

ADDENDUM INFORMATION TO: ENVIRONMENTAL ASSESSMENT REPORT

NEGATIVE DECLARATION

USE OF HISTORIC STRUCTURE

A.T. COOKE & P.E. SPALDING HISTORIC PROPERTY

Formerly JOHNSON RESIDENCE

Location: 2447 Makiki Heights Drive
Honolulu, HI 96822

TMK : 2-5-08 : 02

1996 SEP -9 ... 8:54
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

Applicant: PERSIS CORPORATION

Agent:

 **the cjs group architects ltd.**
1188 Fort St. Suite 200 Honolulu, HAWAII 96813

Date: August 22 ,1996

1996 SEP -9 11: 8 54

DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

The CJS Group Architects Ltd.

August 20, 1996



Mr. Patrick Onishi, Director
Department of Land Utilization
650 South King Street, 7th Floor
Honolulu, HI 96813

Re: **Additional Information to the Existing ENVIRONMENTAL
ASSESSMENT REPORT and its Negative Declaration, dated 6/17/93
A.T. Cooke & P.E. Spalding Historic Property, TMK: 2-5-8:02**

Dear Mr. Onishi:

Please allow the attached material to confirm our opinion that as presently proposed a lesser use will occur for the above indicated property. It is our opinion that the proposed use by the Persis Corporation as defined in the CUP-2, dated May 1996, has a lesser impact than earlier indicated in the original EA which was for the Contemporary Museum, dated June 1993.

Thus, because of this lesser use the original EA should be deemed valid and a negative declaration be allowed to continue. The specific items that have been reduced since the earlier submission are as follows:

1. Personnel: The Persis staff will be maintained at 10 individuals, which is less than was planned for The Contemporary Museum use.
2. Parking: The original plan requested staff parking to accommodate 13 stalls, with 45 additional overflow parking to be used by the Museum. The new request is for 10 stalls. Both schemes accommodate handicap parking requirements.
3. Traffic: The new traffic study (see attached) indicates a lesser impact on Makiki Heights Drive.
4. The Persis corporation is in no way programmatically, financially, or operationally connected with The Contemporary Museum.

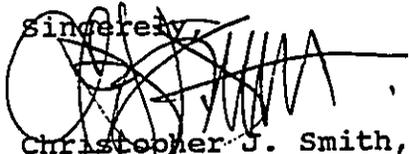
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Honolulu, Hawaii 96813
Tel. 808 524 4485
Fax 808 5244 460

Mr. Patrick Onishi
August 20, 1996
Page 2

In conclusion, for these reasons and others as indicated in the attached appendix material, we request that you concur with our findings that the proposed use by the Persis Corporation is less and thus, the EA Negative Declaration should be allowed to continue as was initially indicated.

If you concur, kindly transmit your finding to the OEQC so that we may proceed with the CUP-2 submittal.

Sincerely,



Christopher J. Smith, FAIA
President

cjspn 83900.033

APPENDIX ITEMS

Please find attached the applicable updated information extrapolated from the current Persis Corporation CUP-2 application for "Use of a historic structure." These items are intended to indicate the specific reduction in use from the original EA that was a part of the CUP-2 application submitted by The Contemporary Museum in June 1993. The Department of Utilization granted a negative declaration at that time.

Also of note, the Department of Land and Natural Resources has accepted the original Negative Declaration (1993) as allowance for the use of a HISTORIC STRUCTURE as part of the Persis Corporation CUP-2 application.

Attached are the appendix items organized in two sections for your review.

ITEM A. Listed are the application and use differences from the old 1993 submission and the present Persis CUP-2 application.

ITEM B. Attached are items that have been specifically changed and incorporated into the new Persis CUP-2, i.e., site plans, parking plans, traffic study, etc.

cjspn 83900.035

A. DIFFERENCES

NARRATIVE: A. T. COOK AND P.E. SPALDING HISTORIC PROPERTY,
TMK 2-5-08:02

OBJECTIVE: No change

OWNERSHIP: The Contemporary Museum
2411 Makiki Heights Drive
Honolulu, HI 96822
Tel. #526-1322

LOCATION: No change.

I. APPLICATION INFORMATION

A. Type of Application:

Application for the continuation of a Negative
Declaration in conjunction with a Conditional Use Permit
Type 2: "Use of Historic Structure"

B. Applicant:

The Persis Corporation
P.O. Box 3110
Honolulu, HI 96802

C. Recorded Fee Owner:

The Contemporary Museum
2411 Makiki Heights Drive
Honolulu, HI 96822
Tel. #526-1322

E-L. No change

II. NARRATIVE DESCRIPTION:

A. Project Description:

1. Details of Operation, Occupancy:

The change in operation from a relocated museum office use, now relates directly to the operations of a small holding company. The Persis Corporation handles the investments of a family owned property and land holdings. Their daily operation is scheduled to be the normal 8:00 a.m. to 5:00 p.m. office hours. The Persis Corporation is not affiliated or connected with the Contemporary Museum in any manner, other than Persis employees occasionally donate their own time to assist the museum. The large living room space will be used for Persis Board meetings, which occur in the late afternoon and evenings allowing for extended parking to be provided at the Museum if necessary.

The extent of the parking is limited to the existing open parking turnaround and will adequately accommodate the staff needs. The existing cottage will be kept in a rental status.



PERSIS CORPORATION

Paul I. deVille
President and Chief Operating Officer

Phone (808) 525-8048
FAX (808) 521-7691

Post Office Box 3110 • Honolulu, Hawaii 96802
805 Kapiolani Blvd. Honolulu, Hawaii 96813

July 18, 1996

City and County of Honolulu
Department of Land Utilization
650 S. King Street
Honolulu, HI 96813

Gentlemen:

This will certify that Persis Corporation has no affiliation
with The Contemporary Museum.

Very truly yours,

Paul I. deVille

cityl

B. EA CHANGED ITEMS

Those items that are indicated in bold type are issues that have been modified and are interpreted to be of a lesser bearing on the property.

