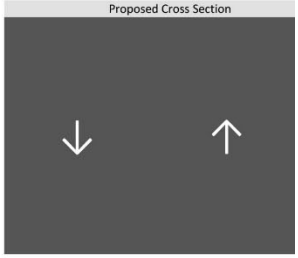
| | | |
|---|---|---|
| Lane width (ft) | 10 | 10 |
| Lane type | Vehicle lane | Vehicle lane |
| Direction | ↓ | ↑ |

| | |
|---|---|
| Prevailing speed | 15 |
| Marked centerline | Yes |
| AADT | 160 |

**Level of Traffic Stress Assessment - Proposed Street Configuration**

| | | | |
|---|---|---|---|
| | | Road name: | Hotel St. |
| | | From: | Maunakea St. |
| Curb to curb width (ft) | 20 | To: | Kekaulike St. |
| | | Alternative Name/Number: | n/a |

Proposed Cross Section



| | | |
|---|---|---|
| Lane width (ft) | 10 | 10 |
| Lane type | Vehicle lane | Vehicle lane |
| Direction | ↓ | ↑ |

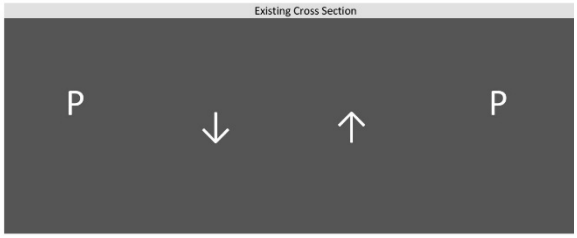
| | |
|---|---|
| Speed limit | 15 |
| Marked centerline | Yes |
| AADT | 160 |

## Level of Traffic Stress Assessment Cross Section: Maunakea St.

**Level of Traffic Stress Assessment - Existing Street Configuration**

| | | | |
|---|---|---|---|
| | | Road name: | Maunakea St. |
| | | From: | Hotel St. |
| Curb to curb width (ft) | 38 | To: | N King St. |

Existing Cross Section



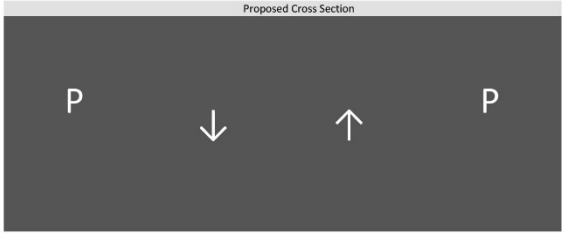

| | | | | |
|---|---|---|---|---|
| Lane width (ft) | 8 | 11 | 11 | 8 |
| Lane type | Parking lane | Vehicle lane | Vehicle lane | Parking lane |
| Direction | | ↓ | ↑ | |

| | |
|---|---|
| Prevailing speed | 25 |
| Marked centerline | Yes |
| AADT | 0 |

**Level of Traffic Stress Assessment - Proposed Street Configuration**

| | | | |
|---|---|---|---|
| | | Road name: | Maunakea St. |
| | | From: | Hotel St. |
| Curb to curb width (ft) | 38 | To: | N King St. |
| | | Alternative Name/Number: | n/a |

Proposed Cross Section




| | | | | |
|---|---|---|---|---|
| Lane width (ft) | 8 | 11 | 11 | 8 |
| Lane type | Parking lane | Vehicle lane | Vehicle lane | Parking lane |
| Direction | | ↓ | ↑ | |

| | |
|---|---|
| Speed limit | 25 |
| Marked centerline | Yes |
| AADT | 0 |

## 7. Pedestrian Environmental Quality Index (PEQI) Score

The PEQI tool measures thirty-six different indicators across each of the six categories of the pedestrian environment. A score for each component is calculated based on the specific indicators and assigned a weight to generate a total score ranging between 0-100. The PEQI Score Range is as follows:

100-81 = highest quality, many important pedestrian conditions present
80- 61 = high quality, some important pedestrian conditions present
60- 41 = average quality, pedestrian conditions present but room for improvement
40- 21 = low quality, minimal pedestrian conditions
20 and below = poor quality, pedestrian conditions absent

The PEQI scores for the pedestrian areas surrounding the Wo Fat Renewal Project site are as follows:

- Hotel Street: 60, average quality
- Maunakea Street: 46, low quality

The PEQI data sheets and quality determination variables based upon the categorized indicators are shown in the following data tables.

