

DAVID Y. IGE
GOVERNOR



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SEP 08 2015

CRAIG K. HIRAI
EXECUTIVE DIRECTOR

STATE OF HAWAII

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

IN REPLY REFER TO:

15:PEO/54

August 7, 2015

Ms. Jessica Wooley
Director
Office of Environmental Quality Control
Department of Health
235 S. Beretania Street, Room 702
Honolulu, Hawaii 96813

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

15 AUG 12 P4:12

RECEIVED

Dear Ms. Wooley:

With this letter, the Hawaii Housing Finance and Development Corporation hereby transmits the Final Environmental Assessment and Finding of No Significant Impact (FEA-FONSI) for the Kapiolani Residence condominium project situated at Tax Map Keys 2-3-041: 006 and 009, in the Honolulu District on the island of Oahu for publication in the next available edition of the Environmental Notice.

Enclosed are a completed OEQC Publication Form, two copies of the FEA-FONSI, an Adobe Acrobat PDF file of the same, and an electronic copy of the publication form in MS Word. Simultaneous with this letter, we have submitted the summary of the action in a text file by electronic mail to your office.

If there are any questions, please contact Janice Takahashi, Chief Planner, at 587-0639. Thank you for your assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig K. Hirai".

Craig K. Hirai
Executive Director

Enclosures

c: SamKoo Pacific, LLC

**APPLICANT ACTION
SECTION 343-5(e), HRS
PUBLICATION FORM**

Project Name Kapiolani Residence
HRS §343-5 Trigger(s): Seeking State Funding
Island: Oahu
District: Honolulu
TMK: (1)2-3-041: 006 & 009
Permits: 201H, building, electrical, plumbing, sidewalk/driveway and demolition work (variance for building permit when work done in setbacks), Grubbing, grading/trenching, Street Usage, Stockpiling Permit, Sewer Connection, Water Connection, Water Quality.

Approving Agency:
(Address, Contact Person, Telephone) **Hawaii Housing Finance & Development Corporation (HHFDC)**
 677 Queen Street, 3rd Floor, Honolulu, HI 96813 /
 Ken Takahashi/ 808-587-0547

Applicant:
(Address, Contact Person, Telephone) **SamKoo Pacific, LLC**
 1631 Kapiolani Boulevard, Suite 200,
 Honolulu, HI 96814
 Timothy Yi, President
 Telephone: 808.941.2300

Consultant:
(Address, Contact Person, Telephone) **Pacific Catalyst, LLC**
 1296 Kapiolani Blvd., S. 1907
 Honolulu, Hawaii 96814
 Lowell Chun
 Telephone: 808.386.9596

- Status (check one only):**
- DEA-AFNSI** Submit the approving agency notice of determination/transmittal on agency letterhead, a hard copy of DEA, a completed OEQC publication form, along with an electronic word processing summary and a PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov; a 30-day comment period ensues upon publication in the periodic bulletin.
 - FEA-FONSI** Submit the approving agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and a PDF copy (send both summary and PDF to oeqchawaii@doh.hawaii.gov; no comment period ensues upon publication in the periodic bulletin.
 - FEA-EISPN** Submit the approving agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov; a 30-day consultation period ensues upon publication in the periodic bulletin.
 - Act 172-12 EISPN** Submit the approving agency notice of determination on agency letterhead, an OEQC publication form, and an electronic word processing summary (you may send the summary to oeqchawaii@doh.hawaii.gov. NO environmental assessment is required and a 30-day consultation period upon publication in the periodic bulletin.
 - DEIS** The applicant simultaneously transmits to both the OEQC and the approving agency, a hard copy of the DEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the DEIS (you may send both the summary and PDF to oeqc@doh.hawaii.gov); a 45-day comment period ensues upon publication in the periodic bulletin.
 - FEIS** The applicant simultaneously transmits to both the OEQC and the approving agency, a hard copy of the FEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the FEIS (you may send both the summary and PDF to oeqc@doh.hawaii.gov); no comment period ensues upon publication in the periodic bulletin.
 - Section 11-200-23**

- Determination The approving agency simultaneously transmits its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS to both OEQC and the applicant. No comment period ensues upon publication in the periodic bulletin.
- Statutory hammer Acceptance The approving agency simultaneously transmits its notice to both the applicant and the OEQC that it failed to timely make a determination on the acceptance or nonacceptance of the applicant's FEIS under Section 343-5(c), HRS, and that the applicant's FEIS is deemed accepted as a matter of law.
- Section 11-200-27 Determination The approving agency simultaneously transmits its notice to both the applicant and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is not required. No EA is required and no comment period ensues upon publication in the periodic bulletin.
- Withdrawal (explain)

Summary:

SamKoo Pacific, LLC proposes to design and construct a 485-unit residential condominium tower, to be named “Kapiolani Residence”, on a 1.291 acre (56,250 square feet) site consisting of two parcels (TMK’s: (1) 2-3-041:009 and (1) 2-3-041:006) adjacent to Ala Moana Center, a little over ¼ mile from the City and County of Honolulu’s future Ala Moana HART (Rail) Station.

SamKoo Pacific’s vision for “Kapiolani Residence” focuses on providing a mix of quality affordable and market homes centrally located in the heart of Honolulu’s vital Ala Moana neighborhood, adjacent to Ala Moana Center and in convenient proximity to shopping, family services, business and employment opportunities, and multiple transportation choices. The residences will include mauka and makai-facing units that will be housed in a tower fronting Kapiolani Boulevard. Sixty percent of these residences are intended as affordable units targeting households earning eighty (80) to one hundred twenty (120) percent of the Area Median Income (“AMI”). In addition to the intended residences, the building’s ground floor fronting Kapiolani Boulevard will feature spaces for commercial enterprises that can be occupied by businesses and services oriented toward serving project residents and the local community.

KAPIOLANI RESIDENCE

**1631 Kapiolani Boulevard
Honolulu, Hawaii**

TMKs: 2-3-041:009 & 2-3-041:006



Final Environmental Assessment

DRAFT

**SamKoo Pacific, LLC
1631 Kapiolani Boulevard
Suite 200
Honolulu, Hawaii 96814
August 2015**

KAPIOLANI RESIDENCE

**1631 Kapiolani Boulevard
Honolulu, Hawaii**

TMKs: 2-3-041:009 & 2-3-041:006



Final Environmental Assessment DRAFT

**SamKoo Pacific, LLC
1631 Kapiolani Boulevard
Suite 200
Honolulu, Hawaii 96814**

Prepared by Pacific Catalyst, LLC & Hawaii Planning, LLC
August 2015

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ACM	Asbestos Containing Materials
AMI	Area Median Income (as defined by U.S. Department of Housing and Urban Development (HUD))
BWS	Board of Water Supply, City and County of Honolulu
DLNR	Department of Land and Natural Resources, State of Hawaii
DOE	Department of Education, State of Hawaii
DOH	Department of Health, State of Hawaii

ACRONYMS AND ABBREVIATIONS (cont'd.)

DPP	Department of Planning and Permitting, City and County of Honolulu
DURF	Dwelling Unit Revolving Fund, Hawaii Housing Finance and Development Corporation (HHFDC), State of Hawaii
EA	Environmental Assessment
FAR	Floor Area Ratio
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
HAR	Hawaii Administrative Rules
HART	Honolulu Authority for Rapid Transit, City and County of Honolulu
HECO	Hawaiian Electric Company
HHFDC	Hawaii Housing Finance and Development Corporation, State of Hawaii
HPD	Honolulu Police Department, City and County of Honolulu
HRS	Hawaii Revised Statutes, State of Hawaii
HUD	U.S. Department of Housing and Urban Development
LUO	Land Use Ordinance, Department of Planning and Permitting (“DPP”), City and County of Honolulu
NRCS	Natural Resource Conservation Service
PMA	Primary Market Area
PUC	Primary Urban Center
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
SHPD	State Historic Preservation Division, DLNR, State of Hawaii
SMA	Special Management Area
TMK	Tax Map Key

OVERVIEW

SamKoo Pacific, LLC proposes to design and construct a 485-unit residential condominium tower, to be named “Kapiolani Residence”, on a 1.291 acre (56,250 square feet) site consisting of two parcels (TMK’s: (1) 2-3-041:009 and (1) 2-3-041:006) adjacent to Ala Moana Center a little over ¼ mile from the City and County of Honolulu’s future Ala Moana HART (Rail) Station.

SamKoo Pacific’s vision for “Kapiolani Residence” focuses on providing a mix of quality market and affordable homes centrally located in the heart of Honolulu’s vital Ala Moana neighborhood, in convenient proximity to shopping, family services, business and employment opportunities, and multiple transportation choices. The residences will include mauka and makai-facing units that will be housed in a tower fronting Kapiolani Boulevard. Sixty percent of these residences are intended as affordable units targeting households earning eighty (80) to one hundred twenty (120) percent of the Area Median Income (“AMI”). In addition to the intended residences, the building’s ground floor fronting Kapiolani Boulevard will feature spaces for commercial enterprises that can be occupied by businesses and services oriented toward serving the local community. Parking for building occupants will be located “behind” the residential tower on its Kona Street side. Figure 1 below presents an architect’s concept of the project’s finished appearance along Kapiolani Boulevard.



Figure 1: Kapiolani Residence – The Residence Plaza

With much of the recent high-rise residential project activity in the Ala Moana and Kakaako area focusing on market housing with emphasis on the upper or “luxury” end of the market, SamKoo Pacific intends this project to make affordable and modestly priced market rate residential units available in a uniquely central Honolulu location in a neighborhood targeted by public policy for increased vitality as a lively urban community offering the spectrum of lifestyle support opportunities characteristic of some of the country’s most preferred neighborhoods of choice.

SamKoo Pacific intends to process approvals and entitlements for Kapiolani Residence under Chapter 201H, Hawaii Revised Statutes (HRS), which offers flexibility in design and permitting requirements to projects created for lower and moderate income households. Therefore, in addition to presenting known environmental factors pertinent to the site and proposed project, this draft Environmental Assessment (EA) also serves as the Chapter 201H, HRSs application agency/public comment document.

1. INTRODUCTION

This draft Environmental Assessment (“EA”) is prepared in accordance with Chapter 343, Hawaii Revised Statutes (“HRS”) for “Kapiolani Residence”, a proposed residential tower housing affordable and moderately-priced market units adjacent to Ala Moana Center in the Ala Moana neighborhood of Central Honolulu. This chapter presents basic project information and a citation of pertinent environmental statutory requirements.

1.1 Project Profile

Project Name:	Kapiolani Residence
Location:	1631 Kapiolani Boulevard Honolulu, Hawaii 96814
Judicial District	Honolulu
Tax Map Keys:	(1) 2-3-041:009 and (1) 2-3-041:006
Project Area:	1.291 acre (56,250 square feet)
Existing Uses	Commercial
Recorded Fee Owner	SamKoo Pacific, LLC 1631 Kapiolani Boulevard Suite 300 Honolulu, HI 96814
Developer/Applicant	SamKoo Pacific, LLC 1631 Kapiolani Boulevard Suite 300 Honolulu, HI 96814
Approving Agency	Hawaii Housing Finance and Development Corporation 677 Queen Street Ste. 300 Honolulu, Hawaii 96813
Agent/Preparer	Pacific Catalyst, LLC 1296 Kapiolani Boulevard Ste. 1907 Honolulu, Hawaii 96814 Hawaii Planning, LLC

Land Use Policies and Controls	
State Land Use	Urban
Development Plan	District Commercial
County Zoning	BMX-3: Community Business Mixed Use
Special District	Not currently in Special District <i>However, the draft Ala Moana Transit-Oriented Development Neighborhood Plan, when adopted, may create a Special District in which the site is located</i>
Special Management Area	Not in Special Management Area
Consulted Agencies, Organizations, and Persons	
Federal Agencies	U.S. Fish and Wildlife Service
State of Hawaii	Department of Education
	Department of Land and Natural Resources
	Hawaii Housing Finance and Development Corporation
	Office of Environmental Quality Control
	Department of Health, Environmental Health Division
	Disability and Communication Access Board
	Department of Transportation
	Department of Business, Economic Development, Tourism, and Energy
	Department of Defense
	Office of Planning
University of Hawaii Environmental Center	
City and County of Honolulu	Board of Water Supply
	Department of Community Services

City and County of Honolulu (cont'd.)

Department of Design and Construction
Department of Environmental Services
Department of Facility Maintenance
Department of Parks and Recreation
Department of Transportation Services
Department of Planning and Permitting <ul style="list-style-type: none">- Land Use Approvals Branch- Traffic Review Branch- Zoning Plan Review Branch- Civil Engineering Branch- Subdivision Branch- Wastewater Branch
Fire Department
Police Department
Honolulu Authority for Rapid Transit

Other Individuals and Organizations:
The following were contacted informally at the start of the SamKoo project effort while the definition of a Kapiolani Boulevard project was still in process. Further consultations are planned as part of the continuing project consultation process

Hawaiian Electric Company
Councilmember and Chair Ernie Martin
Councilmember Ann Kobayashi
Councilmember Carol Fukunaga
Councilmember Stanley Chang (Trevor Ozawa)

1.2 Compliance with State of Hawaii Environmental Laws

Section 343-5, HRS establishes nine indicators or “triggers” that require the preparation of an environmental assessment or environmental impact statement. Use of State lands or funds is one of those indicators requiring an environmental assessment. Kapiolani Residence proposes to use State funds through the HHFDC’s Dwelling Unit Revolving Fund (DURF) program. As such, this environmental assessment is prepared in compliance with the provisions of Hawaii

Administrative Rules (HAR), Title 11, Department of Health, Chapter 200, Environmental Impact Statement Rules.