ENVIRONMENTAL ASSESSMENT, TABLE OF CONTENTS 1993

1. TCM letter of Authorization of Agent
2. **Narrative**
3. Appendix to Environmental Assessment Report
4. Department of Land and Natural Resources, State of Hawaii, confirmation letter of placement of project property on the Hawaii Register of Historic Places
5. Locality Plan
6. Tax map for 2:5:08
7. Area Plan
8. Historic Property Site Plan
9. Civil and Topographic Survey of Historic Property
10. Interior Plans - Existing Building
11. **Interior Plans - Adaptive Re-Use**
12. **Preliminary Landscape Plan**
13. **Drive Court Plan**
14. **Parking Lot Plan**
15. Proof of Ownership and Lease Agreement for TMK 2-5-08:01 (Museum Property)
16. Proof of Ownership and Lease Agreement for TMK 2-5-08:02 (Historic Property)
17. South Boundary 10' Setback Agreement
18. Photographs

May 20, 1996

**APPLICATION FOR CONDITIONAL USE PERMIT TYPE 2 -
USE OF HISTORIC STRUCTURE**

I. APPLICATION INFORMATION

A. Type of Application:

Application for Conditional Use Permit Type 2:
"Use of Historic Structure"

B. Applicant:

Persis Corporation
P.O. Box 3110
Honolulu, HI 96802
Tel: 525-8060

C. Recorded Fee Owner:

ASA Properties Hawaii, Inc.
P.O. Box 3110
Honolulu, HI 96802

D. Authorized Agent:

The CJS Group Architects, Ltd.
1188 Fort Street Mall, Suite 200
Honolulu, HI 96813
Tel: 524-4485

E. Location:

2447 Makiki Heights Drive, Honolulu, Hawaii 96822

F. Tax Map Key:

2-5-08:2

G. Land Area:

51,039 s.f. (1.17 acres)

H. State Land Use District:

Urban

I. Development Plan Map:

Residential

J. Public Facilities Map:

Future project for sewer improvement: "Project Makiki Heights & Puowaina Drive I.D." Tentative construction date is 1998.

K. Existing Zoning:

R-10 Residential District

L. Land Use Relationship:

The existing property is comprised of a 1.17 acre parcel with two dwellings, a primary residence and a cottage, which together total approximately 7,872 s.f. of floor area. Extensive gardens with mature trees and large lawn areas occupy 44,633 s.f. of the property, inclusive of a brick terrace and drive court.

The project site is surrounded by Makiki Heights Drive and a single family dwelling to the north; a single family dwelling to the south; the Makiki Forrest Reserve to the east; and a 32-foot wide private roadway easement to the west. This roadway easement separates the project site from the neighboring Contemporary Museum and a single family dwelling.

II. NARRATIVE DESCRIPTION:

A. Project Description:

1. Details of Operation, Occupancy:

Persis Corporation proposes to use the subject property as corporate offices. The proposed use will include executive offices, accounting offices, corporate art and stamp storage, library, reception, and space for board room activities, and accessory spaces. Activities are administrative in nature and the business will be managed by a regular staff of eight to ten persons. Normal business hours will be 8:00 a.m. to 5:00 p.m. The Persis Board of Directors will meet after-hours approximately ten to twelve times per year with an average of 13 members in attendance.

The existing cottage, inclusive of a two-car garage will continue to be used as a secondary residence.

2. Details of Site, Landscaping, Existing and Proposed Structures:

The property has a street front dimension of 114.80 ft., depth of 276.79 ft., and is irregular in shape. The street front area on the site, inclusive of buildings, is relatively level and two terraces step down to a gently sloping lawn area. A steep drop off occurs on the east (mauka) side of the property. (See topographic survey.)

The exterior architecture of the existing historic structure will be refurbished and remain essentially unaltered. The primary residence has a total floor area of 6,600 s.f., with a first floor of 5,134 s.f., inclusive of covered lanais, and a second floor of 1,466 s.f. Minor construction work is required to alter the interior for use as offices. The existing stair will be retained to provide circulation from the proposed reception area to the proposed second floor art storage and workroom. The previous living and dining areas will be used for staff functions and general administrative meeting rooms. Four of the existing five bathrooms will be retained.

3. LUO General and Minimum Standards:

3.1 Setbacks:

All side and front yard setbacks are existing and proposed to remain unchanged.

3.2 Retaining Walls:

Existing retaining walls will remain. One new retaining wall is proposed for new recessed air conditioning unit enclosure facing the Makiki Forest Reserve.

3.3 Maximum Building Area:

The existing total actual building area of 7,872 square feet is far below the LUO allowable maximum building area of 25,519 square feet. No new building area is proposed.

3.4 Maximum Height:

The existing residence height is approximately 22 feet which is less than the maximum 25 feet residential height allowed by the LUO.

The existing cottage height is approximately 15 ft.

3.5 Permitted Uses and Structures:

Use of Historic structures for uses other than those which are Principal or Special Accessory to the underlying zoning can be permitted as a Conditional Use, Type 2.

3.6 Parking Requirements:

Strict interpretations of the LUO applied to the historic residence would yield a requirement of 17 parking spaces of standard dimensions and arrangement. The applicant can achieve such parking as required by the LUO only if existing historic site features such as garden terraces and walls are removed.

Preliminary discussions with the Department of Land and Natural Resources indicate that, because of the potential loss of existing significant historic site features, expanding the existing drive court would be undesirable.

Instead of developing a commercial style parking lot, the applicant proposes to utilize non-standard parking stall dimensions and arrangements to accommodate a maximum of 10 cars at any one time on the existing drive court. In this way, the existing drive court and adjacent historic features can be refurbished and maintained, the residential character of the site will be preserved, and the actual functional needs of the applicant will be met. Day to day operations and board meetings will be planned so as not to occur simultaneously. All parking and vehicle maneuvering will be administratively directed.

3.7 Landscaping and Screening:

The existing landscaping and screening on the property are more than adequate to meet the intent of the LUO. A number of existing site features such as the terraces and pergola are considered part of the property's historic inventory.

The applicant proposes to refurbish and retain all existing landscaping and site features, with the possible exception of the existing mock orange hedge against the residence itself which may be removed during renovations, and replaced with a new carissa hedge that will be located to allow better maintenance for the exterior of the residence.

B. Applicant Justifications:

1. Character of Surrounding Area:

The existing residential character of the neighborhood will not be altered. The exterior of the existing residence will be refurbished and maintained in good condition and will as such enhance the neighborhood.

2. Welfare of Community:

The existing property is listed on the Hawaii Register of Historic Places as Site No. 80-14-9750, and because of its historic importance benefits the larger community in Hawaii.

If the applicant's request is denied, it is possible that the property will be developed in a more conventional manner, and the historic value to the community of the present structures will be lost.