# PEQI Data Sheets: Hotel St.

**HOTEL STREET**

| Domain | Indicator | Variable | Default Value | Max | IDNUM | AltValue | input | Default Score | Max Score | Alt Score |
|---|---|---|---|---|---|---|---|---|---|---|
| Traffic | Number of Lanes | Shared/Pedestrian only street | 20 | 20 | 109 | 20 | 0 | 0 | 0 | 0 |
| Traffic | Number of Lanes | 1 Lane | 13 | 20 | 110 | 13 | 0 | 0 | 0 | 0 |
| Traffic | Number of Lanes | 2 Lanes | 9 | 20 | 111 | 9 | 1 | 9 | 20 | 9 |
| Traffic | Number of Lanes | 3 Lanes | 4 | 20 | 112 | 4 | 0 | 0 | 0 | 0 |
| Traffic | Number of Lanes | 4+ Lanes | 0 | 20 | 113 | 0 | 0 | 0 | 0 | 0 |
| Traffic | Posted Speed Limit | 25 mph or none posted | 4 | 19 | 114 | 4 | 0 | 0 | 0 | 0 |
| Traffic | Posted Speed Limit | Under 25 mph | 19 | 19 | 115 | 19 | 1 | 19 | 19 | 19 |
| Traffic | Posted Speed Limit | Over 25 mph | 0 | 19 | 116 | 0 | 0 | 0 | 0 | 0 |
| Traffic | Traffic Volume | Fewer than 1000 VPD | 15 | 15 | 117 | 15 | 1 | 15 | 15 | 15 |
| Traffic | Traffic Volume | 1000-6000 VPD | 11 | 15 | 118 | 11 | 0 | 0 | 0 | 0 |
| Traffic | Traffic Volume | 6001-12000 VPD | 4 | 15 | 119 | 4 | 0 | 0 | 0 | 0 |
| Traffic | Traffic Volume | More than 12000 VPD | 0 | 15 | 120 | 0 | 0 | 0 | 0 | 0 |
| Traffic | Street TCFs | None | 0 | 10 | 121 | 0 | 1 | 0 | 10 | 0 |
| Traffic | Street TCFs | 1+ TCFs | 10 | 10 | 122 | 10 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | Less than 5 feet | 9 | 22 | 123 | 9 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | 5 - 8 ft | 15 | 22 | 124 | 15 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | 8 - 12 ft | 20 | 22 | 125 | 20 | 1 | 20 | 22 | 20 |
| Street Design | Width of Sidewalk | 12 ft or more | 22 | 22 | 126 | 22 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | No sidewalk | 0 | 22 | 127 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | Less than 4 feet | 8 | 22 | 128 | 8 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | 4 - 6 ft | 13 | 22 | 129 | 13 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | 6 - 8 ft | 17 | 22 | 130 | 17 | 1 | 17 | 22 | 17 |
| Street Design | Width of Throughway | 8 ft or more | 22 | 22 | 131 | 22 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | No sidewalk | 0 | 22 | 132 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | None | 22 | 22 | 133 | 22 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | Temporary only | 11 | 22 | 134 | 11 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | Permanent only | 4 | 22 | 135 | 4 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | Both permanent & temporary | 4 | 22 | 136 | 4 | 1 | 4 | 22 | 4 |
| Street Design | Sidewalk Obstructions | No sidewalk | 0 | 22 | 137 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Impediments | None | 24 | 24 | 138 | 24 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Impediments | Minor | 13 | 24 | 139 | 13 | 1 | 13 | 24 | 13 |
