

*H & M Apartment Project Phase I & II*  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET, 5TH FLOOR • HONOLULU, HAWAII 96813  
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ROLAND D. LIBBY, JR.  
DIRECTOR

ROBERT AGRES, JR.  
DEPUTY DIRECTOR

October 9, 1996

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

96 OCT 10 PM 2:33

RECEIVED

Mr. Gary Gill, Director  
Office of Environmental Quality Control  
220 South King Street, 4th Floor  
Honolulu, Hawaii 96813

Dear Mr. Gill:

Subject: Final Environmental Assessment (Negative Declaration) for the  
Waikiki Rental and/or Condominium Development, Tax Map Key:  
2-6-24: 65, 66, 67, 68, 80, 81, 82 and 83, Honolulu, Oahu, Hawaii

The Department of Housing and Community Development has reviewed the Final Environmental Assessment (EA) for the subject project and wishes to submit a negative declaration. Please publish the notice of availability for this project in the October 23, 1996 issue of The Environmental Notice.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA. Please contact Mr. Jason Ching at 523-4368 if you have any questions.

Sincerely,

ROLAND D. LIBBY, JR.  
Director

Enclosures

1996-10-23-DA-~~FEA~~-H & M Apartment Project <sup>OCT 23 1996</sup>  
Phase I & II

**FILE COPY**

**FINAL  
ENVIRONMENTAL ASSESSMENT**

**H & M APARTMENT PROJECT  
PHASES I AND II**

**Waikiki, Oahu, Hawaii**  
TMK's: 2-6-24: 34-40, 42-45, 65-68, and 80-83

**Okada Trucking Co., Ltd.**  
2065 So. King Street, Room 105  
Honolulu, Hawaii 96826

**APPLICANT**

**Kusao & Kurahashi, Inc.**  
Planning and Zoning Consultants  
Ward Plaza  
210 Ward Avenue, Suite 124  
Honolulu, Hawaii 96814

**AGENT**

**OCTOBER 1996**

DEPT. OF ENVIRONMENTAL  
QUALITY CONTROL

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ENVIRONMENTAL ASSESSMENT**

**H & M APARTMENT PROJECT  
PHASES I AND II**

**Waikiki, Oahu, Hawaii**  
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**OCTOBER 1996**

Final Environmental Assessment for Proposed  
H & M Apartment Project Phases I and II

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**LIST OF APPENDICES**

<u>Appendix</u>	<u>Description</u>
I	Site Plan
II	Traffic Impact Analysis Report
III	Agency Comments
IV	Agency Comments on the Draft Environmental Assessment and the Applicant's Responses

**FINAL  
ENVIRONMENTAL ASSESSMENT**

**H & M APARTMENT PROJECT  
PHASES I AND II**

**Waikiki, Oahu, Hawaii**  
TMK's: 2-6-24: 34-40, 42-45, 65-68, and 80-83

**I. INTRODUCTION**

The applicant, Okada Trucking Co., Ltd., proposes to develop a multi-story affordable rental development in Phase I and a condominium or rental apartment development in Phase II of their project. This Final Environmental Assessment Report, for the development of this multi-story affordable rental development in Phase I and condominium or rental apartment development in Phase II, is prepared pursuant to and in accordance with the requirements of Chapter 343 HRS and Chapter 200 of Title 11, Administrative Rules - Environmental Impact Statement Rules. The action that triggers this assessment is the proposed development's location in the Waikiki area of Oahu.

The proposed multi-family dwelling use is permitted in the Apartment Precinct of the Waikiki Special District under the Land Use Ordinance (Section 7.80-4).

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H & M Apartment Project Phases I and II

The proposed development is planned in two phases. Phase I involves a 26,227 square foot lot located on eight parcels of land bounded by Mountain View Drive to the north, Liliuokalani Avenue to the east, Tusitala Street to the south and a privately owned parcel to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and Exhibit B, Zoning Map. The 30,235 square foot parcel to the west contains a 21-story, 160 unit condominium called Waikiki Lanais.

Phase II involves a 49,394 square foot lot on 11 parcels of land bounded by Tusitala Street to the north, Liliuokalani Avenue to the east, Cleghorn Street to the south, and Kapili Street to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and Exhibit B, Zoning Map. There are three parcels within this one block area that are not part of the Phase II project.

## II. GENERAL INFORMATION

A. Applicant : Okada Trucking Co., Ltd  
2065 So. King Street, Room 105  
Honolulu, Hawaii 96826





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- B. Recorded Fee Owner : Okada Trucking Co., Ltd  
2065 So. King Street, Room 105  
Honolulu, Hawaii 96826
- C. Approving Agency : Department of Housing and  
Community Development
- D. Tax Map Keys : Phase I - 2-6-24: 65-68 and 80-83  
Phase II - 2-6-24: 34-40 and 42-45
- E. Agent : Kusao & Kurahashi, Inc.  
Planning and Zoning Consultants  
210 Ward Avenue, Suite 124  
Honolulu, Hawaii 96814
- F. Location : Phase I - Eight parcels of land  
bounded by Mountain View Drive to  
the north, Liliuokalani Avenue to the  
east, Tusitala Street to the south and  
a privately owned parcel to the west  
in Waikiki (Exhibit A)
- Phase II - Eleven parcels of land  
bounded by Tusitala Street to the  
north, Liliuokalani Avenue to the  
east, Cleghorn Street to the south, and  
Kapili Street to the west in Waikiki  
(Exhibit A)
- G. Lot Area : Phase I - 26,227 square feet  
Phase II - 49,394 square feet
- H. Zoning : Apartment Precinct of the Waikiki  
Special District (Exhibit B)
- I. State Land Use : Urban

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- J. Development Plan
- Land Use Map : Medium Density Apartment
- Public Facilities Map : No improvements affecting this site
- K. Special District : Waikiki Special District
- L. Existing Use : Vacant (Exhibit C)
- M. Agencies Consulted : Department of Housing and  
Community Development  
Department of Land Utilization  
Department of Wastewater Management  
Department of Parks and Recreation  
Board of Water Supply  
Department of Land & Natural  
Resources  
Fire Department  
Department of Education  
Waikiki Neighborhood Board No. 9

### III. DESCRIPTION OF PROPOSED ACTION

A. General Description

1. Proposed Development

In Phase I, the applicant proposes to develop an affordable rental apartment with 132 rental units, including 88

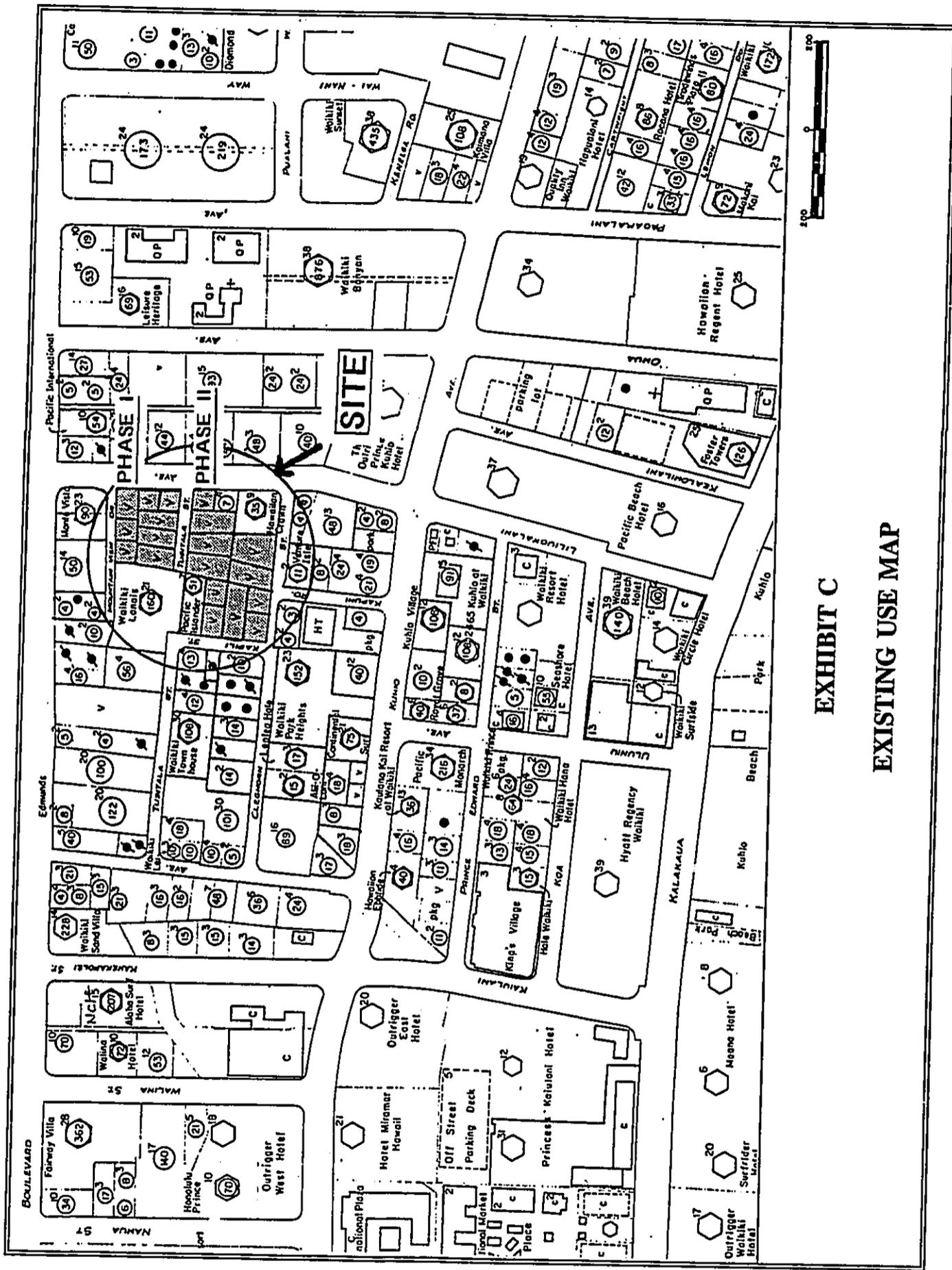


EXHIBIT C  
EXISTING USE MAP

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one-bedroom units and 44 two-bedroom units. The ground floor will include a lobby area, manager's office, mail room, storage, electrical and mechanical rooms, a laundry room, a recreation room, and parking and loading stalls.

In Phase II, the applicant proposes to develop approximately 200 condominium or rental apartment units and accessory uses. In order to achieve this the applicant would require exemptions from the Land Use Ordinance (LUO) and the project would be processed as a 201E development similar to Phase I. The applicant as an alternative, however, may decide to develop a market priced project at a lower density, in accordance with the LUO.

2. Location

Phase I involves a 26,227 square foot lot that is located on eight parcels of land bounded by Mountain View Drive to the north, Liliuokalani Avenue to the east, Tusitala Street to the south and a privately owned parcel to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and

Exhibit B, Zoning Map. The 30,235 square foot parcel to the west contains a 21-story, 160-unit condominium called Waikiki Lanais.

Phase II involves a 49,394 square foot lot on 11 parcels of land bounded by Tusitala Street to the north, Liliuokalani Avenue to the east, Cleghorn Street to the south, and Kapili Street to the west in Waikiki, Island of Oahu as shown on Exhibit A, Location Map and Exhibit B, Zoning Map. There are three parcels within this one block area that are not part of the Phase II project.

3. Surrounding Area

Located in an urban setting both the Phase I and the Phase II sites are vacant. Both sites are surrounded by condominiums and apartment structures (Exhibit C, Existing Land Use Map).

Both the proposed rental apartment use of the site in Phase I and the proposed condominium or rental apartment use

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in Phase II are permitted uses in the Apartment Precinct, that are compatible with the surrounding uses.

Phase I is bounded on its north (mauka) side by Mountain View Drive and a 14-story, 50-unit condominium (Fairway Manor) and a 23-story, 90-unit condominium (Monte Vista). On its east (kokohead) side is Liliuokalani Avenue and a duplex unit, a single family residence and a 12-story, 44-unit apartment building (King Kalani). On its south (makai) side, across Tusitala Street is a large, 49,394 square foot, vacant lot. On its west (ewa) side is a 21-story, 160-unit condominium building (Waikiki Lanais).

Phase II is bounded by the roadways mentioned earlier and the Phase I project to the north. Other surrounding lots are used for low to mid-rise apartment/condominium developments.

The Phase I site, proposed for the rental apartment development, and the Phase II site, the proposed condominium or rental apartment development, are both vacant and no residents or businesses will be displaced by this project. The

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proposed rental apartment use in Phase I and the proposed condominium or rental apartment use in Phase II, are both compatible with the surrounding condominium and apartment uses.

Both Phases of the project site originally contained low-rise apartment units and single-family residences.

4. Land Use Approvals

a. State Land Use

Both Phases of the project site are designated Urban under state land use. The proposed affordable rental apartment development in Phase I and the proposed condominium or apartment development in Phase II are consistent with this designation.

b. Development Plan

The project site is planned for Medium Density Apartment Use on the Development Plan Land Use Map. The proposed rental apartment development in Phase I and the proposed condominium or rental apartment

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development in Phase II would conform to this designation, however, Phase I of the project would be developed at a higher density to allow for the provision of 50% of the units at affordable rates, as established by the Department of Housing and Community Development. An exemption from the density guideline for Medium Density Apartments in the Primary Urban Center Development Plan Special Provisions will be requested in the processing of the Chapter 201-E, HRS, permit application.

Phase II will be developed in the future either as an affordable rental development similar to Phase I or as a market rental or condominium development.

The Development Plan Public Facilities Map indicates no improvements are planned affecting this site.

c. Zoning

The project site is zoned Apartment Precinct in the Waikiki Special District. The proposed affordable rental

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apartment use in Phase I and the proposed condominium or rental apartment use in Phase II are both consistent with this zoning precinct. In order to accommodate the provision of 50% of the units at affordable rates in Phase I, the applicant will be requesting exemptions from certain design standards of the Apartment Precinct in the processing of the Chapter 201-E, HRS, permit application.

B. Technical Characteristics

1. Use Characteristics

Phase I of the proposed development will include a new 26-story building that will house a 4-story multi-level parking structure with a multi-story rental building above.

Phase I involves development of 132 rental units, including 88 one-bedroom units and 44 two-bedroom units.

Phase I will include four one-bedroom and two two-bedroom units per floor. The ground floor will include a lobby area, manager's office, mail room, storage, electrical and

mechanical rooms, a laundry room, a recreation room and parking and loading stalls.

Phase II of the development will involve the development of about 200 units in a condominium or rental apartment project and accessory uses.

2. Physical Characteristics

Phase I of the proposed development will include construction of a new 26-story building that will house a 4-story multi-level parking structure with a multi-story (22 stories) rental building above. A site plan, floor plans and elevation plans of the 26-story rental apartment building are provided in Appendix I.

Phase I of the project involves development of 132 rental units, including 88 one-bedroom units and 44 two-bedroom units.

Phase I will include four one-bedroom and two two-bedroom units per floor. The ground floor will include a lobby area, manager's office, mail room, storage, electrical and

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mechanical rooms, a laundry room, a recreation room and parking and loading stalls.

The Phase I rental apartment, with a finished height of 240 feet, will be at the maximum height limit of 240' for this Apartment Precinct location.

The ground level of the parking structure for Phase I, will enter the building from Tusitala Street. There will be a second driveway and ramp off of Tusitala Street, accessing the upper levels of the parking structure and the loading space. The development will include one loading zone as required by the Land Use Ordinance (LUO). The parking levels will contain about 152 parking stalls which is 20 stalls more than required for this apartment building.

Phase I's 12-foot landscaped yard along Liliuokalani Avenue will include an entry feature at the lobby entrance. There will be about a 16-foot landscaped yard along Mountain View Drive and a 10-foot landscaped yard along the west property boundary. Along Tusitala Street, the front yard will

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vary between 18 feet and 30 feet. The area that encroaches into the 20-foot front yard begins with a 2-foot encroachment and narrows to no encroachment after about 18 feet. Beyond that 18 feet of building frontage, at the west corner of the proposed building, the yard area increases along the remaining 132 feet of building frontage to about 30 feet.

The total floor area for Phase I will be about 130,292 square feet.

The site and development plans for Phase II have not been formulated at this time, but will include facilities for approximately 200 units in a condominium or rental apartment development, at least 200 parking stalls, and other uses accessory to the apartment use.

3. Construction Characteristics

Phase I will be constructed over a one-year period. Construction will begin as soon as the applicant is able to receive approval of the project by the City, including building permit approvals.

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Phase I will be built at or near existing grade and the applicant expects that no de-watering activity will be required. Excavation for the project should be limited to the footings and foundation of the structure.

Phase II will be developed at a later date.

#### IV. IMPACTS

##### A. Demographic Impacts

##### 1. Residential Population

Phase I of the project will provide 132 one and two-bedroom apartment units, 50% of which will be affordable. These units will support a population of about 264 residents in Waikiki. This will to a certain extent replace some of the residents displaced from this and other sites in Waikiki as apartment and single family dwelling units were demolished to prepare sites for other types of development.

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Phase II of the project will provide approximately 200 apartment units which will support a population of about 400 residents in Waikiki.

The General Plan Population Guidelines establish a population range for the Primary Urban Center Development Plan Area for the Year 2010 of between 450,800 and 497,800 persons. In 1990 the actual population for the Primary Urban Center was 432,023. The additional population supported by this development will help the Primary Urban Center to reach the population range planned in the Year 2010.

2. Visitor Population

The project will have no impact on the visitor population.

3. Character or Culture of the Neighborhood

Located in an urban setting the site is vacant. The site is surrounded by condominiums and apartment structures.

The proposed rental apartment use in Phase I and the proposed condominium or rental apartment use in Phase II will be in keeping with the existing character of the neighborhood

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and is compatible with the surrounding condominium and apartment uses.

4. Displacement

Phase I and Phase II lots are both vacant and no residents or businesses will be displaced by this project.

B. Economic Impacts

1. Economic Growth

As a rental apartment development in Phase I and a condominium or rental apartment development in Phase II, the project will have primarily a secondary effect on economic growth by providing short-term construction jobs and possibly a demand for service industry jobs to support the population increase. The project will also provide a limited amount of long-term, full time employment for resident managers, possibly security guards, and a maintenance person.

2. Employment

As mentioned earlier the project will provide short-term construction jobs and a few long-term jobs in the form of

resident managers, possibly security guards, and a maintenance person.

3. Government Revenues/Taxes

Tax revenues will be generated by the short-term construction work and also modest revenues by the long-term employment and secondary service industry jobs that support the increase in population.

Property tax revenues will increase based on the higher value of improvements on the site upon completion of the project.

C. Housing Impacts

1. Increase Supply

An additional 132 rental apartment units are planned for Phase I of the project and will increase the number of rental units available in Waikiki.

Another 200 condominium or rental apartment units are planned for Phase II of the project.

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H & M Apartment Project Phases I and II

2. Affordable Units

The applicant proposes that 50% of the rental units in Phase I will be affordable in accordance with the requirements of the Department of Housing and Community Development.

The Phase II unit pricing has not been established.

D. Public Services

1. Access and Transportation

Access to the project site is provided by Liliuokalani Avenue, a one-way street with access from Kuhio Avenue and access onto Ala Wai Boulevard. In addition, Mountain View Drive, Tusitala Street, Cleghorn Street and Kapili Street provide access to Phases I and II.

The proposed expansion may involve some short term construction disruption of traffic for transportation of construction equipment to and from the site and delivery of building materials to the site. The delays are normally of short duration and will end when the construction is completed.

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Phillip Rowell and Associates has prepared a traffic impact analysis report (TIAR) for the project. The TIAR is titled "Traffic Impact Analysis Report H & M Apartment Project in Honolulu, Hawaii" and dated May 29, 1996, (Appendix II).

The TIAR concluded that traffic related impacts at the study intersections (the intersections of Liliuokalani Avenue with Kuhio Avenue, Cleghorn Street, Tusitala Street, Mountain View Drive and Ala Wai Boulevard) are minimal and no mitigation measures are required for this project. It is projected that all intersections will operate at better than acceptable levels-of-service upon completion of the project.

2. Water

The Honolulu Board of Water Supply (BWS) currently provides potable water for the project site.

The total water demand for the project is estimated to be 99,600 gallons per day (gpd). Additional water consumed for

irrigation of landscaping and ground maintenance is considered to be minimal.

The existing water system is adequate to accommodate the proposed development, according to a BWS letter (Appendix III, Agency Comments) dated January 12, 1996.

3. Wastewater

The average daily wastewater expected to be discharged by the proposed development is estimated to be approximately 74,368 gpd.

The Department of Wastewater Management has indicated that the a major portion of Phase I, 128 of the 132 units proposed, can be accommodated as replacement units for the previous development on the Phase I and Phase II lots.

In order to accommodate the additional flows required for a small portion of Phase I of the proposed development and the future development planned for Phase II, the applicant in coordination with the Department of Wastewater Management will design and construct a relief sewer line to create additional

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capacity in Waikiki. This relief sewer line will actually provide excess capacity beyond that required for this project and the development of the makai lot.

In the interim period, if the relief sewer line is not completed prior to the development of Phase I, the City would allow the additional four units to be occupied provided that a holding tank system is provided for these four units.

The applicant will work with the Department of Wastewater Management to determine if the final four units planned in the Phase I project could be developed without the holding tank system, but not allowed to be connected to the wastewater system or issued a certificate of occupancy, until completion and acceptance of the relief sewer system. Because of the planned timing of the relief sewer system, it would not be practical to build a temporary holding tank system for the four units, that would be abandoned in less than a year.

4. Drainage

There are no unique topographical features on the project site and it is relatively level. The major part of the project site is now drained towards the surrounding roadway storm drainage system which directs the flows toward the Ala Wai Canal.

The proposed development will not significantly increase the runoff from the site. The existing storm drainage system should be adequate to handle the projected flows. No change in the drainage patterns on the site is anticipated. Catch basins to accommodate on-site drainage will be directly connected into the existing municipal storm drainage system.

5. Solid Waste Disposal

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

6. Schools

Based on discussions with staff at the Department of Education (DOE), the project will generate the following number of students:

Grades K-6 = 83 students

Grades 7-8 = 20 students

Grades 9-12 = 3 students

Staff at DOE has indicated that Jefferson Elementary School and Washington Intermediate School will be able to accommodate this increase in student population. Staff further indicated that Kaimuki High School is near capacity.

7. Parks

Kuhio Beach Park, Jefferson Elementary School, Kapiolani Park and Paki Playground are situated near the proposed development and along with the Honolulu Zoo and the Aquarium provide for a multitude of recreational activities.

Kuhio Beach Park and Jefferson Elementary School are both about one fourth of a mile from the project site.

8. Police

The project site will be serviced as needed by patrol officers in Waikiki. There is a police substation on Kalakaua Avenue that supports the Waikiki Community.

9. Fire

Engine No. 7 at the Kapahulu-Waikiki Fire Station would be the first station responding to an alarm, with Engine No. 2 at the Pawa Fire Station providing backup services as needed. The Kapahulu-Waikiki Fire Station is situated less than a half mile away from the project site.

10. Utilities

a. Electric

The Hawaiian Electric Company has existing power lines serving this area and the applicant will coordinate development of the project to insure that the power lines will be adequate to support the proposed rental apartment development.

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b. Telephone

The GTE Hawaiian Telephone Company has existing utility service lines in the area. It is expected that these existing lines will be used to service this proposed apartment development. Development of the project will be coordinated with GTE Hawaiian Telephone Company to determine if new lines will be required.

c. Others

Cable television presently services other buildings in the surrounding area and arrangements will be made with the appropriate firms to provide cable service to this development as well.

E. Environmental Impacts

1. Historical and Archaeological Resources

The Department of Land and Natural Resources, State Historic Preservation Division (SHPD) has indicated by letter, dated July 18, 1996, (Appendix III) that "If the proposed

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foundation footing excavations do not exceed the depth of fill soil, then the project will have 'no effect' on historic sites. If the excavations do exceed the depth of fill soil, then the recommendations contained in our earlier review will apply to the subject project."

The fill soil extends to a depth of four to five feet and our footings will probably extend down to about five feet. Because of this, we have contracted with Cultural Surveys Hawaii to do a subsurface inventory survey in accordance with the May 22, 1991 letter from SHPD (Appendix III), referenced in the July 18, 1996 letter from SHPD.

The earlier May 22, 1991 letter stated that an earlier environmental assessment "correctly notes that portions of this parcel were used for cultivation of taro and rice and that the southwest corner of the parcel was part of Ainahau, the estate of Governor Cleghorn. It is thus likely that significant subsurface historic sites remain at the parcel."

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Cultural Surveys Hawaii will be completing the following tasks, in accordance with the recommendations of the May 22, 1991 SHPD letter:

1. Field work consisting of backhoe testing on the property with concentration in lots 36 through 40 (Tax Map Key 2-6-24: 36-40) indicated to be the location of former habitation structures associated with Ainahau. Stratigraphic profiles of the trenches will be documented, samples will be collected, soil profiles will be described, and correlated, and photographs will document field findings.
2. A report will be prepared documenting results of the field work and will contain stratigraphic descriptions of soil features, catalogs of artifacts and midden samples and results of radio carbon dating. This report will summarize findings and present recommendations for further research. If

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H & M Apartment Project Phases I and II

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there are major findings in the test trenching, a mitigation plan will be prepared to comply with the directives of SHPD in their May 22, 1991 letter.

The following excerpts from the Cultural Surveys Hawaii's findings and summary report, dated September 12, 1996, provides the proposed tentative archaeological mitigation plan for the project:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.

"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo'i were identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These

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sediments were sampled in increments of five centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an internment of a native Hawaiian by virtue of the flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial's program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O'ahu Island Burial Council for review and approval. This matter was presented to the O'ahu Island Burial Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing

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must await approval of the burial treatment plan. Therefore final mitigation for the Phase II area is still undetermined. Archaeological coordination with DLNR will continue until this final mitigation is determined.

"Concerning the Phase I development as a result of the recently performed testing, it is our recommendation that no further archaeological fieldwork is necessary. Plentiful controlled samples of lo'i sediments were collected during the backhoe testing. One sample has been submitted for radiocarbon dating and one sample for exploratory pollen analysis. At this point, it is recommended that a separate and final phase of mitigation consist of submittal of a series of samples for C14 and pollen analysis and preparation of a report with the results of these analyses. This mitigation report will be separate from the soon-to-be completed testing results report and will comprise the necessary data recovery which hopefully will be the final step of mitigation. Archaeological coordination with DLNR will continue on the Phase I

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development area and final mitigation will be determined with their concurrence."

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc. we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O'ahu Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.

2. Natural Resources

a. Water Resources

The Ala Wai Canal is located approximately 200 feet mauka (north) of the subject lot. The Pacific Ocean is located approximately 1,200 feet makai (south) of the

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subject lot. The project will have no significant effect on either of these two bodies of water.

b. Flood Plain Management

The project site is in Zone AE with a base flood elevation of 6 feet. The project will be developed with dwelling units situated above the 6-foot elevation and will meet other requirements for development within the flood district.

c. Wetlands Protection

The project site involves urbanized lots that contain no wetlands.

d. Coastal Zone Management

The project site is not within the coastal zone management area or the City's Special Management Area.

e. Unique Natural Features

The project site is level with soil suitable to support urban development as can be seen from other

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high rise structures on adjacent lots. There are no unique features such as sand dunes or sloped areas where erosion would be a concern.

f. Flora and Fauna

This urbanized site does not contain any wildlife habitats or rare or endangered flora or fauna.

g. Agricultural Lands

The project site is in an urban area where its use will not impact agricultural lands or lands with the potential for agricultural use.

h. Open Space

The project site although presently vacant is zoned for apartment use. Development of this site will not affect any important open space features in the Waikiki area.

F. Topography

The subject site is a level, vacant lot, located in an urban setting.

G. Soils

The U.S. Department of Agriculture Soil Conservation Service Soil Survey Report for the Island of Oahu classifies the soils for this site and for a large part of Waikiki, McCully, and Kakaako as fill land, mixed (FL), which occurs within several thousand feet of the ocean. It consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources. This land is used for urban development including airports, housing, and industrial facilities. Many of the high-rise developments in Waikiki, McCully and Kakaako occurs on fill land.

H. Noise

Short term noise impacts at construction sites are a normal result of construction activity. The State Department of Health administers rules and regulations relating to the hours during which construction is permitted and the noise levels permitted during those hours. The contractor will be required to apply for a permit from the State Department of Health should noise from construction activities

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exceed regulatory limits. The contractor will abide by the noise regulations incorporated into the permit.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

Long term noise impact from the proposed expansion are expected to be minimal and primarily related to the increase in traffic due to the project. As mentioned earlier, the increase in traffic is not expected to have a significant impact on the surrounding area.

I. Air Quality

Short term impacts on air quality are expected to be primarily related to dust generated by the construction activity. Dust will be

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generated in the course of excavating for foundations and utility lines. Dust control measures appropriate to the situation will be employed by the contractor, including where appropriate, the use of water wagons, erection of dust barriers and other methods for minimizing dust.

Due to the minimal impact from traffic projected for the project as discussed in the previous section on Noise, vehicular emissions will have minimal impact on the surrounding area. Therefore, special noise mitigation measures are not considered necessary for this project.

J. Visual Impact

The proposed structures in Phase I and Phase II will have a finished height of about 240 feet which is at the 240-foot height limit of this Apartment Precinct area. The proposed development will not affect any important view planes in the Waikiki area. The visual impact of this particular development will be an infilling of an Apartment Precinct lot currently under utilized and surrounded by adjacent or more distant high-rise structures. As this and other under

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utilized Apartment Precinct lots are developed, the primary visual impact will be to existing surrounding high rise structures as the new structures will tend to fall in the profile of these existing high rises. Immediately ewa of this project site is the 21-story Waikiki Lanais condominium. A half block ewa of the Waikiki Lanais is a 30-story nonconforming hotel, the Waikiki Townhouse. Immediately mauka of this proposed rental apartment is the 23-story Monte Vista condominium on Ala Wai Boulevard. Two blocks makai and east of the project site is the Outrigger Prince Kuhio Hotel. One block makai and one block east of the project site is the 38-story Waikiki Banyan condominium. Further makai, are two much taller structures, the 37-story wing of the Pacific Beach Hotel and the 39-story Waikiki Beach Hotel.

The applicant will work with the Department of Land Utilization to determine if visual screening of the roof top will be required. At this time no equipment or machinery is planned for the roof top except vents for certain interior rooms in the apartment complex.

K. Hazards

The project site does not contain any nuisances, airport clear zones, or other features which would jeopardize its development.

**V. MAJOR IMPACTS AND ALTERNATIVES CONSIDERED**

As mentioned throughout this report the proposed rental apartment in Phase I and the proposed condominium or rental apartment in Phase II do not have a significant impact on the surrounding area in terms of public services and the environment.

Positive socio-economic impacts are also projected with the provision of affordable housing, increases in employment and indirect revenues to both the State (excise taxes generated) and the City (property taxes).

An alternative plan for luxury condominiums on the site was considered but rejected, due to existing market conditions and an interest that the applicant has in providing rental housing.