C. Infrastructure Requirements:

1. Sewer:

A municipal sewer system is not available.

Two (2) existing cesspools on the property adequately handle waste water from the five (5) existing bathrooms. The proposed use will actually decrease waste discharge.

2. Water:

The existing water service for residential use is adequate. A one inch meter is currently serving the project. Cross-connection control requirements will be met.

3. Site Drainage:

The property is not located in a flood zone area.

Natural percolation of rainwater into volcanic ash subsoil conditions effectively accomplishes storm water dissipation. No storm water system is in effect on the subject property. The existing landscaping will be maintained and will significantly control any wind or water based erosion.

The applicant proposes no significant changes to the existing site and therefore, site drainage will not be affected.

4. Streets and Transportation:

Mass Transit and Park & Ride facilities are not provided in this area.

D. Environmental Requirements:

1. Historic Site:

The site is listed on the Hawaii Register of Historic Places, June 28, 1992, Site No. 80-14-9750, under the title of "A.T. Cooke and P.E. Spalding Residence."

2. Chapter 343, HRS, EIS Law:

The July 19, 1993 Environmental Assessment (EA) Negative Declaration issued by DLU for the subject property under a previous application for a CUP-2 by The Contemporary Museum has been determined by DLU to be in force for this application.

The DLU decision is partly based upon the applicant's review of the currently proposed use with DLNR, and DLNR's letter of support to the project's agent dated 12/21/95.

E. Impacts:

None of the following are impacted by the proposed project:

1. Public Services
2. Housing and Population
3. Employment
4. Parks and recreation
5. Day care

F. Social Impact Requirements:

None

G. Drawings and Maps:

1. Tax Map
2. Topographic Survey
3. Existing Site & Landscaping Plan
4. Proposed Site & Landscaping Plan
5. Proposed Parking Plan
6. Existing & Proposed 1st Floor Plans
7. Existing & Proposed 2nd Floor Plans
8. Existing & Proposed Exterior Elevations (North, South)
9. Existing & Proposed Exterior Elevations (East, West)

H. Photos:

Enclosed

III. MITIGATIVE MEASURES

Not applicable

cjspn 83900.011

TRAFFIC ASSESSMENT REPORT

2447 MAKIKI HEIGHTS DRIVE
T.M.K. 2-5-08: 02
HONOLULU, HAWAII

May 1996

The Persis Corporation proposes to use a residential structure located at 2447 Makiki Heights Drive, Honolulu, Hawaii, as a corporate office building. The structure, one of two historic structures¹ located on the property identified by Tax Map Key 2-5-08: 02, has a floor area of approximately 6,600 square feet. The second structure, a cottage of approximately 1,272 square feet including an enclosed two-car garage, will remain in residential use. This traffic assessment has been prepared for The CJS Group Architects, Ltd., as an addendum to the *Application for Conditional Use Permit, Type 2: Use of Historic Structure* for the subject property.

The property is located in Makiki Heights, a primarily residential area, and access is provided by Makiki Heights Drive (Exhibit 1). Interior renovations are proposed to adapt the larger structure for office use by between eight and ten employees, and administratively directed parking for ten vehicles is proposed in the existing drive court between the larger building and the street. The potential traffic impacts of the proposed project are identified in this traffic assessment.

Existing Traffic Conditions

Makiki Heights Drive is a two-lane local street winding through portions of Makiki Heights and Makiki Valley and terminating in T-intersections at Tantalus Drive at its north end and Makiki Street at its south end. Mott-Smith Drive, which serves the lower portion of Makiki Heights, ends in a T-intersection with Makiki Heights Drive. Each of these intersections is controlled by a stop sign on the stem of the "T". The nearest traffic signal is at the intersection of Mott-Smith Drive and Nehoa Street.

Twenty-four hour traffic count data from the City and County of Honolulu Department of Transportation Services (DTS) show daily traffic volume at the upper end of Mott-Smith Drive was 600 vehicles in June 1985, prior to the opening of the Contemporary Museum at 2411 Makiki Heights Drive. A December 1990 count of the approaches to the intersection of Mott-Smith Drive and Nehoa Street showed a total of 18,450 vehicles using the intersection in one day. Based on this count, the north leg is estimated to carry 3,900 vehicles per day (vpd).

¹ "Residence Alterations for Persis Corporation, Proposed Site & Landscaping Plan," prepared by The CJS Group Architects, Ltd., May 28, 1996.

The highest 15-minute volume in one direction counted in 1985 at the upper end of Mott-Smith Drive was 10 vehicles. Peak hourly volume at the southbound approach to Nehoa Street on Mott-Smith Drive was about 120 vehicles per hour (vph). Field observations indicate that capacities are adequate with minimal delays at all unsignalized intersections in the vicinity. Long delays sometimes occur because of a long signal cycle at the Mott-Smith Drive and Nehoa Street intersection; however, the capacity of the intersection is adequate.

No new counts were taken as part of this assessment. Existing and future traffic volumes would be affected by new uses that have occurred since the DTS counts were taken. For the purposes of the traffic analyses, traffic volumes on Makiki Heights Drive fronting the subject property were estimated to be no more than 50% higher than the 1985 volumes counted at the upper end of Mott-Smith Drive.

Project Traffic

Although Tantalus and Puowaina Drives behind Punchbowl crater provide access to the vicinity of the site, most drivers are expected to use Mott-Smith Drive. The analyses, therefore, includes Mott-Smith Drive as well as the driveway serving the site. The proposed use² of the property includes offices with a staff of up to ten persons, with use typically occurring during regular office hours (8:00 a.m. to 5:00 p.m.). Board meetings with an average of 13 persons in attendance are expected to occur between ten and twelve times per year.

On a typical work day, the greatest traffic impact due to the proposed use would occur if all of the employees were to arrive and depart at the same time (within one fifteen-minute period). In the morning (AM Peak Hour), exiting traffic could also occur if any of the employees are dropped off or if an employee reports to work and leaves for a meeting or other appointment off site. A similar effect for entering traffic could occur in the afternoon (PM Peak Hour). For the evening meetings, which are not expected to occur more than twelve times per year, the attendees would include board members who reside off of Oahu and would likely arrive together; a vehicular occupancy of 3.5 persons per vehicle has been assumed. Total daily project traffic is estimated to be 40 vehicles per day. Project traffic estimates are shown in Table 1.