| Street Design | Sidewalk Impediments | Significant | 4 | 24 | 140 | 4 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Impediments | No sidewalk | 0 | 24 | 141 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Trees | None | 0 | 9 | 142 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Trees | Sporadically lined | 7 | 9 | 143 | 7 | 1 | 7 | 9 | 7 |
| Street Design | Trees | Continuously lined | 9 | 9 | 144 | 9 | 0 | 0 | 0 | 0 |
| Street Design | Driveway Cuts | None | 15 | 15 | 145 | 15 | 1 | 15 | 15 | 15 |
| Street Design | Driveway Cuts | 1 to 5 | 7 | 15 | 146 | 7 | 0 | 0 | 0 | 0 |
| Street Design | Driveway Cuts | More than 5 | 0 | 15 | 147 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Driveway Cuts | 1 to 5 | 7 | 15 | 146 | 7 | 0 | 0 | 0 | 0 |
| Street Design | Driveway Cuts | More than 5 | 0 | 15 | 147 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Bike lane and PP | 13 | 13 | 148 | 13 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Bike lane and NPPP | 13 | 13 | 149 | 13 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Parallel parking | 11 | 13 | 150 | 11 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Bike lane | 11 | 13 | 151 | 11 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Non-Peak Parallel Parking | 9 | 13 | 152 | 9 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | None | 0 | 13 | 153 | 0 | 1 | 0 | 13 | 0 |
| Street Design | Planters or Gardens | Yes | 4 | 4 | 154 | 4 | 0 | 0 | 0 | 0 |
| Street Design | Planters or Gardens | No | 0 | 4 | 155 | 0 | 1 | 0 | 4 | 0 |
| Street Design | Public Seating | Yes | 4 | 4 | 156 | 4 | 0 | 0 | 0 | 0 |
| Street Design | Public Seating | No | 0 | 4 | 157 | 0 | 1 | 0 | 4 | 0 |
| Land Use | Public Art or Historic Sites | Yes | 4 | 4 | 158 | 4 | 0 | 0 | 0 | 0 |
| Land Use | Public Art or Historic Sites | No | 0 | 4 | 159 | 0 | 1 | 0 | 4 | 0 |
| Land Use | Retail Use or Public Places | None | 0 | 11 | 160 | 0 | 0 | 0 | 0 | 0 |
| Land Use | Retail Use or Public Places | 1 or 2 | 7 | 11 | 161 | 7 | 0 | 0 | 0 | 0 |
| Land Use | Retail Use or Public Places | 3 or more | 11 | 11 | 162 | 11 | 1 | 11 | 11 | 11 |
| Perceived Safety | Street Lighting | None | 0 | 17 | 163 | 9 | 0 | 0 | 0 | 0 |
| Perceived Safety | Street Lighting | Sporadic | 9 | 17 | 164 | 13 | 0 | 0 | 0 | 0 |
| Perceived Safety | Street Lighting | Continuous | 17 | 17 | 165 | 17 | 1 | 17 | 17 | 17 |
| Perceived Safety | Illegal Graffiti | Yes | 0 | 2 | 166 | 0 | 0 | 0 | 0 | 0 |
| Perceived Safety | Illegal Graffiti | No | 2 | 2 | 167 | 2 | 1 | 2 | 2 | 2 |
| Perceived Safety | Litter | Yes | 0 | 11 | 168 | 0 | 1 | 0 | 11 | 0 |
| Perceived Safety | Litter | No | 11 | 11 | 169 | 11 | 0 | 0 | 0 | 0 |
| Perceived Safety | Empty Spaces | Yes | 0 | 4 | 170 | 0 | 1 | 0 | 4 | 0 |
| Perceived Safety | Empty Spaces | No | 4 | 4 | 171 | 4 | 0 | 0 | 0 | 0 |
| | | | | | | | | 149 | 248 | 149 |
| | | | | | | | SCORE | 60 | | 60 |