Design and construction of Kapiolani Residence may involve or impact State and/or City and County lands or funds relating to infrastructure improvements for public facilities. While the specific nature of each improvement is not known at this time, this environmental assessment is intended to address all current and future instances involving the use of State and/or City and County lands and funds relating to Kapiolani Residence.

2. PROJECT DESCRIPTION

2.1 CONTEXT

2.1.1 PROJECT LOCATION

Kapiolani Residence is located in the Ala Moana neighborhood of Central Honolulu, an area of generally very high property values as a result of its central location, relatively intense development patterns, current and pending development potential, and location near regionally significant commercial destinations. At its proposed location within a pending Transit-Oriented Development Neighborhood, Kapiolani Residence is unique as a predominantly affordable housing project given the immediate area's already high and currently appreciating property values.

The 1.291 acre (56,250 square feet) project site consists of two tax map parcels (TMK's: (1) 2-3-041:009 and (1) 2-3-041:006) located along the makai side of Kapiolani Boulevard, just beyond the eastern end of Ala Moana Center and immediately mauka of the Ala Moana Hotel. Kapiolani Boulevard forms the site's mauka edge. Kona Street, a service road owned by Ala Moana Center and which provides customer and service access to the Center and businesses fronting Kapiolani Boulevard, forms the site's makai edge, separating the site from the eastern portion of the Ala Moana Center parking structure. Immediately east or Diamond Head of the site are small, low-rise commercial buildings while the west or Ewa side of the site is defined by the Ala Moana Tower with the Nordstrom Department Store and parking structure just beyond.

The site is located just over ¼ mile from the City and County of Honolulu's proposed future HART Transit Station, and lies within an area intended by the City and County of Honolulu to become the "Ala Moana Transit-Oriented Neighborhood", an urban mixed-use community for which the HART station's high capacity light metro system and other coordinated modes of transportation would offer convenient transportation opportunities to other Oahu locations. Figure 2 displays the site's location. Figure 3 is a tax map display of the project site.

2.1.2 ONSITE AND VICINITAL CONDITIONS

The project site is predominantly level. It is currently occupied by several commercial uses served by surface parking. A single story Korean restaurant occupies the site's eastern edge. A

linear two-story commercial building housing a restaurant, a club, businesses, and the SamKoo offices occupies the center of the site. The eastern portion of the site is an open parking lot occupied by a car wash business and food trucks. Two vehicular accessways exist along Kapiolani Boulevard while two accessways are located along the site's Kona Street side.



Figure 2: Location Map



Figure 4: Project Site and Vicinity

Low-rise commercial buildings housing a variety of commercial establishments, the “Pan Am” tower, and the First Hawaiian Bank Ala Moana Branch stand across Kapiolani Boulevard and mauka of the project site. Grocery shopping opportunities are located further mauka along Beretania Street where the Safeway, Times, and Foodland markets are located.

Kapiolani Boulevard, which will provide the principal access and public view of the proposed project, is a major intown arterial running from Honolulu’s Capital District across most of Central Honolulu to Kapahulu Avenue at the edge of Kaimuki. In addition to providing an important connection between Central Honolulu’s various districts, neighborhoods, and destinations, it is visually distinctive along a significant portion of its length by the canopies of mature monkeypod trees planted on both sides of the street. Monkeypod trees are capable of producing canopies in excess of eighty feet in diameter. These canopies provide welcome shade for pedestrians and vehicles and a distinctive and differentiating identity for the street.

Because of their maturity, the monkeypods are both an asset and a potential liability. Their presence and appearance give Kapiolani Boulevard its distinctive character while their maturity presents potential hazard. Heavy branches falling from a mature tree could cause severe



Figure 5: Monkeypod Tree Canopies Along Kapiolani Boulevard

damage to property or severe injury to persons beneath them. For this reason, while the distinctive visual qualities of Kapiolani’s monkeypods should be respected and utilized wherever possible, these trees may best be treated as design elements in the development of properties along the street: maintained and preserved where they provide amenity, and edited to signify important entry conditions or to eliminate unavoidable hazard. While it would be unwise to construct a building under or in conflict with existing monkeypod tree canopies, it would be equally unwise to maintain a tree where it interfered unavoidably with public safety.



Figure 6: Tree Canopy at the Kapiolani Boulevard Edge of the Project Site



Figure 7: The Treeless Kona Street Edge of the Project Site



Figure 8: Kapiolani Monkeypods in Front of the Project Site



Figure 9: Project Site Interior Looking Makai with Ala Moana Hotel Beyond



Figure 10: Project Site Interior Looking Toward Mauka View Opportunities

Figure 4: Aerial Photograph of Project Vicinity displays the project’s immediate environs.

Figures 5 through 10 display onsite conditions. The monkeypod trees fronting the project site have canopies ranging from 40 to 50 feet in diameter.

2.1.3 A Summary of the Institutional Context

This subject, which is offered here as a quick summary for the reviewer's reference, will be covered in more detail later in this document.

State Land Use

The project site is located in the State Urban District. This district allows for the development of facilities to establish and sustain communities and the built environment needed to support them. Uses allowed within this district correspond to uses allowed by County zoning and other County land use regulations and standards.

City and County of Honolulu

Development Plan Land Use Designation

The project is located within the Primary Urban Center in an area designated "District Commercial". This designation refers to commercial uses with a large service radius: district, regional, or islandwide. It also allows for and encourages integrated mixtures of uses that enhance the lifestyle quality of urban communities. In this vein, it allows for "medium or higher-density residential facilities" and specifically encourages higher densities in these areas.

Land Use Ordinance: Zoning

Zoning on the project site and adjacent parcels is BMX-3: Community Business Mixed Use. The intent of this designation is to provide areas for both commercial and residential uses outside the central business district, and at a lower intensity than permitted in that district.

Current Building Envelope restrictions at the site under this zoning designation limits building height to 350 feet, a maximum building floor area of 2.5 – 3.5 times the area of the site ("Floor Area Ratio"). Building Height Setbacks from the centerline of bordering streets are also in effect, further limiting the volume of any tall structures built at the site.

It should be noted, however, that as an area intended for future intensification as a Transit-Oriented neighborhood, future City and County policy and concomitant regulations are likely

to change to allow for higher densities and larger building envelopes than currently permitted.

Ala Moana Transit-Oriented Development (“TOD”) Neighborhood Plan

The City and County of Honolulu is developing a transit-oriented development plan for the neighborhood in which the project will be located. A draft plan has been released and is currently undergoing public review and possible refinements. It outlines the kinds of improvements in the public domain that are considered desirable to increase neighborhood livability and to support transit ridership and proposes increases in development capacity that may be possible in exchange for a project applicant’s contribution of public benefits.

In the area in which the project site is located, the Draft Ala Moana TOD proposes a maximum building height of four hundred (400) feet and a maximum floor area density of 7.0 (seven times the parcel area) in exchange for developer contributions of approved public benefits, to be determined and negotiated on a project-by-project basis. However, actual TOD plan provisions are pending City responses to public and agency reviews.

After a final TOD plan has been developed and adopted, regulations to implement it will be developed, publically reviewed, refined, and adopted. At present, neither a TOD Plan nor concomitant regulations or standards are in effect.