Table 1 - TRAFFIC GENERATION

vehicles per hour	<u>Entering Traffic</u>	<u>Exiting Traffic</u>
AM Peak Hour	10	2
PM Peak Hour	2	10
Before evening meeting	4	0

² The CJS Group Architects, Ltd., *Application for Conditional Use Permit, Type 2: Use of Historic Structure*, May 1996.

These driveway volumes were added to the estimated volumes on Makiki Heights Drive and Mott-Smith Drive. To consider a worst-case situation at the project driveway, all site-generated traffic was assumed to be left turns. To consider impacts at the intersection of Makiki Heights Drive and Mott-Smith Drive and at driveways or side streets along Mott-Smith Drive, all project traffic was assumed to use Makiki Heights Drive and Mott-Smith Drive to reach Nehoa Street. Although some of the counted volume on Mott-Smith Drive at Nehoa Street was due to activities at the adjacent Roosevelt High School, the counted volumes near Nehoa Street were assumed to represent volumes at the unsignalized intersection of Mott-Smith Drive and Mauna Place, in order to evaluate the worst case situation along Mott-Smith Drive.

The project traffic could increase daily traffic at the upper end of Mott-Smith Drive by as much as 11% over the counted (1985) daily volume. The project traffic would be about 41 of the Mott-Smith Drive (1990) traffic at Nehoa Street. If all of the project traffic were new traffic, total volume at the signalized intersection of Mott-Smith Drive and Nehoa Street would increase by less than one percent (40/18,450).

Capacity Analyses

Vehicular access to the subject property would continue to be through an existing paved driveway that encroaches into a roadway easement which serves two rear lots. This driveway was evaluated as if it were an unsignalized intersection. Other locations analyzed as unsignalized intersections are T-intersections with traffic approaching on the stem of the "T" using a single lane controlled by a stop sign.

Each location was analyzed using the Unsignalized Intersection Analysis procedure from the *Highway Capacity Manual*³ to determine peak period conditions. The analysis determines the average delays to the movements which must stop or yield at an unsignalized intersection, such as the left turn into the side street (or driveway) and the sidestreet (or driveway) movements which must stop before entering the main street traffic stream. Table 2 summarizes the level of service criteria.

Table 2 - LEVEL OF SERVICE CRITERIA

Average Total Delay (sec./veh.)	Level of Service	Description of Expected Delay to Controlled Movement
≤ 5	A	Little or no delay
> 5 and ≤ 10	B	Short traffic delays
> 10 and ≤ 20	C	Average traffic delays
> 20 and ≤ 30	D	Long traffic delays
> 30 and ≤ 45	E	Very long traffic delays
> 45	F	Very long traffic delays

³ Transportation Research Board, National Research Council, *Highway Capacity Manual* (Third Edition), Special Report 209, Washington, D.C. 1994.

At the site driveway, the analyses found Level of Service (LOS) A conditions for both entering and exiting left turns with the assumption that all traffic made left turns; if some of these movements are right turns, delays would be less and LOS A would still describe conditions. At the Mauna Place intersection, Mauna Place traffic was estimated based on the number of units served by the street and all of this traffic was assumed to go to or come from Nehoa Street. The level of service for all movements were found to be LOS A or LOS B, and would be unchanged by the addition of project traffic. Table 3 summarizes the findings of the analyses, assuming that left and right turns at the stop control share a single lane.

Table 3 - UNSIGNALIZED INTERSECTION LEVELS OF SERVICE

{Case A = without project Case B = with project}	Level of Service (delay)	
	Case A	Case B
AM Peak Hour		
Left turn into 2447 Makiki Heights Drive	A (2)	A (2)
Shared driveway lane out of site	A (4)	A (4)
Left turn, Makiki Heights Drive to Mott-Smith Drive	A (2)	A (2)
Shared lane Mott-Smith Drive approach	A (4)	A (4)
Left turn, Mott-Smith Drive to Mauna Place	A (2)	A (2)
Shared lane out of Mauna Place	B (5)	B (5)
PM Peak Hour		
Left turn into 2447 Makiki Heights Drive	A (2)	A (2)
Shared driveway lane out of site	A (4)	A (4)
Left turn, Makiki Heights Drive to Mott-Smith Drive	A (2)	A (2)
Shared lane Mott-Smith Drive approach	A (4)	A (4)
Left turn, Mott-Smith Drive to Mauna Place	A (2)	A (2)
Shared lane out of Mauna Place	A (5)	A (5)

As indicated above, each location would have adequate capacity to accommodate all movements at a good level of service. At worst short delays would be expected for the movements which would stop or yield to oncoming traffic. At other sidestreets or driveways where volumes are less, conditions would be the same or better than those shown for Mauna Place.