# PEQI Data Sheets: Maunakea St.

**Maunakea Street**

| Domain | Indicator | Variable | Default Value | Max | IDNUM | AltValue | input | Default Score | Max Score | Alt Score |
|---|---|---|---|---|---|---|---|---|---|---|
| Traffic | Number of Lanes | Shared/Pedestrian only street | 20 | 20 | 109 | 20 | 0 | 0 | 0 | 0 |
| Traffic | Number of Lanes | 1 Lane | 13 | 20 | 110 | 13 | 0 | 0 | 0 | 0 |
| Traffic | Number of Lanes | 2 Lanes | 9 | 20 | 111 | 9 | 0 | 0 | 0 | 0 |
| Traffic | Number of Lanes | 3 Lanes | 4 | 20 | 112 | 4 | 0 | 0 | 0 | 0 |
| Traffic | Number of Lanes | 4+ Lanes | 0 | 20 | 113 | 0 | 1 | 0 | 20 | 0 |
| Traffic | Posted Speed Limit | 25 mph or none posted | 4 | 19 | 114 | 4 | 1 | 4 | 19 | 4 |
| Traffic | Posted Speed Limit | Under 25 mph | 19 | 19 | 115 | 19 | 0 | 0 | 0 | 0 |
| Traffic | Posted Speed Limit | Over 25 mph | 0 | 19 | 116 | 0 | 0 | 0 | 0 | 0 |
| Traffic | Traffic Volume | Fewer than 1000 VPD | 15 | 15 | 117 | 15 | 0 | 0 | 0 | 0 |
| Traffic | Traffic Volume | 1000-6000 VPD | 11 | 15 | 118 | 11 | 1 | 11 | 15 | 11 |
| Traffic | Traffic Volume | 6001-12000 VPD | 4 | 15 | 119 | 4 | 0 | 0 | 0 | 0 |
| Traffic | Traffic Volume | More than 12000 VPD | 0 | 15 | 120 | 0 | 0 | 0 | 0 | 0 |
| Traffic | Street TCFs | None | 0 | 10 | 121 | 0 | 1 | 0 | 10 | 0 |
| Traffic | Street TCFs | 1+ TCFs | 10 | 10 | 122 | 10 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | Less than 5 feet | 9 | 22 | 123 | 9 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | 5 - 8 ft | 15 | 22 | 124 | 15 | 1 | 15 | 22 | 15 |
| Street Design | Width of Sidewalk | 8 - 12 ft | 20 | 22 | 125 | 20 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | 12 ft or more | 22 | 22 | 126 | 22 | 0 | 0 | 0 | 0 |
| Street Design | Width of Sidewalk | No sidewalk | 0 | 22 | 127 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | Less than 4 feet | 8 | 22 | 128 | 8 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | 4 - 6 ft | 13 | 22 | 129 | 13 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | 6 - 8 ft | 17 | 22 | 130 | 17 | 1 | 17 | 22 | 17 |
| Street Design | Width of Throughway | 8 ft or more | 22 | 22 | 131 | 22 | 0 | 0 | 0 | 0 |
| Street Design | Width of Throughway | No sidewalk | 0 | 22 | 132 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | None | 22 | 22 | 133 | 22 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | Temporary only | 11 | 22 | 134 | 11 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | Permanent only | 4 | 22 | 135 | 4 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Obstructions | Both permanent & temporary | 4 | 22 | 136 | 4 | 1 | 4 | 22 | 4 |
| Street Design | Sidewalk Obstructions | No sidewalk | 0 | 22 | 137 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Impediments | None | 24 | 24 | 138 | 24 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Impediments | Minor | 13 | 24 | 139 | 13 | 0 | 0 | 0 | 0 |