Another alternative plan for rental apartment development at or below permitted density (floor area) is not a feasible alternative because based on

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today's market rents, the rental income from such a project would not cover the construction costs and operating expenses of the project. Even if we were to discount the land to a zero value, the project would not make economic sense.

### VI. MITIGATION MEASURES

Since impacts from the proposed development are not expected to be significant, no extraordinary mitigation measures are planned. However, in order to minimize construction impacts of the project, the applicant's contractor will employ dust control measures where appropriate, including the use of water wagons, erection of barriers, and other methods for minimizing dust. The contractor will also be required to apply for a permit from the State Department of Health should noise from construction activities exceed regulatory limits. The contractor will abide by the noise regulations incorporated into the permit.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done

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during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

In addition, a subsurface inventory survey was conducted to determine the potential for impact to a possible archaeological resource. The following excerpts from the Cultural Surveys Hawaii's findings and summary report, dated September 12, 1996, provides the proposed tentative archaeological mitigation plan for the project:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.

"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo'i were

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identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These sediments were sampled in increments of five centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an internment of a native Hawaiian by virtue of the flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial's program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O'ahu Island Burial Council for review and approval. This matter was presented to the O'ahu Island Burial Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing must

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await approval of the burial treatment plan. Therefore final mitigation for the Phase II area is still undetermined. Archaeological coordination with DLNR will continue until this final mitigation is determined.

"Concerning the Phase I development as a result of the recently performed testing, it is our recommendation that no further archaeological fieldwork is necessary. Plentiful controlled samples of lo'i sediments were collected during the backhoe testing. One sample has been submitted for radiocarbon dating and one sample for exploratory pollen analysis. At this point, it is recommended that a separate and final phase of mitigation consist of submittal of a series of samples for C14 and pollen analysis and preparation of a report with the results of these analyses. This mitigation report will be separate from the soon-to-be completed testing results report and will comprise the necessary data recovery which hopefully will be the final step of mitigation. Archaeological coordination with DLNR will continue on the Phase I development area and final mitigation will be determined with their concurrence."

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc., we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O'ahu Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.

## VII. CHAPTER 201E EXEMPTIONS

- A. Exemption from Chapter 24, Section 24-2.2.(a)(4)(C), Revised Ordinances of Honolulu (ROH), Development Plan Special Provisions for the Primary Urban Center, to allow a density of approximately 220 units per acre instead of 90 dwelling units per net acre.
- B. Exemption from Chapter 21, Article 7, Section 21-7.20-2, ROH, Land Use Ordinance (LUO), Ordinance No. 86-96, as

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amended, to eliminate the requirement for processing of a Waikiki Special District permit for this project.

- C. Exemption from Chapter 21, Article 7, Section 21-7.80-3(c)(2)(A), ROH, LUO, Ordinance No. 86-96, as amended, to allow a front yard of approximately 18 feet along Tusitala Street, a front yard of approximately 16 feet along Mountain View Drive, and a front yard of approximately 12 feet along Liliuokalani Avenue, instead of 20 feet.
- D. Exemption from Chapter 21, Article 7, Section 21-7.80-4(b), ROH, LUO, Ordinance No. 86-96, as amended, to allow the parking lot structure to have a height of approximately 41.9 feet instead of the 40 feet allowed.
- E. Exemption from Chapter 21, Article 7, Section 21-7.80-4(b), ROH, LUO, Ordinance No. 86-96, as amended, to allow the Liliuokalani Avenue face to extend approximately 8 feet 8 inches past the building envelope and allow the Tusitala Street face to extend approximately 7 feet 6 inches past the building envelope.

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- F. Exemption from Chapter 21, Article 4, Section 21-4.40-21, ROH, LUO, Ordinance No. 86-96, as amended, to waive the requirement for a Conditional Use Permit, for joint development of the adjacent zoning lots.
- G. Exemption from Chapter 21, Article 7, Section 7.80-4(c)(1), ROH, LUO, Ordinance No. 86-96, as amended, to allow the density of the project to exceed the maximum density of 37,895 square feet, and provide up to 130,292 square feet of floor area.
- H. Exemption from the Park Dedication Ordinance, Chapter 22, Article 7, ROH, which requires 13,029 square feet to be set aside for park and playground. The project will provide a 397 square foot lobby/sitting area which will contain a television set and passive table games and a 301 square foot multi-purpose room.
- I. Exemption from Chapter 21, Article 3, Section 3.70-13(f), ROH, LUO, Ordinance No. 86-96, as amended, to allow 550 square feet of a loading space and maneuvering space to encroach into the front yard.

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- J. Exemption from Chapter 21, Article 7, Section 7.80-4(d), ROH, LUO, Ordinance No. 86-96, as amended, to allow 42.9 percent of the zoning lot to be devoted to open space instead of 50 percent.

**VIII. AFFORDABLE RENTAL RATES PROPOSED**

The following table provides the proposed range of rental rates in each of the affordable categories:

Unit Size	< 80%	81%-120%	121%-140%	Market
1-Bedroom	\$650-850	\$850-950	\$850-950	\$850-950
2-Bedrooms	\$800-\$1,150	\$1,150-1,250	\$1,150-1,250	\$1,150- 1,250

The rental units will be marketed through newspaper advertisements. The City's Department of Housing and Community Development (DHCD) will provide guidelines for determining the eligibility of renters, and our records on renter eligibility will be subject to DHCD review. At the present

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time, we understand that the most recently filed tax return is used to determine renter eligibility. There are no plans to give special preference to renters displaced when the former housing units on the site were demolished by a previous owner. We will follow DHCD requirements applicable to this 201E rental project in the selection of tenants and determining their eligibility.

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

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

**X. BASIS FOR A FINDING OF NO SIGNIFICANT IMPACT  
(FONSI)**

**A. Description of the Proposed Action**

In Phase I, the applicant proposes to develop an affordable rental apartment with 132 rental units, including 88 one-bedroom units and 44 two-bedroom units. The ground floor will include a lobby area, manager's office, mail room, storage, electrical and mechanical rooms, a laundry room, a recreation room, and parking and loading stalls.

In Phase II, the applicant proposes to develop approximately 200 condominium or rental apartment units and accessory uses.

**B. Determination and Reasons Supporting Determination**

The proposed project would not have a significant effect on the environment and therefore preparation of an environmental impact statement is not required. Based on the "Significance Criteria", Section 12 of Hawaii Administrative Rules Title 11, Chapter 200, "Environmental Impact Statement Rules", which were reviewed and analyzed, we have come to the following conclusions:

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

The development site in Waikiki was previous occupied by low-rise apartment units and single family residences. Their are no significant natural resources on this vacant site.

A subsurface inventory survey was conducted to determine the potential for impact to a possible archaeological resource. The following excerpts from the Cultural Surveys Hawaii's findings and summary report, dated September 12, 1996, provides the proposed tentative archaeological mitigation plan for the project:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.

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"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo'i were identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These sediments were sampled in increments of five centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an interment of a native Hawaiian by virtue of the flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial's program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O'ahu Island Burial Council for review and approval. This matter was presented to the O'ahu Island Burial

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Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing must await approval of the burial treatment plan. Therefore final mitigation for the Phase II area is still undetermined. Archaeological coordination with DLNR will continue until this final mitigation is determined.

"Concerning the Phase I development as a result of the recently performed testing, it is our recommendation that no further archaeological fieldwork is necessary. Plentiful controlled samples of lo'i sediments were collected during the backhoe testing. One sample has been submitted for radiocarbon dating and one sample for exploratory pollen analysis. At this point, it is recommended that a separate and final phase of mitigation consist of submittal of a series of samples for C14 and pollen analysis and preparation of a report with the results of these analyses. This mitigation report will

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be separate from the soon-to-be completed testing results report and will comprise the necessary data recovery which hopefully will be the final step of mitigation. Archaeological coordination with DLNR will continue on the Phase I development area and final mitigation will be determined with their concurrence."

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc. we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O'ahu Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.

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

The project will not curtail the range of beneficial uses of the environment. The privately owned project site is situated in an urbanized community and does not serve or affect any recreational areas or provide any other beneficial use of the environment to the general public.

3. **The proposed action does not conflict with the state's long-term environmental policies or goals and guidelines.**

The State's environmental policies and guidelines are set forth in Chapter 344, Hawaii Revised Statutes, "State Environmental Policy". The broad policies set forth include conservation of natural resources and enhancement of the quality of life. As discussed earlier, the project does not affect significant natural resources.

The project will enhance the quality of life for Oahu's residents by providing 50% of the units in Phase I for rent at affordable rates as determined by the Department of Housing

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and Community Development. The project will also improve a vacant, fenced, private lot with an apartment development and a well maintained, landscaped yard area.

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

Construction of the apartment and/or condominium units would result in temporary economic benefits to the construction industry. It will provide a benefit to the social welfare of the community by providing affordable rental units in an area where there are little or no rental apartment units with government established affordable rental rates.

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

The proposed action will not substantially affect public health. Impacts from the action are expected to be minimal and mostly temporary in nature, related to the construction activity.

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

The proposed development will have an impact on the provision of housing and will accommodate about 664 persons in the Waikiki area. This, however, can to a certain extent be seen as providing an opportunity for replacing the housing lost in Waikiki on the Phase I and II lots when the previous low rise apartments and single family dwellings were demolished. It will also support the City's General Plan Policy for full development of the Primary Urban Center.

The project will not have a significant impact on public facilities, which, except for the wastewater transmission system, are adequate to support this development.

The project will in fact have a positive impact on the wastewater transmission system, in that the applicant will be funding a relief sewer line (at no cost to the City) in an area where the existing line is operating at or near capacity. This will provide additional capacity to allow development of the

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Phase II lot and allow other lots in the area to be developed in accordance with their zoning designations.

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

The project will have minimal impact on environmental quality. The proposed development will minimal impact on the noise environment or air quality of the surrounding area, except for temporary impacts during construction.

In order to mitigate temporary construction impacts on air quality, the contractor will be directed to incorporate frequent (twice daily) watering of exposed soil areas and to landscape the project site as soon as possible, upon completion of construction to minimize the length of time of soil exposure. Contractors working on the project will also be directed to insure that their vehicles engines are properly maintained to insure efficient operation and minimized vehicle exhaust fumes.

In order to mitigate temporary construction impacts on noise, the contractors will be directed to insure that vehicle and

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equipment engines are properly maintained to insure efficient operation. Further mitigation of noise impacts will be provided by insuring that contractors comply with existing noise regulations of the State and County.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

8. **The proposed action does not involve a commitment to larger actions, nor would cumulative impacts result in considerable affects on the environment.**

The proposed project does not involve a commitment to larger actions nor will it result in cumulative impacts to the

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environment. The proposed action involves just Phase I and II of the H & M Apartment Project.

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

As mentioned earlier, this urbanized site does not contain any wildlife habitats or rare or endangered flora or fauna.

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

In order to mitigate temporary construction impacts on air quality, the contractor will be directed to incorporate frequent (twice daily) watering of exposed soil areas and to landscape the project site as soon as possible, upon completion of construction to minimize the length of time of soil exposure. Contractors working on the project will also be directed to insure that their vehicles engines are properly maintained to insure efficient operation and minimized vehicle exhaust fumes.

In order to mitigate temporary construction impacts on noise, the contractors will be directed to insure that vehicle and

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equipment engines are properly maintained to insure efficient operation. Further mitigation of noise impacts will be provided by insuring that contractors comply with existing noise regulations of the State and County.

We will coordinate our pile driving operation with the Noise and Radiation Branch of the Department of Health. Pile driving will be done during the hours of 9:00 a.m. to 5:30 p.m., Monday to Friday. Typically, we will need to use the following type of equipment for the pile driving operation: crawler crane, feeder crane, hammer, and compressor. The hammer will be equipped with a protective shroud to reduce noise emission. We will also notify the surrounding residences and businesses prior to any pile driving operation.

11. **The project would not affect environmentally sensitive areas, such as flood plains, tsunami zones, erosion-prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters.**

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The project site is in Zone AE flood district with a base flood elevation of 6 feet. The project will be developed with dwelling units situated above the 6-foot elevation and will meet other requirements for development within the flood district. The project site is surrounded by other projects and will not have a significant impact on this flood district.

No other environmentally sensitive areas would be affected. The project will not be situated on land involving or affecting tsunami zones, erosion-prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters.

## XI. RECOMMENDATION

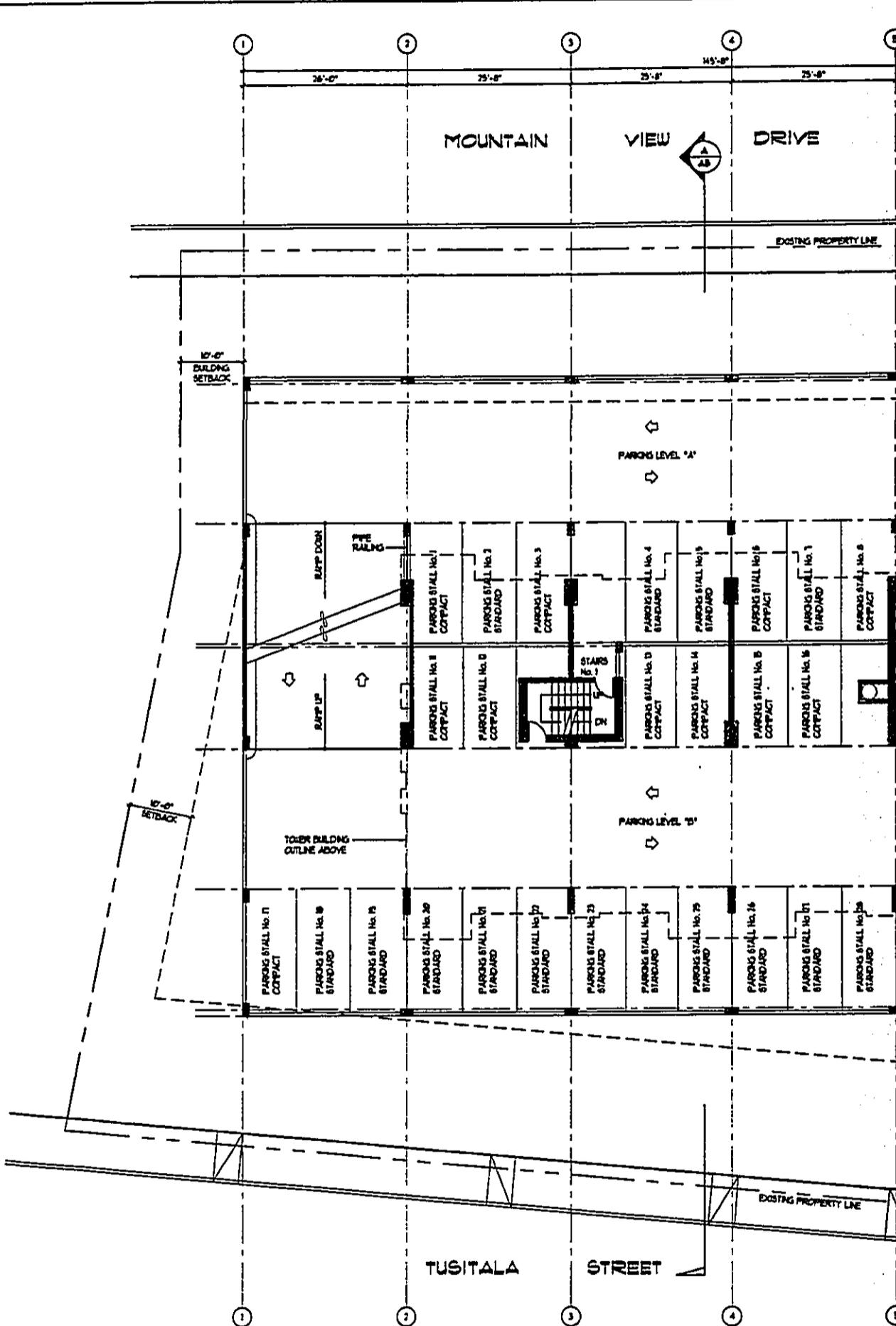
Based on this final environmental assessment, we respectfully request a Finding of No Significant Impact (FONSI) for the proposed affordable rental apartment development planned in Phase I and the condominium or rental apartment development planned in Phase II.

**APPENDIX I**

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

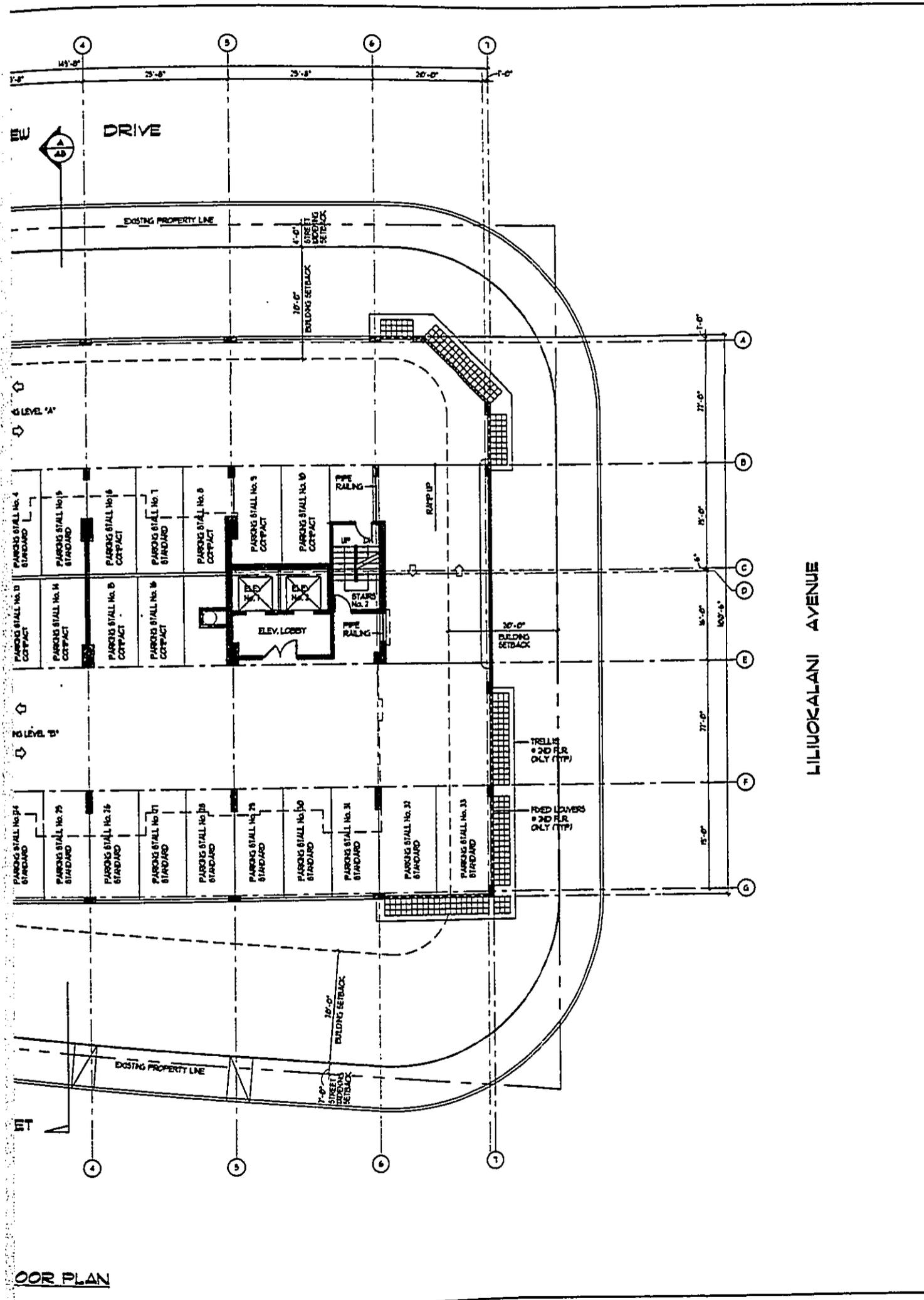






**TYPICAL PARKING FLOOR PLAN**  
 SCALE 1/8" = 1'-0"

PROJECT: 08-00-0000



LOOR PLAN

LILUOKALANI AVENUE

H & M APARTMENT PROJECT  
 OKADA TRUCKING CO., INC.

H & M APARTMENT PROJECT  
 OKADA TRUCKING CO., INC.

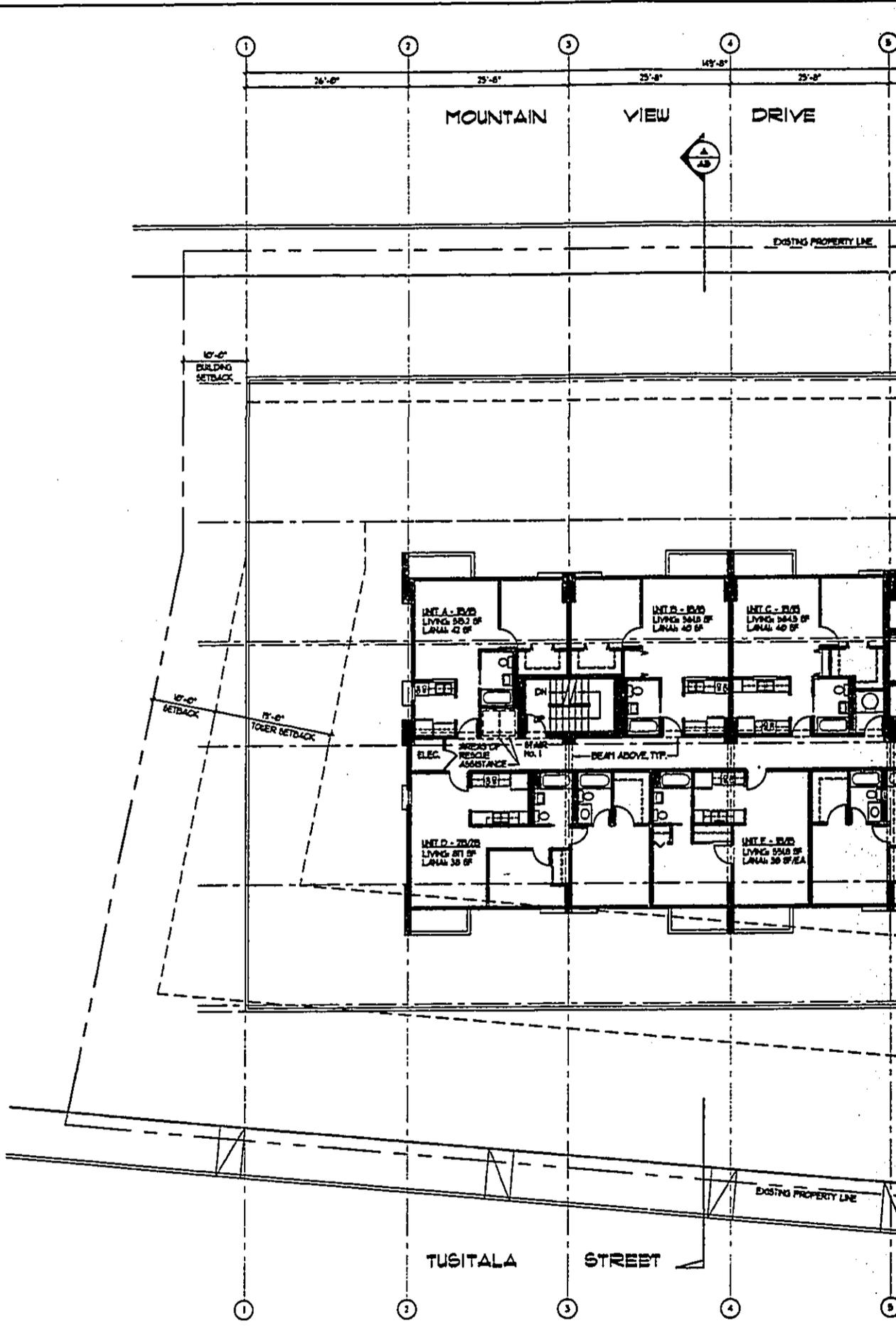
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TYPICAL PARKING FLOOR PLAN

DATE: 25 APRIL 56

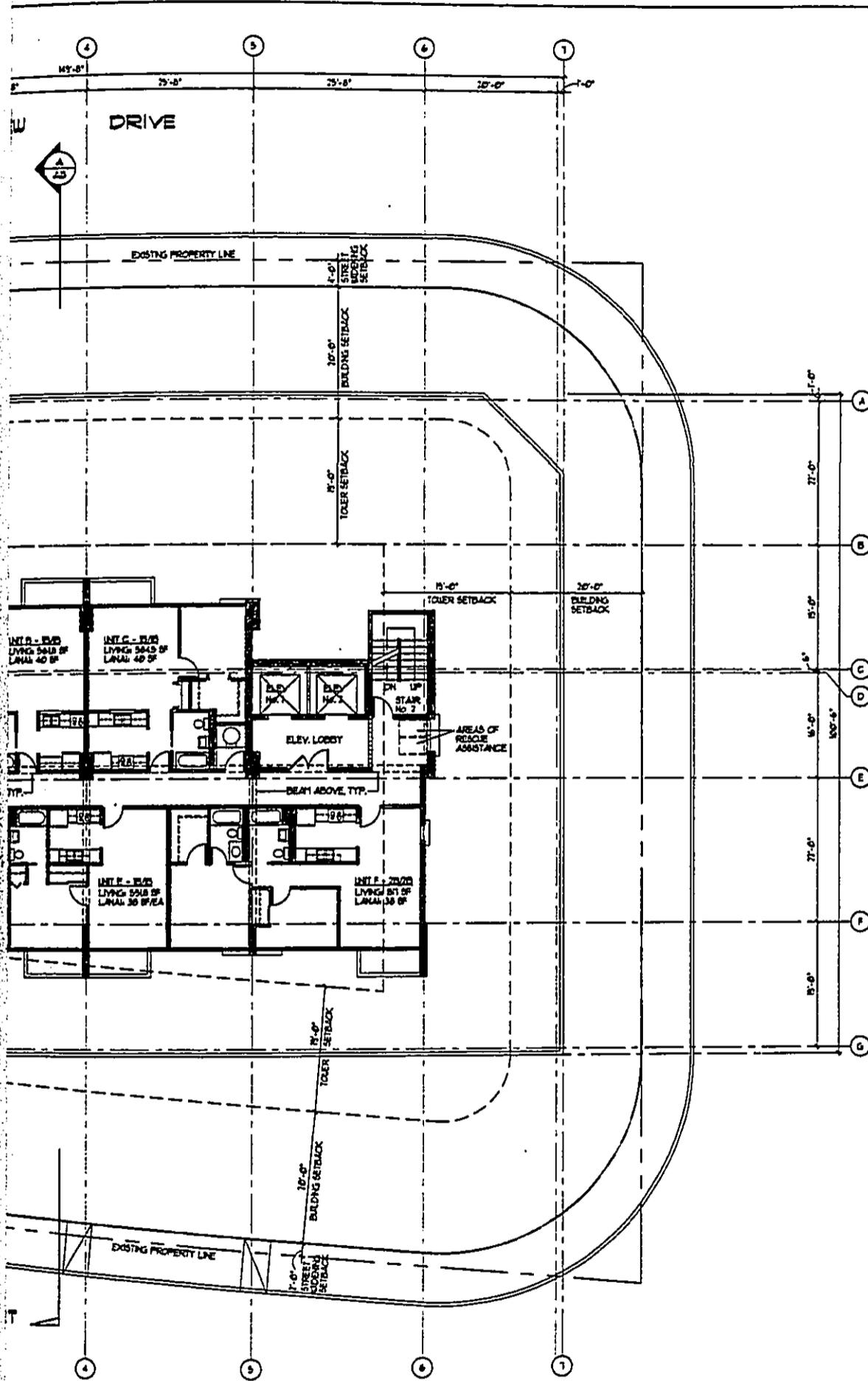
SHEET NUMBER: A.2

OF 27 SHEETS



TYPICAL RESIDENTIAL FLOOR PLAN (LOWER FLOOR)  
SCALE: 1/8" = 1'-0"

PROJECT: 2024-03-15



FLOOR PLAN (LOWER FLOORS)