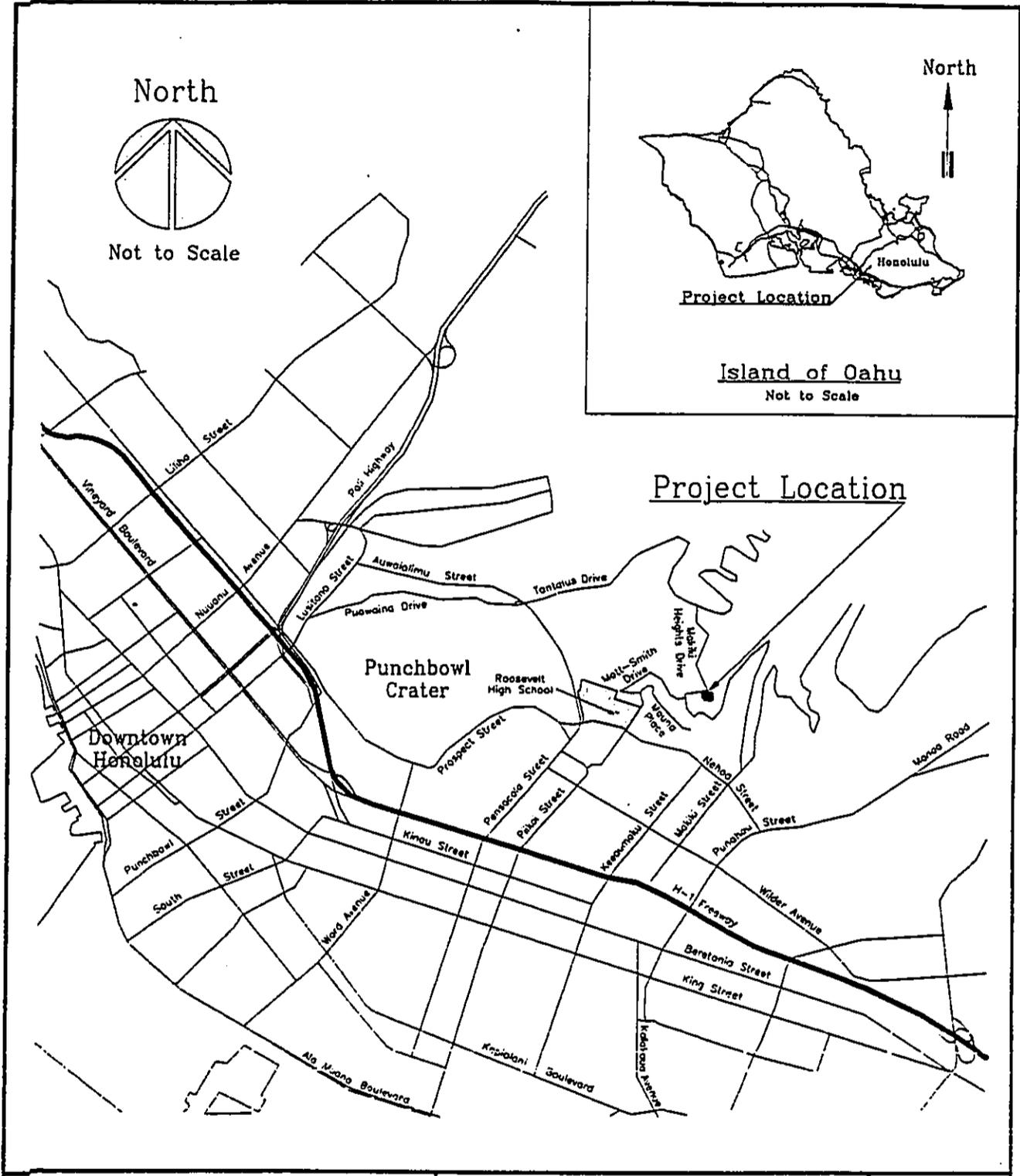
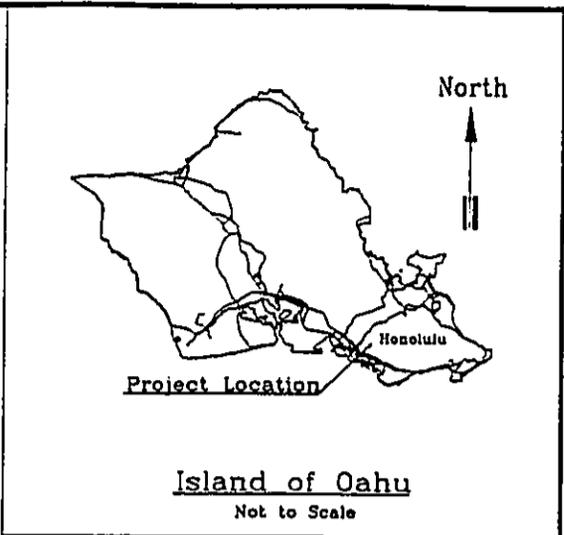
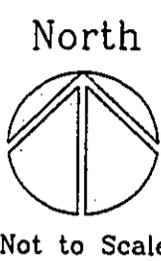
Use of City Buses

The proposed project is not expected to generate any significant increase in bus patronage. If necessary, however, the bus system could provide access to the site on the Makiki Heights route (Route 15) using bus stops located on both sides of Makiki Heights Drive within 300 feet of the site's driveway.

Conclusions and Recommendations

The proposed project, with a peak hourly traffic of no more than 10 vehicles in the peak direction, is not expected to adversely affect traffic conditions in the area. Very good operating conditions were found in the analyses of the project driveway, of the nearest intersection, and of another unsignalized intersection along Mott-Smith Drive. Capacity analyses show Levels of Service A or B, or no more than short delays, describing all controlled movements. At the nearest signalized intersection, the project would add less than 1% of the existing approach volume. The project's peak traffic impact is not expected to coincide with other peaks on area streets caused by commuting or school trips.

(Exhibit 1, Location Map, and Exhibit 2, Site Plan attached)