| Street Design | Sidewalk Impediments | Significant | 4 | 24 | 140 | 4 | 1 | 4 | 24 | 4 |
| Street Design | Sidewalk Impediments | No sidewalk | 0 | 24 | 141 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Trees | None | 0 | 9 | 142 | 0 | 1 | 0 | 9 | 0 |
| Street Design | Trees | Sporadically lined | 7 | 9 | 143 | 7 | 0 | 0 | 0 | 0 |
| Street Design | Trees | Continuously lined | 9 | 9 | 144 | 9 | 0 | 0 | 0 | 0 |
| Street Design | Driveway Cuts | None | 15 | 15 | 145 | 15 | 1 | 15 | 15 | 15 |
| Street Design | Driveway Cuts | 1 to 5 | 7 | 15 | 146 | 7 | 0 | 0 | 0 | 0 |
| Street Design | Driveway Cuts | More than 5 | 0 | 15 | 147 | 0 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Bike lane and PP | 13 | 13 | 148 | 13 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Bike lane and NPPP | 13 | 13 | 149 | 13 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Parallel parking | 11 | 13 | 150 | 11 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Bike lane | 11 | 13 | 151 | 11 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | Non-Peak Parallel Parking | 9 | 13 | 152 | 9 | 0 | 0 | 0 | 0 |
| Street Design | Presence of a Buffer | None | 0 | 13 | 153 | 0 | 1 | 0 | 13 | 0 |
| Street Design | Planters or Gardens | Yes | 4 | 4 | 154 | 4 | 0 | 0 | 0 | 0 |
| Street Design | Planters or Gardens | No | 0 | 4 | 155 | 0 | 1 | 0 | 4 | 0 |
| Street Design | Public Seating | Yes | 4 | 4 | 156 | 4 | 0 | 0 | 0 | 0 |
| Street Design | Public Seating | No | 0 | 4 | 157 | 0 | 1 | 0 | 4 | 0 |
| Land Use | Public Art or Historic Sites | Yes | 4 | 4 | 158 | 4 | 0 | 0 | 0 | 0 |
| Land Use | Public Art or Historic Sites | No | 0 | 4 | 159 | 0 | 1 | 0 | 4 | 0 |
| Land Use | Retail Use or Public Places | None | 0 | 11 | 160 | 0 | 0 | 0 | 0 | 0 |
| Land Use | Retail Use or Public Places | 1 or 2 | 7 | 11 | 161 | 7 | 0 | 0 | 0 | 0 |
| Land Use | Retail Use or Public Places | 3 or more | 11 | 11 | 162 | 11 | 1 | 11 | 11 | 11 |
| Perceived Safety | Street Lighting | None | 0 | 17 | 163 | 9 | 0 | 0 | 0 | 0 |
| Perceived Safety | Street Lighting | Sporadic | 9 | 17 | 164 | 13 | 0 | 0 | 0 | 0 |
| Perceived Safety | Street Lighting | Continuous | 17 | 17 | 165 | 17 | 1 | 17 | 17 | 17 |
| Perceived Safety | Illegal Graffiti | Yes | 0 | 2 | 166 | 0 | 0 | 0 | 0 | 0 |
| Perceived Safety | Illegal Graffiti | No | 2 | 2 | 167 | 2 | 1 | 2 | 2 | 2 |
| Perceived Safety | Litter | Yes | 0 | 11 | 168 | 0 | 0 | 0 | 0 | 0 |
| Perceived Safety | Litter | No | 11 | 11 | 169 | 11 | 1 | 11 | 11 | 11 |
| Perceived Safety | Empty Spaces | Yes | 0 | 4 | 170 | 0 | 0 | 0 | 0 | 0 |
| Perceived Safety | Empty Spaces | No | 4 | 4 | 171 | 4 | 1 | 4 | 4 | 4 |
| | | | | | | | | 115 | 248 | 115 |
| | | | | | | | SCORE | 46 | | 46 |