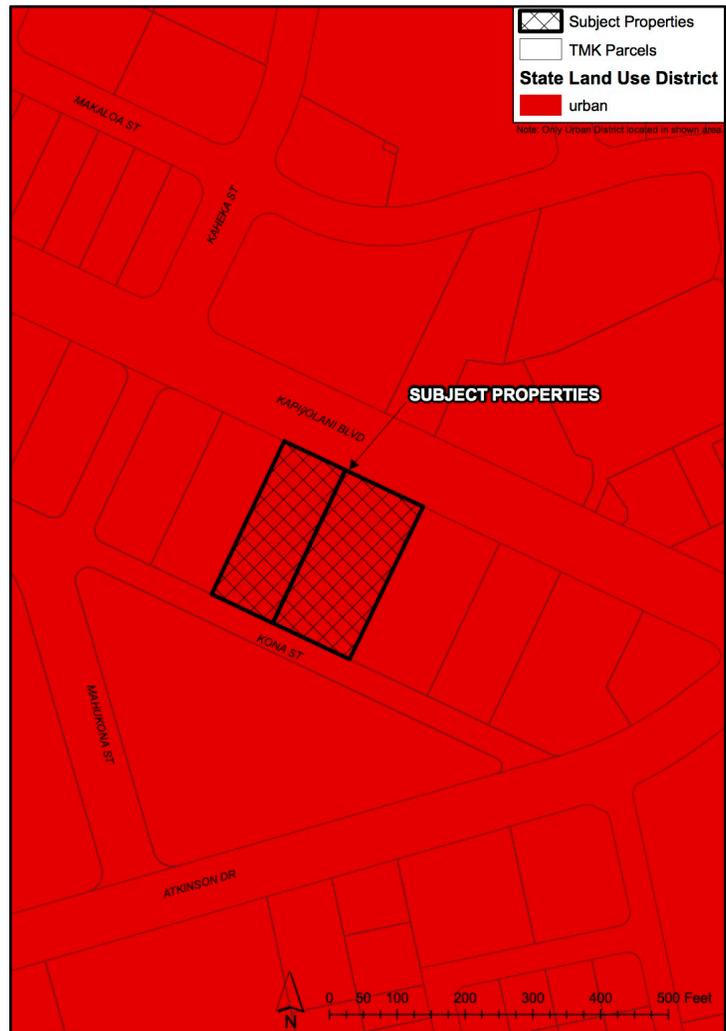


Figure 11: State Land Use District Map

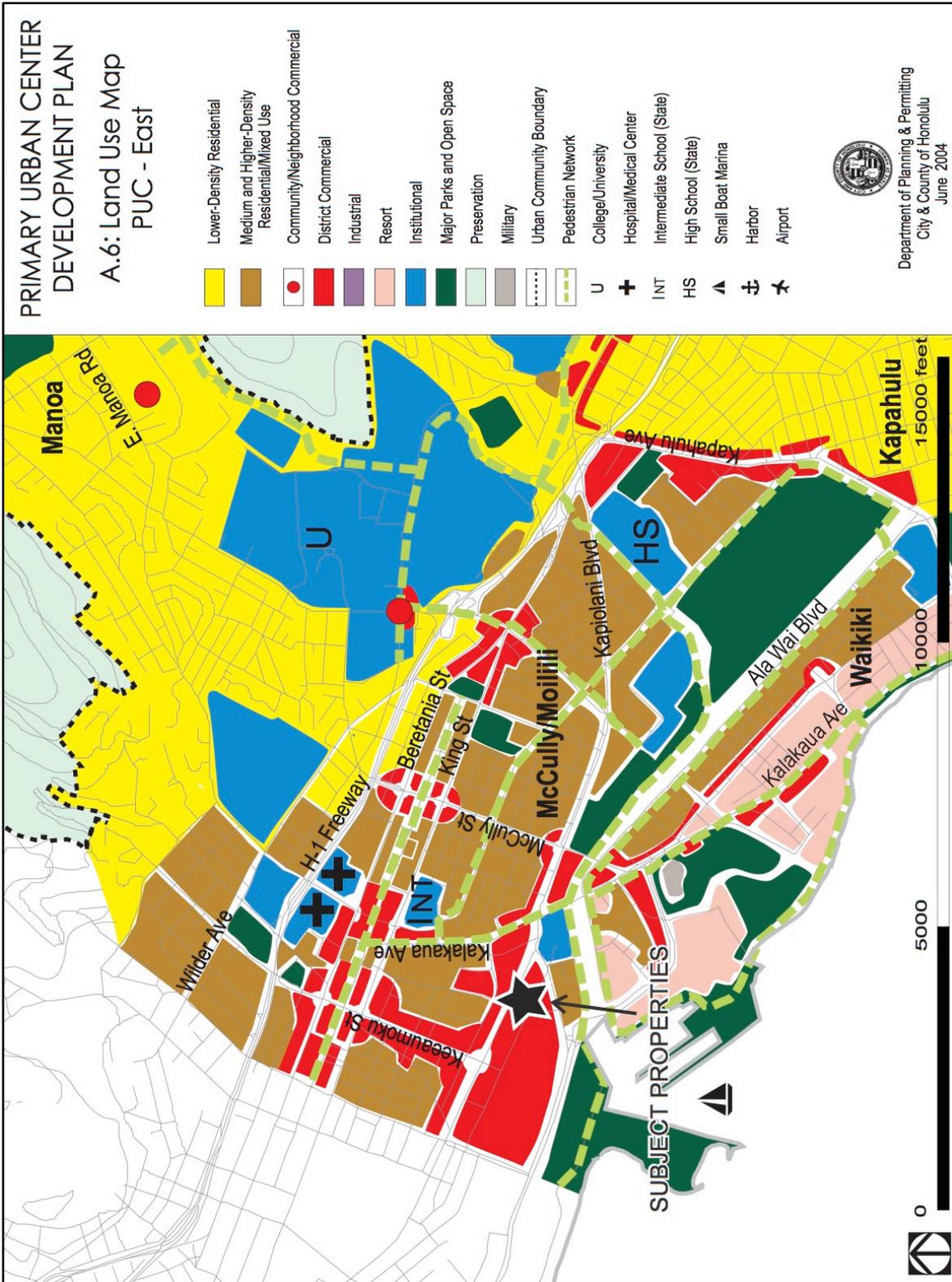


Figure 12: Primary Urban Center

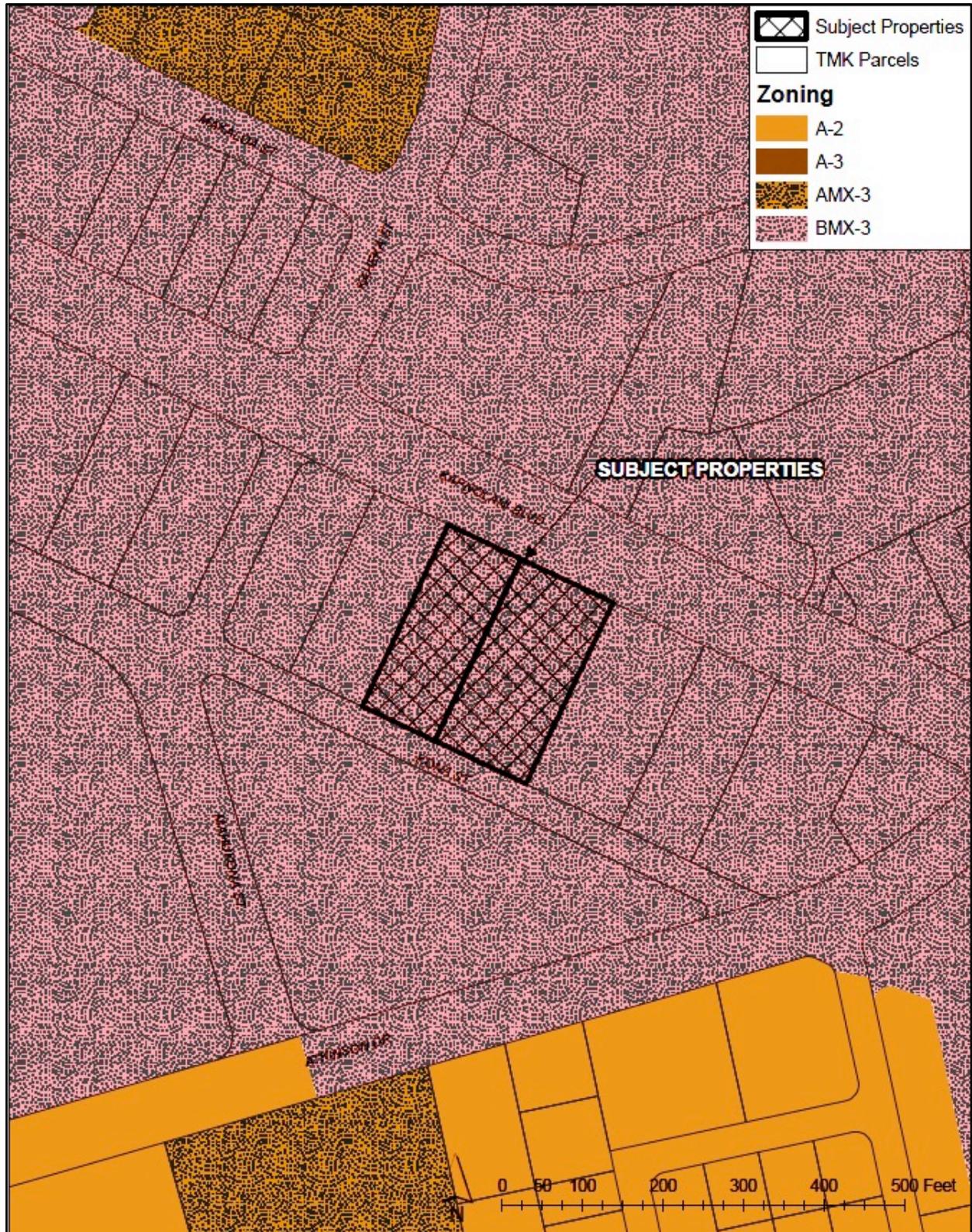


Figure 13: Zoning Map

2.2 THE PROJECT

2.2.1 STATEMENT OF PURPOSE AND NEED

The Kapiolani Residence project is intended to provide quality affordable and moderately priced market for-sale housing in Central Honolulu, at a strategically located, high-value site offering uniquely convenient access to shopping, employment, business and family services, dining, entertainment, multiple transportation choices, and other vital lifestyle support facilities and functions. As such, this project addresses public policy, market preferences, and the severe shortage of housing in the project's target markets.

Public Policy: For decades, the City and County of Honolulu's directed growth policies have emphasized the concentration of population growth in Oahu's two urban centers: Honolulu, Oahu's Primary Urban Center, and Ewa, the island's Secondary Urban Center. Its development plan system reflects this. Since 1998, only two of the island's development plans, which are the primary land use policy plans for each of Oahu's eight regions, have been called "Development Plans". The other six land use policy plans have been named "Sustainable Communities Plans". The land use policy plans for Ewa and the Primary Urban Center (Honolulu from Pearl City to Kahala) are Development Plans, reflecting their purpose: to guide the continuing development of urban communities and the facilities needed to support them. The other eight regions are called "Sustainable Communities Plans". They focus on land use, exterior design, infrastructure, and resource management that will maintain the distinctive quality of those regions and the communities located there.

Within the Primary Urban Center as in other locations along the City's future rail ("HART") line, plans for the areas in the vicinity of HART transit stations are currently in process. These plans will be followed by the development and adoption of implementing regulations. In general, increases in development intensities, public amenities, access to multiple forms of transportation to promote resident mobility, and housing for a mix of income groups are envisioned in these neighborhoods. The Ala Moana neighborhood in which Kapiolani Residence will be located is one of these future "transit-oriented development" ("TOD") neighborhoods.

Market Preferences: While many active families with growing children prefer suburban environments in which to raise families, there has been a growing preference for intown living

among younger members of the workforce and “empty nesters” and other older individuals who value the convenience of needed services and the range of lifestyle enriching establishments and facilities. This is reinforced by the value often placed by working age persons on the quality of the environment in which they find livelihood. Many prefer excellent work or business opportunities coupled with “cool places to live”, often associating this pair of assets with the stimulating intensities of urban environments. At the other end of the spectrum are older members of the population who value the benefits of well-managed multi-family housing, conveniently located services, diversions, and proximity to health care facilities.

The Scarcity of Affordable and Moderately-Priced Urban Housing: Public policy promotes affordable and moderately-priced housing. However, there is difficulty in providing such housing in central urban areas, where most of the land is already developed. Existing development intensity and land values are characteristically high in these areas. As a result, most new projects in central Honolulu must occur as infill redevelopment efforts. Such efforts are typically more expensive to undertake than development on vacant land. As an example, data derived from the 2010 Census identified 9,477 Honolulu housing units accessible to those seeking one. However, since most of those were in locations and in a condition conducive to high rental rates, they remained unaffordable to households with low- to moderate-incomes (Appendix C: *Affordable Housing Market Study*, page 3)

Because of the high cost of land and heavily burdened infrastructure systems, it has been difficult to provide housing to low and moderate market sectors in most central Honolulu locations. The Ala Moana and adjacent Kakaako area are cases in point. Each has been targeted for growth and intensification of development. Recent development activity in both areas have emphasized high-end markets. While projects offering units in the affordable category are also in progress, development activity for the higher end of the housing market has predominated.

The project *Market Study* cites a clear and present shortage on Oahu of both open market and affordable-restricted units. For those households preferring an intown location, the situation is one of very high demand and very tight supply. Its conclusion states:

Simply put, it has been shown that there is sufficient potential demand in place to absorb all (and then some more) of the supply of new housing priced under the HHFDC affordable guidelines, as is being considered here. Additionally, the comparable market for the market

rate units were examined and found to be sufficient to assume that these units have the potential to be sold out in a 2-3 year time frame. Finally, if current conditions continue into 2015 and beyond to 2017, the proposed project should be able to complete both pre-sales and final closings in that time frame.

The purpose and intent of Kapiolani Residence is to meet that demand, and to supply much-needed affordable and moderately-priced market housing in an area of Honolulu where this is both much needed and very difficult to do. As such, this project is unique, and in an environment of scarcity that can be difficult overcome, a vital one for both the Ala Moana neighborhood and the neighboring Kakaako district.

2.2.2 PROJECT AFFORDABILITY

Sixty percent (60%) or 292 of Kapiolani Residence's 485 residential units will be priced within the "affordable housing" range, targeting households earning between 80% - 120% of Area Median Income (AMI). The remainder of the units will be offered for sale as moderately-priced "market units". The distribution of affordable units by unit type is displayed in the next section: "Facility Description".

As an affordable housing project, Kapiolani Residence will be processed for approvals under the affordable housing provisions of Chapter 201H, HRS, which allows for greater design flexibility, exemptions from certain statutes, ordinances, rules, and fees relating to planning, zoning, and construction. This flexibility is sought to achieve the cost effectiveness needed for project economic feasibility.

Hawaii Housing Finance and Development Corporation (HHFDC) will be processing the 201H application for this project. Communications with DPP at project inception determined this project's ineligibility for DPP processing. A copy of the DPP letter to this effect is presented in Appendix B of this document. HHFDC will process this environmental assessment and the 201H application. The City and County of Honolulu City Council will review and may approve the project's request for exemptions pursuant to HRS Section 201H-38. The City Council may also disapprove the project, or approve the project with modifications.

As specified in Section 201H-47, HRS and required by HHFDC, there will be a 10-year buyback clause for the affordable units. If the purchaser of an affordable unit sells the unit prior to the

end of the 10-year period, HHFDC has the option to purchase the unit. Resale of affordable units is also subject to shared appreciation clauses as provided in Section 201H-47, HRS. This Draft Environmental Assessment serves as the project's disclosure and public comment document, meeting the content and submittal requirements under Chapter 343, HRS, and Chapter 11-200, Hawaii Administrative Rules (HAR). Relevant 201H application information and requested project-related exemptions are also included in this document. A complete 201H application will be submitted to HHFDC.

SamKoo Pacific is also working with HHFDC to apply for and secure funding through HHFDC's Dwelling Unit Revolving Fund (DURF) program.

2.2.3 FACILITY DESCRIPTION

Facility Overview

Kapiolani Residence consists of a 45-story residential tower with ground-level streetfront commercial spaces facing Kapiolani Boulevard, a 9-floor free-standing parking structure fronting Kona Street, and intervening recreational and leisure open spaces between the two structures. Kapiolani Boulevard will provide principal vehicular access, using an exclusively right turn in/right turn out pattern. Secondary vehicular egress allowing both right and left turns will take place on Kona Street, using an existing vehicular point of access.

The tower will house four hundred eighty-five (485) studio, one-bedroom, two-bedroom, and three-bedroom residential units and rise to a height of approximately 399.5 feet. Rooftop mechanical equipment will rise an additional 18 feet for a cumulative height of approximately 417.5 feet. The proposed project floor area ratio (FAR) is 9.32.

Major project elements include:

- Residential Units
- Residential Support Spaces and Amenities
- Staff Support Spaces
- Commercial Space
- Recreational and Leisure Spaces
- Building Technical Support Spaces
- Parking and Loading Spaces



Figure 14: Kapiolani Residence Site Plan

The tower presents the project’s “front” or public face while the parking structure’s primary purpose is to house the project’s necessary parking, loading, and utility facilities. Kapiolani Boulevard provides primary access and egress for the project while secondary egress and service access will be from Kona Street. Both the tower and parking garage run parallel to their respective fronting streets. Figure 1 is a conceptual view of the project as it will be seen from its Kapiolani face. Figure 14 displays the project conceptual site plan, which illustrates the organization of facilities on the project site. Project drawings with appropriate notations illustrating other aspects of the proposed facility may be found in Appendix D.

Kapiolani Residence Program Summary

During its development, the proposal for Kapiolani Residence has been studied rigorously from market, physical, contextual, and financial perspectives in an effort to create the kind of balance required for a successful project that meets market needs, enhances its surroundings, creates in itself an asset to the emerging identity of the District, and meets the demanding requirements of financial feasibility on a very high value site. While further detailed development of critical project elements still lie ahead, the table below gives a useful programmatic overview of Kapiolani Residence as it has been defined to date, as an overview perspective of the proposed project and an introduction to its major component parts. Areas below are in gross square feet.