Traffic Assessment

Proposed Office Use
2447 Makiki Heights Drive

Location Map

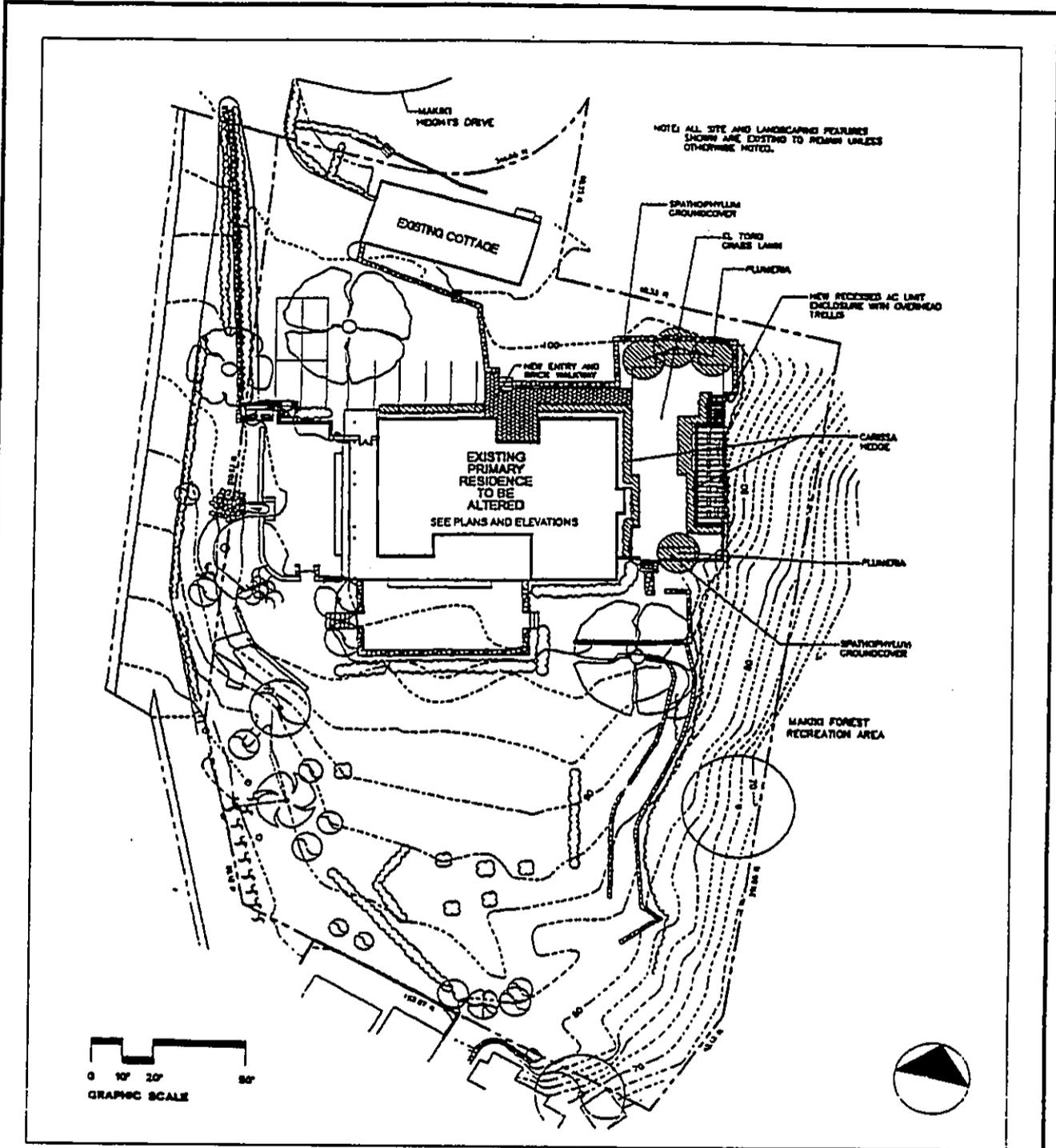
prepared by: Julian Ng, Inc.

May 1996

Exhibit

1

PERSS.SKD 05/31/96



Source: The CJS Group Architects, Ltd.

Traffic Assessment

Proposed Office Use
2447 Makiki Heights Drive

Site Plan

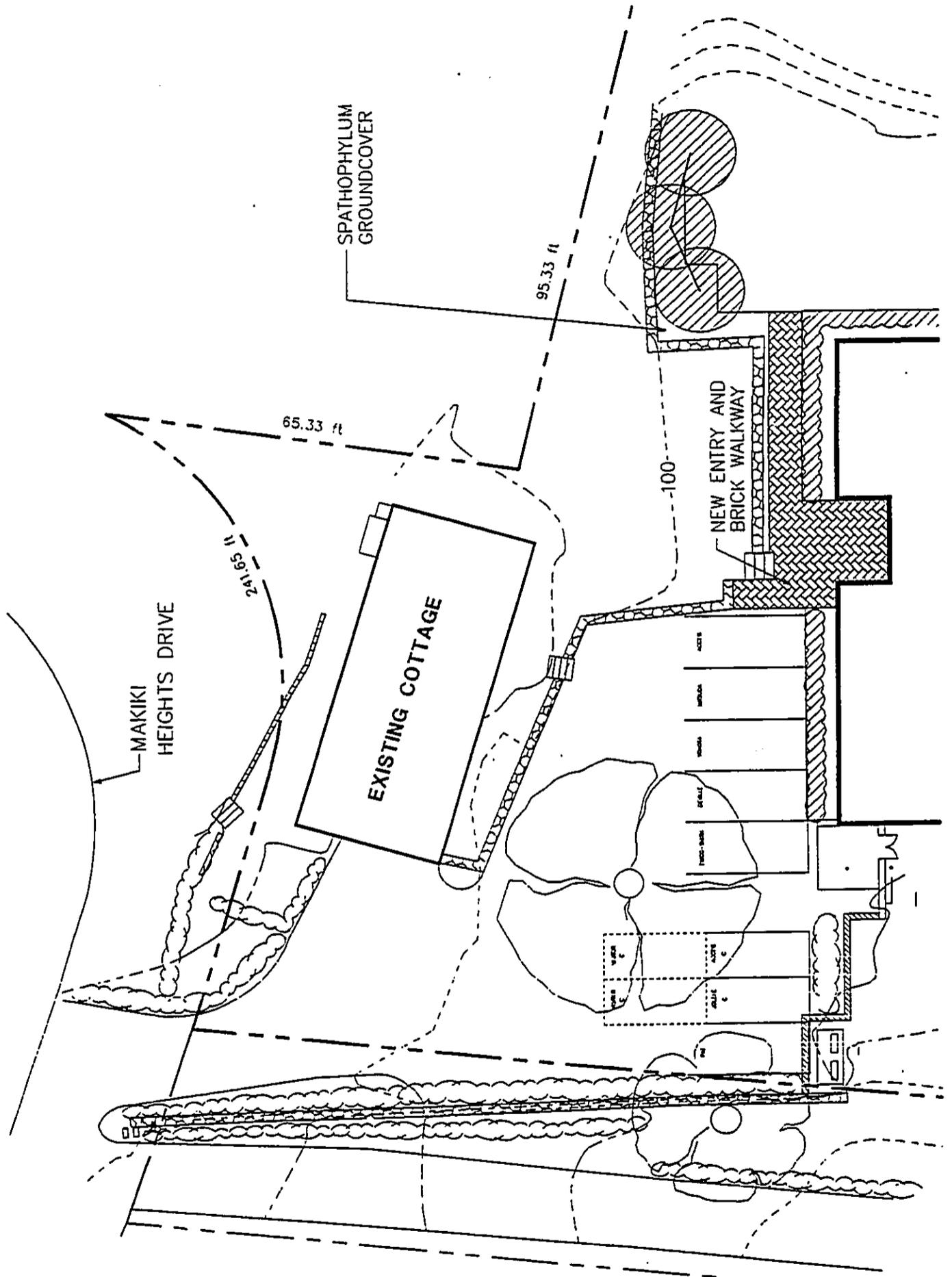
prepared by: Julian Ng, Inc.