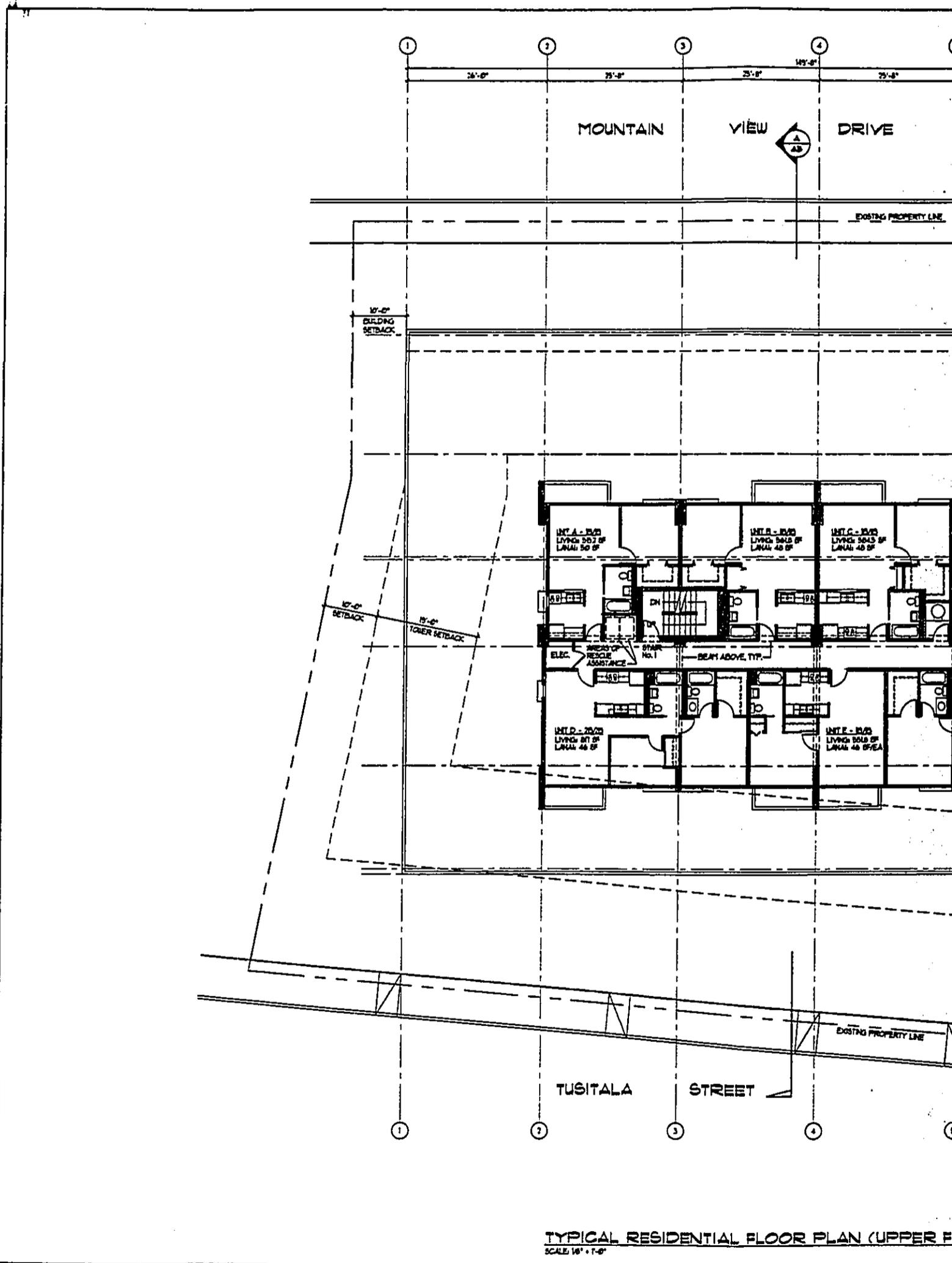
LILUOKALANI AVENUE

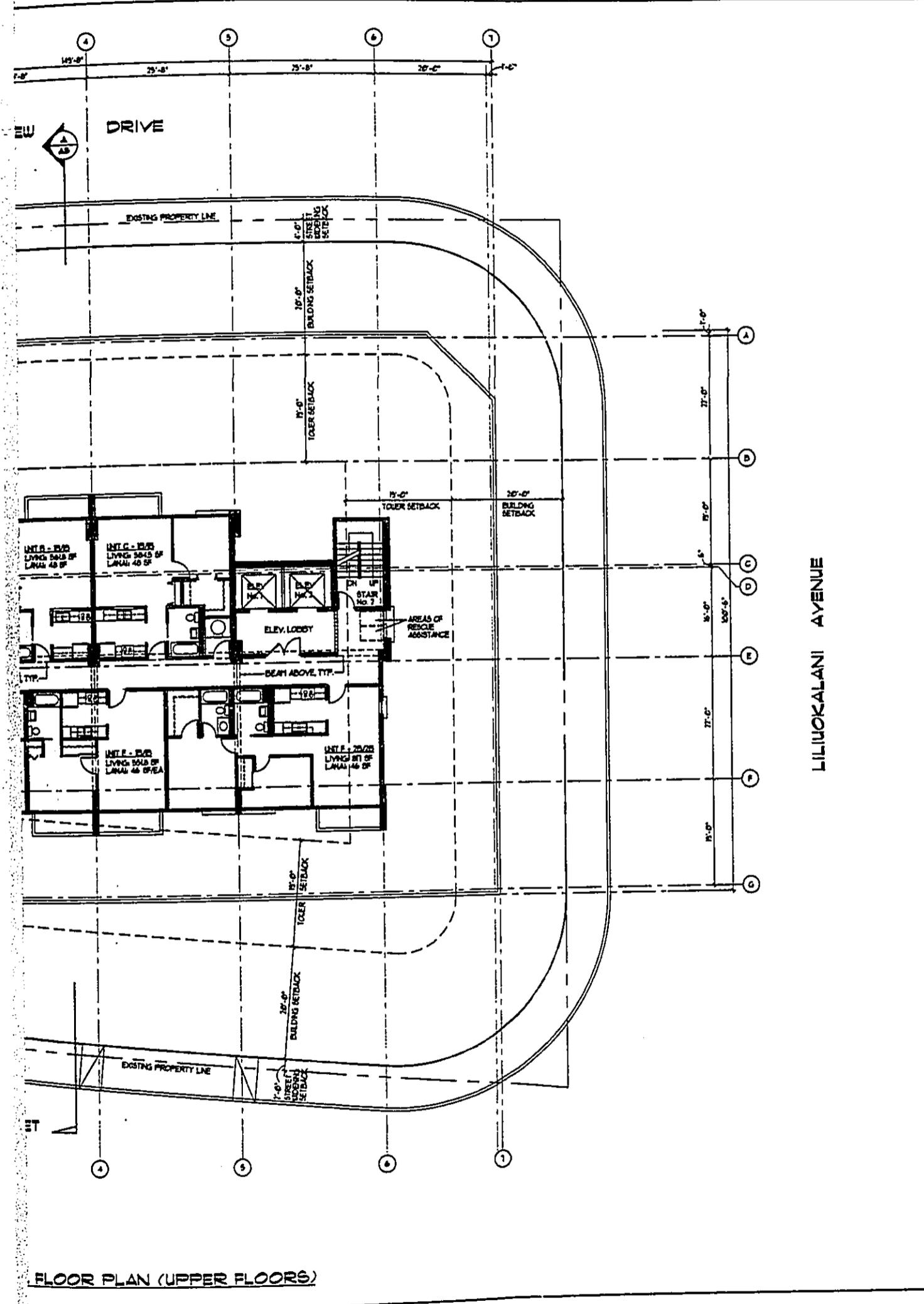
PROJECT: H & M APARTMENT PROJECT  
 CLIENT: OKADA TRUCKING CO., INC.  
 ARCHITECT: [Faint text]  
 DATE: [Faint text]

**H & M APARTMENT PROJECT**  
 OKADA TRUCKING CO., INC.

PROJECT: TYPICAL RESIDENTIAL FLOOR PLAN (LOWER FLOORS)

DATE: 25 APRIL 96  
 SHEET NUMBER: **A.3**  
 OF [ ] SHEETS





FLOOR PLAN (UPPER FLOORS)

LILIOKALANI AVENUE

PROJECT NO. 10-10-10  
 DATE 10-10-10  
 DRAWN BY [Name]  
 CHECKED BY [Name]

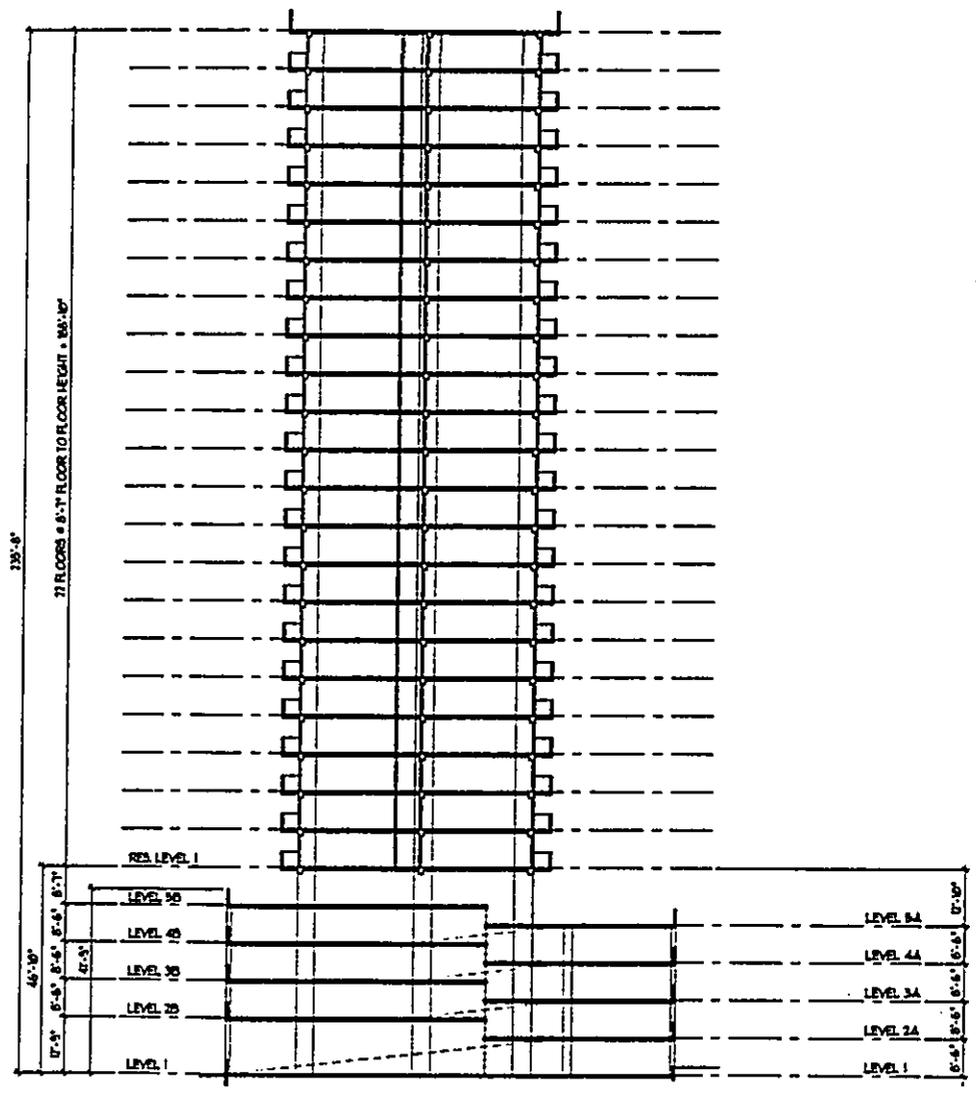
**H & M APARTMENT PROJECT**  
 OKADA TRUCKING CO., INC.

PROJECT  
 TYPICAL RESIDENTIAL FLOOR PLAN (UPPER FLOORS)

DATE 20 APRIL 96  
 SHEET NUMBER  
**A4**  
 OF 24 SHEETS

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

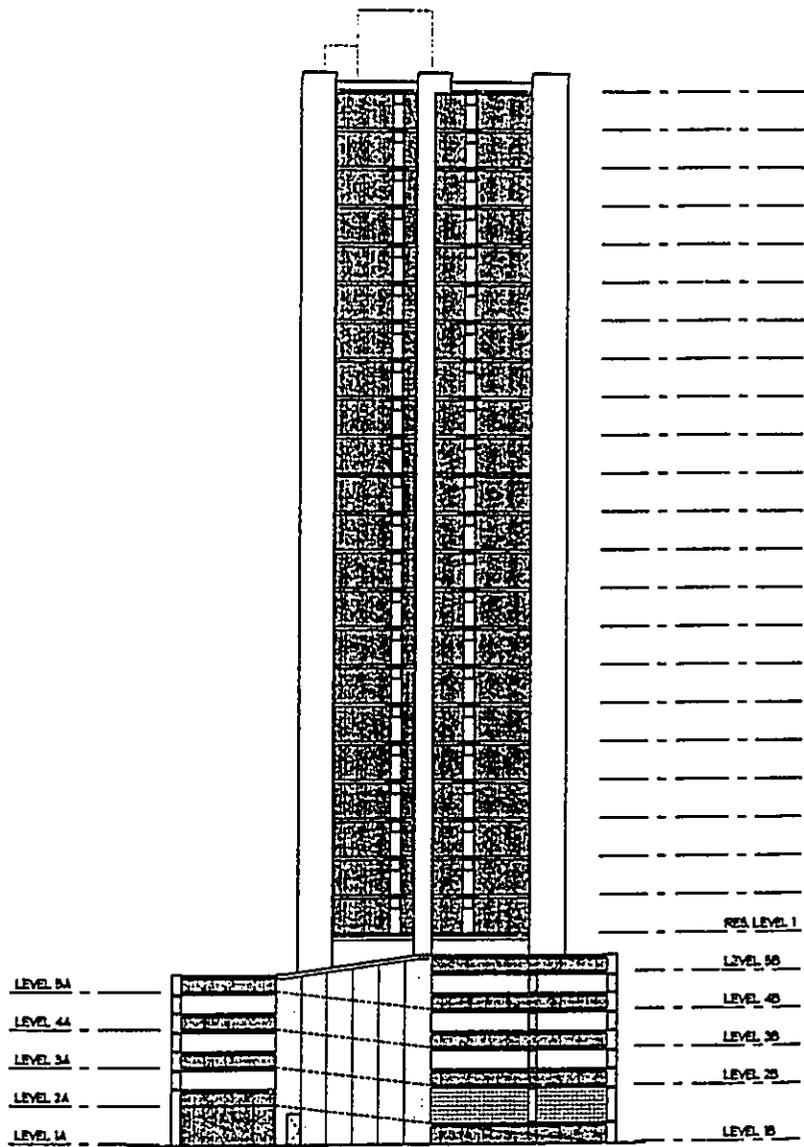
PROJECT: 31.01.19.01.01



BUILDING CROSS SECTION  
SCALE: 1/8" = 1'-0"

LEVEL 5A  
LEVEL 4A  
LEVEL 3A  
LEVEL 2A  
LEVEL 1A

810



**SIDE ELEVATION**  
SCALE 1/8" = 1'-0"

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

OKADA TRUCKING CO., INC.  
1000 10TH AVENUE S.W.  
CALGARY, ALBERTA T2C 1P4  
TEL: (403) 243-1111

**H. & M. APARTMENT PROJECT**  
OKADA TRUCKING CO., INC.

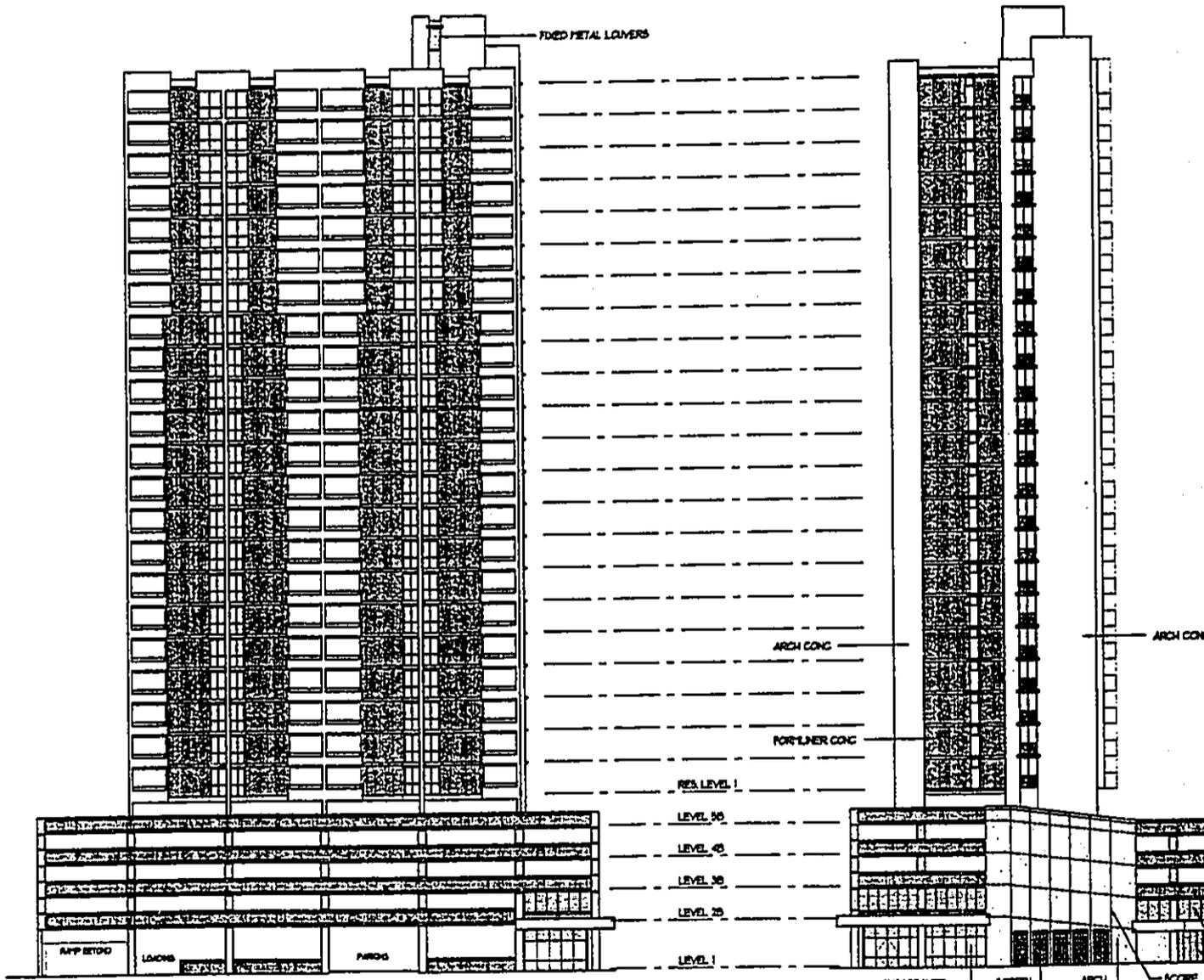
PROJECT:

BUILDING SECTION

DATE: 25 APRIL 96

SHEET NUMBER:  
**A.5**

OF SHEETS



**TUSITALA ELEVATION**  
SCALE: 1/8" = 1'-0"

**LILIUOKALANI ELEVATION**  
SCALE: 1/8" = 1'-0"

Project No. 15-026



MOUNTAIN VIEW DRIVE

**COCONUT PALMS**  
(FIELD SPECIMENS, 15'-25' HT)

**FLOWERING CANOPY TREES**  
125 GAL, 2" CALIPER MINIMUM  
E.G. HAOLE KOU  
HONG KONG ORCHID  
PINK TECOMA

**CONCRETE STEPPING STONES**

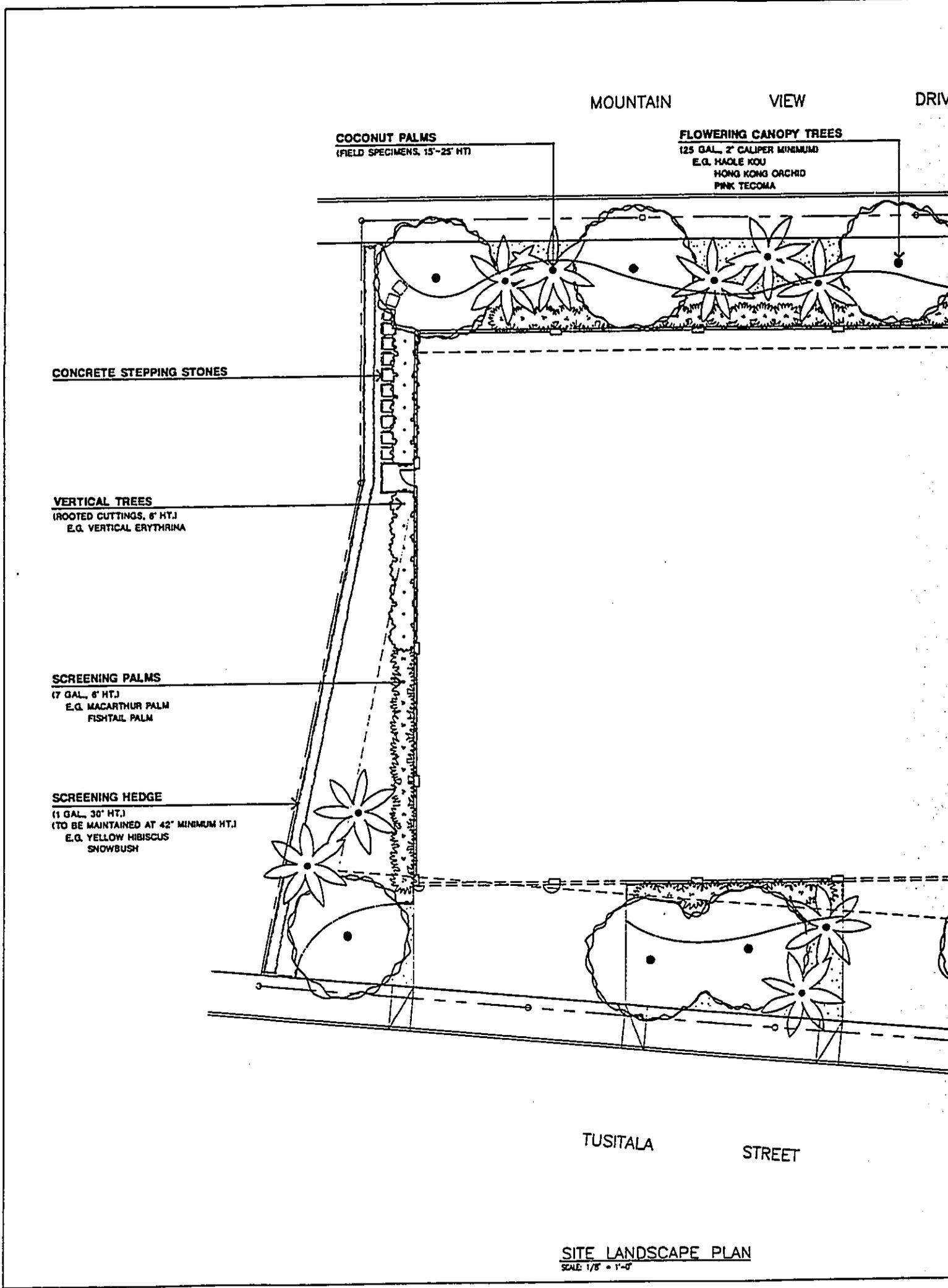
**VERTICAL TREES**  
(ROOTED CUTTINGS, 6' HT.)  
E.G. VERTICAL ERYTHRINA

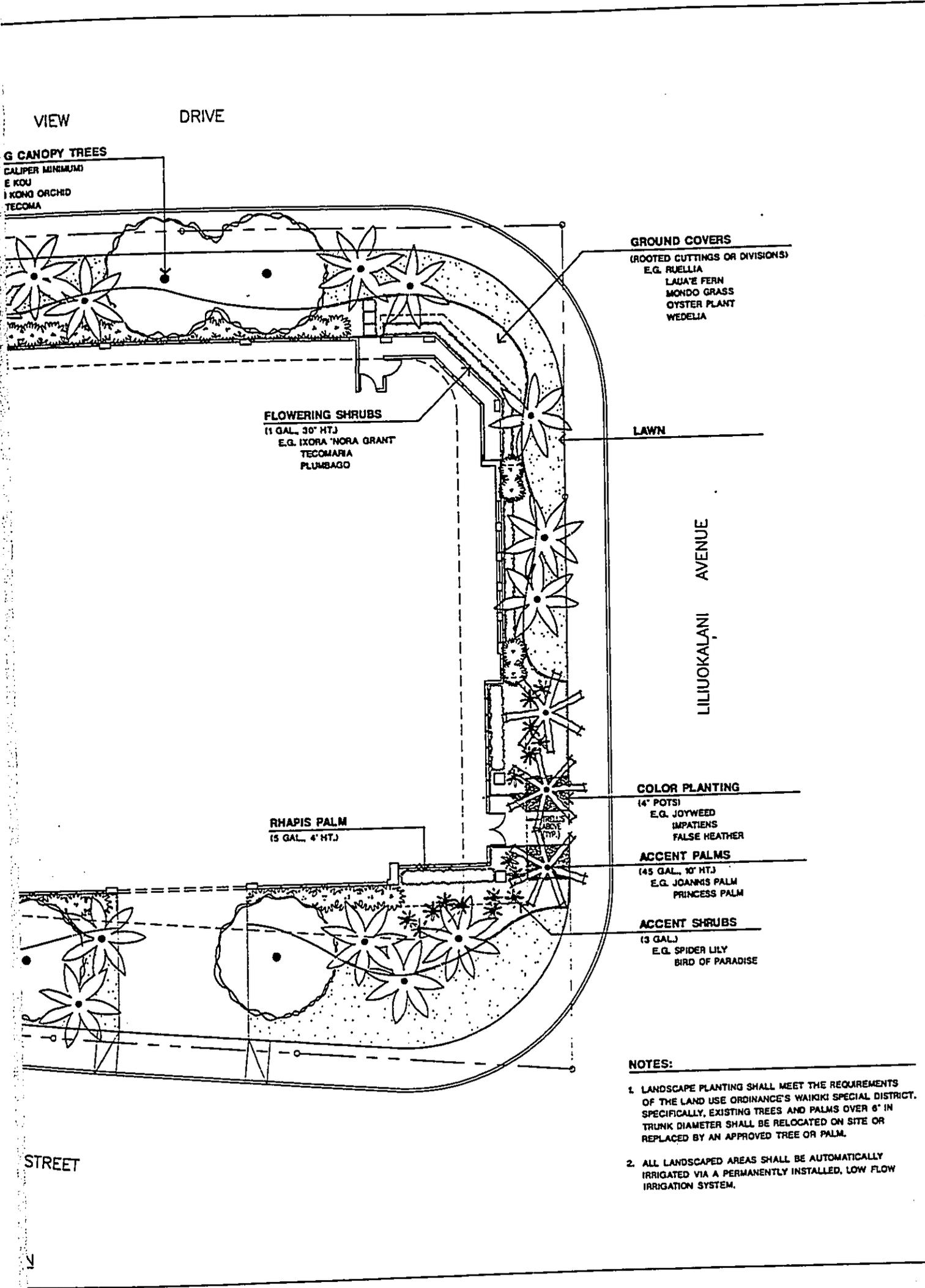
**SCREENING PALMS**  
(7 GAL, 6' HT.)  
E.G. MACARTHUR PALM  
FISHTAIL PALM

**SCREENING HEDGE**  
(1 GAL, 30" HT.)  
(TO BE MAINTAINED AT 42" MINIMUM HT.)  
E.G. YELLOW HIBISCUS  
SNOWBUSH

TUSITALA STREET

**SITE LANDSCAPE PLAN**  
SCALE 1/8" = 1'-0"





**G CANOPY TREES**  
 CALIPER MINIMUM  
 E KOU  
 I KONG ORCHID  
 TECOMA

**FLOWERING SHRUBS**  
 (11 GAL., 30" HT.)  
 E.G. IXORA 'NORA GRANT  
 TECOMARIA  
 PLUMBAGO

**RHAPIS PALM**  
 (15 GAL., 4' HT.)

**GROUND COVERS**  
 (ROOTED CUTTINGS OR DIVISIONS)  
 E.G. RUELLIA  
 LAU'AE FERN  
 MONDO GRASS  
 OYSTER PLANT  
 WEDELIA

**LAWN**

**COLOR PLANTING**  
 (4" POTS)  
 E.G. JOYWEED  
 IMPATIENS  
 FALSE HEATHER

**ACCENT PALMS**  
 (45 GAL., 10" HT.)  
 E.G. JOANNIS PALM  
 PRINCESS PALM

**ACCENT SHRUBS**  
 (3 GAL.)  
 E.G. SPIDER LILY  
 BIRD OF PARADISE

- NOTES:**
1. LANDSCAPE PLANTING SHALL MEET THE REQUIREMENTS OF THE LAND USE ORDINANCE'S WAIKIKI SPECIAL DISTRICT. SPECIFICALLY, EXISTING TREES AND PALMS OVER 6" IN TRUNK DIAMETER SHALL BE RELOCATED ON SITE OR REPLACED BY AN APPROVED TREE OR PALM.
  2. ALL LANDSCAPED AREAS SHALL BE AUTOMATICALLY IRRIGATED VIA A PERMANENTLY INSTALLED, LOW FLOW IRRIGATION SYSTEM.

DATE: 2 MAY 96  
 SHEET NUMBER: 1  
 SHEETS: 1

H. & M. APARTMENT PROJECT  
 OKADA TRUCKING CO., INC.

DATE: 2 MAY 96  
 SHEET NUMBER: 1  
 SHEETS: 1

DATE: 2 MAY 96  
 SHEET NUMBER: 1  
 SHEETS: 1



TRAFFIC IMPACT ANALYSIS REPORT

# H & M APARTMENT PROJECT

IN HONOLULU, HAWAI'I

Prepared For

SATO & ASSOCIATES, INC.

Prepared By

Phillip Rowell and Associates  
47-273 'D' Hui Iwa Street  
Kaneohe, Hawai'i 96744  
(808) 239-8206  
FAX: (808) 239-4175

May 29, 1996

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## **1. INTRODUCTION**

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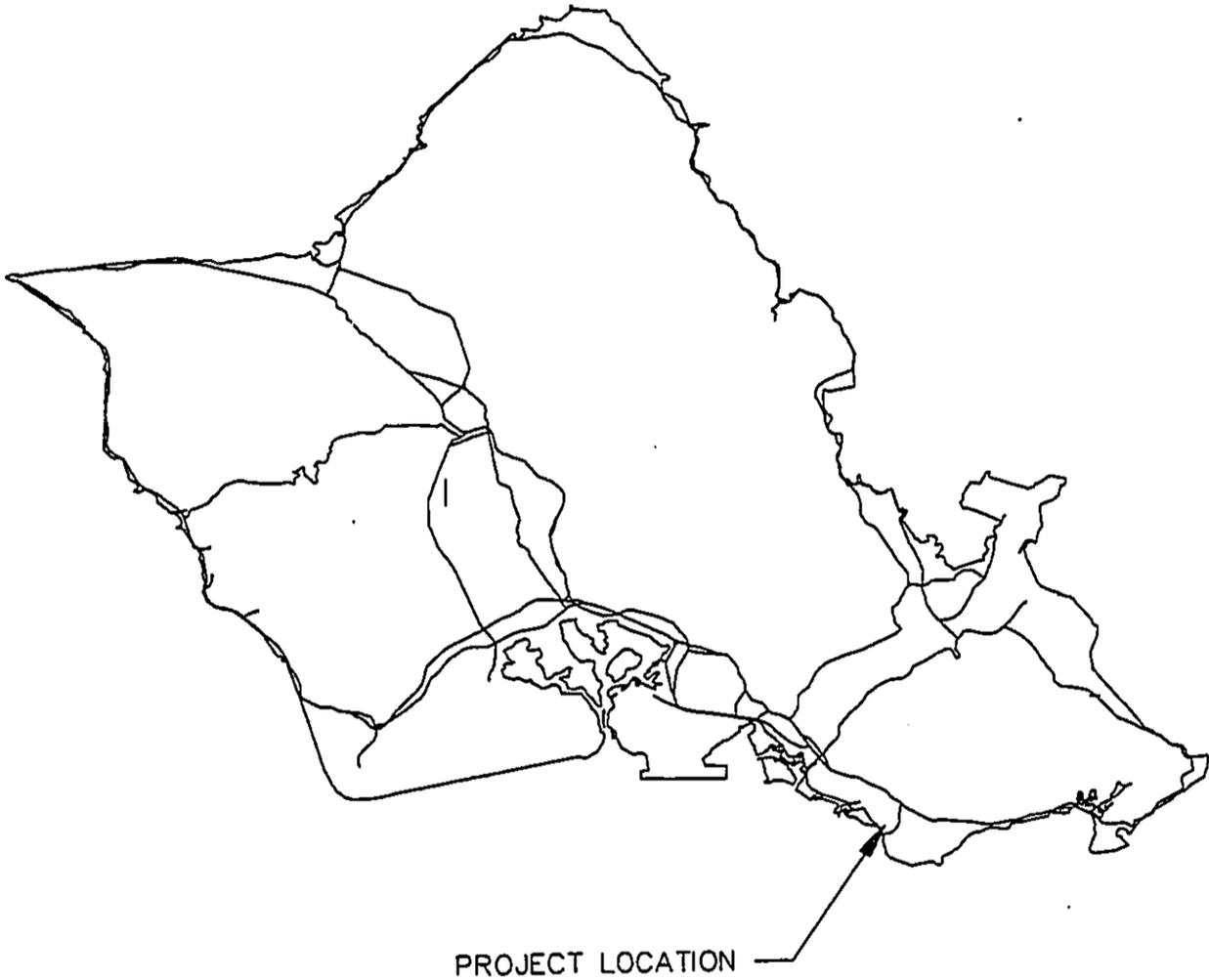
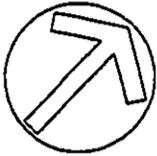
Phillip Rowell and Associates has been retained by Sato & Associates, Inc. to prepare a Traffic Impact Analysis Report (TIAR) for a proposed apartment project in the Waikiki area of Honolulu, Hawai'i.