USAGE TYPE	APPROXIMATE AREA ALLOCATIONS		
	FAR-Subject Area (sf)	Non-FAR Area (sf)	Total Area (sf)
Residential Units	388,280		
Residential Balconies	21,565	7,172	
Residential Floor Circulation	94,543		
Residential Common Area & Circulation	8,429		
Resident Manager's Unit	972		
Staff Spaces	861		
Total Residential	514,650	7,172	521,822
Commercial Spaces	3,353		
Total Commercial	3,353		3,353
Recreation and Leisure			
Resident Accommodations			
Lawn and Adjacent Gathering Plaza		2,942	
Covered Entry	317		
Recreation Deck & Facilities	1,252	3,440	
Public Plaza & Leisure Space		3,928	
Total Recreation and Leisure	1,569	10,310	11,879
Building Support (Utility) Spaces			
Tower Utility Spaces	774		
Parking Garage Utility Spaces	3,739		
Total Building Support	4,513		
Parking Facilities: 701 Stalls		233,554	233,554
Space Totals	524,085 (FAR = 9.32)	251,036	775,121

Table 1: Preliminary Space Program Summary

The Tower

The 45-story tower houses the project's 485 residential units, resident support spaces, commercial spaces, a portion of needed building systems support spaces, and a resident manager's unit. 60% or 292 of the project's total 485 units will be affordable to households earning 80% - 120% of the Area Median Income (AMI). The remaining 193 units will be moderately priced and offered to the open market. General unit distribution will be as follows:

Unit Type	Affordable 80-120% AMI	Open Market	Totals
Studio/1 Bath	53	35	88
1 – Bedroom/1 Bath	107	69	176
2 – Bedroom/2 Bath	105	72	177
3 – Bedroom/2 Bath	27	17	44
Totals	292	193	485

Table 2: Unit Distribution by Bedroom and Market Type

The tower presents the project's "front" or public face toward Kapiolani Boulevard, with a generous street setback to:

- Provide an adequate visual foreground to establish a setting for the project's public or primary "face", its streetlevel commercial enterprises, and its generously proportioned, landscaped and furnished leisure and passive recreational plaza;
- Achieve maximum acoustical buffering from vehicular street traffic;
- Enable the creation, differentiation of, and generous provisions for circulation space (the "sidewalk") along the street, the frontyard leisure spaces for passive recreation, outdoor dining, relaxation, and social interaction, and access to the building's streetlevel facilities along the building's frontage.

The tower's streetlevel floor houses the main pedestrian entrance to streetfront commercial facilities, the residential lobby, resident services, a resident manager's living unit, staff support spaces, and building technical equipment spaces. The resident lobby and commercial spaces face Kapiolani Boulevard. This provides an easily identifiable resident entrance to the building along the building's public face while simultaneously giving commercial spaces immediate visibility and access to passing pedestrians, bicyclers, and persons occupying the adjacent recreational plaza. The rear of the tower's streetlevel floor houses staff and building support spaces. They include the resident mail room, a resident manager's apartment, building administrative spaces, and spaces housing some of the building's technical support systems. The Tower's upper floors house the residential units. Each floor holds 11 units per floor, as

shown in Table 3 below:

Unit Type	No.	Approximate Net Interior Living Area w/out Balcony
Studio/1 Bath	2	408 - 421
1-Bedroom/1 Bath	4	624 - 680
2-Bedroom/2 Bath	4	841 - 916
3-Bedroom/2 Bath	1	1,227
Total	11	

Table 3: Unit Distribution, Typical Residential Floor

The Parking Structure

The project’s parking structure holds resident indoor recreational spaces, the remainder of the project’s utility spaces, four loading spaces, secured bicycle storage, and project parking stalls. Recreational, leisure, utility spaces, loading spaces, and parking stalls are located on the ground floor. The upper parking structure floors are dedicated exclusively to the remainder of the project’s 695 parking stalls. All units will be assigned at least one parking stall. While 2-Bedroom units will be assigned 1 stall per unit, Table 4 shows 1.5 stalls per unit allocated to the 2-Bedroom units to enable 2-Bedroom unit purchasers to acquire a second stall on a “first come, first served” basis. Each 3-Bedroom unit will be assigned 2 stalls. Twenty-nine stalls will be available for other uses, including possible conversion to integrated car share or bicycle uses..

PROPOSED DISTRIBUTION OF PARKING STALLS BY USAGE TYPE		
USAGE TYPE	Stalls by Unit Type	Stalls by Usage Type
RESIDENTIAL TOTAL		617
STUDIO (1 Stall/Unit x 88 Units)	88	
1- BEDROOM (1 Stall/Unit x 176 Units)	176	
2 – BEDROOM (1.5 Stalls/Unit x 177 Units)	265	
3 – BEDROOM (2 Stalls/Unit x 44 Units)	88	
COMMERCIAL		8
GUEST PARKING		24
ELECTRIC CAR PARKING		8
HANDICAP ACCESSIBLE STALLS (2% of total parking count)		15
ADDITIONAL STALLS FOR RESIDENT OR OTHER PROJECT USES		29
TOTALS	N/A	701

Table 4: Distribution of Parking Stalls by Usage Type

As a 201H project to be built within a future TOD neighborhood, Kapiolani Residence supports TOD advocacy of multiple transportation alternatives and its thrust toward increased usage of modes of transport other than the private automobile. However, actual personal preferences usually do not change overnight, but rather, over time, and Kapiolani Residence's potential market will probably consist of individuals with a range of attitudes toward urban living, a range of preferences toward modes of transportation, and consequently a range of preferences with regard to parking spaces available for personal automobiles. Given this, parking as proposed by Kapiolani Residence appears to be the wisest course of action for satisfying this range of customer preferences and facilitating project viability.

Therefore, to maintain the project's marketability to its intended target markets, Kapiolani Residence proposes parking in lower quantities than specified by the City's existing Land Use Ordinance (LUO) but higher than proposed by the Ala Moana TOD Plan to allow for this range of customer preferences. As preferences change, parking stalls not already assigned or otherwise irrevocably committed can be converted to other necessary or desired uses as indicated in the opening paragraph of this subsection.

Recreation and Leisure Spaces

Kapiolani Residence will offer a variety of recreation and leisure spaces for its residents and the public. A large public plaza offering landscaped seating for enjoying coffee, smoothies, and social interaction in front of the streetfront commercial spaces will provide welcome opportunities for respite for residents and passersby, designed to be clearly distinct from the pedestrian thoroughfares served by the adjacent public sidewalk. This outdoor area will also feature bicycle racks for public use.

Between the Tower and the Parking Garage, expanses of lawn and hardscape will offer opportunities for passive recreation, children's play, casual social interaction, and leisure pastimes for residents and their guests. .

Finally, a portion of the top floor of the parking garage, reachable by bridge from the tower, will feature a recreation deck featuring cabanas with barbeque stations, an open unstructured recreation and leisure area, and a large pavilion for social gatherings, meetings, and parties.

Sustainability Features in Project Design

While sustainable design measures will be further defined during more detailed phases of project development, a number of provisions and concepts have been adopted or provisionally defined by the developer and architectural design team, pending more detailed project definition. They include:

1. Maximizing individual residential unit exposure to the outdoors: Window openings to maximize visual exposure to the outside and opportunities for natural lighting are provided at all or most of the exterior walls of all habitable spaces in the residential units except where solid walls are needed for structural integrity. Most of these openings consist of operable windows to enable the entry of fresh air into the units. In addition, every unit has a balcony with sliding doors to increase ventilation and natural lighting opportunities.

All glazing will employ a high-performance glazing system with low emissivity (Low-E) insulated glass windows.

2. Where artificial lighting is needed, LED lighting will be used where appropriate to reduce energy consumption.
3. Appliances that will be supplied with units are projected to be Energy Star-rated to reduce energy consumption.
4. Low-flow flush toilets will be selected for installation.
5. Low VOC materials and finishes will receive priority during materials and finishes selection.
6. Material with recycled content will be incorporated where appropriate.
7. The project developer will work with the general contractor to develop a construction waste management program to reduce the amount of building material to be deposited in a landfill.

These are some of the sustainable design provisions included or being considered for inclusion in the project. More detail on these efforts will evolve as the project enters advanced stages of design and the development of construction documents.

Low Impact Development Measures

As with provisions for Sustainable Design Measures, detailed design will more specifically account for LID (low-impact development). Given the current project site development approach, storm water runoff is not expected to increase due to construction of the Kapiolani Residence condominium. Initial concepts for the project's planned landscaped areas are anticipated to reduce the amount of impervious surface at the project site. Where possible, mitigation measures using natural runoff control such as bio-infiltration areas in addition to the planned landscaping treatment have been planned for consideration. Storm water quality features will be finalized as necessary during advanced phases of design to comply with agency requirements.

At the present time, the following additional intended measures, to be more fully defined in detailed design, have been identified for implementation:

- Treatment systems will be used to capture sediments from entering the adjacent City system.
- Final grades and topography of the site will be such that the design stormwater runoff will be contained onsite as required by City and County regulations.
- As mentioned briefly above, the design of the site's grassed or permeable areas will be specifically designed, in addition to meeting their aesthetic and functional requirements to also reduce the amount of runoff produced as compared to existing conditions, in keeping with storm water management and low impact development strategies.

2.3 PRELIMINARY MARKET DISTRIBUTION OF RESIDENTIAL UNITS

As previously cited, Kapiolani Residence is a project emphasizing residential offerings to affordable markets. As such, 60% of its units will be affordable, priced to be accessible to households earning 80 – 120% of the Area Median Income (AMI) while the remaining 40% of its units will moderately priced market units.

While the determination of affordable unit AMI and possible pricing is still in progress and difficult to define precisely with the start of the sales program some months away, Table 5: Preliminary Market Distribution of Residential Units displays preliminary unit target market distribution as developed to date, using 2014 HUD income and sales price guidelines.

UNIT TYPE	AFFORDABLE UNITS			UNIT TOTALS	# MARKET UNITS
	AMI CATEGORY & HHFDC PRICE RANGE				
	80% AMI & BELOW	80% - 100% AMI	100 - 120% AMI		
STUDIO	11	42		53	35
PriceRange	\$295,150~\$314,800	\$318,740~\$393,600			
1-BEDRM	7	100		107	69
PriceRange	\$345,280~\$354,100	\$358,550~\$442,900			
2-BEDRM	15	79	11	105	72
PriceRange	\$408,970~424,900	\$430,210~531,100	\$536,420~\$637,400		
3-BEDRM		4	23	27	17
Price Range		\$597,500~\$609,700	\$615,790~\$731,600		
TOTALS	33	225	34	292	193

Table 5: Preliminary Market Distribution of Residential Units

2.4 NEARBY RESIDENT SERVICES AND AMENITIES

Kapiolani Residence offers a uniquely central location for affordable and moderately priced urban homes. It enjoys the proximity of conveniently located shopping, dining, entertainment, family and business services, financial institutions, private and public educational facilities, and convenient access to public transportation.

Some of Honolulu's most unique and stylish as well as some of its most popular shopping, dining and entertainment establishments are located within walking distance. They include the myriad establishments housed in adjacent Ala Moana Center and nearby Ward Village Centers, and the wide variety of restaurants, clubs, shops, and services located along Keeaumoku Street and Kapiolani Boulevard.

Banking institutions located nearby include Territorial Savings Bank, Bank of Hawaii, and American Savings Bank in Ala Moana Center. First Hawaiian Bank stands nearly directly across Kapiolani Boulevard from the project, while another branch of American Savings Bank is located near the proposed Transit Station location along Kapiolani Boulevard.

Medical services are located throughout the project's environs. A large concentration of services is located just over ¼ mile away in the Ala Moana Building at the Ala Moana Center Keeaumoku Street entrance while smaller concentrations of medical offices are located along King Street from Keeaumoku Street to Kalakaua Avenue.

Sam's Club, Walmart, and Keeaumoku Market on Keeaumoku Street, Don Quixote and Palama Market on Kaheka Street, and Safeway, Time's and Foodland Supermarkets on Beretania Street offer a wide variety of food shopping opportunities within comfortable reach of the project.

Educational facilities are also located nearby. McKinley High School provides educational programs at the high school level and for adults through its continuing education program. Kaahumanu School serves elementary education needs, and Washington Middle School serves students in that transitional period between elementary and high school education.

Table 6 on the next page displays some of the project's available nearby services and facilities.