## 8. Pedestrian Circulation and Access Plan

The following pedestrian circulation and access plan:

- Details how the public *(dark blue)* and staff *(purple)* will access and exit the Wo Fat Renewal Project at the ground floor level and with above floor levels *(light gray).*
- Identifies the existing 3-Minute Pedestrian Loading Zone on Maunakea Street.
- Shows the locations of Long-term Bicycle Parking *(orange)* and Short-term Bicycle Parking *(green)* inside of the building. The quantity of bicycle parking spaces was determined by the following calculations.

Long- term Bicycle Parking

Per City and County of Honolulu City Council *Bill 75 (2015), CD2, Ordinance 17-55:* 1 space for every 12,000 square feet of NEW floor area or portion thereof

Floor area=1,205 sq.ft.

1,205/12,000=0.1 bicycle spaces

Long-term Bicycle Parking = 1 space

Long-term bicycle parking will be provided inside the building's Southwest corner. Access to long-term bicycle parking shall be accessible via the corridor located on Hotel Street. (see Circulation Plan)

Short-term Bicycle Parking

Shown on circulation plan
Per City and County of Honolulu City Council *Bill 75 (2015), CD2, Ordinance 17-55:* 1 space for every 2,000 square feet of NEW floor area or portion thereof

` Floor area=1,205 sq.ft.