The following report has been prepared to describe the traffic characteristics of the project and likely impacts to the adjacent roadway network. This introductory chapter discusses the location of the project, the proposed development, and the study methodology.

### **Project Location and Description**

The location of the proposed project shown on Figure 1. The project is located along the ewa side of Liliuokalani Avenue between Ala Wai Boulevard and Kuhio Avenue. The site is currently vacant.

The proposed project will be developed in two phases. The first phase will consist of 126 units with 153 parking spaces. The second phase will consist of 200 units. The number of spaces required for the second phase will be determined when the developer initiates design.



**Figure 1**  
**Location Map**

## Study Methodology and Order of Presentation

In order to conduct this traffic study, a number of tasks were performed. These tasks are discussed in the following paragraphs.

### 1. Analysis of Existing Traffic Conditions

Existing traffic volumes at the study intersections were determined from traffic counts performed in April 1996 specifically for this study. Intersection configurations and traffic signal information was also collected in the field at the time of the traffic counts.

Using the data collected, existing traffic operating conditions in the vicinity of the project were determined. The methodology described in the 1994 *Highway Capacity Manual* (HCM) was used to determine the level-of-service (LoS) at the study intersections.

Existing traffic conditions, the LoS concept and the results of the LoS analysis of existing conditions is presented in Chapter 2.

### 3. Determination of Cumulative Traffic Projections

The year 2001 was used as the design year. This does not necessarily represent the project completion date. It represents occupancy for purposes of conducting the impact analysis. Cumulative traffic conditions are defined as future traffic conditions without the proposed project. A description of the process used to estimate 2001 cumulative traffic volumes and the resulting cumulative traffic projections are presented in Chapter 3.

### 4. Analysis of Project-Related Traffic Impacts

The next step in the traffic analysis was to estimate the peak-hour traffic that would be generated by the proposed development. This was done using standard trip generation rates published by the Institute of Transportation Engineers.

These trips were distributed based on the origin of the visitors and employees and the available approach and departure routes. The project-related traffic was then superimposed on 2001 cumulative traffic volumes at the subject intersections. The HCM methodology was used again to conduct a LoS analysis for cumulative plus project conditions. The results of this analysis was compared to 2001 cumulative conditions to determine the impacts of this project.

The 2001 cumulative plus project traffic projections are presented in Chapter 4. The analysis of the project-related impacts and the conclusions of the analyses are presented in Chapter 5.

## 2. ANALYSIS OF EXISTING CONDITIONS

---

This chapter presents the existing traffic conditions and volumes on the roadways adjacent to the proposed project. The level-of-service concept and the results of the level-of-service analysis for existing conditions are also presented. The purpose of this analysis is to establish the base conditions for the determination of the impacts of the project which are described in a subsequent chapter.

### Description of Existing Streets and Intersection Controls

The intersections analyzed and existing lane configurations are shown on Figure 2. Photographs of the roadway in the area are presented as Appendix A.

The intersections of Liliuokalani Avenue at Ala Wai Boulevard and Liliuokalani Boulevard at Kuhio Avenue are controlled by traffic signals. The signals are two phased as shown in Figure 2.

The intersections of Liliuokalani Avenue at Mountain View Drive, Tusitala Street and Cleghorn Street are controlled by STOP signs. Liliuokalani Avenue has the right-of-way at all these intersections.

Liliuokalani Avenue is a one-lane, one-way roadway in the mauka direction. Unrestricted parking is allowed along both sides between Kuhio Avenue and Mountain View Drive. The section between Mountain View Drive and Ala Wai Boulevard has been widened to provide two left-turn lanes from Liliuokalani Avenue to Ala Wai Boulevard. No parking is allowed along this section.

Figure 2 Existing Roadway Network

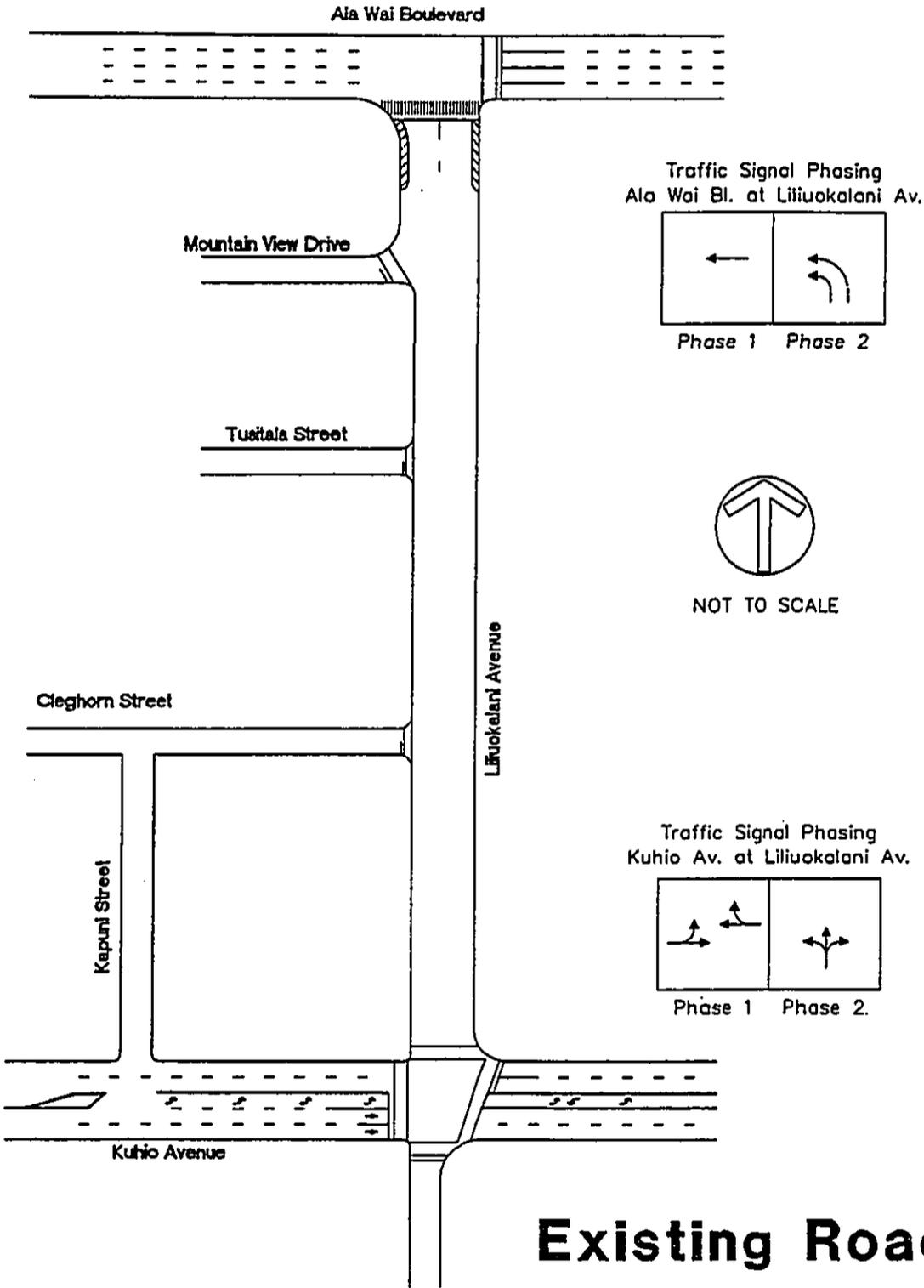


Figure 2  
**Existing Roadway  
Network**

Ala Wai Boulevard is a major one-way arterial in the Ewa direction. During off-peak periods, Ala Wai Boulevard is three lanes wide and parking is allowed along the mauka side. From 6:30 AM to 8:30 AM and from 3:30 PM to 5:30 PM, parking is prohibited to provide a fourth travel lane.

Kuhio Avenue is a two-way arterial parallel to Ala Wai Boulevard. There are two travel lanes in each direction with a median left-turn lane.

#### **Existing Peak Hour Traffic Volumes**

Morning and afternoon peak hour traffic volumes were obtained from traffic counts conducted for this study in April 1996.

A count of the number of buses and large vehicles was performed concurrently with the traffic counts. This survey determined that approximately 10% of the vehicles along Liliuokalani Avenue are buses or other large vehicles. Since there is a higher than average percentage of large vehicles in the traffic stream, the traffic volumes must be converted to passenger car units to perform the LoS calculation presented later in this report. The expansion factor is 1.1 per the 1994 *Highway Capacity Manual*.

The peak hour traffic volumes in passenger car units at the study intersections and along the streets in the study area is shown in Figure 3.

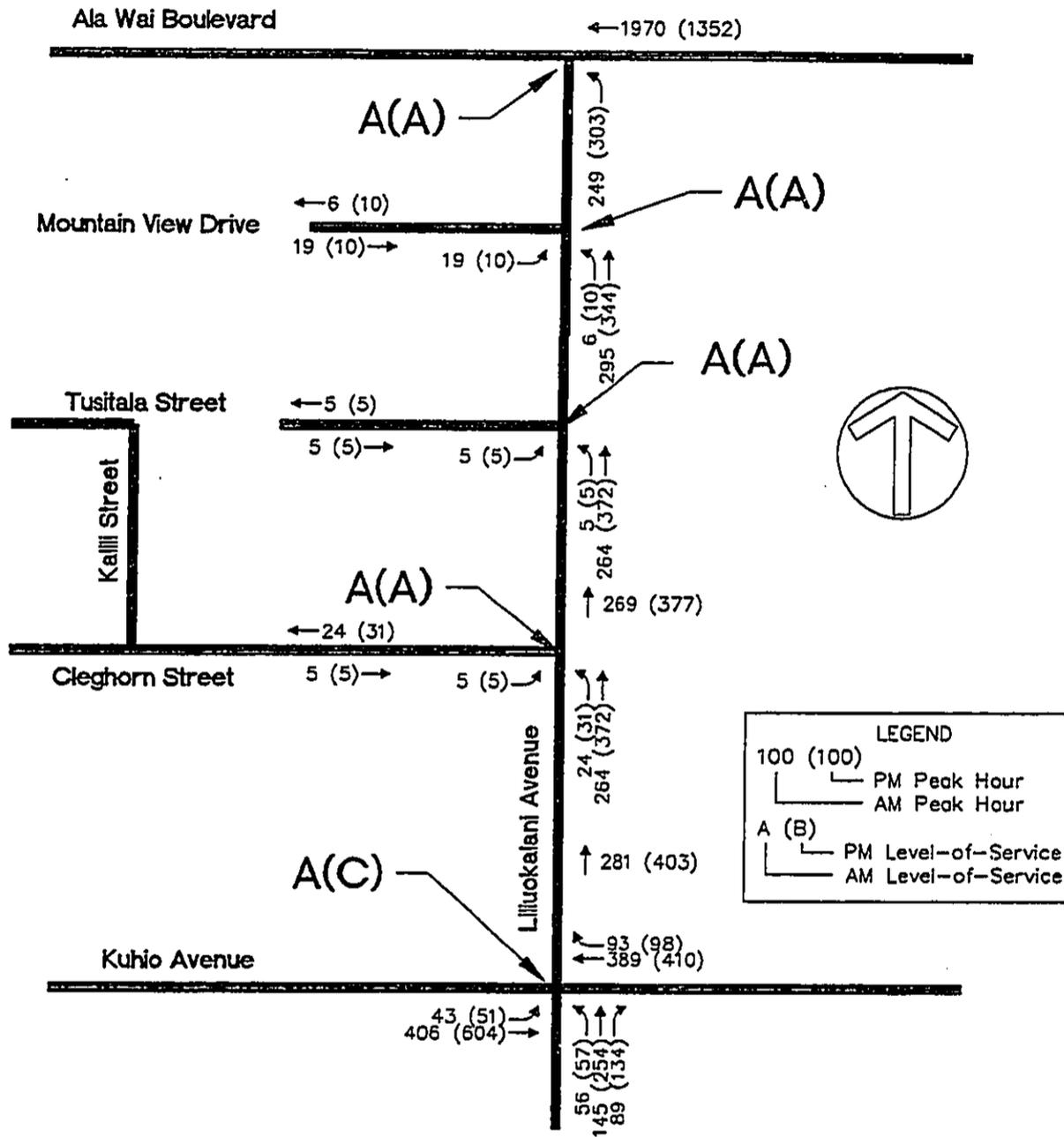
#### **Level-of-Service Concept**

##### **Signalized Intersections**

The planning method described in the 1994 *Highway Capacity Manual* (HCM) was used to analyze the operating efficiency of the signalized intersections adjacent to the study site. This method involves the calculation of a volume-to-capacity (V/C) ratio which is related to a level-of-service. A maximum intersection capacity based on the number of phases was used for the V/C calculations.

"Level-of-Service" is a term which denotes any of an infinite number of combinations of traffic operating conditions that may occur on a given lane or roadway when it is subjected to various traffic volumes. Level-of-service (LoS) is a qualitative measure of the effect of a number of factors which include space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized in Table 1. In general, LoS A represents free-flow conditions with no congestion. LoS F, on the other hand, represents severe congestion with stop-and-go conditions. Level-of-service D is typically considered acceptable for peak hour conditions in urban areas.



**Figure 3**  
**Existing Peak Hour**  
**Traffic Volumes**

Table 1 Level-of-Service Definitions for Signalized Intersections<sup>(1)</sup>

Level of Service	Interpretation	Volume-to-Capacity Ratio <sup>(2)</sup>	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<15.0
C	Light congestion; occasional backups on critical approaches	0.701-0.800	15.1-25.0
D	Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed.	0.801-0.900	25.1-40.0
E	Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.	0.901-1.000	40.1-60.0
F	Total breakdown with stop-and-go operation	>1.001	>60.0

Notes:

(1) Source: *Highway Capacity Manual*, 1994.

(2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

Corresponding to each level-of-service shown in the table is a volume/capacity ratio. This is the ratio of either existing or projected traffic volumes to the capacity of the intersection. Capacity is defined as the maximum number of vehicles that can be accommodated by the roadway during a specified period of time. The capacity of a particular roadway is dependent upon its physical characteristics such as the number of lanes, the operational characteristics of the roadway (one-way, two-way, turn prohibitions, bus stops, etc.), the type of traffic using the roadway (trucks, buses, etc.) and turning movements.

### Unsignalized Intersections

Like signalized intersections, the operating conditions of intersections controlled by stop signs can be classified by a level-of-service from A to F. However, the method for determining level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for level-of-service at an unsignalized intersection is therefore based on delay of each turning movement. Table 2 summarizes the definitions for level-of-service and the corresponding delay. A subsequent calculation to determine an overall LoS was made, and these results are presented in tables to summarize traffic conditions using parameters similar to those used for signalized intersections.

**Table 2 Level-of-Service Definitions for Unsignalized Intersections<sup>(1)</sup>**

Level-of-Service	Expected Delay to Minor Street Traffic	Delay (Seconds)
A	Little or no delay	>5
B	Short traffic delays	5.1 to 10.0
C	Average traffic delays	10.1 to 20.0
D	Long traffic delays	20.1 to 30.0
E	Very long traffic delays	30.1 to 45.0
F	See note (2) below	>45.1

**Notes:**

- (1) Source: *Highway Capacity Manual*, 1994.  
 (2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.

### Existing Level-of-Service Analysis

The signalized intersections were analyzed using the signalized level-of-service (LoS) planning method. Results of these analyses are shown in Table 3. The calculated level-of-service were confirmed by field observations.

The signalized intersections operate at Level-of-Service C or better during the morning and afternoon peak hours, which is acceptable.

**Table 3 Existing Level-of-Service Analysis for Signalized Intersections<sup>(3)(4)</sup>**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C <sup>(1)</sup>	LoS <sup>(2)</sup>	V/C <sup>(1)</sup>	LoS <sup>(2)</sup>
Liliuokalani Ave. at Ala Wai Blvd.	0.459	A/B	0.363	A/B
Liliuokalani Ave. at Kuhio Ave.	0.362	A/B	0.733	C

NOTES:

- (1) V/C = Volume-to-Capacity Ratio
- (2) LoS = Level-of-Service
- (3) Level-of-Service calculated using planning method described in *Highway Capacity Manual*.
- (4) For calculations, see Appendix C.

The Level-of-Service analysis for the unsignalized intersections is presented in Table 4. Left turns from the side streets onto Liliuokalani Avenue are the only movements that will have a calculated delay. Therefore, these are the only movements shown in the calculations. All left turns from the unsignalized intersections have minimal delay and operate at LOS 'A'.

**Table 4 Existing Level-of-Service Analysis for Unsignalized Intersections<sup>(1)</sup>**

Intersection	Weekday AM Peak Hour	Weekday PM Peak Hour
	Level of Service	Level of Service
Liliuokalani Avenue at Mountain View Drive	A	A
Liliuokalani Avenue at Tusitala Street	A	A
Liliuokalani Avenue at Cleghorn Street	A	A

NOTE:

- (1) For calculations, see Appendix C.

### **3. PROJECTED CUMULATIVE TRAFFIC CONDITIONS**

The purpose of this chapter is to discuss the assumptions and data used to estimate 1999 cumulative project traffic conditions. Cumulative traffic conditions are defined as the traffic conditions resulting from background growth and related projects.

Future traffic growth consist of two components. The first is ambient background growth that is a result of regional growth and cannot be attributed to a specific project. This growth rate is typically estimated by analyzing historical counts taken over a period of several years. The second component is estimated traffic that will be generated by other development projects in the vicinity of the proposed project.

#### **Background Traffic Growth Rate**

The background growth rate of traffic in the study area was estimated from traffic projections provided in the Waikiki Regional Traffic Impact Study prepared by Kaku Associates in 1995. This study provided an estimate of future trip ends produced within Waikiki for the year 2005. The study estimated that AM peak hour trip ends would increase 11% from 1995 to 2005 and the PM peak hour trip ends would increase 23% for the same period. These increases would represent an average of 1.1% and 2.3% per year increase for the study period. Therefore, existing (1996) AM peak hour traffic volumes were expanded by 1.1% per year for five years to estimate 2001 background growth between 1996 and 2001. PM peak hour traffic volumes were expanded by 2.3% per year for five years for the same period.

**Related Project Generated Traffic**

The second component in estimating cumulative traffic volumes is the traffic generated by other proposed projects in the vicinity. Related projects are defined as those projects that are under construction or have been approved for construction by the City and would significantly impact traffic in the study area.

It was determined that the expansion factors used to estimate background traffic growth from 1996 to 2001 would include any related projects in the vicinity. It was further determined that there are no specific plans for any projects within the study area that would impact the study intersections in the time frame of this project.

**2001 Cumulative Traffic Volumes**

Estimated 2001 cumulative traffic volumes are calculated by applying the background growth rate to existing traffic volumes and adding trips generated by related projects. The resulting 2001 cumulative peak hour traffic projections are shown in Figure 4.

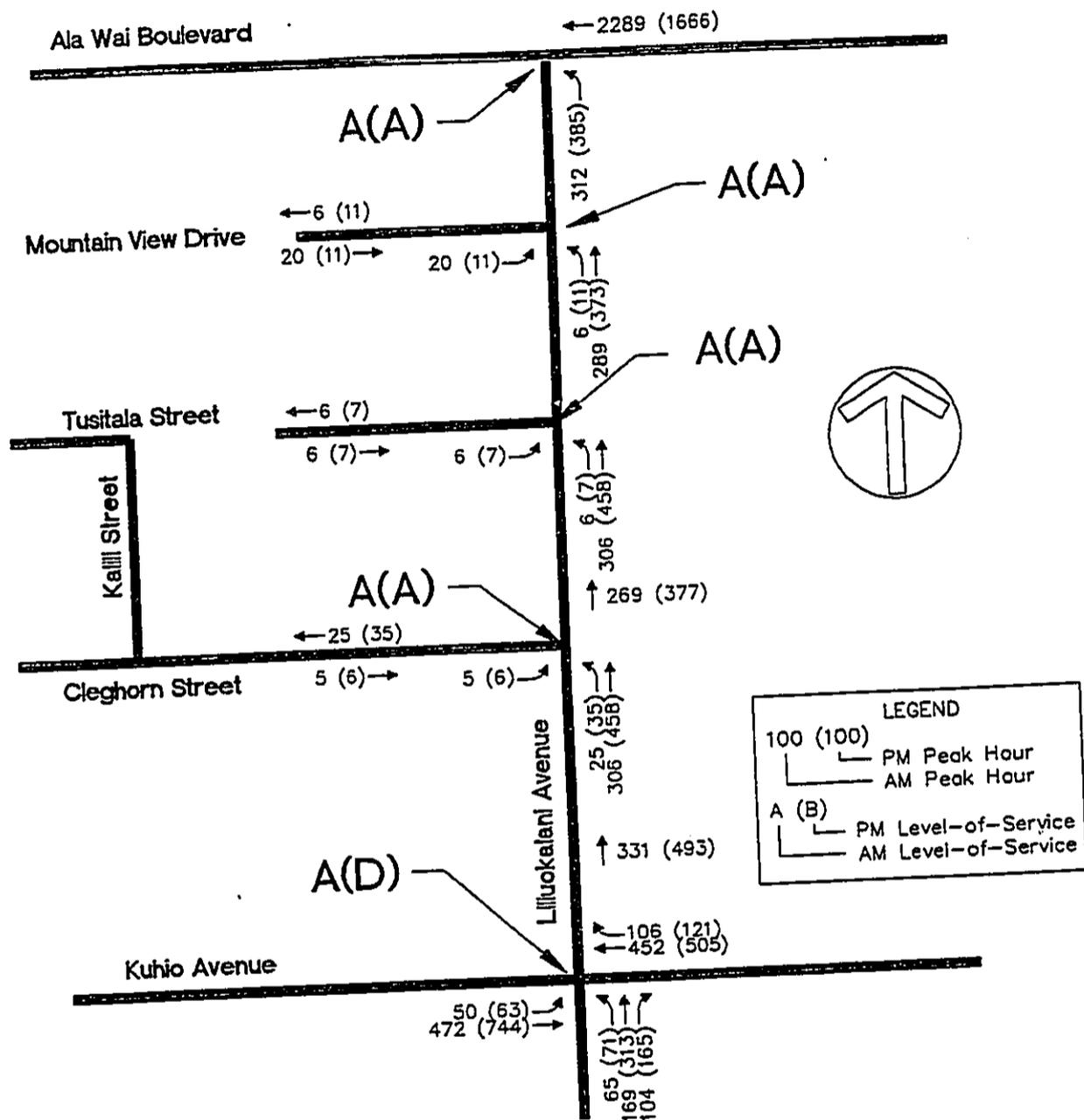


Figure 4  
**Cumulative Peak Hour  
 Traffic Volumes Without Project**

## **4. PROJECT-RELATED TRAFFIC CONDITIONS**

---

This chapter discusses the methodology used to identify the traffic-related impacts of the proposed project. Generally, the process involves the determination of weekday and peak-hour trips that would be generated by the proposed project, distribution and assignment of these trips on the approach and departure routes, and finally, determination of the levels-of-service at affected intersections subsequent to implementation of the project.

### **Trip Generation**

Future traffic volumes generated by each phase of the project were determined using trip generation equations contained in *Trip Generation*, Fifth Edition, prepared by the Institute of Transportation Engineers. The trip generation analysis and the resulting daily and peak hour volumes are summarized in Table 5.

### **Trip Distribution**

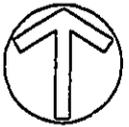
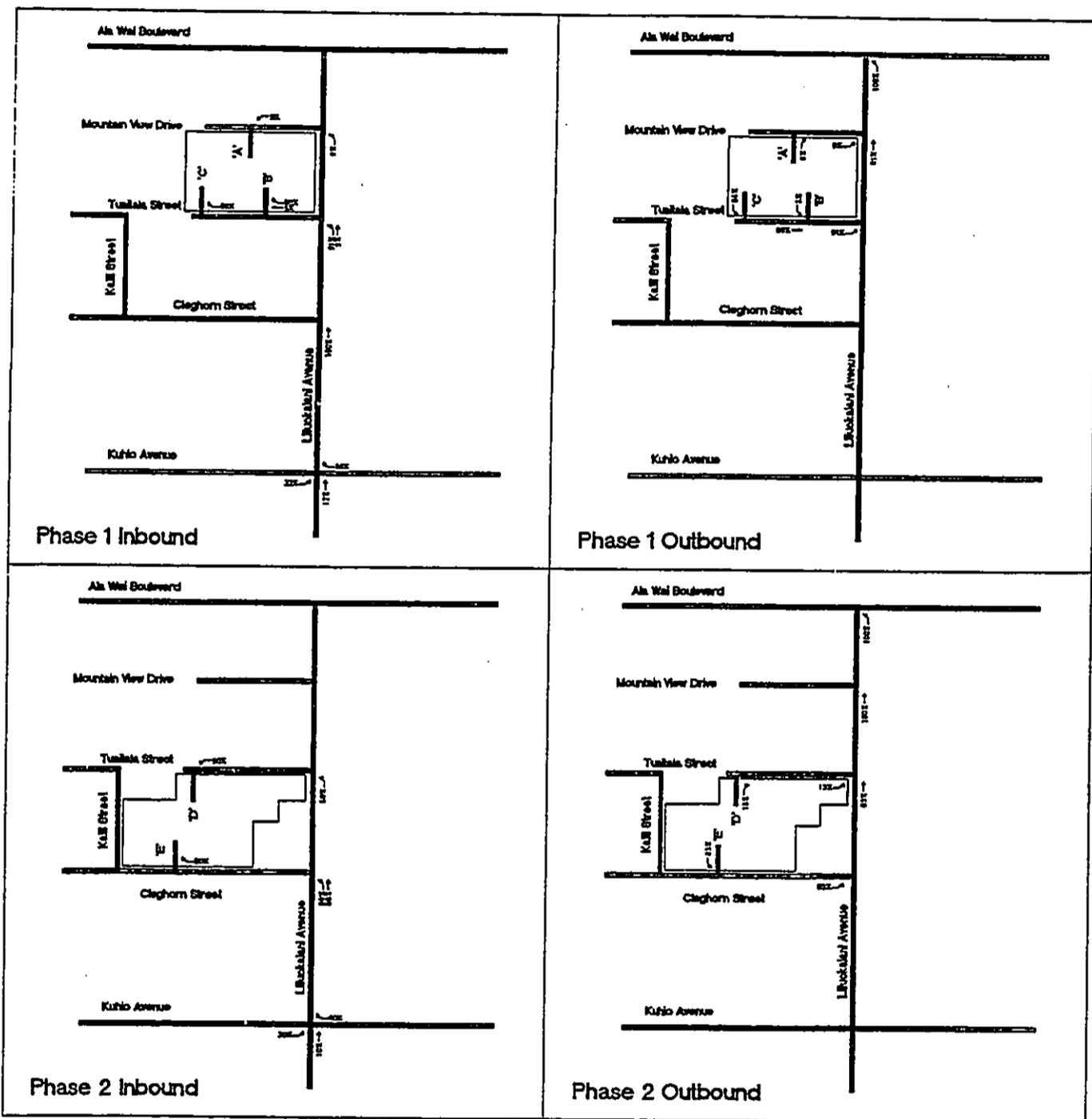
The project-related trips were distributed along the anticipated approach routes to the project site. This information was obtained from previously conducted traffic studies in the area, which have been generally accepted by the reviewing agencies.

The approach and departure distributions are shown as percentages in Figure 5.

**Table 5 Trip Generation Calculations**

Period	Trips Per Unit <sup>(1)</sup>	Trips For Phase 1		Trips For Phase 2		Total Project Trips	
		126 Units	200 Units	200 Units	326 Units		
Weekday Total	6.28	791		1256		2047	
AM Peak Hour of Adjacent Street	0.44	55		88		143	
% Inbound	24		13		21		34
% Outbound	76		42		67		109
PM Peak Hour of Adjacent Street	0.49	62		98		160	
% Inbound	64		40		63		103
% Outbound	36		22		35		57
AM Peak Hour of Generator	0.54	68		108		176	
% Inbound	42		29		45		74
% Outbound	58		39		63		102
PM Peak Hour of Generator	0.63	79		126		205	
% Inbound	53		42		67		109
% Outbound	47		37		59		96

Notes:  
(1) Source: Institute of Transportation Engineers, *Trip Generation*, Fifth Edition, 1991



LEGEND  
 100% Percent of Total Trips

Figure 5  
**Trip Distribution**

**Trip Assignment**

Using the trip generation and trip distribution previously discussed, project-related traffic was assigned to the various traffic movements at the intersections studied. Separate assignments were prepared for Phases 1 and 2 and are presented as Figures 6 and 7, respectively. Figure 8 presents the project related traffic volumes for the total project (Phase 1 plus Phase 2).

**2001 Cumulative Plus Project Peak Hour Traffic Volumes**

Future traffic volumes with the project were determined by superimposing the project-generated traffic on the 2001 cumulative traffic volumes presented in Chapter 3. The resulting peak hour traffic volumes for 2001 cumulative plus Phase 1 are shown for the peak hours on Figure 9. Figure 10 presents 2001 cumulative plus Phases 1 and 2 peak hour traffic volumes.

The traffic projection worksheets are presented as Appendix B.