Facility Type		Facility Name	Distance
Supermarket/Grocery Store		Don Quixote	0.20 mi.
		Palama Market	0.20 mi.
		Safeway Supermarket	0.71 mi.
		Times Supermarket	0.68 mi.
		Foodland Supermarket	0.58 mi.
		Sam's Club	0.26 mi.
Major Retail Shopping		Ala Moana Center	0.10 mi.
		The Ward Centres	0.88 mi.
		Walmart	0.26 mi.
Schools	Elementary	Kaahumanu Elementary School	1.50 mi.
	Middle	Washington Middle School	0.70 mi.
	High	McKinley High School	0.90 mi.
Child Care		First Chinese Church of Christ	1.20 mi.
Public Library		Makiki Library	0.79 mi.
Healthcare		Kapiolani Medical Center for Women & Children	0.90 mi.
		Straub Clinic and Hospital	1.06 mi.
		Kaiser Permanente Honolulu Clinic	0.75 mi.
		Private Medical Offices and Clinics (in Ala Moana Building)	0.23 mi.
Park/Playground		Ala Moana Regional Park	0.70 mi.
		McCully District Park	0.86 mi.
		Cartwright Park	0.66 mi.
		Makiki District Park	0.79 mi.
		Queen Park	0.70 mi.
		Sheridan Community Park	0.56 mi.
		Pawaa Park	0.45 mi.
		Lunalilo Elementary School Field	0.38 mi.
Personal Training		RomGym 8 Minute Fitness	0.91 mi.
		Island Club and Spa	0.67 mi.
		24-Hour Fitness Kapiolani	0.03 mi.
		Honolulu Body & Brain Yoga	0.81 mi.
		Power Yoga Hawaii	0.52 mi.
Bank/Financial Institution		First Hawaiian Bank	380 ft.
		Bank of Hawaii (Ala Moana Building)	0.23 mi.
		Territorial Savings Bank (Ala Moana Center)	0.21 mi.
		American Savings Bank (Ala Moana Center)	0.20 mi.
		American Savings Bank (at Kona Iki Street)	0.36 mi.
Public Transportation		Bus Stop: Kapiolani Blvd. & Mahukona St.	400 ft.
		Bus Transfer and Distribution Center (Ala Moana Center at Kona and Keeaumoku Sts.)	0.23 mi.
		Planned HART Ala Moana Station	0.36 mi.
Employment Centers		Kakaako	0.88 mi.
		Ala Moana Center	0.10 mi.

Table 6. Proximity to Services, Schools, Shopping & Recreational Opportunities

2.5 DEVELOPMENT TIMETABLE

The table below displays the project's targeted development schedule:

PROCESS	PROJECTED DATES	DURATION
Entitlement	September 2014 – November 2015	14.9 months
Design	November 2014 – August 2016	23.3 months
Construction Permits	February 2016 - September 2016	6.2 months
Sales Program	November 2015 – May 2016	5 months
Construction	November 2015 – May 2018 (est.)	24+ months

Table 7: Preliminary Development Time Table

3. THE AFFECTED ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATIVE MEASURES

This section documents existing environmental conditions at and adjacent to the project site, any project-related impacts that may occur, and any mitigative measures that may be necessary.

3.1 CLIMATE

The project site is located on the coastal plain of metropolitan Honolulu. Its surrounding relatively warm ocean water temperatures and wind patterns influence its general climate. Cooling tradewinds from the northeast have been the historically prevalent wind pattern for Honolulu and the island of Oahu on which it is located. Southerly or “Kona” winds occur periodically in response to weather conditions, during which time humidity and surface temperatures rise. With minor variations, climatic conditions remain relatively constant throughout the year, with somewhat cooler periods during fall and winter months and warmer periods occurring during late spring and summer. Temperatures generally range between 70 to 90 degrees Fahrenheit, with an average annual temperature of 77.6 degrees Fahrenheit. Average annual rainfall is 17.13 inches per year.

With its location near the coast, the site experiences less rain and more sunlight and warmth than occur in higher and more inland valleys and ridges overlooking the city.

(Source: National Oceanic and Atmospheric Administration, usclimatedata.com, rss weather.com, redorbit.com)

Potential Impacts and Mitigative Measures

The project will be located in an already highly developed area characterized by low rise buildings and numerous high rise structures, where the high presence of reflective surfaces accentuate Honolulu’s typically warmer coastal conditions. It is not anticipated that the project will significantly alter current climatic conditions.

A preliminary study of project shadow patterns is presented as Appendix K of this document. The intent of the solar study is to visualize shadows cast by the building and understand the sun’s position in relation to the Kapiolani Residence throughout the day and year. The study simulates the solar impacts the building would have on the existing context after completion. This solar study simulates the sun’s position from 8:00am to 6:00pm on each equinox (March 21st and September 21st) and solstice (June 21st and December 21st). With the sun makai of

the project during most of the year, it suggests that except for the summer months, most shadows cast by the project tower will fall toward Kapiolani Boulevard.

A wind study to examine estimated wind patterns around the project at street level and at higher elevations has been commissioned as part of the project design and documentation process. It is presented as Appendix J of this report. The wind study shows that wind conditions will generally be at the magnitude of a gentle breeze. The report provides a basis for landscape design for streetlevel open areas and for landscaped windscreening where necessary.

Periods of higher temperatures are a natural condition given the project's location on Honolulu's southern coastal plain, a condition that may increase gradually over time as climate change proceeds. To mitigate discomfort from periods of higher temperatures, balconies, which offer the opportunity to increase ventilation within the individual unit and to allow resident access to outside air, operable windows, and air conditioning capabilities within each unit will be part of the project provisions.

3.2 TOPOGRAPHY

As cited in the project *Preliminary Engineering Report* conducted by SSFM International and presented as Appendix H, the project site is predominantly flat, ranging from 5.1 to 7.1 feet above mean sea level (MSL).

Potential Impacts and Mitigative Measures:

As the project's finished grading will result in a relatively flat site, it is not expected that any major alterations to the topography or export/import of soil will be necessary.

3.3 SOILS

The soil type at the project site has been identified by in the U.S. Department of Agriculture Soil Conservation Service as Fill Land, mixed (FL). This type of soil occurs most frequently near Pearl Harbor and Honolulu areas near the ocean. It consists of areas filled with material dredged from the ocean or hauled from nearby areas and material transported from offsite locations. As this type of soil is present in the coastal plain where much urbanization is and will continue to progress, it is present in many urban development settings as surface layers and is used for those purposes.

The surface fill layer extends to about 4 to 6 feet below the site surface. This fill is underlain by lagoonal deposits extending to 24 – 26 feet below existing grade. Coralline deposits lie beneath the lagoonal deposits. They generally consist of loose to medium-dense sandy and gravelly coralline detritus interbedded with medium hard to hard sandstone/coral formations and stiff to very stiff layers of alluvial clay.

Onsite geotechnical borings encountered groundwater at 4.9 – 6.0 feet below existing grade. With its proximity to the ocean, groundwater level fluctuations probably occur in response to tidal fluctuations or introduction of water onto the site as a result of varying surface conditions. Figure 15, on the following page, presents a soils map of the area in which the site is located.

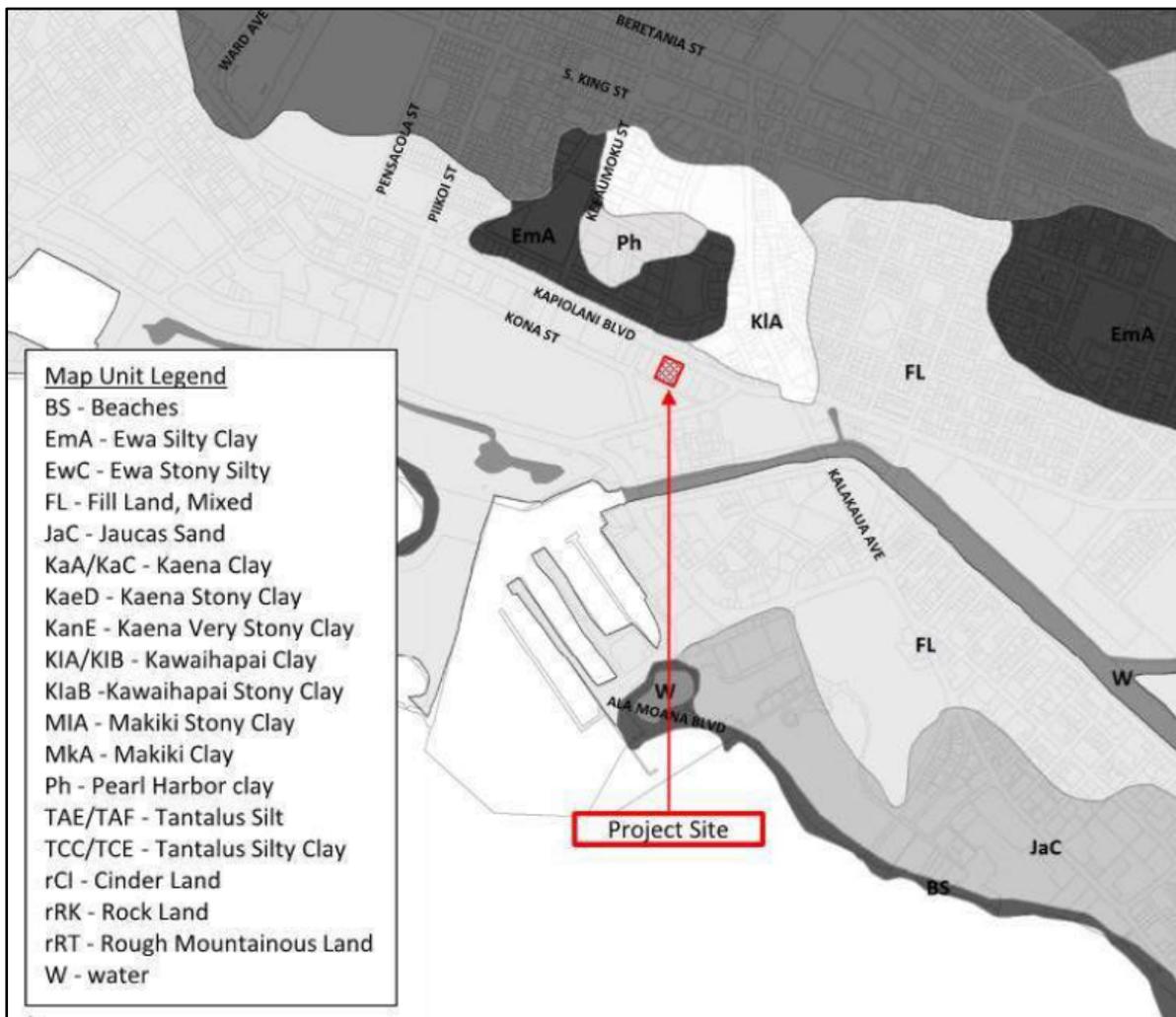


Figure 15: Soils Map of General Project Area

Predictive studies have postulated that climate change may cause a rise in groundwater elevations in areas near the coast. The project site is located approximately 2,700 feet from the shoreline and its topography ranges from 5 – 7 feet above mean sea level (msl). Based on its distance from the ocean, it is anticipated that sea level rise will not impact the site in the foreseeable future. Furthermore, between the project site and the ocean are a number of major structures and features that serve as buffers to the effects of sea level change.

Potential Impacts and Mitigative Measures

The proposed project will involve grading and site preparation for new paved areas and building footings, but as cited in the Topography discussion above, no major topographical changes are anticipated. Detailed design of the site will take into consideration the groundwater level and the potential for its rise. It is anticipated that the new underground wet utility systems that will be installed (water, sewer, and drainage) will not be impacted by sea level rise, due to the design of finished grades and topography, and the inland location of the site.

Short term impacts may involve minor soil loss or erosion during construction, but these potential effects will be controlled as cited below. After construction and the establishment of onsite planting, the site will be stabilized, and soil loss, if any, would be minimal.

All grading operations will be conducted in full compliance with dust, erosion control, and other requirements of the City and County Grading Ordinance and the State of Hawaii Administrative Rules, Section 11-60, 1-33 applicable to fugitive dust. In addition, Best Management Practices will be included in construction plans to mitigate dust and/or silt emissions.

3.4 FLORA AND FAUNA

The project site has been highly modified for decades for urban uses, eradicating pre-European natural features and resources. The U.S. Fish and Wildlife Service (USFWS) files and mapped date pertinent to federally “listed species” and designated critical habitat has found no federally listed species or critical habitat “within the immediate vicinity” of the project area. However, its records do indicate a probability that migratory white terns “may nest or transit through the area”. These birds are protected by the Migratory Bird Treaty Act (MBTA) (16 U.S.C. pp703-712). USFWS states that these birds often nest in urban parks and residential areas from Hawaii Kai to Hickam Air Force Base. They do not build nests, but lay eggs directly on a ledge,

branch, or other suitable location. The young hatchlings take 45 days to be able to leave their hatching location. USFWS recommends examining existing trees or structures slated for disturbance for the presence of white tern prior to commencing activity, and notifying USFWS if such presence is detected.

All existing onsite vegetation is introduced. Monkeypod trees are the most prominent vegetative features at the project site.

Potential Impacts and Mitigative Measures

Visual inspections to date have not detected the presence of white terns at onsite buildings or trees. However, site inspections will be conducted to determine the presence of white terns prior to tree removal and other construction activity.

Project planning in consultation with the City and County of Honolulu Department of Planning and Permitting, Traffic Review and Urban Design Branches and with the Department of Parks and Recreation have identified the need to remove and replace two existing monkeypod trees in order to maintain adequate vehicular “sight lines” and safe site access and egress along Kapiolani Boulevard.