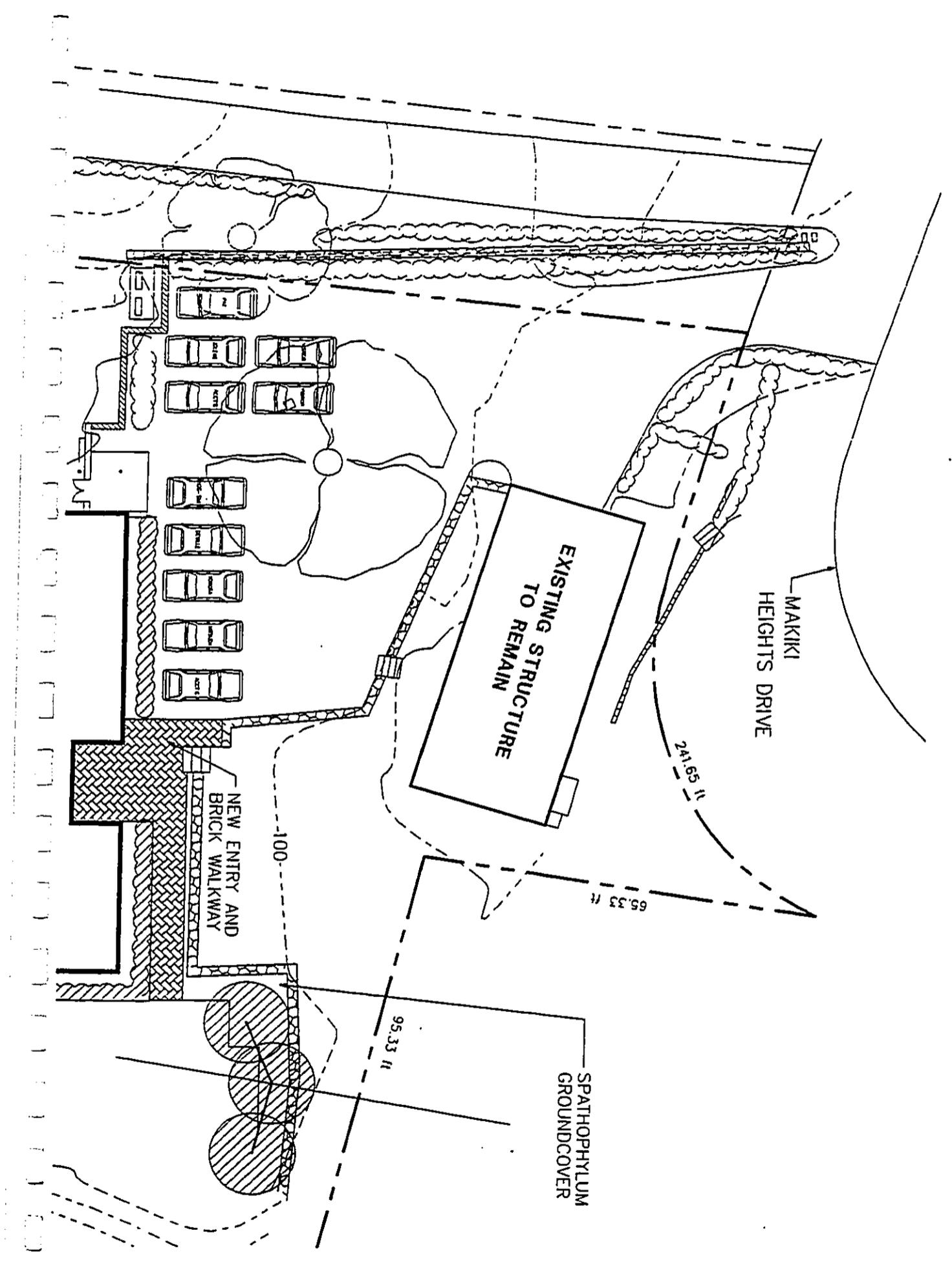
May 1996

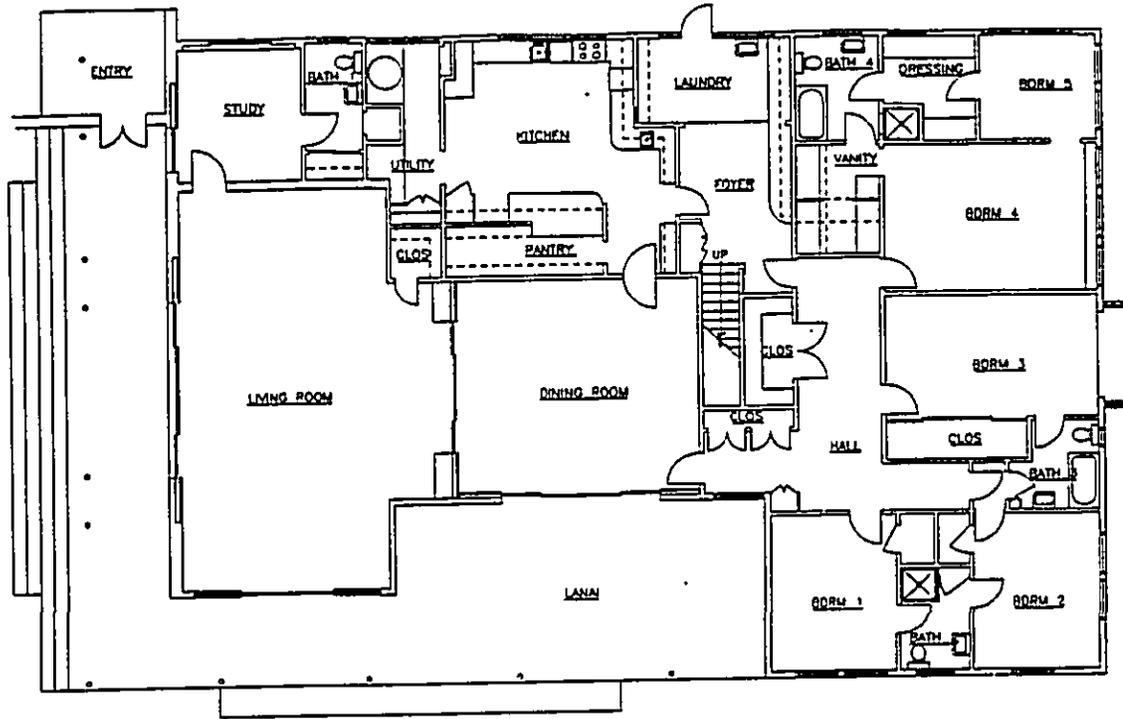
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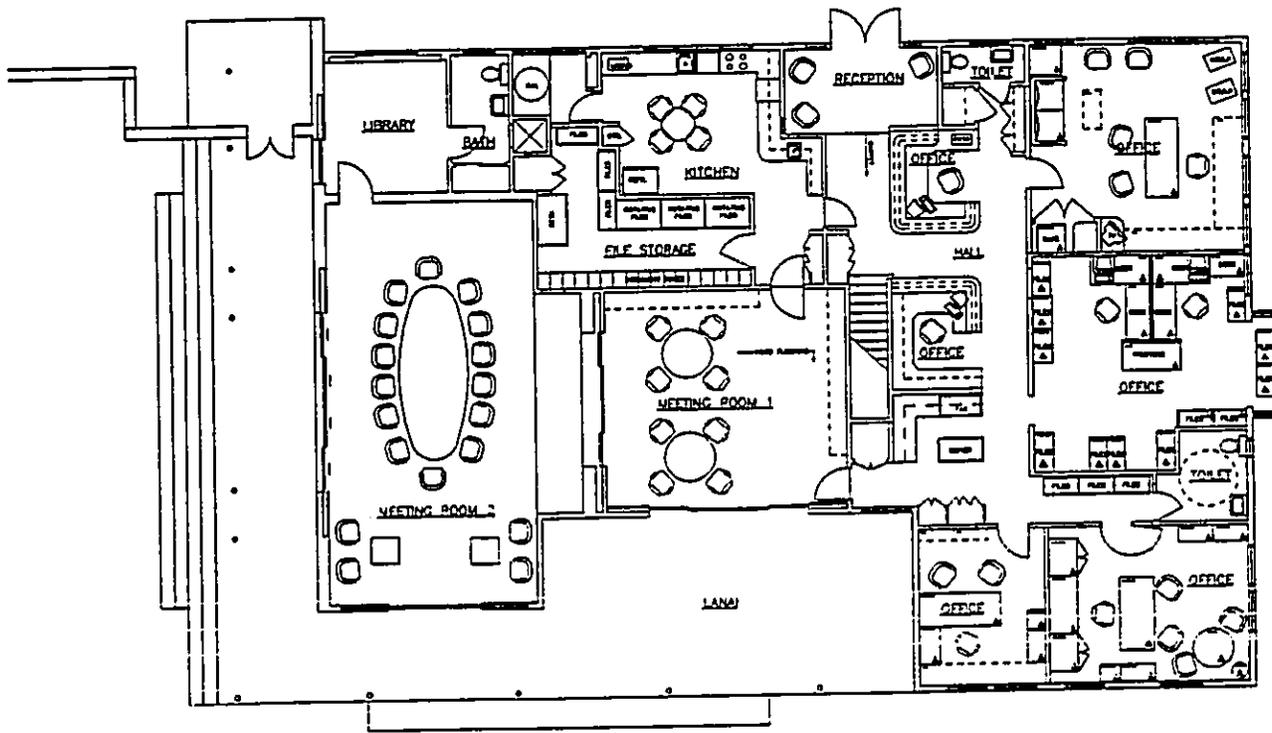
PERSS S&D 05/31/96







EXISTING 1ST FLOOR PLAN

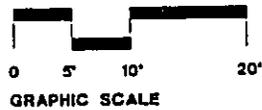


PROPOSED 1ST FLOOR PLAN

**Residence Alterations
for Persis Corporation**

2447 Makiki Heights Drive
Honolulu, Hawaii - TMK: 2-5-08:02

MAY 28, 1996



PROPOSED PLAN LEGEND

- EXISTING WALLS TO REMAIN
- - - - - WALLS TO BE REMOVED
- NEW WALLS

EXISTING & PROPOSED 1ST FLOOR PLANS

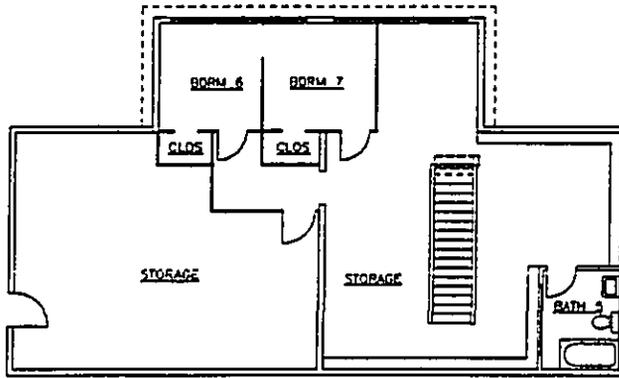
Application for Conditional Use Permit - Type 2, Use of Historic Structure