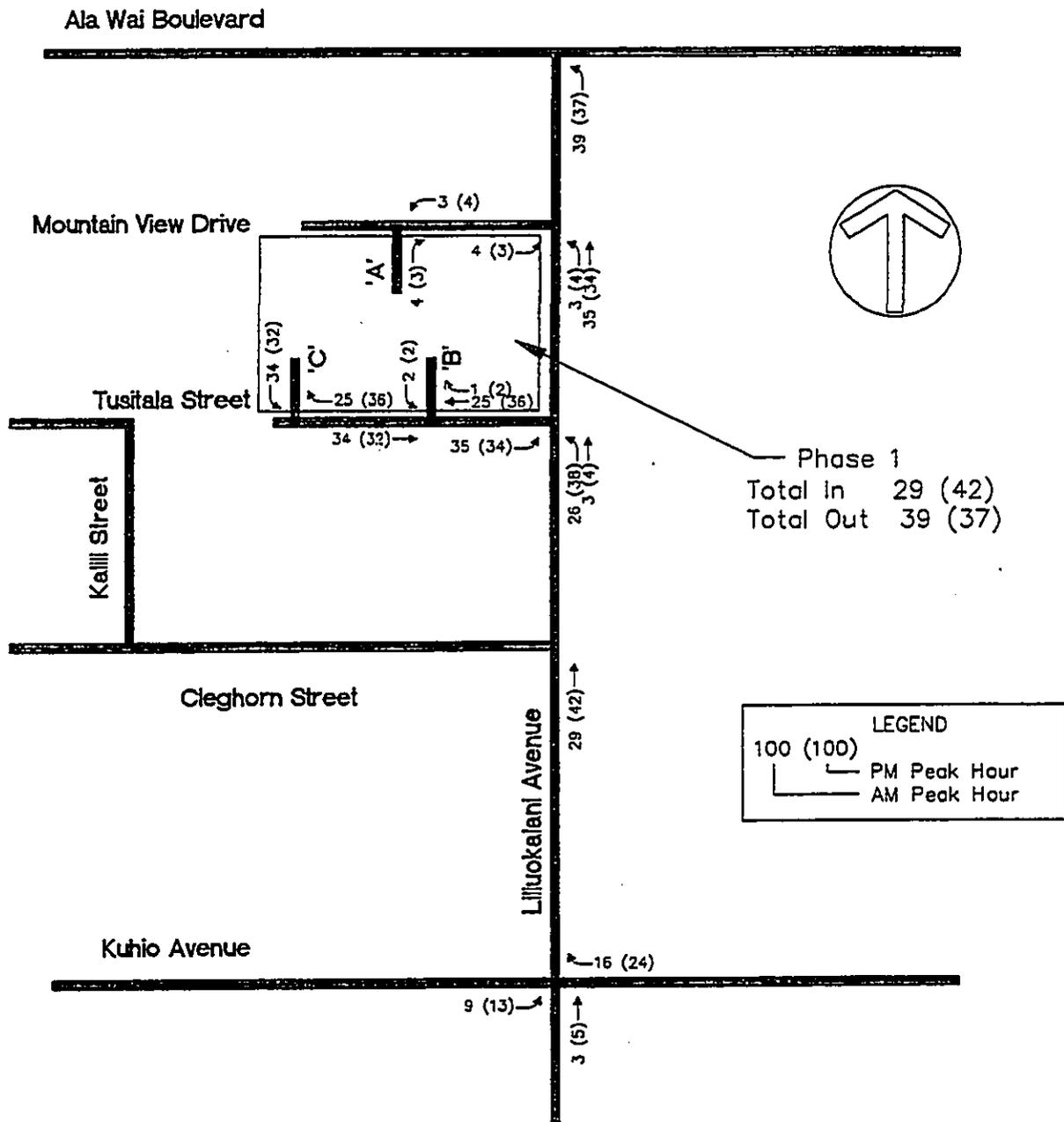


Figure 6  
**Traffic Assignments  
 For Phase 1**

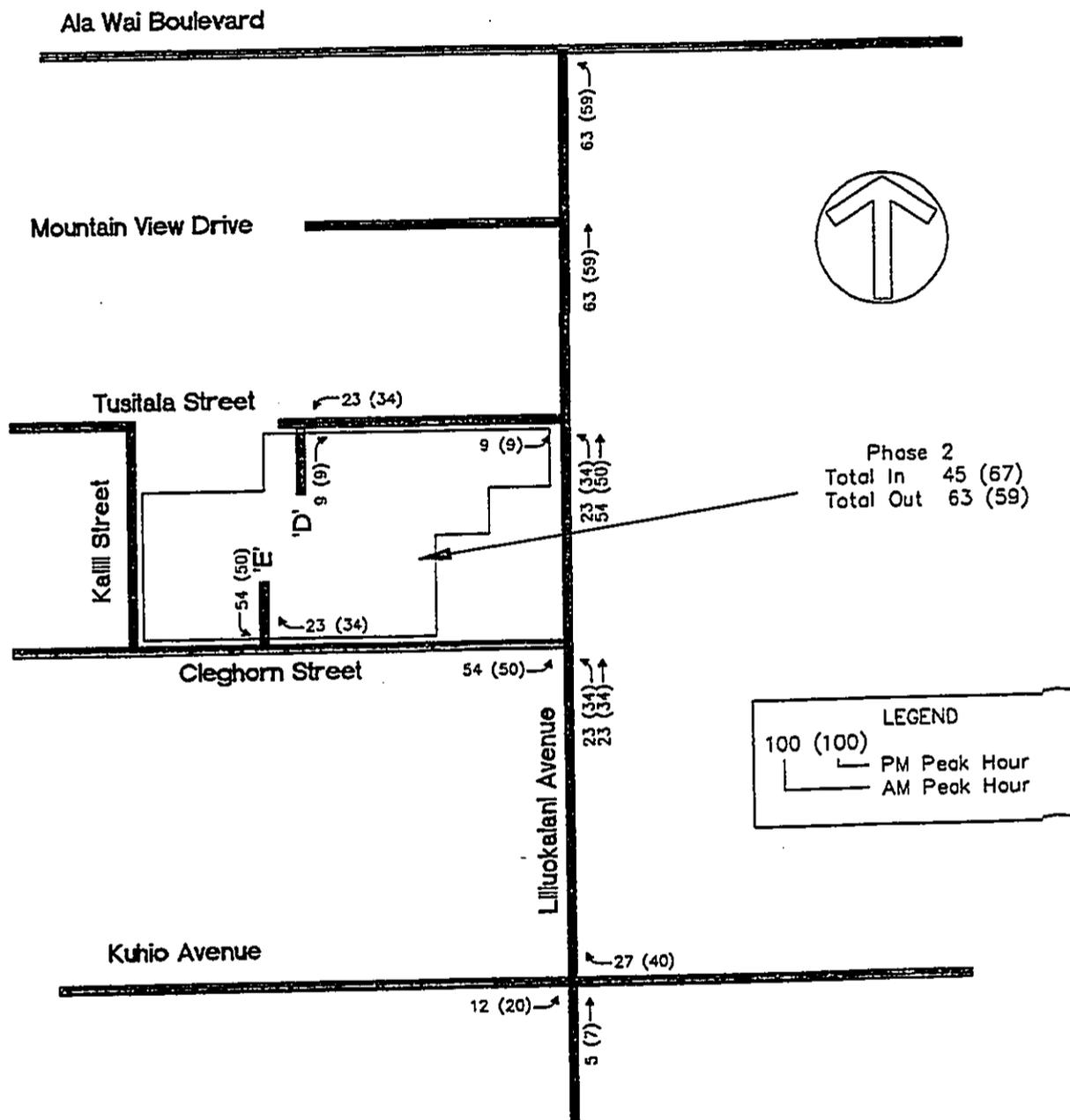


Figure 7  
**Traffic Assignments  
 For Phase 2**

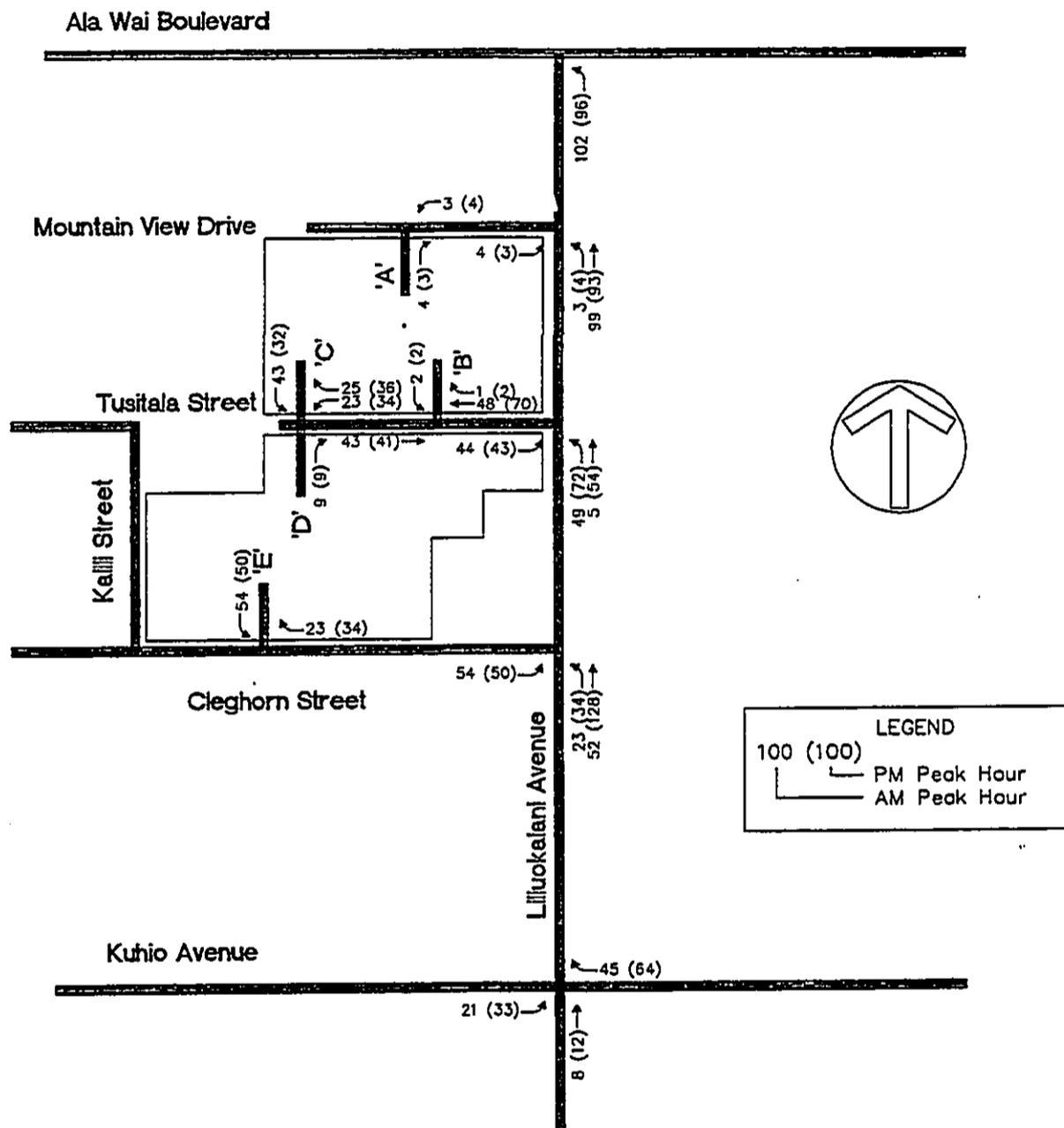


Figure 8

## Traffic Assignments For Phase 1 Plus Phase 2

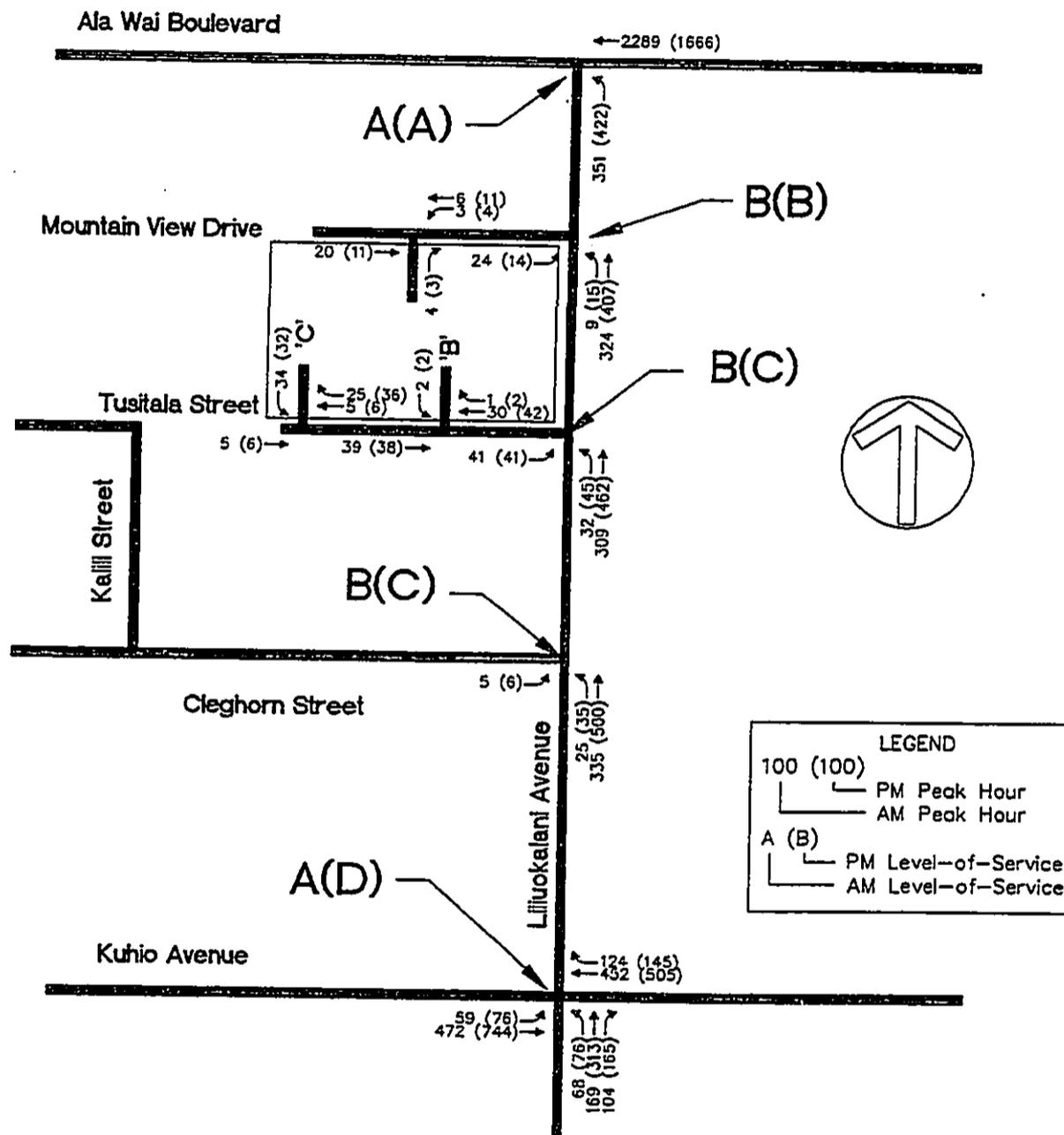


Figure 9  
**2001 Cumulative Plus Phase 1  
 Peak Hour Traffic Volumes**

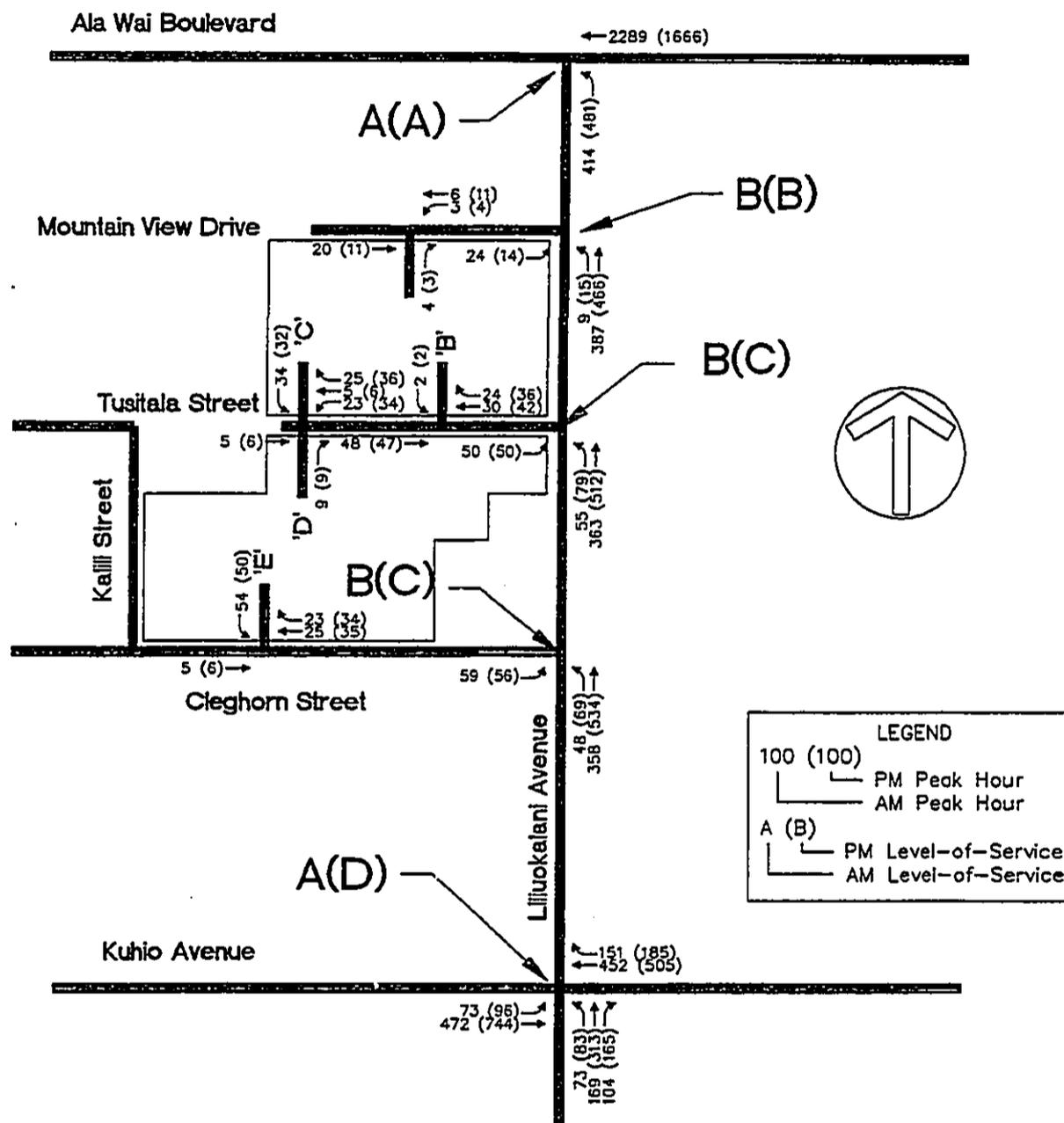


Figure 10  
**2001 Cumulative Plus Phases 1 & 2  
 Peak Hour Traffic Volumes**

## **5. CONCLUSIONS AND RECOMMENDATIONS**

The purpose of this chapter is to present the results of the level-of-service analysis, which identifies the project-related impacts. In addition, any mitigation measures necessary and feasible are identified and other access, egress and circulation issues are discussed.

### **Definition of Significant Impacts**

Criteria for determining if a project has a significant traffic impact for which mitigation measures must be investigated have been established based on traffic impact study guidelines used in other traffic studies. Generally, the criteria are as follows: if the level-of-service (LOS) without the project is E or F and the volume/capacity (V/C) ratio changes less than 0.020, the project's traffic impacts are considered insignificant. However, if the V/C ratio change is greater than 0.020, then mitigation measures which will reduce the V/C ratio change to less than 0.020 must be identified. If the LOS with the project is D or better, then no mitigation measures need to be identified.

The above criteria has been used in the traffic impact studies for the Hawaii Convention Center and the Waikiki Regional Traffic Impact Study prepared for the City and County of Honolulu Department of Transportation Service and therefore has been used for this study.

**Project Related Traffic Impacts and Mitigation Measures**

The level-of-service analysis for 2001 are summarized in Tables 6 and 7. During the afternoon peak hour, the intersection of Liliuokalani Avenue at Kuhio Avenue will operate at LOS D. However, the volume-to-capacity ratio changes less than the 0.020 for the impact to be considered significant and therefore no mitigation is required. All other signalized intersections will operate at LOS A during both peak hours.

**Table 6 Level-of-Service Analysis for Signalized Intersections<sup>(3)</sup>**

Intersection	AM Peak Hour				PM Peak Hour			
	Phase 1		Phases 1 & 2		Phase 1		Phases 1 & 2	
	V/C <sup>(1)</sup>	LoS <sup>(2)</sup>						
Liliuokalani Ave. at Ala Wai Blvd.	0.499	A	0.520	A	0.419	A	0.438	A
Liliuokalani Ave. At Kuhio Ave.	0.389	A	0.411	A	0.826	D	0.831	D

**NOTES:**

- (1) V/C = Volume-to-Capacity Ratio
- (2) LoS = Level-of-Service
- (3) Level-of-Service calculated using planning method described in *Highway Capacity Manual*.

The LOS analysis for unsignalized intersections is summarized in Table 7. All intersections are expected to operate at LOS C or better with completion of Phases 1 and 2.

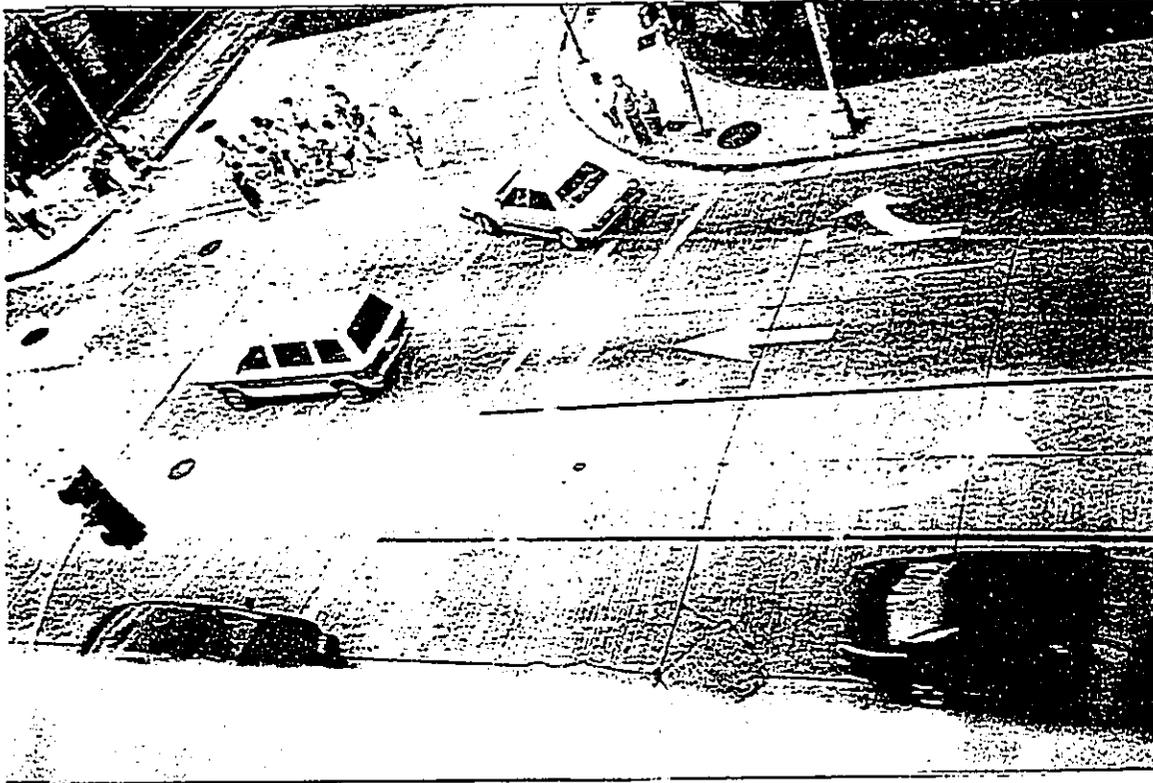
**Table 7 Level-of-Service Analysis for Unsignalized Intersections**

Approach & Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Phase 1	Phases 1 & 2	Phase 1	Phases 1 & 2
	LOS	LOS	LOS	LOS
Liliuokalani Avenue at Mountain View Drive	B	B	B	B
Liliuokalani Avenue at Tusitala Street	C	C	C	C
Liliuokalani Avenue at Cleghorn Street	A	C	A	C

**Conclusions and Summary**

Traffic related impacts at the study intersections are minimal and no mitigation measure are required. All intersections should operate at better than acceptable levels-of-service upon completion of both phases of the project.





**Figure A1**  
Westbound  
approach of  
Kuhio Ave.  
At  
Liliuokalani  
Ave.



**Figure A2:**  
Eastbound  
approach of  
Kuhio Ave.  
At  
Liliuokalani  
Ave.

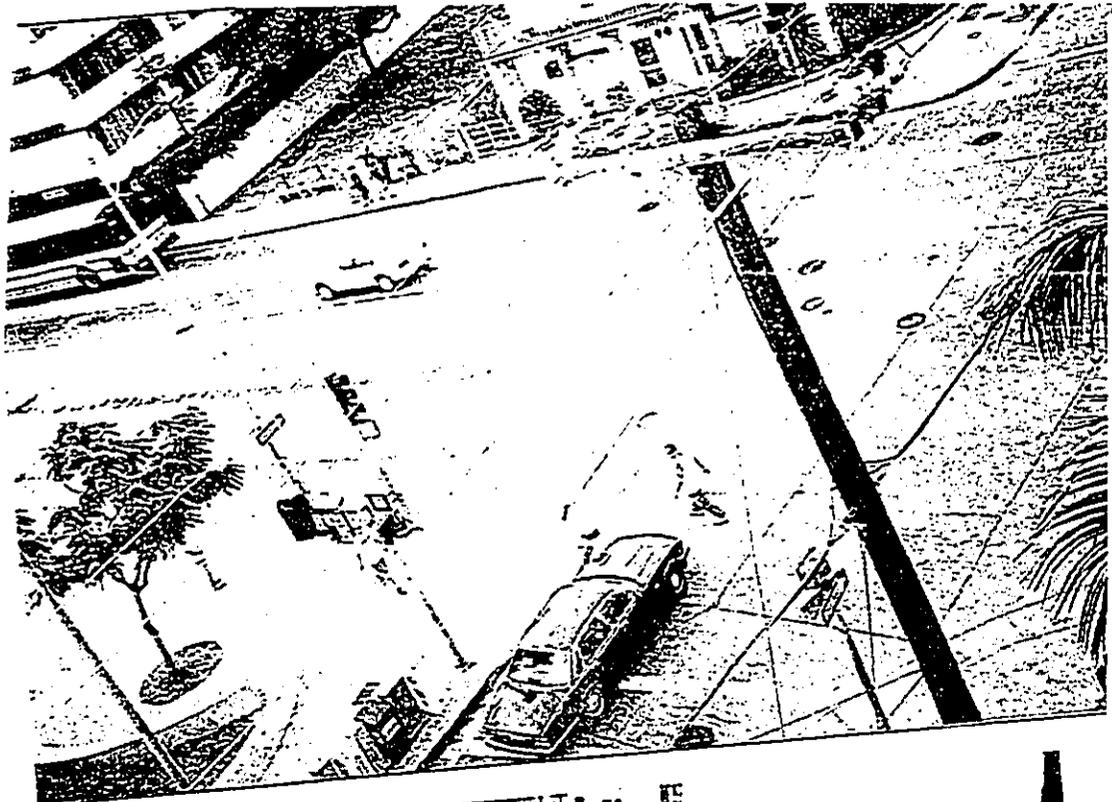


Figure A3  
Northbound  
and  
Eastbound  
approaches  
of Kuhio Ave.  
At  
Liliuokalani  
Ave.

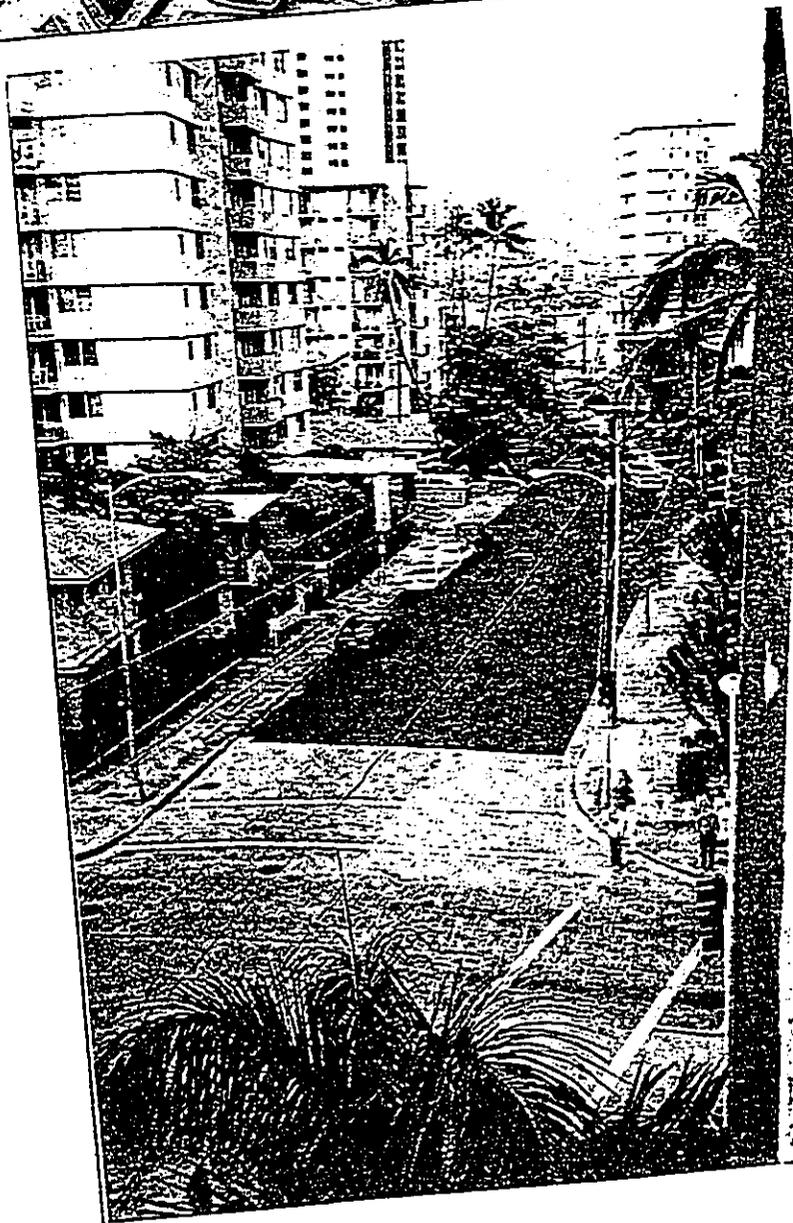
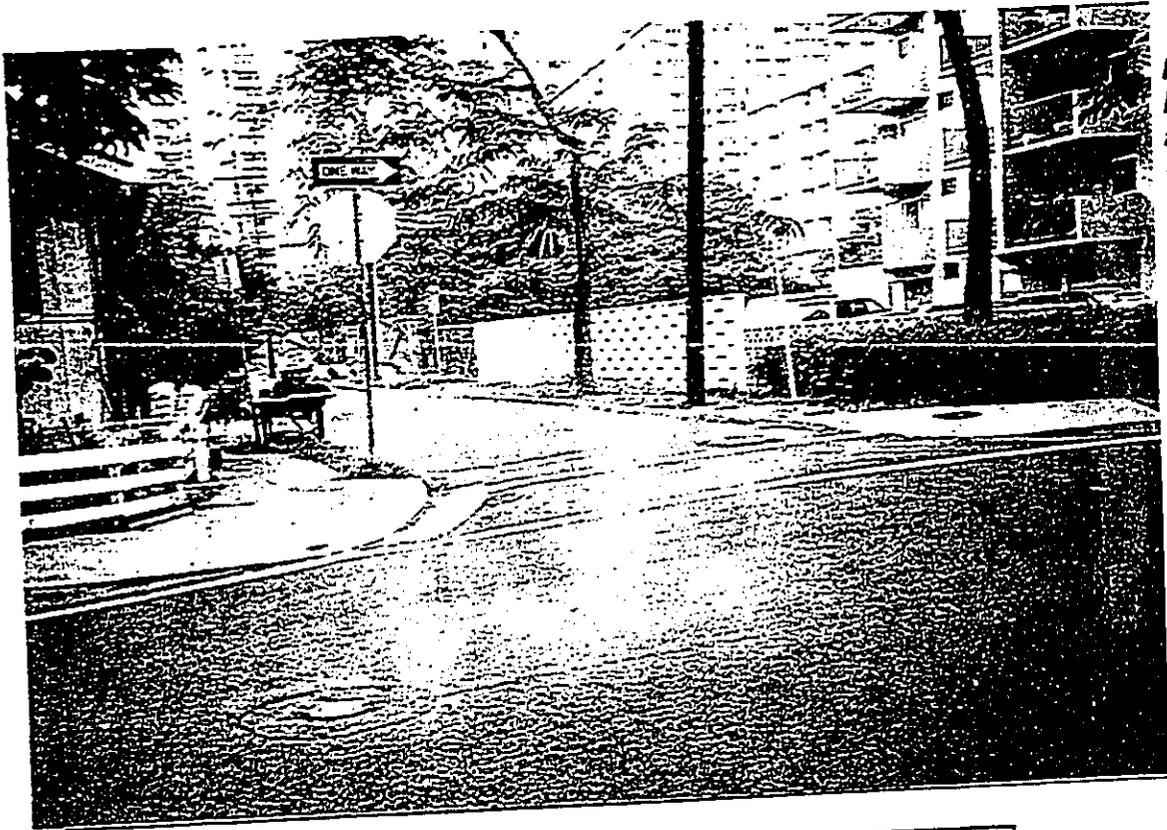
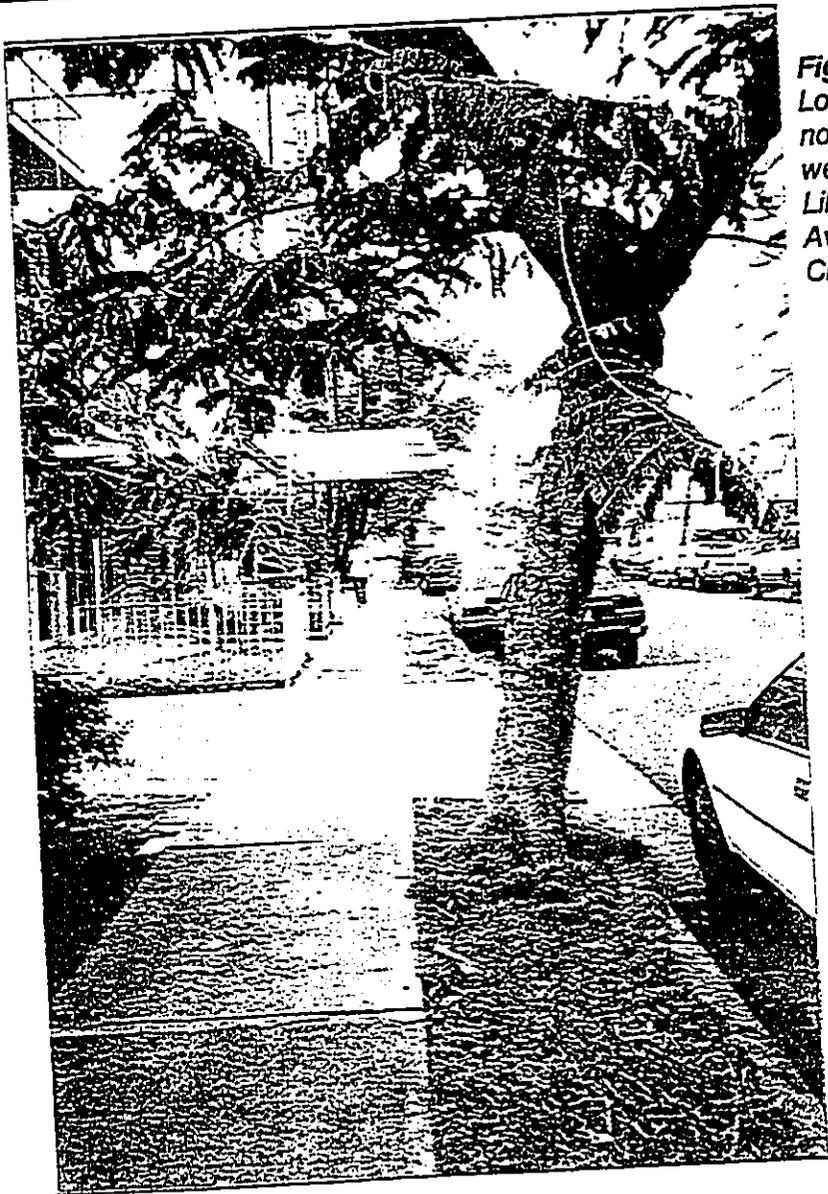