Consultations with the Department of Parks and Recreation Division of Urban Forestry have tentatively determined that one replacement monkeypod tree will be planted at the project site while the other will be planted in a suitable offsite location. This strategy has been presented to and has received the support of the Outdoor Circle.

3.5 ARCHAEOLOGICAL AND HISTORIC RESOURCES

An archaeological inventory survey of the site, which included background research on the site’s historic and cultural context, was conducted via document research and 15 evenly spaced trenches dug at the site. Its findings and conclusions are summarized below.

Context

The archaeological survey places the project site in a region called *Kewalo*, located between the two traditional population centers of Honolulu (traditionally known as *Kou*) and Waikiki. While there are no specific references to Kewalo among the writings of early (European) travellers, early historic documentation described Honolulu and Waikiki as having extensively irrigated taro

fields (*loi*), fishponds, and permanent habitation sites, with Waikiki in particular having served in pre-European times having served for centuries as an important population center and center for the royalty from as early as the late 14th Century.

In sharp contrast with Honolulu and Waikiki, the Kewalo region seemed to have been less attractive as a place to live and farm because it consisted predominantly of marshes and was prone to flooding and tidal surges. However, while this area was apparently not considered a practical location for actual settlement until its modern transformation into an urban district, it was apparently an important location for fishponds and as a waterbird habitat. An old 19th Century Land Commission Awards record (LCA 387) just makai of Kewalo described the presence of fishing grounds, coral flats, and salt beds.

Other archaeological studies near the project area suggest that the general Kewalo area was an extensive wetland in traditional times. However, systematic filling of the area began in the 1920's and '30's and was completed by the late 1940's. As cited in the project geotechnical engineering report, soils in the general area currently consist of mixed fill imported and deposited to facilitate urbanization, typically forming a top soil layer four to six (4'-6') deep, under which are generally found lagoonal deposits over a coralline ledge formation.

Findings and Recommendations

The subsurface survey work identified, documented, and registered one "archaeological" site: a historic era refuse deposit which it designated *State Site number 50-80-14-7756*. This site consisted primarily of broken and intact glass bottles and two subsurface features that consisted of fills associated with abandoned utility infrastructure. The test trenches also revealed sediments indicative of previous land surface characteristics, which consisted of wet sandy clay characteristic of marsh sediments.

The archaeology team assessed the site as significant for its potential to contribute information to the record of "Historic Era" land tenure in the project area and this general portion of the Kalia Ahupuaa, of which it is a part. However, no further work was recommended for the site.

Potential Impacts and Mitigative Measures

The significance of the newly discovered and registered site was defined as informational: that it provided information of living/lifestyle conditions at the time of the deposit. The archaeology consultant determined that this recently registered site should not require project design

modifications for the purposes of preservation. However, the archaeology consultant recommended monitoring of all excavation exceeding a depth of one meter due the potential for additional archaeological deposits that might exist in subsurface layers of historic period fill. As a result, such excavation work will be monitored for possible encounters of such deposits during construction.

3.6 CULTURAL RESOURCES

A Cultural Impact Assessment for the Kakaako Community Development District Mauka Area Plan, Waikiki Ahupuaa, Honolulu (Kona) District, Oahu Island was prepared as part of the Environmental Impact Statement for the Hawaii Community Development Authority in support of the Kakaako Community District Mauka Area Plan. The “Area of Potential Effect” (APE) for a Cultural Impact Assessment (CIA) is substantially larger than for archaeological studies. This CIA “extends [from the currently designated Kakaako Mauka Area] to wider associations throughout Waikiki Ahupuaa, Kona District, and beyond”. The Kapiolani Residence site lies within this area of coverage.

The study found that the general area between the Honolulu and Waikiki was characterized by fishponds, salt ponds, occasional taro loi, and trails connecting Honolulu and Waikiki. The study also noted that Kewalo and the adjacent Kaakaukui and Kukuluaeo districts were traditionally noted for fishponds, salt pans, and marshlands where pili grass grew. Religious rites and resource gathering were also practiced in this general area. Since the APE covers a very wide area, the specific location of these activities and sites may often be elusive.

Potential Impacts and Mitigative Measures:

Given the systematic Twentieth Century filling of the lands in and around the area in which the project site is located and the fact that the one “significant” site identified by the archaeological inventory is a historic (post-European arrival), it is possible that pre-European remains may lie buried beneath the layers of fill material deposited during those filling operations.

Activities at and adjacent to the project site have consisted predominantly of increasingly intense urban uses, purposes, facilities and environmental character since the early 20th Century. However, because construction activity will involve some excavation, recommendations of the archaeological inventory, which include the monitoring of all excavation exceeding a depth of one meter due the potential for additional archaeological deposits that

might exist in subsurface layers of historic period fill should be followed. In addition, in keeping with the recommendations of the Mauka Area CIA, efforts to avoid impacts on view corridors and existing green spaces should be made, any infrastructure concerns, if they arise, should be addressed with the community prior to development, and community members should be consulted to address and integrate any community concerns that may arise in the design of site improvements.

The project has identified and addressed the project's relationship to the significant public view corridor identified by the City's Primary Urban Center Development Plan which covers the region in which the project is located. An examination of this relationship found that the project has no impact on this view corridor. A summary of this can be found in Section 3.7, *Visual Resources*, immediately following. At present, there are no infrastructure concerns. To address previous wastewater transmission issues, the project owner, SamKoo, was part of a group of property owners which funded improvements to sewer line capacity in and adjacent to the project area to enable adequate sewer line capacity for those properties. SamKoo and its consultants have also formally consulted on multiple occasions with the community through the Ala Moana/Kakaako Neighborhood Board to present and discuss the project during its development.

Further community access to the project review process will be possible as the project continues through its requisite entitlement processes, through the formal public review and comment period for this Environmental Assessment and the subsequent Honolulu City Council review process.

3.7 VISUAL RESOURCES

The Kapiolani Residence project is located in the Ala Moana District of Central Honolulu, within the region covered by the City and County of Honolulu Primary Urban Center (PUC) Development Plan. The protection of visual resources is included in the first of the Plan's "Key Elements". It states: "*Honolulu's natural, cultural, and scenic resources are protected and enhanced*". Pertinent to this project are the Plan's discussion of panoramic views and the city skyline. Pertinent PUC Development Plan sections addressing this are as follows:

Section 3.1.1.2 Scenic Views

PANORAMIC VIEWS OF NATURAL FEATURES AND LANDMARKS

“Panoramic views are broad vistas from distant vantage points. “

Significant views noted by the Plan are:

- *The Koolau and Waianae Mountain Ranges and their foothills (notably Red Hill and Pu-u Ualakaa, or Round Top);*
- *The Pacific Ocean, Pearl Harbor’s East Loch, Ford Island, Honolulu Harbor, Ke-ehi Lagoon and Kewalo Basin, and their respective shorelines; and*
- *The craters of Leahi (Diamond Head), Puowaina (Punchbowl) and Aliamanu.*

Section 3.1.2 Policies

“Establish and maintain an integrated open space network throughout the Primary Urban Center comprised of the following elements:

- **Preserve panoramic views of natural landmarks and the urban skyline.**
Preserve views of the Ko-olau and Waianae Mountain Ranges, Punchbowl, Diamond Head, Pearl Harbor and other natural landmarks. Maintain important view corridors within and across urban Honolulu and keep Downtown as the most prominent feature of the urban skyline.

Section 3.1.3.3 Urban Skyline and Mauka-Makai Views

- Preserve the following panoramic views...
 - From Ala Wai Canal Promenade toward the Koolau Range
 - From Ala Moana Beach Park toward the Koolau Range
 - From Kewalo Basin toward the Koolau Range and Punchbowl
 - From Kakaako Waterfront Park toward Punchbowl and the Koolau Range
 - From Punchbowl Lookout toward Diamond Head

Potential Impacts and Mitigating Measures

The diagram below, taken from the Primary Urban Center Development Plan, illustrates important Central Honolulu view corridors. The applicable view corridor is the mauka view of the Koolaus from Magic Island at Ala Moana Park. The Ala Moana Hotel, located immediately makai of the proposed Kapiolani Residence project and which possesses a broader profile than the Kapiolani Residence tower, prevents any part of the project from being seen from this vantage point. Because it is not visible from this vantage point, the project does not impact mauka views of the Koolau from the shoreline.

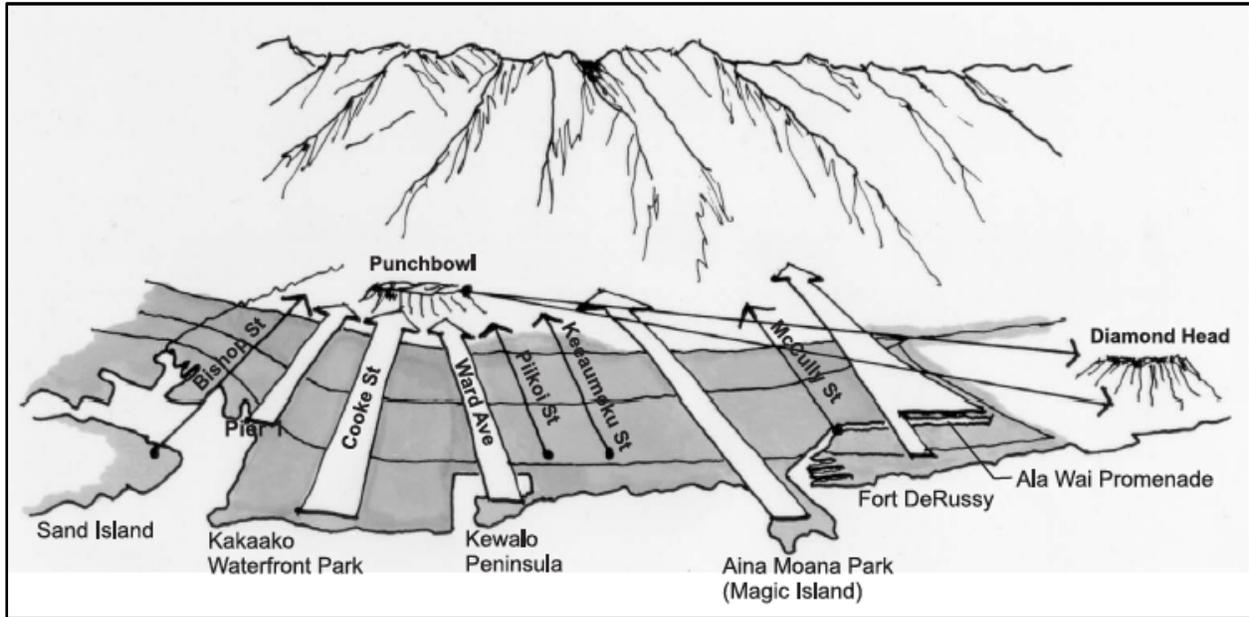


Figure 16: Primary Urban Center Development Plan View Corridor Diagram

3.8 ROADS AND TRAFFIC

The proposed project is located in an area of high vehicular and pedestrian activity. The immediate area has been proposed for increased densities under the City’s draft Ala Moana Neighborhood Transit-Oriented Development Plan. To assess future traffic in the immediate project area and the potential effect the project may have on it, a *multi-modal* Traffic Impact Analysis Study was commissioned. Its findings and recommendations are included in this document as Appendix G: *Traffic Impact Analysis Report* (TIAR). The following narratives addressing existing and future conditions are based on this report.

The Transportation Network

Vehicular Facilities: The surrounding transportation network consists of a gridded network of streets. The Ala Moana Neighborhood Transit-Oriented Development Plan, Existing Conditions Report (RTKL, August 2012) states that the transportation network is disrupted by the existence of “superblocks” (large blocks that interrupt the street grid). These superblocks concentrate vehicular volumes at major intersections resulting in long signal timing cycle lengths of 120 seconds and strained capacity. They also make it difficult to maintain connectivity and mobility for other transportation modes.

Buses and Heavy Vehicles: Ala Moana Center is the primary transfer point for TheBus system with a transit center located along Kona Street, adjacent to the Ala Moana Center. Buses that service this area include Routes: C, 6, 8, 23, 40, 52, 53, 55, 56, 57, 57A, 62, 65, and 88A. Additional buses that stop along Kapiolani Boulevard in the project area include Routes: A, 3, 9, 13, 17, and 18. Private buses and trolley services also have stops within the Ala Moana Center parking complex of garages and multi-storied lots.

Project construction will not impact existing bus stops. Bus stops #848 at Kapiolani Boulevard and Mahukona Street and #1000 at Kapiolani Boulevard and Atkinson Drive are outside the construction work area. The bus stop on the opposite side of Kapiolani Boulevard from the project site will not be impacted.

For a graphic representation of the transportation network and other relevant figures, refer to Appendix G, *Traffic Impact Analysis Report* enclosed in this Draft EA.