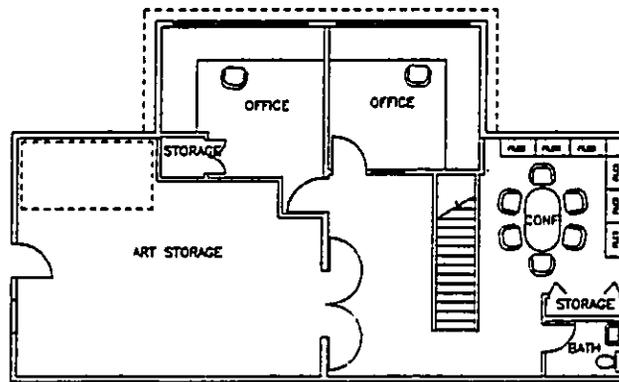
CUP-PLAN.DWG



**the cjs group
architects inc.**
Suite 200
Motel Progress Building
1155 Fort Street Mall
Honolulu, Hawaii 96813

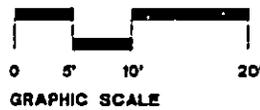


EXISTING 2ND FLOOR PLAN



PROPOSED 2ND FLOOR PLAN

**Residence Alterations
for Persis Corporation**
2447 Makiki Heights Drive
Honolulu, Hawaii - TMK: 2-5-08:02
MAY 28, 1998



PROPOSED PLAN LEGEND
 ——— EXISTING WALLS TO REMAIN
 - - - - - WALLS TO BE REMOVED
 = = = NEW WALLS

EXISTING & PROPOSED 2ND FLOOR PLANS
Application for Conditional Use Permit - Type 2, Use of Historic Structure



CUP-PLAN.DWG

**the cjs group
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