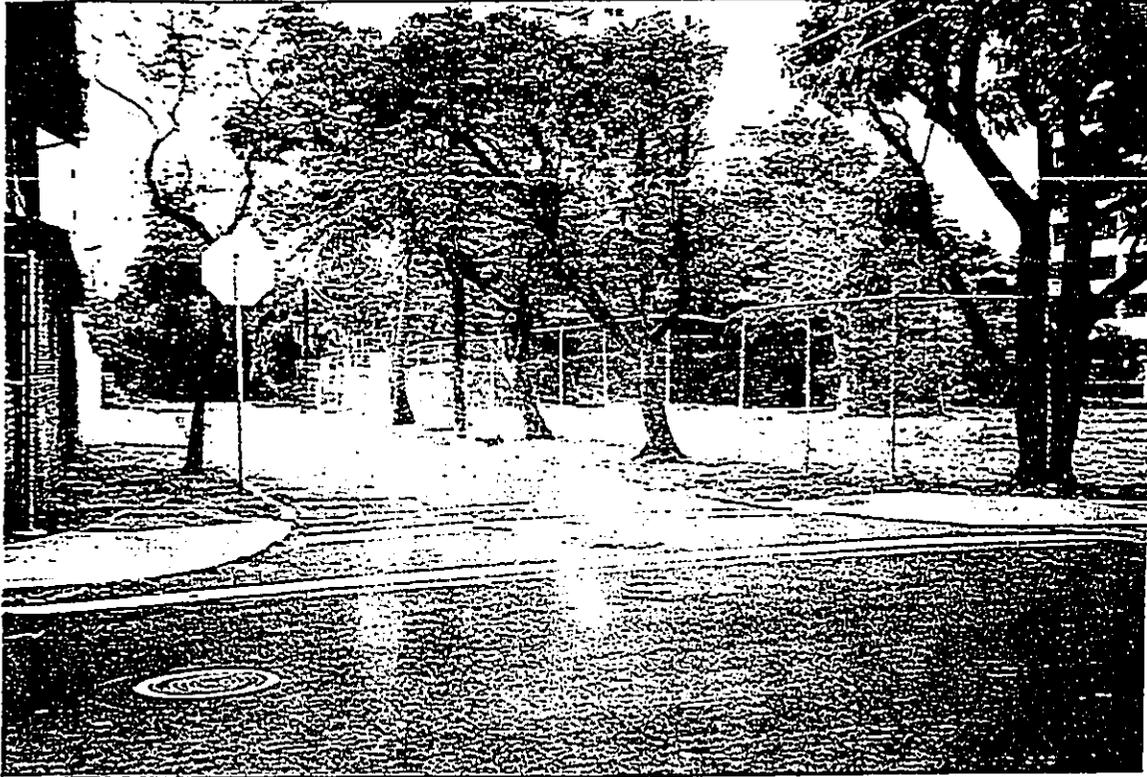
Figure A4  
Looking  
north  
along  
Liliuokalani  
Ave. from  
Kuhio Ave.



**Figure A5**  
Looking east  
along  
Cleghom St.  
from  
Liliuokalani  
Ave.



**Figure A6**  
Looking  
north along  
west side of  
Liliuokalani  
Ave. from  
Cleghom St.



*Figure A7*  
*Looking east*  
*along*  
*Tusitala St.*  
*from*  
*Liliuokalani*  
*Ave.*



*Figure A8*  
*Looking*  
*north along*  
*west side of*  
*Liliuokalani*  
*Ave. from*  
*Tusitala St.*



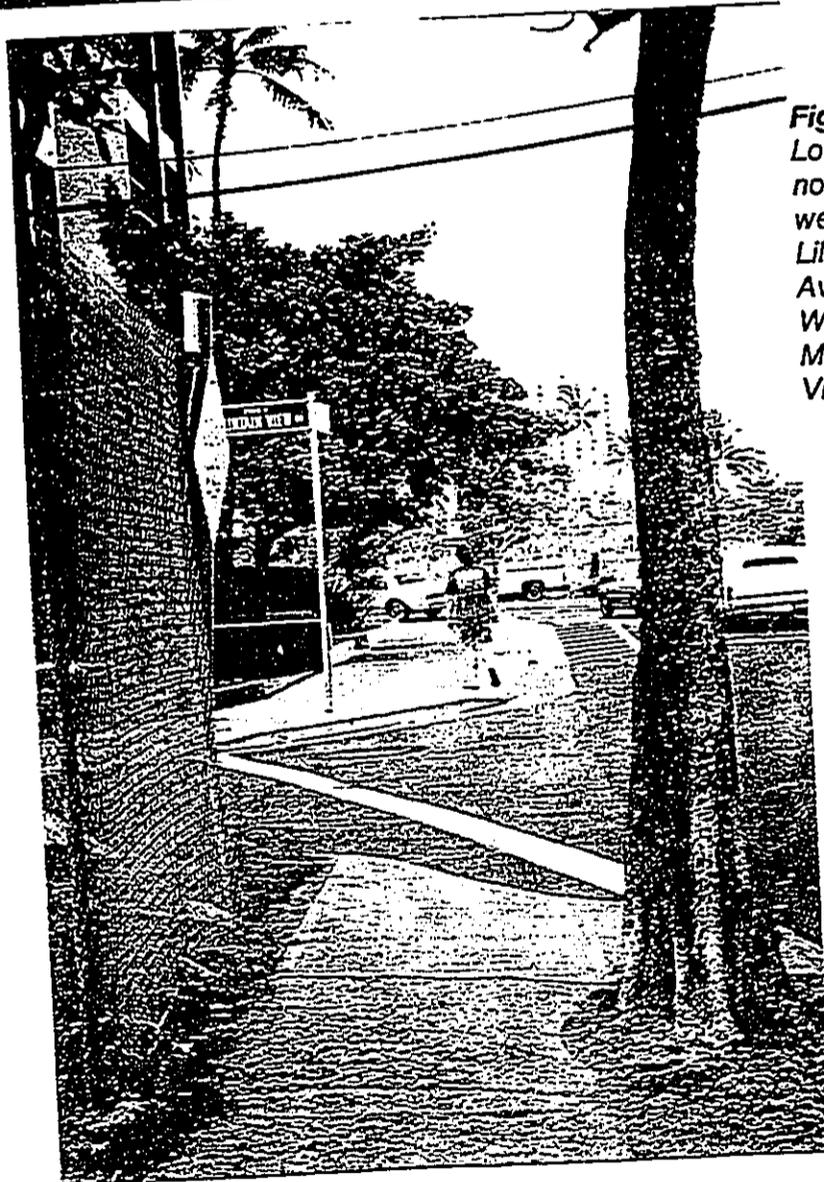
*Figure A9*  
Looking east  
along  
Mountain  
View Drive  
from  
Liliuokalani  
Ave.



*Figure A10*  
Looking east  
along south  
side of Ala  
Wai Bl. From  
Liliuokalani  
Ave.



**Figure A11**  
Looking  
north along  
Liliuokalani  
Ave. from  
Mountain  
View Dr. to  
Ala Wai Bl.



**Figure A12**  
Looking  
north along  
west side of  
Liliuokalani  
Ave. to Ala  
Wai Bl. From  
Mountain  
View Dr.





1           A           A    B                                   C                                   D  
 2    Part 1  
 3    **Input Data**  
 4    PROJECT: H & M Apartment Project  
 5    DATE:    April 1996

NO	INTERSECTION
1	Liliuokalani Avenue at Ala Wai Boulevard
2	Liliuokalani Avenue at Mountain View Drive
3	Liliuokalani Avenue at Tusitala Street
4	Liliuokalani Avenue at Cleghorn Street
5	Liliuokalani Avenue at Kuhio Avenue
6	Ohua Avenue at Kuhio Avenue
7	Driveway 'A' at Mountain View Drive
8	Driveway 'B' at Tusitala Street
9	Driveway 'C'/Driveway 'D' at Tusitala Street
10	Driveway 'E' at Cleghorn Street
11	
12	

22    **LEVEL-OF-SERVICE CRITERIA AND PRECISION**

V/C RATIO	LoS
0.0000	A
0.6000	B
0.7001	C
0.8001	D
0.9001	E
1.0001	F
3	V/C Round Off (decimals)
1500	Default Lane Capacity
10	Default Left Turn Penalty (%)

41    **OTHER DATA**

1996	Base Year
2001	Design Year
1.10%	Per Cent Growth Per Year (AM Peak)
1.056	Growth Factor (Compounded)
2.30%	Per Cent Growth Per Year (PM Peak)
1.120	Growth Factor (Compounded)

A	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	Part 2												
2	<b>TRIP GENERATION CALCULATIONS</b>												
3	Waikiki Apartments												
4	April 1996												
5													
6													
7													
8													
9													
10													
11													
12	Period	Trips/Unit	Trips For Phase 1 126 Units		Trips For Phase 2 200 Units		Total Project Trips						
13	<hr/>												
14	Weekday Total	6.28	791		1,256		2,047						
15													
16	AM Peak Hour of Adj Street	0.44	55		88		143						
17	AM In	24%	13		21		34						
18	AM Out	76%	42		67		109						
19													
20	PM Peak Hour of Adj Street	0.49	62		98		160						
21	PM In	64%	40		63		103						
22	PM Out	36%	22		35		57						
23													
24	AM Peak Hour of Generator	0.54	68		108		176						
25	AM In	42%	29		45		74						
26	AM Out	58%	0		63		102						
27													
28	PM Peak Hour of Generator	0.63	79		126		205						
29	PM In	53%	42		67		109						
30	PM Out	47%	37		59		96						
31													
32	Saturday Total	5.43	684		1,086		1,770						
33													
34	Saturday Peak Hour	0.44	55		88		143						
35	Sat In	Not Available	0		0		0						
36	Sat Out	Not Available	0		0		0						
37													
38	Sunday Total	4.36	549		872		1,421						
39													
40	Sunday Peak Hour	0.41	52		82		134						
41	Sun In	Not Available	0		0		0						
42	Sun Out	Not Available	0		0		0						
43													
44													
45	Source: Institute of Transportation Engineers, Trip Generation, Fifth Edition, 1991												

A T U V W X Y Z AA AB  
 1 Part 3  
 2 **TRIP DISTRIBUTION TABLE**  
 3 H & M Apartment Project  
 4 April 1996

Route	Inbound		Outbound	
	%	Route Description	%	Route Description
A	4%	Drive 'A' From Kuhio EB	9%	Drive 'A' Ala Wai WB
B	1%	" From Liliuokalani NB	5%	Drive 'B' Ala Wai WB
C	4%	" From Kuhio WB	86%	Drive 'C' Ala Wai WB
D	0%	" From Ala Wai WB	15%	Drive 'D' Ala Wai WB
E	2%	Drive 'B' From Kuhio EB	85%	Drive 'E' Ala Wai WB
F	1%	" From Liliuokalani NB		
G	2%	" From Kuhio WB		
H	0%	" From Ala Wai WB		
I	26%	Drive 'C' From Kuhio EB		
J	10%	" From Liliuokalani NB		
K	35%	" From Kuhio WB		
L	15%	" From Ala Wai WB		
M	15%	Drive 'D' From Kuhio EB		
N	5%	" From Liliuokalani NB		
O	20%	" From Kuhio WB		
P	10%	" From Ala Wai WB		
Q	15%	Drive 'E' From Kuhio EB		
R	5%	" From Liliuokalani NB		
S	20%	" From Kuhio WB		
T	10%	" From Ala Wai WB		
<b>Total</b>	<b>100% Phase 1</b>		<b>100% Phase 1</b>	
	<b>100% Phase 2</b>		<b>100% Phase 2</b>	

Part 4  
TRIP ASSIGNMENT WORKSHEET  
H & M Apartment Project  
April 1996

INTERSECTION NO  
INTERSECTION OF  
Liliuokalani Avenue at Ala Wai Boulevard

2001 Cumulative Plus Project

No	Approach & Mvt	Project Trips																							
		Existing						2001 Cumulative																	
		AM		PM		Total		AM		PM		Total													
1	N- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	E- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	TH	1970	1352	2167	1487	2289	1666	2289	1666	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144
6	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	S- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LT	268	313	295	344	312	385	312	385	624	770	697	624	770	697	624	770	697	624	770	697	624	770	697	624
10	W- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051

0.459 0.363 0.489 0.406  
A A A A

Approach Totals

From North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
From East	1970	1352	2167	1487	2289	1666	2289	1666	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122
From South	268	313	295	344	312	385	312	385	624	770	697	624	770	697	624	770	697	624	770	697	624	770	697	624	770
From West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2051

Departure Totals

To North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2238	1665	2462	1831	2601	2051	2051

Leg Totals

North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East	1970	1352	2167	1487	2289	1666	2289	1666	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122	3855	4144	3122
South	268	313	295	344	312	385	312	385	624	770	697	624	770	697	624	770	697	624	770	697	624	770	697	624	770
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4478	3330	4924	3662	5202	4102	4478	3330	4924	3662	5202	4102	4478	3330	4924	3662	5202	4102	4478	3330	4924	3662	5202	4102	4102

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3  
Lluokalani Avenue at Tustiia Street

**TRIP ASSIGNMENT WORKSHEET**  
 H & M Apartment Project  
 April 1996

No	Approach & Mv	Project Trips												2001 Cumulative Plus Project									
		Existing				Existing (pcv)				2001 Cumulative				Phase 1		Phase 1 & 2							
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM						
1	N- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	N- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	N- LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	E- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	E- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	E- LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	S- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	S- TH	264	372	290	409	306	458	0.09	0.85	54	50	309	482	363	512	32	45	309	482	363	512	32	45
9	S- LT	5	5	6	6	6	7	0.91	0.50	23	34	32	45	55	79	0	0	32	45	55	79	0	0
10	W- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	W- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	W- LT	5	5	6	6	6	7	0.91	0.15	9	8	41	41	50	50	0	0	41	41	50	50	0	0
<b>TOTAL</b>		<b>274</b>	<b>382</b>	<b>302</b>	<b>421</b>	<b>318</b>	<b>472</b>			<b>64</b>	<b>78</b>	<b>88</b>	<b>93</b>	<b>382</b>	<b>548</b>	<b>468</b>	<b>641</b>	<b>382</b>	<b>548</b>	<b>468</b>	<b>641</b>	<b>0.254</b>	<b>0.427</b>
																						<b>A</b>	<b>A</b>
																						<b>A</b>	<b>A</b>

181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237

A AD AEA F AGAH AI AJ AK AL AM AN AU AV AW AX AY AZ BA BB BC BD BE BF BJ BK BL BM BN BO  
 Part 4  
**TRIP ASSIGNMENT WORKSHEET**  
 H & M Apartment Project  
 April 1996

INTERSECTION NO 4  
 INTERSECTION OF Liliuokalani Avenue at Cleghorn Street

No	Approach & Mvt	Existing		Existing (pce)		2001 Cumulative		Project Trips				2001 Cumulative Plus Project			
		Phase 1		Phase 2		Phase 1		Phase 1		Phase 1 & 2		Phase 1		Phase 1 & 2	
		AM	PM	AM	PM	AM	PM	% IN	% OUT	AM	PM	AM	PM	AM	PM
1	N- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	N- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	N- LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	E- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	E- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	E- LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	S- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	S- TH	284	372	290	409	308	458	1.00	0.50	23	34	335	500	358	534
9	S- LT	24	31	24	31	25	35	0.50	0.50	23	34	25	35	48	69
10	W- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	W- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	W- LT	5	5	5	5	5	5	0.85	0.85	54	50	5	6	59	56
<b>TOTAL</b>		293	408	319	445	338	499			29	42	385	541	465	659
				0.212	0.298	0.224	0.333			0.243	0.381	0.310	0.439		

Approach Totals	From North		From East		From South		From West		Total
	AM	PM	AM	PM	AM	PM	AM	PM	
From North	0	0	0	0	0	0	0	0	0
From East	0	0	314	440	331	493	0	0	0
From South	288	403	5	5	5	6	0	0	603
From West	5	5	0	0	0	0	0	0	56
<b>Total</b>	293	408	319	445	338	499	100	118	659
<b>Departure Totals</b>									
To North	269	377	295	414	311	464	77	84	590
To East	0	0	0	0	0	0	0	0	0
To South	0	0	0	0	0	0	0	0	0
To West	24	31	24	31	25	35	23	34	69
<b>Total</b>	293	408	319	445	338	499	100	118	659
<b>Leg Totals</b>									
North	269	377	295	414	311	464	77	84	590
East	0	0	0	0	0	0	0	0	0
South	288	403	314	440	331	493	48	68	603
West	29	36	29	36	30	41	77	84	125
<b>Total</b>	586	816	638	890	672	998	200	238	1318

Philip Rowell and Associates

25-Apr-96





AD AEAF AGAH AI AJ AK AL AM AN AU AV AW AX AY AZ BA BB BC BD BE BF BJ BK BL BM BN BO  
**TRIP ASSIGNMENT WORKSHEET**  
 H & M Apartment Project  
 April 1996

**INTERSECTION NO 6**  
**INTERSECTION OF** Driveway 'B' at Tusitola Street

No	Approach & Mv	Project Trips																				
		Existing				2001 Cumulative				Phase 1				Phase 2				Phase 1 & 2				
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1	N- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	N- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	E- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	E- TH	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	S- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	S- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	W- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	TH	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
12	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>		10	10	10	10	10	10	10	12	0.003	0.003	0.003	0.004	0.003	0.003	0.003	0.004	0.003	0.003	0.003	0.008	0.052

No	Approach & Mv	Existing				2001 Cumulative				Phase 1				Phase 2				Phase 1 & 2				
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1	N- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	N- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	E- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	E- TH	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	S- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	S- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	W- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	TH	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
12	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>		10	10	10	10	10	10	10	12	0.003	0.003	0.003	0.004	0.003	0.003	0.003	0.004	0.003	0.003	0.003	0.008	0.052

A AD ABAF AGAH AI AJ AK AL AM AN AU AV AW AX AY AZ BA BB BC BD BE BF BJ BK BL BM BN BO

481 Part 4  
 482 TRIP ASSIGNMENT WORKSHEET  
 483 H & M Apartment Project  
 484 April 1996

485 INTERSECTION NO 9  
 486 Driveaway 'C' Driveaway 'D' at Tusitola Street  
 487 INTERSECTION OF

No	Approach & Mvt	2001 Cumulative Plus Project															
		Existing (pce)						Project Trips									
		Existing		2001 Cumulative		Phase 1		Phase 2		Phase 1		Phase 1 & 2					
AM	PM	AM	PM	AM	PM	AM	PM	% IN	% OUT	AM	PM	AM	PM	AM	PM		
1	N- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	N- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	E- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	E- TH	5	5	5	5	5	5	0.88	0.88	0	0	0	0	0	0	0	
6	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	S- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	S- TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	W- RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	W- TH	5	5	5	5	5	5	0.50	0.50	0	0	0	0	0	0	0	
11	TH	5	5	5	5	5	5	0	0	0	0	0	0	0	0	0	
12	LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL		10	10	10	10	10	10			59	68	32	43	69	80	101	123
				0.003	0.003	0.003	0.003			A	A	0.020	0.028	A	A	0.035	0.051

Approach Totals	From North		From East		From South		From West	
	AM	PM	AM	PM	AM	PM	AM	PM
From North	0	0	0	0	0	0	0	0
From East	5	5	5	5	5	5	5	5
From South	0	0	0	0	0	0	0	0
From West	5	5	5	5	5	5	5	5
Total	10	10	10	10	10	10	10	12
Departure Totals	To North		To East		To South		To West	
To North	0	0	0	0	0	0	0	0
To East	5	5	5	5	5	5	5	5
To South	0	0	0	0	0	0	0	0
To West	5	5	5	5	5	5	5	5
Total	10	10	10	10	10	10	10	12
Leg Totals	North		East		South		West	
North	0	0	0	0	0	0	0	0
East	10	10	10	10	10	10	10	10
South	0	0	0	0	0	0	0	0
West	10	10	10	10	10	10	10	12
Total	20	20	20	20	20	20	20	24

Philip Rowell and Associates



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

**APPENDIX C**  
**LEVEL-OF-SERVICE CALCULATIONS**

A BT BLEV BW BX CA CB CC CD CE CF CG CH CK CL CM CN CO CP CQ CR CU CV CW CX CY CZ DA DB DE DF DG DH DI  
 241 Part 5  
 242 LEVEL-OF-SERVICE CALCULATIONS  
 243 H & M Apartment Project  
 244 April 1988  
 245  
 246 INTERSECTION NO 5  
 247 INTERSECTION OF Liliuokalani Avenue at Kuhio Avenue  
 248 Existing  
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Appr & M/A	Appr Lanes	Cumulative Peak Hour						Cumulative Plus Phase 1 Peak Hour						Cumulative Plus Phase 1 & 2 Peak Hour					
		Volumes		V/C Ratios		Appr Lanes	PM	Volumes		V/C Ratios		Appr Lanes	PM	Volumes		V/C Ratios		Appr Lanes	PM
		AM	PM	AM	PM			AM	PM	AM	PM			AM	PM	AM	PM		
N-RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E-RT	2	102	451	0.177	0.168	0	0	124	145	0	0	0	0	151	185	0.201	0.23	0	0
TH	2	428	451	0.177	0.168	2	0.187	452	505	0.192	0.217	2	0.187	452	505	0.192	0.217	2	0.187
LT	1	98	147	0.085	0.284	1	0.085	104	185	0.089	0.319	1	0.089	104	185	0.089	0.319	1	0.089
S-RT	0	180	278	0	0	0	0	169	313	0	0	0	0	169	313	0	0	0	0
TH	1	62	63	0.148	0.228	1	0.158	68	78	0.158	0.259	1	0.158	68	78	0.158	0.259	1	0.158
LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
W-RT	2	447	884	0.149	0.221	2	0.157	472	744	0.157	0.248	2	0.157	472	744	0.157	0.248	2	0.157
TH	2	447	884	0.149	0.221	2	0.157	472	744	0.157	0.248	2	0.157	472	744	0.157	0.248	2	0.157
LT	1	47	56	0.031	0.037	1	0.033	50	63	0.033	0.042	1	0.033	50	63	0.033	0.042	1	0.033
N-S(1):				0	0		0			0	0		0			0	0		0
N-S(2):				0.148	0.228		0.158			0.158	0.258		0.158			0.158	0.258		0.158
E-W(1):				0.208	0.223		0.22			0.231	0.288		0.231			0.231	0.288		0.231
E-W(2):				0.214	0.505		0.228			0.228	0.587		0.228			0.228	0.587		0.228
V/C:				0.382	0.733		0.382			0.389	0.828		0.389			0.389	0.828		0.389
AMBER:				0	0		0			0	0		0			0	0		0
ICU				0.382	0.733		0.382			0.389	0.828		0.389			0.389	0.828		0.389
LOS				A	C		A			A	D		A			A	D		A

A BTBUBV BW BX CA CB CC CD CE CF CG CH CK CL CM CN CO CP CQ CR CU CV CW CX CY CZ DA DB DE DF DG DH DI

Part 5  
**LEVEL-OF-SERVICE CALCULATIONS**  
 H & M Apartment Project  
 April 1986

INTERSECTION NO 1  
 INTERSECTION OF Liliuokalani Avenue at Ala Wai Boulevard

Existing	Cumulative Peak Hour						Cumulative Plus Phase 1 Peak Hour						Cumulative Plus Phase 1 & 2 Peak Hour							
	Appr Lanes		Volumes		V/C Ratios		Appr Lanes		Volumes		V/C Ratios		Appr Lanes		Volumes		V/C Ratios			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
N-RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
E-RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TH	4	2167	1487	0	0	0	4	2289	1688	0	0	4	2289	1688	0	0	4	2289	1688	
LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
S-RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TH	0	0	0	0	0	0	2	312	385	0	0	2	351	422	0	0	2	414	481	
LT	2	295	344	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
W-RT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N-S(1):					0.098	0.115				0.104	0.128				0.117	0.141			0.138	0.16
N-S(2):					0	0				0	0				0	0			0	0
E-W(1):					0.361	0.248				0.362	0.278				0.362	0.278			0.362	0.278
E-W(2):					0	0				0	0				0	0			0	0
V/C:					0.459	0.383				0.486	0.408				0.499	0.419			0.52	0.438
AMBER:					0	0				0	0				0	0			0	0
ICU					0.459	0.383				0.486	0.408				0.489	0.419			0.52	0.438
LOS					A	A			A	A	A			A	A			A	A	A

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

A DK DL DM DN DO DP DQ DR DS

1 Part 6 (Table 3)  
 2 **Summary of Level-of-Service Analysis for Existing Conditions**  
 3 H & M Apartment Project  
 4 April 1996

NO	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Liliuokalani Avenue at Ala Wai Boulevard	0.459	A	0.363	A
5	Liliuokalani Avenue at Kuhio Avenue	0.362	A	0.733	C
6	Ohua Avenue at Kuhio Avenue	0.000	A	0.000	A



**APPENDIX III**  
**AGENCY COMMENTS**

MAY 23 '96 02:27PM SATO & ASSOC., INC. 808 9422027

122147-95

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96843  
PHONE (808) 527-6180  
FAX (808) 533-2714



January 12, 1996

JEREMY HARRIS, Mayor  
WALTER O. WATSON, JR., Chairman  
MAURICE H. YAMASATO, Vice Chairman  
KAZU HAYASHIDA  
MELISSA Y.J. LUM  
FORREST C. MURPHY  
KENNETH E. SPRAGUE  
BARBARA KIM STANTON

RAYMOND H. SATO  
Manager and Chief Engineer

Mr. Kelvin S. Sato  
Sato & Associates, Inc.  
2046 South King Street  
Honolulu, Hawaii 96826

Dear Mr. Sato:

Subject: Your Letter of December 13, 1995 Requesting the Proposed H & M Apartment Building, TMK: 2-6-24: 65-68 and 80-83

Thank you for your letter regarding the proposed development.

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

The availability of water will be confirmed when the building permit is submitted for our review and approval. If the development plan requires action by the Department of Land Utilization, the plan should be approved by that department before we take action on the proposed development. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.

If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.

We no longer conduct flow tests on fire hydrants. We have suspended this practice as a water conservation measure.

You may, however, use the following calculated data for the Fire Hydrant No. 1991 on Liliuokalani Avenue.

Static Pressure . . . . .	73 psi
Residual Pressure . . . . .	20 psi
Flow . . . . .	4,000 gpm

The data are based on the existing water system, and the static pressure represents the theoretical pressure at the point of calculation with the reservoir full and no demands on the water system. The static pressure is not indicative of the actual pressures in the field. Therefore, in order to determine the flows that are available to the site, you will have to ascertain the actual field pressure by taking on-site pressure readings at various times of the day and correlating that field data with the above hydraulic design data.

Attached is a map showing the location of the hydrant.