Pedestrian Facilities: Sidewalks line both sides of Kapiolani Boulevard with landscaped planter strips separating vehicular travel ways from pedestrians in most locations. Along Kona Street, sidewalks exist only along the makai side of the street. Fronting the project site along Kona Street, there is no sidewalk. Sidewalks widths in the surrounding project area range from 5-feet on Kona Street to 6 to 8-feet on Kapiolani Boulevard. Other sidewalks on Kaheka Street and Mahukona Street range from 5 to 8-feet. The City and County of Honolulu's Traffic Standards Manual (C&C, 1979) states that in most cases, concrete sidewalks shall be at least four feet wide in residential districts. The Hawaii Statewide Design Manual (HDOT, 1980) states that clear sidewalk width should be four feet minimum although widths of eight feet or greater may be needed in commercial areas.

Along Kona Street, adjacent to the project area, there are frequent driveway locations that interrupt the sidewalks along both sides of the street. These include frequent service driveways for medium-sized to large delivery and service trucks, many of which have limited visibility, and a large private bus terminal with a roadway frontage dominated by driveway widths. These vehicular interruptions make it difficult to establish safe, continuous pedestrian circulation facilities along Kona Street.

The Kapiolani Residence project features 8-foot wide sidewalks along most of its Kapiolani Boulevard frontage, widening in places to open onto a public seating plaza fronting its commercial spaces or to signal the pedestrian entrance to the tower lobby.

Project physical requirements and the fact that roadside conditions beyond the project frontage are beyond project control suggest that installing sidewalks along the project's Kona Street edge is inadvisable, but in recognition of the a current need for some pedestrian accommodation along this heavily used service street in response to existing patterns of use, maintaining the existing sidewalk where it exists on the makai side of Kona Street should be considered.

Bicycle Facilities: Oahu Bike Plan, a Bicycle Master Plan (HHF, August 2012) has no designated bike paths, lanes or routes on Kapiolani Boulevard. However, the Hawaii Revised Statutes, Section 291C-145 states that bicyclists traveling along the roadway slower than the normal speed of traffic should ride as close as practicable to the right-hand curb or edge of the road where bike lanes are not available. In areas other than business or prohibited districts, bicycles may be ridden on sidewalks provided the speed is 10 mph or less. On sidewalks, the bicycle operator must yield to the right-of-way to pedestrians. Ease of biking in the surrounding project area is not optimal because of the lack of designated bikeways, the presence of heavy vehicular traffic, and narrow sidewalk widths. For Diamond Head-Ewa (east-west) travel, a cycle track exists along South King Street, between Alapai Street and Isenberg Street, a bike route exists along Young Street and a bike path is adjacent to Ala Moana Boulevard. All of these are less than ¼ -mile from the project site. There are no existing designated mauka-makai bike ways. Future mauka-makai bikeways on Piikoi Street and Keeaumoku Street are shown in the Oahu Bike Plan, A Bicycle Master Plan (HHF, August 2012). A future bikeway has also been planned for Pensacola Street as part of the City and County of Honolulu's "Rehabilitation of the Streets, Unit 77 Project".

While neither Kapiolani Boulevard or Kona Street have formally designated bicycling provisions, Kapiolani Residence plans nevertheless to provide publically accessible bicycle storage racks for public use as well as separate provisions for resident bicycle storage.

Geometric Configuration

Intersection Configuration: Considering existing traffic movements in the project area and the anticipated impact of the proposed development, the following intersections were selected for study:

1. Kapi'olani Boulevard and Kaheka Street/Mahukona Street
2. Kona Street and Mahukona Street
3. Kapi'olani Boulevard and Atkinson Drive
4. Atkinson Drive and Kahakai Drive
5. Atkinson Drive and Kona Street

Roadway Configuration: Kapiolani Boulevard is a principal urban arterial owned by the County that runs in the Diamond Head-Ewa direction. In the project area, Kapiolani Boulevard is a six-lane, undivided, signalized arterial with a 35 mph posted speed limit. During the AM peak period the corridor is coned for contraflow operations, providing an additional lane for approximately 2.3 miles in the Ewa-bound direction between the H-1 Freeway near South King Street to west of Ward Avenue. Left turns are prohibited for the Diamond Head direction during the AM contraflow. During the PM peak period, an additional contraflow lane is provided in the Diamond Head-bound direction between Penscola Street to McCully Street. Left turns are prohibited for the Ewa-bound direction during the PM contraflow.

Driveway accesses to existing properties in the project area, including the subject project site, are prevalent along Kapiolani Boulevard and have no mid-block dedicated turn lanes. Kapiolani Boulevard serves as a major bus route with no bus pullouts. Fronting the property, sidewalks exist along both sides of the street, with various widths and an 11-foot landscaped area providing a buffer from vehicular travel lanes. Mahukona Street is a two-lane roadway that runs mauka-makai between Kapiolani Boulevard and Atkinson Drive with a 15 mph posted speed limit.

Mahukona Street is privately owned by General Growth Properties, the owners of Ala Moana Center. At the intersection with Kapiolani Boulevard, the northbound approach is striped as a one-lane for all turning movements. However, it was observed that motorists utilize the approach as a two-lane roadway in order to separate conflicting movements, thereby resulting in a left-through and right-through lane. This aligns with the two receiving lanes on the other side of Kapiolani Boulevard. Mahukona Street provides access to the Ala Moana Center parking

garage. There is also a bus stop located on Mahukona Street in the mauka-bound direction, before its intersection with Kapiolani Boulevard. Parking is permitted in designated meter parking stalls adjacent to the Ala Moana Shopping Center parking garage. Sidewalks line both sides of the street.

Kaheka Street is a major urban collector owned by the County that runs in the mauka-makai direction. No posted speed limit sign exists in this section and therefore is regulated to be 25 mph.

Kaheka Street is the mauka leg at the intersection of Kapiolani Boulevard and Mahukona Street. Between Kapiolani Boulevard and Makaloa Street, Kaheka Street has two lanes in the mauka direction and three lanes in the makai direction with on-street parking on the Diamond Head side of the street. Mauka of Makaloa Street, Kaheka Street turns into a two-way, two-lane corridor with a posted speed of 25 mph and on-street parking on either sides of the roadway. Sidewalks exist on both sides of the street. Kona Street, between Mahukona Street and Atkinson Drive, is a two-lane roadway that runs in the Diamond Head-Ewa direction with a 15 mph posted speed limit. Like Mahukona Street, Kona Street is privately owned by General Growth Properties.

Kona Street in this area serves as access for residential and delivery loading areas for apartments, condominiums, hotel and commercial areas. There is a sidewalk on the makai side of Kona Street with permitted on-street parking. At the T-intersection with Atkinson Drive, there is a right-turn out only for the eastbound approach. A raised island separates the right-in movements from the right-out movements.

Atkinson Drive is a minor urban arterial owned by the County that runs in the mauka-makai direction. It primarily has four lanes with dedicated left-turn lanes. At the T-intersection with Kapiolani Boulevard, starting mauka of Kahakai Drive, Atkinson is seven lanes with four right turn lanes in the mauka direction and three receiving lanes in the makai direction. There is on-street parking on Atkinson Drive makai of Kona Street on the Diamond Head side of the road. Atkinson Drive provides access to Ala Moana Shopping Center, Ala Moana Beach Park, hotels, apartments/condominiums and other commercial and office spaces.

Kahakai Drive is a two-lane road owned by the County. The road provides access to residential units and for those leaving the Hawaii Convention Center parking garage.

Parking is allowed along the makai side of the roadway. Sidewalks exist along both sides of the street.

Projected Future Conditions, Potential Impacts and Mitigative Measures

The TIAR, presented in Appendix G projected and assessed future traffic conditions in the area surrounding the project site. It projected 2017 conditions, when the project would be completed, and 2030 conditions, when the City HART line was complete and in operation. For 2017, it projected conditions for two scenarios: 1) Without the proposed project, and 2) With the project completed.

2017 Conditions: Future (2017) conditions without the project resulted in appropriate signalized intersection operations with worsened operations at the unsignalized intersection approaches in the PM peak hour. The intersection of Mahukona Street Kona Street warranted a traffic signal using the PM peak hour volumes. The intersection operated appropriately as a signalized intersection for Future (2017) Without Project and Future (2017) With Project conditions.

Future (2017) conditions with the project built found that appropriate LOS conditions for all signalized intersections were maintained but that the LOS the two existing unsignalized intersections likewise worsened. Table 8 compares existing intersection levels of service (LOS) at signalized intersections with both 2017 scenarios. More detailed tables can be seen in the TIAR presented as Appendix G of this report.

To optimize traffic conditions and mitigate project effects on traffic, the TIAR recommended that the project should include the following mitigation measures to address projected impact:

- Include wide, tree-lined sidewalks along Kapiolani Boulevard with convenient access to the project entrance. Serving a different purpose, the makai side of Kona Street should include adequate sidewalks as well.
- Bicycle access and storage should be considered within the development.

Levels of Service in roads surrounding the project site are shown in Table 9. Each level of service as defined in the *Highway Capacity Manual* is shown in Table 8 on the following page..

LEVEL OF SERVICE	DEFINITION
A	Free Flow; Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes; high level of physical and psychological comfort.
B	Reasonably Free Flow; Reasonably free flow; LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted.
C	Stable Flow, at or near free flow; Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness.
D	Approaching Unstable Flow; Speeds slightly decrease as traffic volume slightly increases. Freedom to maneuver within the traffic stream is much more noticeably limited and driver comfort levels decrease.

Table 8: LOS Definitions

INTERSECTION		Existing Conditions		2017 Conditions			
				Without Project		With Project	
Approach	Movement	AM	PM	AM	PM	AM	PM
Kapiolani Blvd & Kaheka/Mahukona Sts.		B	C	C	C	C	C
Kapiolani Blvd. & Atkinson Dr.		A	B	A	B	A	B
Atkinson Dr. & Kahakai Dr.		C	D	C	D	B	D

Table 9: Current and Future Levels of Service at Signalized Intersections

Kapiolani Residence incorporates the Kapiolani Boulevard and bicycle recommendations. Because of project space requirement constraints, the combined frequency of driveways from the proposed Kapiolani Residence and other properties along the mauka side of Kona Street, and the existence of a pedestrian sidewalk on the makai side of Kona Street where driveway interruptions are less frequent in the immediate area than on the mauka side of the street, no sidewalk will be provided along the Kona edge of the project. Continued use of the makai sidewalk, with its fewer driveway interruptions in the area opposite the project and adjacent buildings was considered the safer pedestrian accommodation for this stretch of Kona Street than a sidewalk on the mauka side of Kona Street in the immediate project vicinity of the project.

2030 Conditions: The assessment of 2030 conditions considered the effect of the build-out and operation of the Honolulu Rail Transit and a future Ala Moana Rail Station. As a result of the increased activity around the project area from the rail system, the intersections of Kona Street and Keeaumoku Street, Kona Street at Piikoi Street, and Kapiolani Boulevard at Keeaumoku Street would experience added delay. It was assumed that the Kapiolani Residence study intersections would also experience additional delay as a result.

The HART rail alignment extension from the future Ala Moana HART Station to the University of Hawaii and Waikiki as documented in HART's Final Environmental Impact Statement runs

through the project site. However, HART has noted that it “has not yet conducted planning or environmental assessments of the proposed rail extensions, so the exact location of the future guideway is subject to change.” The HART extension had originally been planned to run at an elevation of approximately 80 feet as it followed the Kona Street alignment in order to “clear” the top of the Nordstrom parking garage. However, the presence of the new One Ala Moana tower atop this parking garage may make this alignment difficult to pursue since the rail structures and vehicles would obstruct views and rail operations would create unwelcome levels of noise, negatively impacting One Ala Moana residents.

Conclusions

In conclusion, the TIAR found that the proposed Kapiolani Residence project complies with TOD guidelines by providing a mix of high density residential and commercial accommodations 0.4 miles from the Ala Moana Rail Station, within the ½-mile TOD radius. It also found that the project is further beneficial in its provision of much-needed affordable housing in the area. It stated that existing conditions could be improved with the addition of pedestrian facilities in the form of sidewalks fronting the building along Kapiolani Boulevard and Kona Street.

Finally, it concluded that the addition of project-related traffic would have a negligible impact on the surrounding area.

3.9 NOISE

Daily noise levels in the project vicinity are relatively high as a result of heavy daily vehicular traffic during the day and evening hours. Vehicular traffic is a mixture of private automobiles, buses, heavy trucks and semi-trailers, and emergency vehicles. Local and federal agencies have established standards and guidelines for assessing environmental noise impacts and have set noise limits related to land uses.

Noise from HART operations at the planned Ala Moana Station a little more than ¼ mile to the west is not expected to impact Kapiolani Residence occupants. The original HART extension documented in HART’s Final Environmental Impact Statement, which would have run past the top of the Nordstrom parking garage before entering and passing through the site, has not yet been confirmed by the necessary planning and environmental assessments.

With the presence of the One Ala Moana Tower which now stands atop the Nordstrom parking garage, the route of an actual HART extension appears uncertain. Until the final alignment of a HART extension has been confirmed or updated, noise impacts of this extension cannot be determined.

Potential Impacts and Mitigative Measures

Project construction activities will create short-term noise impacts. Most of this noise will be generated by construction equipment. Most of these impacts will be experienced by occupants of adjacent buildings.