1,205/2,000=0.6 bicycle spaces

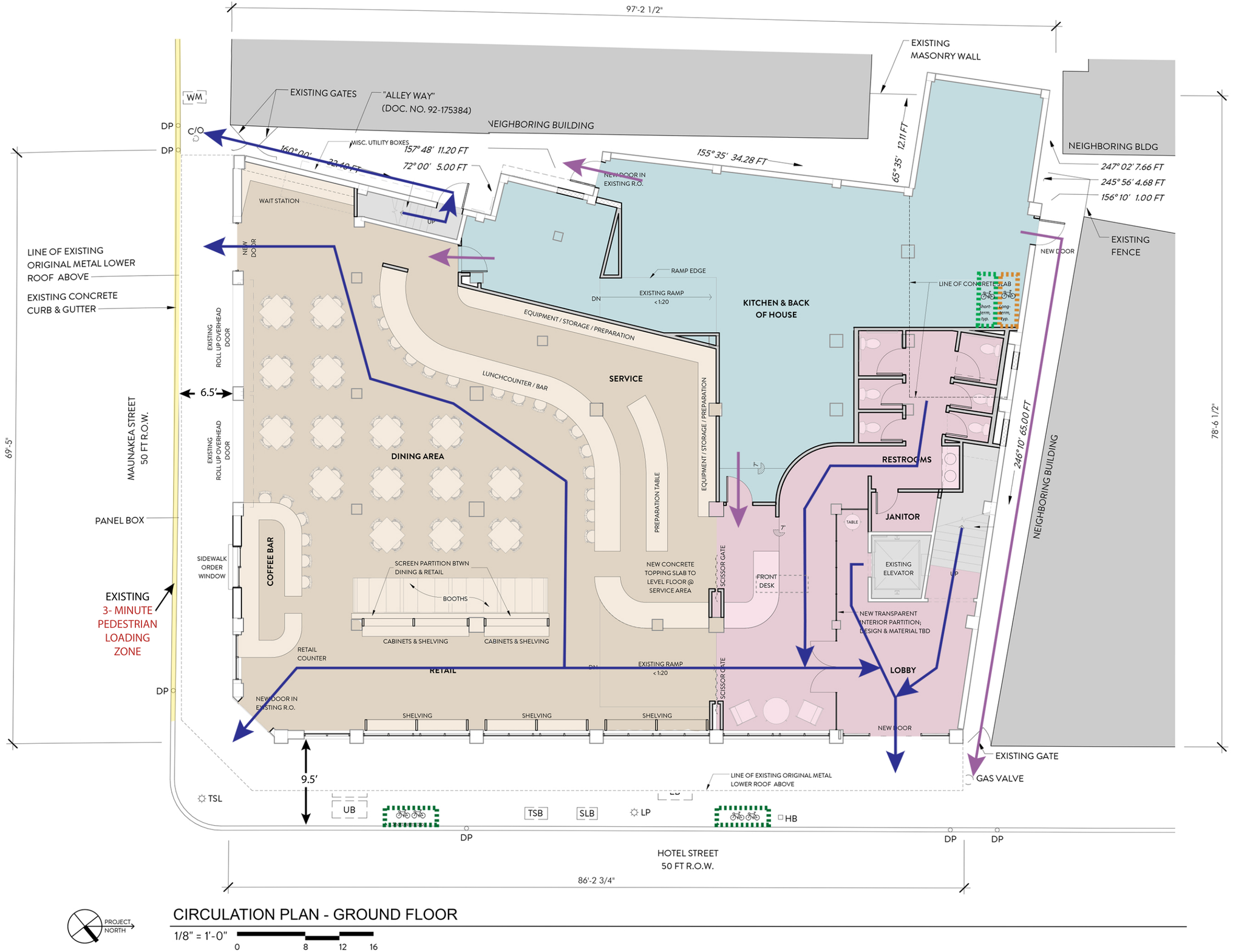
Short-term Bicycle Parking = 1 space

Short-term bicycle parking will be provided inside the building's Southwest corner. Access to bicycle

parking shall be accessible via the corridor located on Hotel Street. (see Circulation Plan)

We are also working with the City for double loaded bicycle parking to be installed on the sidewalk along the Northeast side of the project site along Hotel Street. (See Circulation Plan)

It is projected that the standard city bicycle parking solution, installed by the city at property owner's request, will be used with possible variation of color *(see image below).*




PROJECT NORTH

## CIRCULATION PLAN - GROUND FLOOR

1/8" = 1'-0"

0 8 12 16

**KEY**

- Vertical Circulation
- Bicycle Parking, Short-term
- Bicycle Parking, Long-term
- 3-min Pedestrian Loading Zone
- Public Access Pathways
- Staff Access Pathways
- Potential Bicycle Parking (City)

## 9. Complete Street : Sidewalk Zone Study

The Complete Streets Manual Table 7.1: Sidewalk Zone Desired Minimum Widths for Each Land Use Context (p. 175) outlines the optimal conditions for pedestrian accessibility and use. The desired minimum sidewalk conditions on a street within a **Mixed/Multi-Use** context are as follows:

Frontage Zone: 18"

*"…the portion of the sidewalk located immediately adjacent to the building"*

Pedestrian Zone: 6'

*"…situated between the frontage zone and the furniture zone, is the area dedicated to walking and should be kept clear of all fixtures and obstructions."*

Furniture Zone: 4'

*"…should contain all fixtures, such as street trees, bus stops and shelters, parking meters, utility poles and boxes, lamp posts, signs, bike racks, news racks, seating, waste receptacles, and other street furniture to keep the pedestrian zone free of obstructions."*

Curb: 6"