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

Very truly yours,

*[Signature]*  
FOR RAYMOND H. SATO  
Manager and Chief Engineer

RECEIVED

Attachment

SATO & ASSOC., INC.



DEPARTMENT OF WASTEWATER MANAGEMENT  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
MAYOR

FELIX B. LIMTIACO  
DIRECTOR

CHERYL K. OKUMA-SEPE  
DEPUTY DIRECTOR

In reply refer to:  
WPC 96-97

July 17, 1996

Mr. Kelvin Sato  
Sato & Associates, Inc.  
2046 S. King Street  
Honolulu, Hawaii 96826

Dear Mr. Sato:

Subject: H & M Apartment Building  
308 and 312 Liliuokalani Avenue  
Tax Map Key: 2-6-024;065-068,080-083

Please refer to your July 17, 1996, letter regarding the construction of the required relief sewer line for the H & M Apartment project.

We have no objection to the developer constructing the required relief line in Kanekapolei Avenue, Ala Wai Boulevard and Lewers Street to accommodate their development and dedicating the line to the City. To assist the developer, the City is also looking into other alternatives to relieve the inadequate situation.

For your information, the developer will receive a Wastewater System Facility Charge credit for installing the relief line because it qualifies as a backup facility.

For the Phase I project (132 units), the City will allow the construction of 128 units as a replacement for the existing units. The City will also allow an additional 4 units to be connected via a holding tank system. The proposed 200 units for the future makai project will not be allowed until a relief sewer system is constructed and accepted.

If you have any questions, please call Mr. Dennis Nishimura at 527-6091.

Very truly yours,

A handwritten signature in black ink, appearing to read "Felix B. Limtiaco", is written over the typed name and title.

FELIX B. LIMTIACO  
Director

cc: Planning Branch

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION  
33 SOUTH KING STREET, 6TH FLOOR  
HONOLULU, HAWAII 96813

July 18, 1996

Anne Kusao  
Kusao & Kurahashi, Inc.  
210 Ward Avenue, Suite 124  
Honolulu, Hawaii 96814

MICHAEL D. WILSON, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
DEPUTY  
GILBERT COLOMA-AGAPAN

AQUACULTURE DEVELOPMENT  
PROGRAM  
AQUATIC RESOURCES  
CONSERVATION AND  
ENVIRONMENTAL AFFAIRS  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
DIVISION  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

LOG NO: 17675  
DOC NO: 9607TD23

Dear Ms. Kusao:

SUBJECT: Phase I and II, Proposed Multi-family Rental Development  
Waikiki, Kona, O`ahu  
TMK: 2-6-24:34-40, 42-45, 65-68, 80-83

Thank you for the opportunity to review this proposed project which will construct approximately 332 rental apartments using slab on grade construction with excavation for foundation footings. A review of our records shows that we reviewed a project proposal for these parcels in 1991. A copy of our review (LOG NO: 2912) is attached for your information.

The potential effect of the subject project can be determined by comparing the depth of excavation for foundation footings with the depth of land fill at the parcels. If the proposed foundation footing excavations do not exceed the depth of fill soil, then the project will have "no effect" on historic sites. If the excavations do exceed the depth of fill soil, then the recommendations contained in our earlier review will apply to the subject project.

If you have any questions please call Tom Dye at 587-0014.

Aloha,

*Ross Cordy*  
DON HIBBARD, Administrator  
State Historic Preservation Division

TD:jk

attch: LOG NO: 2912

May 22, 1991

MEMORANDUM

TO: Roger Evans, OCEA

FROM: Don Hibbard, Administrator  
State Historic Preservation Division

SUBJECT: Department of Land Utilization, City and County of  
Honolulu -- Environmental Assessment for Waikiki  
Project I, Mauka/Makai Towers (Pensee USA)  
Waikiki, Kona, O'ahu (File No. 91-452)  
TMK: 2-6-24: various

HISTORIC PRESERVATION PROGRAM CONCERNS:

The project parcel is located within the Waikiki Archaeological District, State Site # 50-80-14-2872. The environmental assessment correctly notes that portions of this parcel were likely used for cultivation of taro and rice and that the southwest corner of the parcel was part of Ainahau, the estate of Governor Cleghorn. It is thus likely that significant subsurface historic sites remain at the parcel.

The environmental assessment proposes that mitigation measures will include subsurface test excavations after demolition of existing structures. We suggest that an archaeological subsurface inventory survey be carried out after existing structures are demolished. This survey should establish the presence or absence of historic sites and collect sufficient information with which to evaluate the significance of any extant sites. Based on the evaluations of significance it will be possible to assess the impact of the project on any significant historic sites that are present. At this stage a mitigation plan can be prepared to ensure that the project has "no adverse effect" on historic sites. If this project warrants preparation of an environmental impact statement, then an acceptable final report of the subsurface inventory should be appended to the final environmental impact statement, which should include a commitment to carry out the mitigation plan.

Thank you for your interest in historic preservation. If you have any questions please call Tom Dye at 587-0014.

TD:jle 5/22/91  
0207t/2912

/s/ DON HIBBARD

23 1991

WAIKIKI NEIGHBORHOOD BOARD NO. 9  
REGULAR MEETING MINUTES  
TUESDAY, MAY 7, 1996  
PAGE 3

Member Benfatti voiced the following concerns: is there a guarantee that funds will be available for a second newsletter to print and mail the results of the survey to the community; and previously the Board put out the newsletter in the fall, allowing them time to compile and present the result to the State Legislature for review.

Member Sturgeon concurred with member Benfatti's comments and acknowledged that the newsletter committee worked hard on the newsletter, but he also felt that the funds should be returned to the Neighborhood Commission.

Chair Bren noted that all Boards will be getting a new budget beginning June 1, 1996, and that the publicity funds will be available at that time.

The motion to approve the draft newsletter/survey as submitted carried 10-6-0. Ayes: Among, Bren, Hong, Snow, Thomas, Flannelly, White, McCulloch, Pohlen, and Sword. Nays: Bowen, Benfatti, Pegan, Sturgeon, Korus and Miller.

PRESENTATION/ACTION

VARIANCES/DISCUSSION/ACTION/MOTION

REQUEST APPROVAL OF CONSTRUCTION OF A 201E, 140 UNIT CONDOMINIUM ON THE TUSITALA PROPERTY, CONSISTING OF 50% LOW INCOME RENTALS, 50% MARKET VALUE RENTALS, REQUIRING VARIANCE SETBACK.

Keith Kurahashi representing property owner/developer Okada Trucking Company provided the following information on the project: the property is on 2,600 square feet vacant lot on Tusitala Street; there will be 132 units, 88 one-bedroom and 44 two bedroom two baths; the owner is requesting the following exemption variances - density (Land Use Ordinance requires 1.083, they request 3.7); height of base structure (required 40 feet they request 42 feet); and set back variances at various locations of the property; there will be 152 parking spaces (20 more than is required); and the project is privately funded.

In answer to questions and concerns, Kurahashi noted the following: they have not yet determined how the 50% affordable homes will be distributed (i.e. 50% of one bedroom and 50% of two bedrooms or 50% overall); there is a clause in the contract that states that the affordable units must remain affordable for at least 10 years; it is unlikely that the building will have an option on Condominium conversion as the owner favors rental units; they are unsure if there are any plans for a recreation/barbecue area; if they do not put in a convenience store, the space will be used for other than commercial use; the proposed rents will be \$650 for the one-bedroom and \$800 for the two-bedroom; the targeted completion date is the end of 1997; and they have not spoken to the neighbors in

WAIKIKI NEIGHBORHOOD BOARD NO. 9  
REGULAR MEETING MINUTES  
TUESDAY, MAY 7, 1996  
PAGE 4

the surrounding area as the property is designated for apartment use and they did not hire a community relations person.

Benfatti moved and White seconded that the Board recommend the approval of the variance application. The motion carried 15-0-1. Abstention: Korus.

DUTY FREE SHOPS REQUEST FOR VARIANCE ON REDUCTION OF PARKING REQUIREMENT FOR NEW CONSTRUCTION

A representative from Duty Free Shops briefly explained why the variance is needed.

White moved and McCulloch seconded that the Board recommend approval of the variance application by Duty Free Shops. The motion carried 15-0-1. Abstention: Snow.

White moved and Among seconded that the Board recess for five minutes to allow the next speakers to set up. (7:55 p.m.) The motion carried unanimously 16-0-0.

The meeting reconvened at 8:00 p.m.

WAIKIKI PLANNING AND PROGRAM GUIDE AND THE AMENDMENTS TO THE WAIKIKI SPECIAL DESIGN DISTRICT

Managing Director Bob Fishman, thanked all individuals who participated in the Waikiki Special Design Task Force and the Waikiki Regional Traffic Task Force. The latter addressed the traffic problems not only in Waikiki but also the area surrounding the Convention Center.

Fishman reviewed for the different stages of the planning process and reminded everyone that the proposed amendments that are recommended for the Waikiki Special Design Ordinance (WSDO) can still be changed. The City wants to work closely with the residents of Waikiki to get their input as to visions for Waikiki. Fishman reiterated that the City will attend as many meetings relating to the WSDO as the community requested. In closing, Fishman noted that the Waikiki plan is the key to the quality of life in Hawaii.

Christina Kemmer, Director of the Office of Waikiki Development, presented a slide show to review some of the changes that have taken place in Waikiki, such as torchlight ceremonies, historic hawaiian trails and landmarks, bike path along the Ala Wai Canal, and more open space in the downtown Honolulu area. She also reviewed some of the proposed recommendations.

Kemmer introduced Dr. George Kanahale, who shared his views and concerns regarding the future growth of Waikiki. Kanahale stated



BENJAMIN J. CAYETANO  
GOVERNOR



GARY GILL  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

220 SOUTH KING STREET  
FOURTH FLOOR  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4188

August 7, 1996

Roland Libby, Jr.  
Department of Housing and Community Development  
650 South King Street, 5th Floor  
Honolulu, Hawaii 96813

Attention: Jason Ching

Dear Mr. Libby:

Subject: Draft Environmental Assessment (EA) for H & M Apartments, Phases I  
and II, Waikiki

In the final EA:

1. Please discuss the *design standards* for which a Chapter 201E exemption is being sought. If available, also include a copy of the resolution being proposed for City Council approval.
2. Discuss the definition of the *standards of affordability* being considered for this project, the number of units that will be made available at each level of affordability, and a description of the method that will be employed to market the units and assure eligibility of renters or owners. Will renters displaced by demolition of former housing at this site be given first right of refusal to relocate into the new structure, or any other special consideration?
3. Revised Ordinances of Honolulu 21-3.80 require rooftop machinery to be screened, i.e., with a sloping roof. The drawings of the buildings do not show any screening with sloped roofs or any form of screening incorporated into the project to mitigate visual impacts. How will visual impacts be mitigated?

Roland Libby, Jr.  
August 7, 1996  
Page 2

4. Does the project design accommodate the *Ala Nui Hele walkway*, a component of the Waikiki masterplan? Does the project conform to any other provisions of the Waikiki masterplan?
5. Will *pile driving* be necessary for the building foundations? Include a full discussion of noise mitigation measures during the construction phase beyond simple compliance with Department of Health standards. Pile driving in urban areas, especially as shown recently by Convention Center construction, has constituted a health hazard as well as being an extreme nuisance to neighboring residences.

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

Sincerely,



GARY GILL  
Director

c: Gavin Hubbard, Okada Trucking  
Keith Kurahashi

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Gary Gill  
Director  
Office of Environmental Quality Control  
State of Hawaii  
220 So. King Street, 4th Floor  
Honolulu, Hawaii 96813

Dear Mr. Gill:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu  
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment (EA) for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. As recommended, the design standards for which Chapter 201E exemptions are being sought will be discussed in the Final EA. A copy of the draft resolution being proposed for City Council approval is not available at this time.
2. As recommended, the Final EA will include a discussion on the range of rental rates being proposed, including affordable and market rents and the number of units proposed in each category of affordability. The rental units will be marketed through newspaper advertisements. The City's Department of Housing and Community Development (DHCD) will provide guidelines for determining the eligibility of renters, and our records on renter eligibility will be subject to DHCD review. At the present time, we understand that the most recently filed tax return is used to determine renter eligibility.

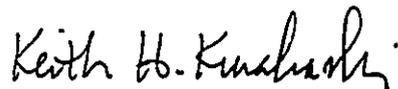
Mr. Gary Gill  
Page 2

There are no plans to give special preference to renters displaced when the former housing units on the site were demolished by a previous owner. We will follow DHCD requirements applicable to this 201E rental project in the selection of tenants and determining their eligibility.

3. The applicant will work with the Department of Land Utilization to determine if visual screening of the roof top will be required. At this time no equipment or machinery is planned for the roof top except vents for certain interior rooms in the apartment complex. This information will be repeated in Section IV.J. Visual Impacts of the Final EA.
4. The proposed Waikiki Special District Ordinance and the City's proposed Waikiki masterplan in their latest forms, do not include the Ala Nui Hele Walkway plan. The project conforms to other aspects of the Waikiki masteplan, except in relation to the specific exemptions requested.
5. Pile driving will be necessary for stabilizing building foundations on the project site. A full discussion of the noise mitigation measures planned during the construction phase of the project will be included in the Final EA.

Thank you for your thorough review of the Draft EA, your comments and our response will be included in the Final EA for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,



Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

BENJAMIN J. CAYETANO  
GOVERNOR



ESTHER UEDA  
EXECUTIVE OFFICER

STATE OF HAWAII  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM  
LAND USE COMMISSION

P.O. Box 2359  
Honolulu, HI 96804-2359  
Telephone: 808-587-3822  
Fax: 808-587-3827

August 9, 1996

Mr. Roland D. Libby, Director  
Department of Housing and  
Community Development  
City and County of Honolulu  
650 S. King Street, 5th Floor  
Honolulu, Hawaii 96813

Dear Mr. Libby:

Subject: Draft Environmental Assessment (DEA) for the H & M  
Apartment Project, Phase I and II, Waikiki, Oahu,  
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83

We have reviewed the subject DEA and confirm that the project site, as represented on the zoning map (Exhibit B), is located within the State Land Use Urban District.

We have no further comments to offer at this time.

Should you have any questions, please feel free to call me or Bert Saruwatari of our office at 587-3822.

Sincerely,

A handwritten signature in cursive script, appearing to read "Esther Ueda".

ESTHER UEDA  
Executive Officer

EU:th

cc: DBEDT (Director's Referral #96-250-Y)  
/Keith H. Kurahashi

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Ms. Esther Ueda  
Executive Officer  
State of Hawaii  
Department of Business, Economic Development & Tourism  
Land Use Commission  
P.O. Box 2359  
Honolulu, Hawaii 96804-2359

Attention: Mr. Bert Saruwatari

Dear Ms. Ueda:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

*Keith H. Kurahashi*

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Co., Ltd.

POLICE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**  
801 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111



JEREMY HARRIS  
MAYOR

MICHAEL S. NAKAMURA  
CHIEF

HAROLD M. KAWASAKI  
LEE DONOHUE  
DEPUTY CHIEFS

OUR REFERENCE BS-TL

August 12, 1996

TO: ROLAND D. LIBBY, JR., DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: MICHAEL S. NAKAMURA, CHIEF OF POLICE  
HONOLULU POLICE DEPARTMENT

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
H & M APARTMENT PROJECT, PHASE I AND II  
TMK: 2-6-24: 34-40, 42-45, 65-68 and 80-83

This is in response to Kusao & Kurahashi, Inc.'s letter of August 6, 1996, requesting comments concerning the subject project.

The project should have no significant impact on the operations of the Honolulu Police Department.

Thank you for the opportunity to comment.

MICHAEL S. NAKAMURA  
Chief of Police

By *Eugene Uemura*  
EUGENE UEMURA, Assistant Chief  
Administrative Bureau

cc: ✓ Mr. Keith H. Kurahashi  
Kusao & Kurahashi, Inc.

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Michael S. Nakamura  
Chief  
City and County of Honolulu  
Police Department  
801 South Beretania Street  
Honolulu, Hawaii 96813

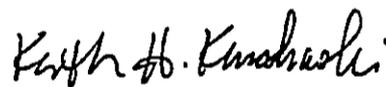
Dear Chief Nakamura:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,



Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Co., Ltd.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF BUDGET AND FINANCE  
HOUSING FINANCE AND DEVELOPMENT CORPORATION  
677 QUEEN STREET, SUITE 300  
HONOLULU, HAWAII 96813  
FAX (808) 587-0600

ROY S. OSHIRO  
EXECUTIVE DIRECTOR

IN REPLY REFER TO

96:PPE/2995

August 13, 1996

Mr. Roland D. Libby  
Director  
Department of Housing and  
Community Development  
650 S. King Street, 5th Floor  
Honolulu, Hawaii 96813

Dear Mr. Libby:

Re: Draft Environmental Assessment (EA) for H&M Apartment  
Project, Phase I and II

Thank you for the opportunity to review the subject draft EA.

The applicant proposes to develop an 132-unit rental project,  
fifty percent of which will be affordable to low- and moderate-  
income families. Additionally, approximately 200 condominium or  
rental apartment units are proposed in Phase II of the project.  
The proposed action is consistent with the rental housing  
objective of the State Housing Functional Plan.

Sincerely,

A handwritten signature in cursive script, appearing to read "Roy S. Oshiro".

ROY S. OSHIRO  
Executive Director

c: Kusao & Kurahashi, Inc.



KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Roy S. Oshiro  
Executive Director  
State of Hawaii  
Department of Budget and Finance  
Housing Finance and Development Corporation  
677 Queen Street, Suite 300  
Honolulu, Hawaii 96813

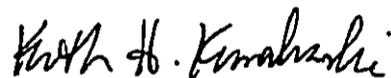
Dear Mr. Roy S. Oshiro:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,



Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Co., Ltd.

BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

August 14, 1996

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
JERRY M. MATSUDA  
GLENN M. OKIMOTO

IN REPLY REFER TO:  
STP 8.7507

Mr. Roland D. Libby  
Director  
Department of Housing and Community Development  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Libby:

Subject: H & M Apartment Project, Phase I and II  
Environmental Assessment  
TMK: 2-6-24: 34-40, 42-45, 65-68, 80-83

Thank you for your transmittal of August 6, 1996.

The proposed housing project will not have a significant impact on our State transportation facilities.

We appreciate the opportunity to provide comments.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Kazu Hayashida".

KAZU HAYASHIDA  
Director of Transportation

c: Mr. Keith H. Kurahashi, Kusao & Kurahashi, Inc.

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Kazu Hayashida  
Director  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your prompt response (Reference No. STP 8.7507) to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

*Keith H. Kurahashi*

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Co., Ltd.

BENJAMIN J. CAYetano  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
STATE HISTORIC PRESERVATION DIVISION  
33 SOUTH KING STREET, 6TH FLOOR  
HONOLULU, HAWAII 96813

MICHAEL D. WILSON, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY  
GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT  
PROGRAM

AQUATIC RESOURCES  
CONSERVATION AND

ENVIRONMENTAL AFFAIRS  
CONSERVATION AND

RESOURCES ENFORCEMENT  
CONVEYANCES

FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
DIVISION

LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

August 14, 1996

Roland D. Libby, Director  
Department of Housing and Community Development  
City and County of Honolulu  
650 S. King Street, 5th Floor  
Honolulu, Hawaii 96813

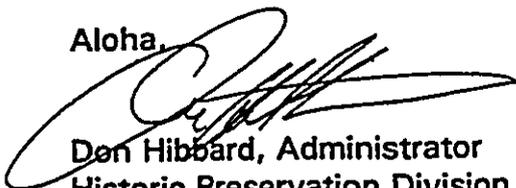
LOG NO: 17696 ✓  
DOC NO: 9608EJ08

Dear Mr. Libby:

**SUBJECT: Chapter 6E-42 Historic Preservation Review -- Draft Environmental Assessment for H & M Apartment Project Phase I and II  
Waikiki, Kona, O'ahu  
TMK: 2-6-24;34-40; 42-45; 65-68; 80-83**

The Draft Environmental Assessment (DEA) includes our earlier comments on this project (Log No. 17675 & 0207t/2912) and in Section IV E. 1, in accordance with SHPD recommendations, states that an archaeological subsurface inventory survey will be conducted to determine the presence or absence of historic sites, and to gather sufficient information to evaluate the significance of any sites found. A report of the finds should be submitted to the State Historic Preservation Division (SHPD) for review. Also, the DEA states that if significant historic sites are found during the survey, a mitigation plan may need to be developed and executed. We look forward to reviewing the inventory survey report in order to make a determination on this project.

Aloha,

  
Don Hibbard, Administrator  
Historic Preservation Division

EJ:jk

cc: ✓ Keith H. Kurahashi, Kusao & Kurahashi, Inc., Ward Plaza, 210 Ward Avenue,  
Suite 124, Honolulu, Hawaii 96814

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Don Hibbard, Administrator  
State Historic Preservation Division  
Department of Land and Natural Resources  
State of Hawaii  
33 South King Street, 6th Floor  
Honolulu, Hawaii 96813

Dear Mr. Hibbard:

**Subject: Draft Environmental Assessment H & M Apartment Project,  
Phase I & II, Tax Map Key 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following is excerpted from the summary report (dated September 12, 1996) for the above project based on the recent archaeological subsurface inventory survey conducted by Cultural Surveys Hawaii, Inc.:

"In early August 1996, Cultural Surveys Hawaii excavated a series of backhoe trenches in both Phases I and II. When a report on this backhoe trenching is completed (within the next three weeks), this report in combination with the previously completed background research comprises a full inventory survey as required by the DLNR.

"In the backhoe trenching that was completed during the month of August, the sediments associated with the former lo'i were identified in both Phase I and Phase II, the most intact sediments were located in the eastern portion of Phase I. These sediments were sampled in increments of 5 centimeters for later pollen and radiocarbon analysis. During the trenching in Lots 39 and 40 of Phase II a human burial was encountered. This burial was determined to be an internment of a native Hawaiian by virtue of the

Mr. Don Hibbard  
Page 2

flexed position and other typical characteristics. This burial was left in place and the provisions of Section 6E-43.6, HRS related to treatment of the inadvertent discovery of Native Hawaiian burials was followed.

"The (SHPD/DLNR) was contacted and a site visit was made. The DLNR burial's program staff determined that the burial should be temporarily left in place until the backhoe testing report is submitted and a burial treatment plan is submitted to the O'ahu Island Burial Council for review and approval. This matter was presented to the O'ahu Island Burial Council for informational purposes only on Sept. 11, 1996 with discussion of requiring further testing to determine if more burials are present in the immediate vicinity. The final determination of disposition of the burial and further testing must await approval of the burial treatment plan. Therefore final mitigation for the Phase II area is still undetermined. Archaeological coordination with DLNR will continue until this final mitigation is determined.

"Concerning the Phase I development as a result of the recently performed testing, it is our recommendation that no further archaeological fieldwork is necessary. Plentiful controlled samples of lo'i sediments were collected during the backhoe testing. 1 sample has been submitted for radiocarbon dating and 1 sample for exploratory pollen analysis. At this point, it is recommended that a separate and final phase of mitigation consist of submittal of a series of samples for C14 and pollen analysis and preparation of a report with the results of these analyses. This mitigation report will be separate from the soon-to-be completed testing results report and will comprise the necessary data recovery which hopefully will be the final step of mitigation. Archaeological coordination with DLNR will continue on the Phase I development area and final mitigation will be determined with their concurrence."

Our archaeological consultant, Cultural Surveys Hawaii, Inc. will continue to work with your division, the State Historic Preservation Division of the Department of Natural Resources, to determine final mitigation plans for both Phases I and II. Based on this summary report and other discussions with Hallett H. Hammatt, Ph.D., of Cultural Surveys Hawaii, Inc. we understand that except for the possible preservation of the Hawaiian burial site (if approved by the O'ahu

Mr. Don Hibbard  
Page 3

Island Burial Council, the Hawaiian burial may be relocated), the balance of Phases I and II is expected to require only data recovery.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

*Keith H. Kurahashi*

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

DEPARTMENT OF WASTEWATER MANAGEMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 527-6663 • FAX: (808) 527-6675



JEREMY HARRIS  
MAYOR

FELIX B. LIMTIACO, P.E.  
DIRECTOR

CHERYL K. OKUMA-SEPE, ESQ.  
DEPUTY DIRECTOR

In reply refer to:  
WCC 96-88

August 20, 1996

MEMORANDUM

TO: MR. ROLAND D. LIBBY, JR., DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: FELIX B. LIMTIACO, DIRECTOR  
DEPARTMENT OF WASTEWATER MANAGEMENT

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
H & M APARTMENT PROJECT, PHASE I AND II  
TMK: 2-6-024:34-40, 42-45, 65-68 AND 80-83

Our response relating to the availability and adequacy of the municipal sewer system for the subject project is as follows:

- Municipal Sewer System Available and Adequate  
(This statement shall not be construed as confirmation of sewage capacity reservation. Sewage capacity reservation is contingent on submittal and approval of a "Sewer Connection Application" form.)
- SEE OTHER.
- Municipal Sewer System Not Available
- Municipal Sewer System Not Adequate
- Liable for Payment of a Wastewater System Facility Charge
- Other: For Phase I project (132 units), the City will allow the construction of 128 units as a replacement for the existing units. The City will also allow an additional 4 units to be connected via a holding tank system. The Phase 2 project (200 units) will not be allowed until a relief sewer system is constructed and accepted.

Contact Person:  
Tessa Yuen, Ext. 4956

  
FELIX B. LIMTIACO  
DIRECTOR

cc: ✓ Keith Kurahashi, Kusao & Kurahashi, Inc.

6-79-96

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

TEL. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Felix B. Limtiaco  
Director  
Department of Wastewater Management  
City and County of Honolulu  
650 S. King Street, 3rd Floor  
Honolulu, Hawaii 96813

Attention: Ms. Tessa Yuen

Dear Mr. Limtiaco:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following is a response to your comments, dated August 12 and 20, 1996 (Reference No. WCC 96-88):

1. The applicant understands that the municipal sewer system is available and adequate for 128 of the proposed units in Phase I. The applicant has submitted and received approval of a "Sewer Connection Application" for Phase I.
2. The applicant understands that he may be liable for Payment of a Wastewater System Facility Charge.
3. The applicant understands that for the Phase I project (132) units, the City will allow the construction of 128 units as a replacement for the previously existing units on the site. The City will also allow an additional four units

Mr. Felix B. Limtiaco  
Page 2

to be connected via a holding tank system. The Phase 2 project (200 units) will not be allowed until a relief sewer system is constructed and accepted.

The applicant will work with your department to determine if the final four units planned in the Phase 1 project could be developed without the holding tank system, but not allowed to be connected to the wastewater system or issued a certificate of occupancy, until completion and acceptance of the relief sewer system. Because of the planned timing of the relief sewer system, it would not be practical to build a temporary holding tank system for the four units, that would be abandoned in less than a year.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,

*Keith H. Kurahashi*

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
MAYOR

DONA L. HANAIKE  
DIRECTOR

ALVIN K.C. AU  
DEPUTY DIRECTOR

August 22, 1996

TO: ROLAND D. LIBBY, DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: DONA L. HANAIKE, DIRECTOR

SUBJECT: H & M APARTMENT PROJECT, PHASES I AND II  
HONOLULU, OAHU, HAWAII  
TAX MAP KEY 2-6-024: 034-040, 065-068, 080-083

We have reviewed the draft environmental assessment for the above-described project and offer the following comments.

The proposed 132-rental unit project (Phase I) does not provide adequate on-site recreational opportunities for residents of the development, and the project will have a significant impact on our existing parks and facilities in the Waikiki area.

The project will need to comply with all park dedication requirements upon conversion to market-priced rentals or market-priced sales.

Thank you for the opportunity to review the project.

If you have any questions, please contact Lester Lai of our Advance Planning Branch at extension 4696.

  
For DONA L. HANAIKE  
Director

DLH:ei

cc: Keith H. Kurahashi

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Ms. Dona L. Hanaïke  
Director  
Department of Parks and Recreation  
650 So. King Street, 10th Floor  
Honolulu, Hawaii 96813

Dear Ms. Hanaïke:

**Subject: Draft Environmental Assessment H & M Apartment Project,  
Phase I & II, Tax Map Key 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

We have met with your staff and understand that your department will consider an exemption from park dedication requirements based on our proposal to extend the term of the affordable rental housing to 25 years (previously proposed for 10 years).

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

*Keith H. Kurahashi*

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

Benjamin J. Cayetano  
GOVERNOR

SUPERINTENDENT



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P. O. BOX 2360  
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

August 23, 1996

'96 AUG 28 12:50

Mr. Roland D. Libby, Director  
Department of Housing and  
Community Development  
City and County of Honolulu  
650 South King Street, 5th Floor  
Honolulu, Hawaii 96813

Dear Mr. Libby:

SUBJECT: Draft Environmental Assessment  
H & M Apartment Project, Phase I and II  
TMK: 2-6-24: 34-40, 42-45, 55-68 and 80-83

We have reviewed the subject environmental assessment and have determined that the proposed 132 affordable rental units and 200 condominium units will have the following enrollment impact on the area schools:

<u>School</u>	<u>Grades</u>	<u>Projected Students</u>
Jefferson Elementary	K-6	83
Washington Intermediate	7-8	20
Kaimuki High	9-12	33

The 136 students projected from this development will have an impact on the three schools. Jefferson Elementary School is operating below capacity and should be able to accommodate the elementary grade students. Both Washington and Kaimuki Intermediate Schools are operating at capacity and may be faced with a shortage of classrooms.

229

Post-it® Fax Note	7671	Date	# of pages 2
To Keith Kurokishi		From Ji Ching	
Co/Dpt.		Co. CXC DHD	
Phone # 538-6652		Phone # 527-4368	
Fax # 521-4292		Fax # 527-5498	

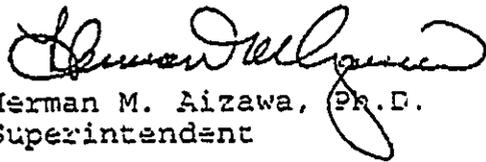
AN AFFIRMATIVE ACTION AND EQUAL OPPORTUNITY EMPLOYER

Page 2  
August 23, 1996

The Department of Education (DOE) will request that the developer meet with the DCE regarding fair-share contributions because of the development's impact on the schools in the area. We will also be requesting the County to support our request for a fair-share contribution.

Should there be any questions, please call the Facilities Branch at 733-4862.

Sincerely,



Herman M. Aizawa, Ph.D.  
Superintendent

HMA:hy

cc: A. Suga, OBS  
J. Sosa, HDO

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Herman M. Aizawa, Ph.D.  
Superintendent  
Department of Education  
State of Hawaii  
P.O. Box 2360  
Honolulu, Hawaii 96804

Dear Mr. Aizawa:

**Subject: Draft Environmental Assessment H & M Apartment Project,  
Phase I & II, Tax Map Key 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

We understand the Department of Education's (DOE) policy regarding fair-share contributions from developers to mitigate the development's impact on schools in the area.

In our proposed development of privately funded affordable rental housing in Waikiki, however, we were hoping that DOE would see its way clear to provide an exemption from the fair-share contribution to help keep our development costs at a reasonable level to minimize our losses. When the land value (appraised) and construction costs are factored into the profit equation, the applicant will lose money on this project for 10 years, in that the projected rental income will not cover the estimated debt service costs related to the land value and construction costs and the operating costs of the apartment development. Added costs such as proposed by yours and other departments will increase the losses over the 10-year period that the applicant will suffer.

Please keep in mind that at some point the applicant will decide that his projected losses are more than he wishes to accept and he will either develop the project site as luxury condominiums or market rental units, in which case the opportunity for a privately funded affordable rental project will be lost.

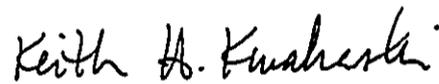
It is also important to note that if luxury condominiums or market apartment rentals are developed in accordance with the Land Use Ordinance standards, a fair-share contribution for classroom development would not be provided.

The development of privately funded affordable rental apartments is a difficult task even without additional community benefit requirements as proposed by a number of public agencies, particularly in the Waikiki area.

We hope that you will reconsider your requests for a fair-share contribution from this developer, in the interest of supporting this applicant's attempt to develop a privately funded affordable rental development in an area where high land costs have in recent and not so recent times kept others from attempting to develop market or affordable rental units.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,



Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4414 • FAX: (808) 527-6743



JEREMY HARRIS  
MAYOR

PATRICK T. ONISHI  
DIRECTOR

LORETTA K.C. CHEE  
DEPUTY DIRECTOR

96-05069 (JP)

August 28, 1996

MEMORANDUM

TO: ROLAND D. LIBBY, JR., DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: PATRICK T. ONISHI, DIRECTOR  
DEPARTMENT OF LAND UTILIZATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT - H & M APARTMENT PROJECT,  
PHASES I AND II; TMKs: 2-6-024: 034-040, 042-045, 065-068  
AND 080-083

This responds to a request from Kusao & Kurahashi, Inc. dated August 6, 1996 to review and comment on a Draft Environmental Assessment (DEA) for the above project. We understand Phase I of the project, involving a proposed 132-unit rental apartment building, requires zoning exemptions through Chapter 201E-210, Hawaii Revised Statutes, but that the specifics of Phase II are not yet defined. We have the following comments.

- It would be helpful to identify on the location map (Exhibit A, page 4) the specific properties associated with Phase I and Phase II of the project.
- It would be helpful to include within the Final Environmental Assessment (FEA) the Existing Land Use Map (ELUM) for the project area and area properties (e.g., similar scale as that used in the Location Map, Exhibit A), identifying the various existing developments described in the text.
- Page 14 describes Phase I as including 126,600 square feet of floor area. However, plans for Phase I actually involve more than 130,000 square feet of floor area. The project description should be corrected accordingly within the FEA.
- Page 14 describes Phase I as involving a 20-foot front yard along the Tusitala Street frontage; however, plans for Phase I actually include some yard encroachment (approximately 2

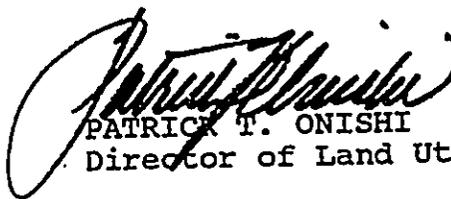
ROLAND D. LIBBY, JR., DIRECTOR  
Page 2  
August 28, 1996

feet). The project description should be corrected within the FEA to state that an encroachment of up to 2-feet into the minimum required front yard along Tusitala Street is associated with the project.

- There is a typographical error in the second sentence of Item No. A-3 on page 17.
- Section VIII, Major Impacts and Alternatives Considered, of the FEA should also include a brief discussion as to why a rental apartment at or below permitted density (floor area) is not a feasible alternative.
- The broad, conceptual proposal for Phase II is described as involving an approximately 200-unit rental or condominium building. We appreciate that this description is relatively undefined at this time. However, for a property of its size (49,394 square feet) and street frontages, we estimate an average gross floor area per unit for Phase II of under 400 square feet; rather small for any but a single room occupancy (SRO) housing project. Therefore, some mention should be made within the FEA that further exemptions through the 201E process would probably be necessary for a future project of this size (i.e., 200-units).
- We have no objections to a Negative Declaration determination for the proposed project.

We note that the proposed Phase I will require a variety of exemptions from park dedication requirements and the provisions of the Land Use Ordinance, including: maximum permitted density, minimum open space, minimum required front yards, street setbacks, height setbacks and minimum loading space dimensions. We will comment on these related issues under separate memorandum with regard to the 201E application.

Thank you for the opportunity to comment. Please contact Jamie Peirson of our staff at extension 5754 for any follow-up.



PATRICK T. ONISHI

Director of Land Utilization

PTO:fm

cc: Kusao & Kurahashi, Inc.  
ppd\h&mdoa.jhp

bcc: ERB  
201E File

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1986

Mr. Patrick T. Onishi  
Director  
Department of Land Utilization  
City and County of Honolulu  
650 So. King Street, 7th Floor  
Honolulu, Hawaii 96813

Dear Mr. Onishi:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu  
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment (EA) for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. As recommended, the location map in the Final EA will be revised to denote Phases I and II of the project.
2. As recommended, the Final EA will include the Existing Land Use Map (ELUM) for the area, identifying the project site and the various existing developments described in the text.
3. Page 14 of the Final EA will be corrected to indicate that the total floor area for the project is 130,292 square feet.
4. Page 14 of the Final EA will be revised as follows to describe more accurately the precise front yard encroachment along Tusitala Street (deletions are bracketed and new text is underlined):

Mr. Patrick T. Onishi  
Page 2

"There will be [about a 20-foot landscaped yard along Tusitala Street;] a 16-foot landscaped yard along Mountain View Drive [;] and a 10-foot landscaped yard along the west property boundary. Along Tusitala Street, the front yard will vary between 18 feet and 30 feet. The area that encroaches into the 20-foot front yard begins with a 2-foot encroachment and narrows to no encroachment after about 18 feet. Beyond that 18 feet of building frontage, at the west corner of the proposed building, the yard area increases along the remaining 132 feet of building frontage to about 30 feet."

5. The typographical error on page 17 will be corrected in the Final EA.
6. Section VIII of the Final EA will discuss why a rental apartment at or below permitted density (floor area) is not a feasible alternative.
7. We will add a statement in Section III.A.1. of the Final EA to clarify that, if Phase II is developed with 200 units, it will be processed as a 201E development, similar to Phase I. The applicant as an alternative, however, may decide to develop market priced units with a lower density and unit count, in accordance with the requirements of the Land Use Ordinance.

Thank you for your thorough review of the Draft EA, your recommendations will assist reviewers to better understand the proposed development. Your comments and our response will be included in the Final EA for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

*Keith H. Kurahashi*

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU



COPY

September 3, 1996

TO: ROLAND D. LIBBY, DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: RAYMOND H. SATO, MANAGER AND CHIEF ENGINEER  
BOARD OF WATER SUPPLY *Ray Sato*

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE H & M APARTMENT PROJECT,  
PHASES I AND II, WAIKIKI, OAHU, TMK: 2-6-24: 34-40, 42-45, 65-68,  
80-83

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (DEA) for the proposed housing project.

We have the following comments to offer:

1. The existing off-site water system is presently adequate to accommodate the proposed apartment project.
2. The availability of water will be determined when the Building Permit Application is submitted for our review and approval. If water is made available, the applicant will be required to pay our Water System Facilities Charges (WSFC) for resource development, transmission, and daily storage.
3. There are 18 existing water meters currently serving the project site. All of these meters have "order-off" dates that exceed five years. Therefore, they are not eligible to receive any WSFC credits and if reactivated, will be assessed the applicable WSFC.
4. If a three-inch or larger water meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.
5. Our proposed Research and Facility Improvement Program includes projects to replace the existing water mains with 8-inch mains along Mountain View Drive, Cleghorn Street and Kapuni Road for fire protection improvement purposes. However, there currently is no timetable available for the construction of the mains.
6. Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assemblies are required to be installed immediately after each water meter serving the project site.

If you have any questions, please contact Barry Usagawa at 527-5235.

✓cc: Keith H. Kurahashi, Kusao & Kurahashi, Inc.

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Raymond H. Sato  
Manager and Chief Engineer  
Board of Water Supply  
City and County of Honolulu  
630 So. Beretania Street  
Honolulu, Hawaii 96813

Dear Mr. Sato:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu  
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. The applicant understands that the existing off-site water system is adequate to accommodate the proposed project.
2. The applicant understands that the availability of water will be determined when the Building Permit Application is submitted and that if water is made available the applicant will be required to pay the Water System Facilities Charge (WSFC) for resource development, transmission and daily storage.
3. The applicant understands that the project does not qualify for WSFC credits.
4. If a three-inch or larger water meter is required, construction drawings showing the installation of the meter will be submitted for your review and approval.

Mr. Raymond H. Sato  
Page 2

5. The applicant understands that the existing 8-inch main along Mountain View Drive which abuts the project is planned for replacement, however, your department has not established a timetable for its construction.
6. The applicant will install, as required, a Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assembly immediately after each water meter serving the project.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

*Keith H. Kurahashi*

Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.



United States  
Department of  
Agriculture

Natural  
Resources  
Conservation  
Service

P.O. Box 50004  
Honolulu, HI  
96850

*Our People... Our Islands... In Harmony*

September 3, 1996

Mr. Roland D. Libby, Director  
Department of Housing and Community Development  
City and County of Honolulu  
650 S. King Street, 5th Floor  
Honolulu, Hawaii 96813

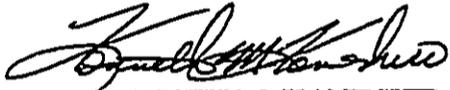
Dear Mr. Libby:

Subject: Draft Environmental Assessment (DEA) - H & M Apartment Project, Phase I  
and II, Waikiki, Hawaii

We have reviewed the above subject matter and have no comments to offer at this time.

Thank you for the opportunity to review this document.

Sincerely,

  
KENNETH M. KANESHIRO  
State Conservationist

cc:

Mr. Keith H. Kurahashi, Kusao & Kurahashi, Inc. Ward Plaza, 210 Ward Avenue,  
Suite 124, Honolulu, HI 96814

The Natural Resources Conservation Service works hand-in-hand with  
the American people to conserve natural resources on private lands.

AN EQUAL OPPORTUNITY EMPLOYER

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Kenneth M. Kaneshiro  
State Conservationist  
United States Department of Agriculture  
Natural Resources Conservation Services  
P.O. Box 50004  
Honolulu, Hawaii 96850

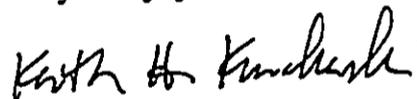
Dear Mr. Kaneshiro:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,



Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Co., Ltd.

PB 96-512

September 4, 1996

MEMO TO: ROLAND D. LIBBY, DIRECTOR  
DEPARTMENT OF HOUSING & COMMUNITY DEVELOPMENT

FROM: RANDALL K. FUJIKI  
DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: H & M APARTMENT PROJECT, PHASES I AND II  
TMK: 2-6-24:34-40, 42-45, 65-68 AND 80-83  
DRAFT ENVIRONMENTAL ASSESSMENT (DEA)

We have reviewed the subject matter and have no comments to offer.

Should there be any questions, please contact Douglas Collinson at 527-6375.



RANDALL K. FUJIKI  
Director and Building Superintendent

✕ DC:jo  
cc: Kusao & Kurahashi, Inc. ✓

KUSAO & KURAHASHI, INC.  
*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Randall K. Fujiki  
Director and Building Superintendent  
Building Department  
City and County of Honolulu  
650 S. King Street, 2nd Floor  
Honolulu, Hawaii 96813

Attention: Mr. Douglas Collinson

Dear Mr. Fujiki:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu, Hawaii  
Tax Map Keys: 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your prompt response to the Department of Housing and Community Development's request for review and comment on the subject Draft Environmental Assessment for the H & M Apartment Project, Phases I and II.

Your comments will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information please contact my office.

Very truly yours,



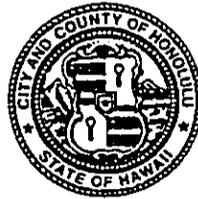
Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Co., Ltd.

*Kusao & Kurahashi*

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

PACIFIC PARK PLAZA  
711 KAPIOLANI BOULEVARD, SUITE 1200  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
MAYOR

CHARLES O. SWANSON  
DIRECTOR

8/96-03664R

September 9, 1996

MEMORANDUM

TO: ROLAND D. LIBBY, DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: CHARLES O. SWANSON, DIRECTOR

SUBJECT: H & M APARTMENT PROJECT, PHASE I AND II

In response to the letter dated August 6, 1996 from Kusao & Kurahashi, Inc., we reviewed the draft environmental assessment for the subject project and have the following comments:

1. There is a 4-foot road widening setback along Mountain View Drive. Full frontage improvements, including a 3-foot sidewalk should be provided with respect to the new property line.
2. There is a 2-foot road widening setback along Tusitala Street. Full frontage improvements, including a 6-foot sidewalk, should be constructed with respect to the new property line.
3. A 30-foot property line radius, along with a 28-foot curb radius, should be provided at the Mountain View Drive/Liliuokalani Avenue and Tusitala Street/Liliuokalani Avenue corners.
4. A standard 32-foot right-of-way turnaround area should be provided at the end of Tusitala Street.
5. Full frontage improvements should be provided along the affected portions of the project's frontage.
6. All vehicular access points should be constructed as standard City dropped driveways.

Roland D. Libby  
Page 2  
September 9, 1996

7. Driveway grades should not exceed 5 percent for a minimum distance of 35 feet from the new curb line, and adequate sight distance to pedestrians and other vehicles should be provided and maintained.
8. Existing driveways which will not be used by this development should be adjusted to match the existing curb grade.
9. Loading and trash pick-up areas should be located and designed such that all maneuvering of vehicles occurs on-site.
10. Landscaping should be placed in locations such that there will no interference with vehicular sight lines.
11. Preliminary construction plans for all off-site improvement work should be submitted to this department for review prior to the processing of building permit applications.
12. No significant impact on traffic signal operations due to the proposed project is foreseen.

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

*f. Swanson*  
for CHARLES O. SWANSON

✓ cc: Kusao & Kurahashi, Inc.

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Mr. Charles O. Swanson  
Director  
Department of Transportation Services  
Pacific Park Plaza  
711 Kapiolani Boulevard, Suite 1200  
Honolulu, Hawaii 96813

Dear Mr. Swanson:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu  
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83**

Thank you for your response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. The applicant understands that there is a 4-foot road widening setback along Mountain View Drive and will provide for the widening and full frontage improvements, including a 3-foot sidewalk, as required by your Department and the Department of Public Works.
2. The applicant understands that there is a 2-foot road widening setback along Tusitala Street and will provide for the widening and full frontage improvements, including a 6-foot sidewalk, as required by your Department and the Department of Public Works.
3. The applicant will provide a 30-foot property line radius and a 28-foot curb radius at the Mountain View Drive/Liliuokalani Avenue and Tusitala Street/Liliuokalani Avenue corners, as required by your Department and the Department of Public Works.
4. The applicant will provide a standard 32-foot right-of-way turnaround area at the end of Tusitala Street, as required by your Department and the Department of Public Works.

Mr. Charles O. Swanson  
Page 2

5. The applicant will provide full frontage improvements along affected portions of the project's frontage, as required by your Department and the Department of Public Works.
6. All vehicle access points onto the lot will be constructed as standard City dropped driveways.
7. Driveway grades will not exceed 5 percent for a minimum distance of 35 feet from the new curb line, and adequate site distance to pedestrians and other vehicles will be provided and maintained.
8. Existing driveways which will not be used by this development will be adjusted to match the existing curb grade.
9. Loading and trash pick-up areas will be located and designed to allow maneuvering of vehicles on-site.
10. Landscaping will be situated to insure that there will be no interference with vehicular lines of sight.
11. Preliminary construction plans for all off-site improvement work will be submitted to your Department prior to the processing of building permits applications.
12. The applicant understands that no significant impact on the traffic signal operations due to the proposed project is foreseen.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,

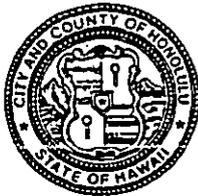


Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

PLANNING DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 8TH FLOOR • HONOLULU, HAWAII 96813-3017  
PHONE: (808) 523-4711 • FAX: (808) 523-4950



SEBASTIAN HARRIS  
MAYOR

CHERYL D. SOON  
CHIEF PLANNING OFFICER

CAROLL TAKAHASHI  
DEPUTY CHIEF PLANNING OFFICER

TH 8/96-1691

September 10, 1996

MEMORANDUM

TO: ROLAND D. LIBBY, JR., DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: CHERYL D. SOON, CHIEF PLANNING OFFICER  
PLANNING DEPARTMENT

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE H & M  
APARTMENT PROJECT, PHASES I AND II, WAIKIKI, OAHU, HAWAII,  
TAX MAP KEY: 2-6-24, 34-40, 42-45, 65-68 AND 80-83

In response to a letter dated August 6, 1996 from Kusao and Kurahashi, Inc., we have reviewed the subject EA and offer the following comments.

1. The development of affordable housing projects are given a high priority by the General Plan and Primary Urban Center Development Plan (DP). The proposal for Phases I and II are consistent with the site's Medium Density Apartment land use designation on the Primary Urban Center DP Land Use Map.
2. Although we support the concept of affordable rental apartments in Waikiki, we are very concerned about the density being proposed for Phase I. Under Phase I, the developer is seeking numerous exemptions from City land use ordinances pursuant to Section 201E-210, Hawaii Revised Statutes (HRS) because of the project's excessive density.

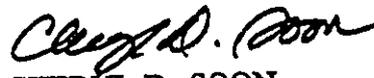
Our comments and concerns regarding the developer's request for exemptions pursuant to Section 201E-210, HRS for Phase I are still relevant. A copy is attached for your information and use.

3. The amount of information regarding Phase II is inadequate at this time, therefore, we will reserve our comments until more information is available.

Roland D. Libby, Jr., Director  
Department of Housing and Community Development  
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4. Please note that page 1 of the attached Traffic Impact Analysis Report (TIAR) erroneously states that the first phase will consist of "126 units with 153 parking spaces." This information in the TIAR should be corrected read "132 units and 153 parking spaces" as reported in the draft EA.

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

  
CHERYL D. SOON  
Chief Planning Officer

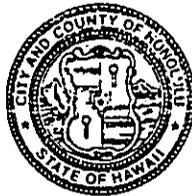
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Attachment

cc: Kusao & Kurahashi, Inc.

PLANNING DEPARTMENT  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
MAYOR

CHERYL D. SOON  
CHIEF PLANNING OFFICER

CAROLL TAKAHASHI  
DEPUTY CHIEF PLANNING OFFICER

TH 8/96-1700

September 10, 1996

MEMORANDUM

TO: ROLAND D. LIBBY, JR., DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: CHERYL D. SOON, CHIEF PLANNING OFFICER  
PLANNING DEPARTMENT

SUBJECT: REQUEST FOR EXEMPTIONS PURSUANT TO SECTION 201E-210,  
HAWAII REVISED STATUTES, H & M APARTMENT PROJECT,  
WAIKIKI, OAHU, HAWAII, TAX MAP KEY: 2-6-24: 65 THROUGH 68  
AND 80 THROUGH 83

In response to your memorandum of August 8, 1996, we have reviewed the subject project and offer the following comments.

1. Primary Urban Center Development Plan (DP)

The concept of an apartment building consisting of affordable rental units is consistent with the site's Medium Density Apartment land use designation on the Primary Urban Center DP Land Use Map. The 132 units being requested far exceeds density controls for areas designated Medium Density Apartment. Therefore, an exemption from Section 24-2.2(a)(4)(C) of the DP Special Provisions for the Primary Urban Center is required instead of Section 24-2.2(a)(4)(D) as stated on page 1 of your memorandum.

The need for affordable housing is considered a very high development priority for the Primary Urban Center, including Waikiki. Although the delivery of affordable housing in Waikiki is extremely difficult, we recommend that the project's density be coordinated with traffic considerations, acceptable building massing relative to the site, and appropriate principles of urban design.

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Page 2

2. Principles and Controls Regarding Public Views

The protection of public views of the natural environment such as Diamond Head and the Koolau Mountain Range are crucial in promoting pleasing and attractive living environments in urban areas. As such, developments within Waikiki are subject to urban design principles and controls relating to the protection of public views. In accordance with Section 24-2.2(a)(2)(E) of the Primary Urban Center DP Special Provisions, views to be protected include views of the mountains from streets and public areas diamond head of Launiu Street. Furthermore, Section 24-2.2(b)(2)(E) states:

"Existing views of the mountains, ocean, and Diamond Head from streets, pedestrian corridors and major public places shall be preserved through more stringent development controls in terms of height, bulk, siting and setback. Such views shall be enhanced by appropriate landscaping requirements for private developments along view corridors and the appropriate landscaping of related streets."

Along these lines, we are concerned about the height, bulk, and setbacks of the development's parking structure, especially the portion fronting Liliuokalani Avenue.

The requested 12-foot setback along Liliuokalani Avenue, if allowed, may seriously compromise the intent of the Waikiki Special Area in several ways. First, it would drastically reduce existing views along this portion of Liliuokalani Avenue. Second, the bulk and mass of the 4-story parking structure sited approximately 12 feet from the sidewalk may create an inappropriately intense urban setting and could seriously erode efforts to promote a pleasurable pedestrian experience in the apartment district between Kuhio Avenue and Ala Wai Boulevard. Therefore, we recommend that the developer search for ways to keep the parking structure within the required building envelope and to use appropriate urban design and landscaping devices to maintain a pleasant, urban residential atmosphere.

3. The Waikiki Special District Permit Process

We are very concerned about the developer's request for an exemption from the Land Use Ordinance requiring the submission a Waikiki Special District Permit. Given the number and types of exemptions needed to fulfill the proposed development program, we recommend that this project be subject at least to a qualitative design review targeting design quality and contextual/urban design considerations.

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Roland D. Libby, Jr., Director  
Department of Housing and Community Development  
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Page 3

4. Site Landscape Plan

Page 3, item 8 of the memorandum states that picnic benches and a barbecue pit will be included in the proposed project. However, these amenities are not shown on the project's Site Landscape Plan (Sheet L-1).

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

*Cheryl D. Soon*

CHERYL D. SOON  
Chief Planning Officer

CDS:js

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

BUS. (808) 538-6652  
FAX (808) 521-4292

October 7, 1996

Ms. Cheryl D. Soon  
Chief Planning Officer  
Planning Department  
City and County of Honolulu  
650 South King Street, 8th Floor  
Honolulu, Hawaii 96813

Dear Ms. Soon:

**Subject: Draft Environmental Assessment for the H & M Apartment  
Project, Phases I and II, Waikiki, Oahu  
TMK 2-6-24: 34-40, 42-45, 65-68, and 80-83**

Thank you for your response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

The following responds to your comments:

1. The applicant understands that the development of affordable housing projects is given a high priority by the General Plan and the Primary Urban Center Development Plan (DP) and that the proposal for Phases I and II are consistent with the site's Medium Density Apartment land use designation on the Primary Urban Center DP Land Use Map.
2. The applicant appreciates your support of the concept of affordable rental apartments in Waikiki and understands your concern about the increase in density proposed. In our proposed development of privately funded affordable rental housing in Waikiki, however, we are hoping that the City will see its way clear to provide exemptions (including increased density) to help minimize our losses. When the land value (appraised) and construction costs are factored into the profit equation, the applicant will lose money on this project for 10 years, in that the projected rental income will not cover the estimated debt service costs related to the land value and construction costs and the operating costs of the apartment development.

Ms. Cheryl D. Soon  
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The following responds to your comments and concerns regarding the developer's request for exemptions for Phase I:

- a. Our request for exemptions will be modified to reflect an exemption from Section 24-2.2(a)(4)(C) rather than Section 24-2.2(a)(4)(D).

The project's density will be coordinated with the Department of Land Utilization (DLU). According to the traffic impact assessment report for the project, traffic related impacts at the study intersections (the intersections of Liliuokalani Avenue with Kuhio Avenue, Cleghorn Street, Tusitala Street, Mountain View Drive and Ala Wai Boulevard) are minimal and no mitigation measures are required for this project. It is projected that all intersections will operate at better than acceptable levels-of-service upon completion of the project.

- b. Our request for exemption from the front yard setback is necessary in order to allow the base parking structure being proposed. Although, based on the existing Waikiki Special District Ordinance, the exemption results in an 8-foot encroachment into the 20-foot front yard setback, with the proposed Waikiki Special District Ordinance, the exemption results in a 3-foot encroachment into the proposed 15-foot front yard setback. The 3-foot encroachment in exchange for the affordable rental housing proposed would appear to be a more reasonable request. The front yard area will along Liliuokalani Avenue will be landscaped to maintain a pleasant, urban residential atmosphere.
- c. The applicant is hopeful that the qualitative design review targeting design quality and contextual/urban design considerations can and has been done by DLU during the processing of this 201E application. During early preliminary meetings with DLU, the applicant modified his design and provided landscaping as recommended by staff at DLU.
- d. The picnic benches and barbecue pit originally proposed for the project are being eliminated, because DLU would not support the requested exemption to allow structures in the required yard areas.

3. The applicant understands that you will reserve comment on Phase II of the project until more information is available.

Ms. Cheryl D. Soon

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4. The Traffic Impact Analysis Report (TIAR) was completed in April of 1996 when 126 units were planned. More recently, prior to submittal of the application it was decided that 132 units would be developed. In discussions with the traffic consultant, we have learned that the additional six units will not affect the conclusions discussed earlier.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,



Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.

DEPARTMENT OF HUMAN RESOURCES  
**CITY AND COUNTY OF HONOLULU**

STANDARD FINANCE PLAZA  
715 SOUTH KING STREET  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
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DIRECTOR

Michael T. Ami  
DEPUTY DIRECTOR

ADMINISTRATION  
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FAX: (808) 522-4074

ELDERLY AFFAIRS DIVISION  
HONOLULU COMMITTEE ON AGING  
5TH FLOOR: (808) 523-4781

WORKHAWAII DIVISION  
5TH FLOOR: (808) 523-4102

SPECIAL PROJECTS SECTION  
HONOLULU COUNTY COMMITTEE ON THE STATUS OF WOMEN  
MAYOR'S COMMITTEE FOR PERSONS WITH DISABILITIES  
MAYOR'S CHILD CARE ADVISORY BOARD  
5TH FLOOR: (808) 527-6264  
em

September 16, 1996

MEMORANDUM

TO: ROLAND D. LIBBY, DIRECTOR  
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: SALVATORE S. LANZILOTTI, ED.D., DIRECTOR  
DEPARTMENT OF HUMAN RESOURCES

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
H & M APARTMENT PROJECT, PHASE I & II  
TMK: 2-6-24: 34-40, 42-45, 65-68 and 80-83

We have reviewed the subject matter cited above and offer the following comments:

The Department of Human Resources serves as the City & County of Honolulu's primary social service entity and is, therefore, responsible for addressing the human, social and economic service needs of our communities throughout Oahu. Furthermore, it is our position to seek support from all segments of society, public and private, in providing these services through collaborative efforts, for the affected communities.

Consequently, it has become our general practice to propose that developers of large recreational and residential projects through Unilateral Agreement(s) with the City & County of Honolulu either:

- I. Dedicate an area within the proposed development, preferably in a location that is adjacent to other City facilities/programs that are compatible to other City service-type programs (i.e., Department of Parks & Recreation) and provide funds to the City for the construction of a facility to house programs and services which address the community's social needs such as child care, and programs /services for the youth, elderly, and economically disadvantaged among others; or,

Roland D. Libby  
September 16, 1996  
Page Two

- II. Make cash payment in lieu of land to the City & County of Honolulu for the establishment and/or expansion of social, human, and economic service programs within the project's immediate vicinity for residents of or affected by the proposed project.

In so far as the applicant proposes to develop an affordable rental apartment development consisting of one hundred thirty-two (132) rental units in Phase I of its project and a condominium or rental development consisting of approximately two hundred (200) additional condominium or rental apartment units in Phase II, we believe that the resident population will generate additional social, economic and other-related human service needs that will impact existing programs/services in the target area. Therefore, we recommend that the aforementioned provisions, in particular item II, be required of the applicant.

If you have any questions or require further clarifications concerning our comments, please direct your inquiries to Mr. Ernie Martin at X-6264.

Thank you for the opportunity to comment on this matter.

SSL:ds

c: Keith H. Kurahashi  
Kusao & Kurahashi, Inc.

KUSAO & KURAHASHI, INC.

*Planning and Zoning Consultants*

WARD PLAZA  
210 WARD AVENUE, SUITE 124  
HONOLULU, HAWAII 96814

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FAX (808) 521-4292

October 7, 1996

Mr. Salvatore S. Lanzilotti, Ed.D.  
Director  
Department of Human Resources  
715 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Lanzilotti:

**Subject: Draft Environmental Assessment H & M Apartment Project,  
Phase I & II, Tax Map Key 2-6-24: 34-40, 42-45, 65-68 and 80-83**

Thank you for your response to the Department of Housing and Community Development's request for review and comment on the subject Environmental Assessment for the H & M Apartment Project, Phases I and II.

We understand the Department of Human Resources (DHR) position to seek support from all segments of society, public and private, in providing these services through collaborative efforts, for the affected communities. We further understand DHR's general practice of proposing that developers of large recreational and residential projects through Unilateral Agreements with the City & County of Honolulu either provide land and construction funds to house social programs and services or provide a cash payment in lieu of land and construction funds for the City's existing and planned social programs.

In our proposed development of privately funded affordable rental housing in Waikiki, however, we were hoping that the City would see its way clear to provide exemptions to help keep our development costs at a reasonable level to minimize our losses. When the land value (appraised) and construction costs are factored into the profit equation, the applicant will lose money on this project for the first 10 years of the project, in that the projected rental income will not cover the estimated debt service costs related to the land value and construction costs and the operating costs of the apartment development. Added costs such as proposed by yours and other departments will increase the losses that the applicant will suffer during this 10-year period.

Please keep in mind that at some point the applicant will decide that his projected losses are more than he wishes to accept and he will either develop it as luxury

Mr. Salvatore S. Lazilotti, Ed.D.

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condominiums, in which case the opportunity for a privately funded affordable rental project will be lost.

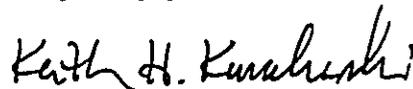
It is also important to note that if luxury condominiums are developed in accordance with the Land Use Ordinance standards, land and monies for social programs would not be provided.

The development of privately funded affordable rental apartments is a difficult task even without additional community benefit requirements as proposed by a number of public agencies, particularly in the Waikiki area.

We hope that you will reconsider your requests for land and/or monies to support social programs in the area, in the interest of supporting this applicant's attempt to develop a privately funded affordable rental development in an area where high land costs have in recent and not so recent times kept others from attempting to develop market or affordable rental units. The applicant will in fact be providing for one of the social needs of a sector of the island's population in the provision of affordable housing.

Your comments and our response will be included in the Final Environmental Assessment for this project. Should you have questions or require additional information, please contact my office.

Very truly yours,



Keith H. Kurahashi

cc: Department of Housing and Community Development  
Okada Trucking Company, Ltd.