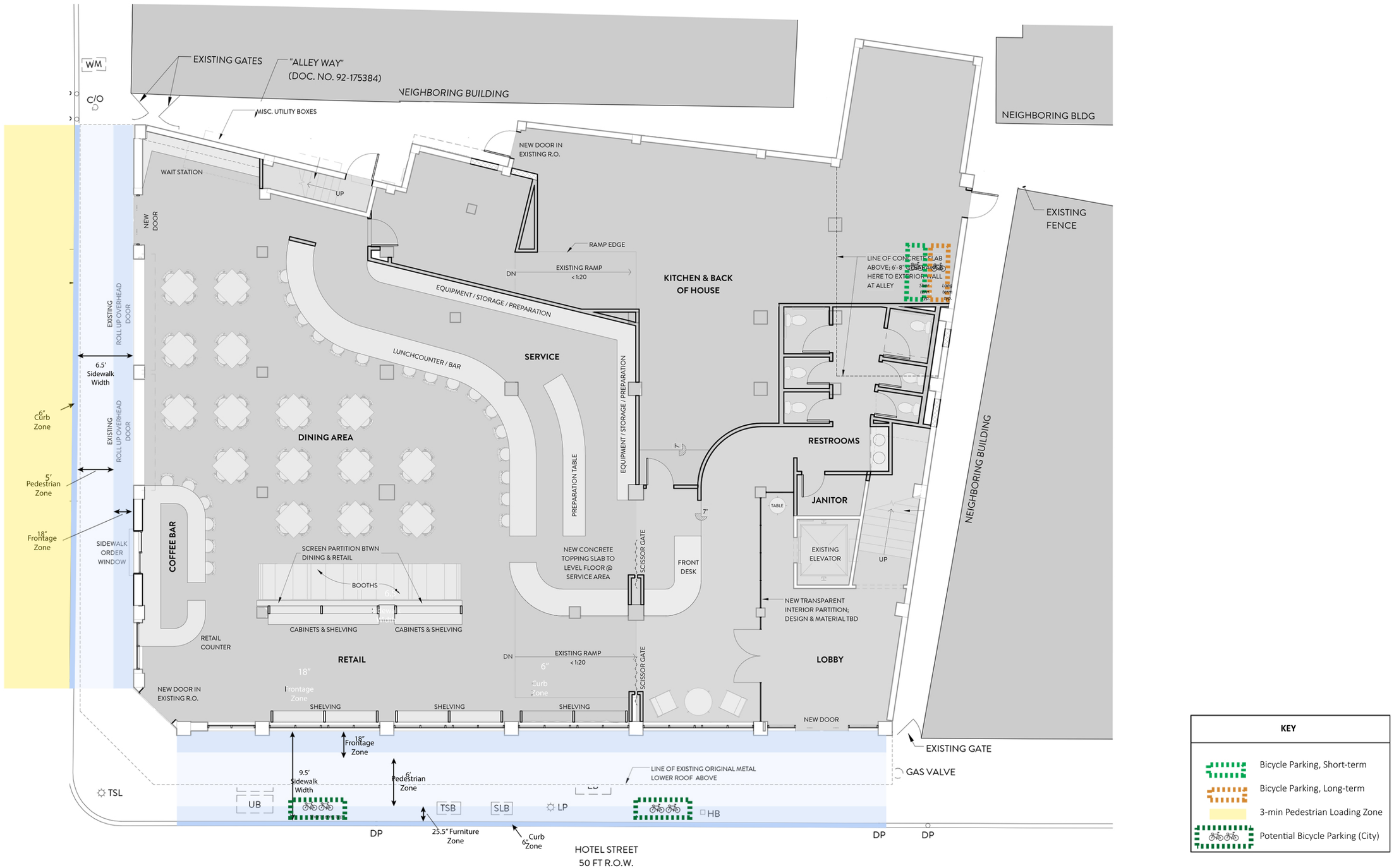
*"…serves primarily to prevent water and cars from encroaching on the sidewalk."*

The existing sidewalk conditions adjacent the Wo Fat Renewal Project are depicted in the street side elevation and site plan images below. Due to the constraints of the site and its location in a historic district limited sidewalk improvements are possible. Since Hotel Street is used for buses, and the street frontage along Maunakea Street is utilized as a commercial vehicle loading zone, the placement of a bulb-out curb extension is not recommended for the intersection of Hotel and Maunakea Streets. However, to best improve existing sidewalk conditions the following ideas are proposed for implementation:

- Remove and relocate the large traffic box on Maunakea Street which interrupts pedestrian traffic flow.
- Ensure planned bike racks planned along Hotel Street minimally encroach into the sidewalk pedestrian zone.

## Complete Streets: Pedestrian Study:
## **Hotel Street** Elevation View


## Complete Streets: Pedestrian Study:
## **Maunakea Street** Elevation View




**KEY**

- Bicycle Parking, Short-term
- Bicycle Parking, Long-term
- 3-min Pedestrian Loading Zone
- Potential Bicycle Parking (City)

**10. Regional Travel Demand Model –**

a. Oahu MPO indicated that the Regional Travel Demand Model was not relevant to this project because the Model is for the entire island of Oahu. A small parcel of property like this project has almost no impact upon the Model. However, this project gives incentive in reducing reliance on cars and promoting bike and pedestrian modes of transportation. racks.