Proper mitigation measures will be implemented to minimize noise impacts. All work will comply with the State of Hawaii Department of Health noise limits. Construction activity will be limited to daylight hours. Impacts of a HART extension cannot be determined until the current extension alignment has been confirmed or revised and updated.

3.10 NATURAL HAZARDS

Flood and tsunami potential are hazards to which the general area around the site is subject to varying degrees. The site is located in FEMA Flood Zone “X”. Flood Zone X has been defined by FEMA as an area of “minimal flood”. Flood Zone X indicates areas outside the “Special Flood Hazard Area (SFHA) and outside the area of the 500-year flood. Figure 17: Flood Insurance Rate Map on the following page displays flood zones in and adjacent to the project site.

While the project site has been shown by City and County of Honolulu to be within both the tsunami evacuation zone and extreme tsunami evacuation zone, it does not lie within the FEMA “VE” flood hazard area (see Figure 17: Flood Insurance Rate Map), where structures may be subject to wave (storm wave or tsunami) damage. An extensive zone of inundation hazard lying between the project site and the zone of potential wave damage hazard, and the presence of major structures between the proposed Kapiolani Residence and the ocean, notably the Ala Moana Hotel, the Ala Moana Center parking structure, and the major residential buildings along Atkinson Drive further shield Kapiolani Residence effectively from wave or tsunami hazard.

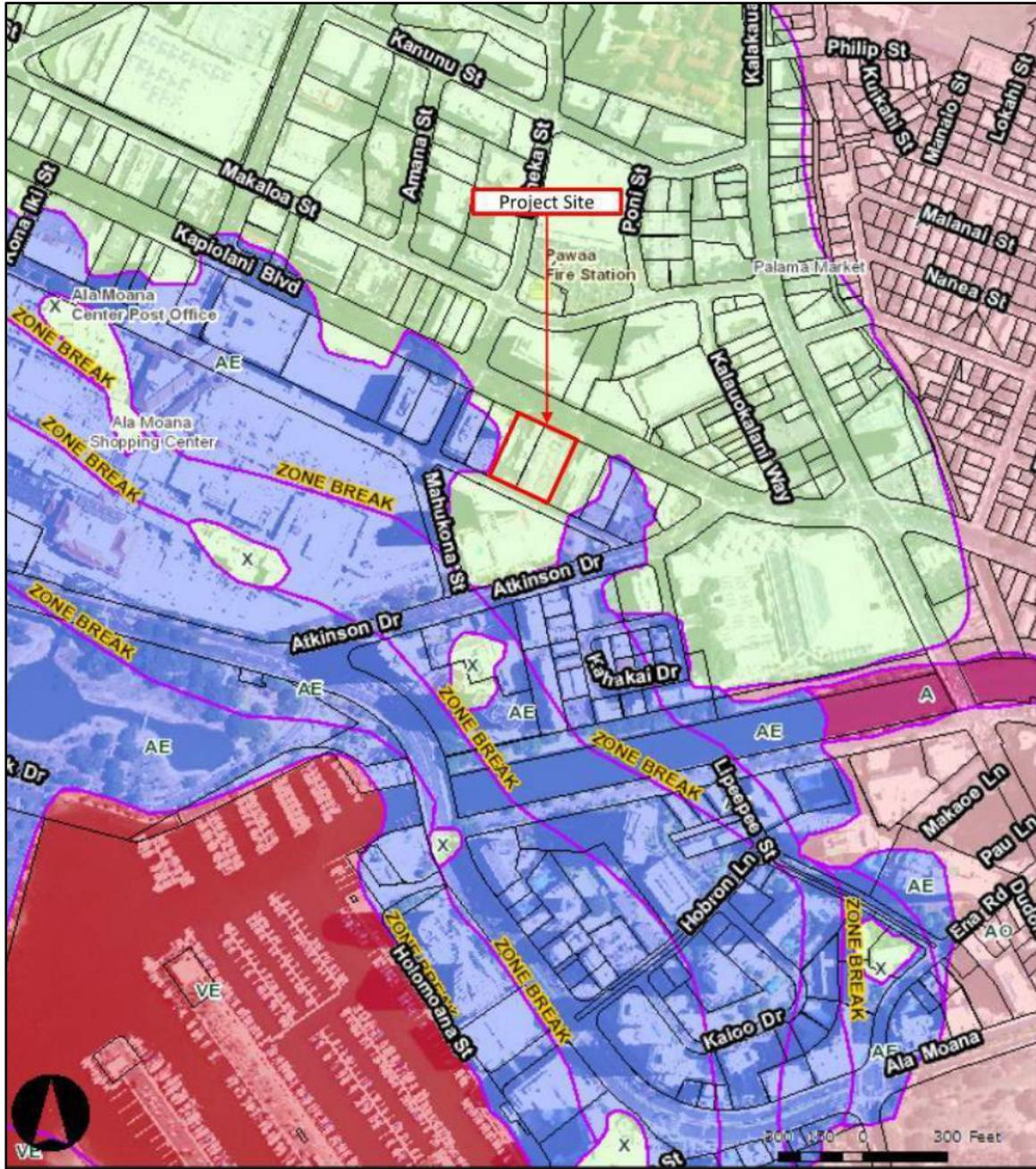


Figure 17: Flood Insurance Rate Map

3.11 MAN-MADE HAZARDS

A Phase I Environmental Site Assessment (ESA) was prepared on September 2014 by Central Planet Repair, LLC for the Kapiolani Residence site. The findings of this Phase 1 study are that

the following recognized environmental conditions (RECs) were likely present on the subject property:

- The 1949 Sanborn Map shows the structure located at the west side of the Parcel 009 as “clo. Clean’g” that probably means “clothes cleaning”. It is noted that the Sanborn Maps typically indicate “dry cleaning” as separate from “clothes cleaning”. The 1949 Sanborn Map does not show the presence of a fuel storage tank on site. The source of hot water for the laundry is not known. The presence of a laundry without indications of dry cleaning or fuel storage does not constitute a recognized environmental condition.
- The R.M. Towill Corporation noted that the general area around the property has received fill material from a number of sources over the years, including construction debris and sugar processing by products, dredged materials, and fill dirt. A subsurface investigation performed on an adjacent property did not reveal any hazardous materials. If excavation work is planned for the subject property, additional subsurface investigations may be recommended or the excavation may be monitored by a qualified professional to allow for the identification of suspect hazardous materials (*Kapiolani Commercial Property Parcel (1)2-3-41:009, Honolulu, Hawaii*. R.M. Towill Corporation, February 2002).

The following environmental conditions, which are not considered to be recognized environmental conditions, as defined by ASTM, were revealed during this assessment:

- Because the buildings on the subject property were built prior to 1980, suspect asbestos-containing materials (ACM) may be an issue at the subject property. An asbestos inspection was performed on February 7, 2001 by the R.M. Towill Corporation to identify any friable asbestos containing building materials. A total of seven building materials were sampled and no asbestos was in any of the samples. However, no samples of floor tiles, mastics, roofing materials or other not friable materials were collected as part of this inspection.
- Because the buildings on the subject property were built prior to 1978, lead-based paint (LBP) could be an issue on the subject property.

The findings of this Phase 1 study are that the following RECs are present on the adjoining properties:

- *Ala Moana Hotel*. 410 Atkinson Drive. SSW 0.080 miles – Small quantity generator (SQG). SQG generates between 100 kg and 1,000 kg of hazardous waste per month. Violation Status: No violations found.
- *Pan Am Bldg*. 1600 Kapiolani Boulevard. NW 0.036 miles – Conditionally Exempt Small Quantity generator (CESQG). CESQG generates less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Violation Status: No violations found.

The SQG and CESQG sites will not affect the environmental condition of the subject property if they are operated and maintained in accordance with the Federal and State of Hawaii rules and regulations.

- The 1955 Sanborn Map shows an auto repairing facility including a gas station marked as “gas & oil” on the south adjoining property located across Kona street. This property is now occupied by the Ala Moana Hotel. Substantial excavation was conducted during the construction of this building. No adverse effect on the subject property is expected from the former “gas & oil” sites due to the site distance to the subject property and downgradient location.

Potential Impacts and Mitigative Measures

The findings of the Phase I study are that the Recognized Environmental Conditions (RECs) are present on the surrounding properties, but that no adverse effects on the subject property are expected from these nearby properties due to their distance from the project site.

It suggested that monitoring of excavation and demolition work for the potential presence of as-yet undiscovered hazardous material might be considered given the age of existing onsite structures and the presence of fill material which had been deposited at the site at various times during the development of the area.

3.12 SOCIO-ECONOMIC CHARACTERISTICS

As a City-designated TOD neighborhood, the Ala Moana area is slated for change. It is a mixture of business and residential uses, and currently hosts a major concentration of retail,

dining, entertainment, and residential facilities as well as a rich mixture of ethnic groups and age cohorts. It has a resident population of about 21,000 persons or 11,000 households. Average annual household income is about \$52,600. About 45% of its population is college-educated and about 40% are married. Its resident population is ethnically diverse.

The area immediately mauka of the project is characterized by businesses and a mixture of rental or purchased residential apartments in mid- and high-rise buildings occupied by modest- to middle-income households. The immediate project area along Kapiolani Boulevard is a mixture of office buildings and residential towers. Occupants of the newer residential towers are typically higher-income households and a mixture of local and offshore residents. Ala Moana Center, other dining and retail establishments, and the numerous office buildings in the immediate project area draw visitors, workers and business owners into the area daily.

With its daily concentrations of resident, working, and visitor populations, Ala Moana is a center of activity in Central Honolulu that, if TOD moves forward, will see further increases in resident and business concentrations.

Potential Impacts and Mitigative Measures

Kapiolani Residence, with its mix of affordable and moderately-priced market residential units, will provide a much needed accessible housing opportunity for persons working in the area and those wanting access to urban housing conveniently located near places of employment, support services, and facilities.

In contrast to much of the recently completed or in-progress luxury residential offerings in the Ala Moana and Kakaako neighborhoods, Kapiolani Residence will offer housing to those with more modest levels of income who desire the benefits of rich urban settings and proximity to their sources of income. It will offer a uniquely central location for professionals and entrepreneurs desiring efficient and time-saving access to work and supporting resources as well as for more mature households requiring proximity to vital health and other lifestyle support services.

Kapiolani Residence proposes to provide a substantial portion of the residential component to the Ala Moana TOD mixed-use neighborhood. It will house households and individuals

whose employment, business endeavors, lifestyle needs, and consumption of merchandise and services will help drive the economic component of this emerging TOD neighborhood.

While the proposed project does not propose to act as one of the economic engines of this intended TOD neighborhood, its implementation will bring economic benefits to Oahu households, communities, and the State in general.

Excepting the cost of the land, the economic benefits created by the project, based on currently estimated development costs, are expected to include approximately 675 directly created construction jobs, 1,958 indirectly created jobs, \$128.9 million in earnings, and about \$2.6 million in State tax revenues.

Given these anticipated results, the economic contributions potentially attributable to the development of Kapiolani Residence are expected to be substantial.

3.13 INFRASTRUCTURE

The following sections address infrastructure elements pertinent to the proposed Kapiolani Residence project.

3.13.1 WATER

The Board of Water Supply (BWS) system provides water service to the project site. As-built BWS plans for water service is provided by 1-inch and a 1.5-inch lateral lines connected to a 12-inch water main running along Kapiolani Boulevard.

Potential Impacts and Mitigative Measures

The proposed project when completed will create additional water demands on the BWS system. Potable water demands will include service to the project's residential and commercial facilities, fire protection, and landscape irrigation.

A preliminary review of the existing BWS system's ability to accommodate estimated project water demands was coordinated with BWS based on the agency's Water System Standards

2002 guidelines. It concluded that the existing system had the capacity to provide adequate water for the project. This conclusion was based on the following assumptions:

Potable Water: The projected potable water average daily demand for the project, based on BWS domestic consumption guidelines can be summarized as follows:

Commercial & Residential Spaces: $728,884 \text{ sf} \times \text{GDP/sf: } 120/1000(0.12) = 87.466.08 \text{ GDP}$;
Assumption: Average Daily Demand is 0.1 MGD

Based on the above and using the BWS demand factor of 1.5, a maximum daily demand of 0.15 MGD is anticipated. The corresponding peak hour demand using the BWS factor of 3 predicts an estimated peak hour demand of 0.3 MGD.

Fire Protection: A fire protection system will be provided for building fire sprinklers. The projected fire flow, duration, and hydrant spacing for the project based on BWS Fire Flow Requirements are: 2,000 gallons/minute for 2 hours. Hydrant spacing is 250 feet. Provisions will be designed to meet National Fire Protection Association (NFPA) standards.

Per BWS guidelines, system capacity should deliver the maximum daily demand simultaneously with the required fire flow.

Landscape Irrigation: Approximate landscape area for the project was estimated at 11,000sf. A permanent landscape irrigation system was assumed.

A final decision on water availability will be confirmed by BWS at the time of Building Permit submission.

3.13.2 WASTEWATER

An existing 6-inch gravity lateral connected to a 36-inch gravity main (trunk) line running along Kapiolani Boulevard currently services the project site. Wastewater carried by these lines is discharged into the Sand Island Wastewater Treatment Facility where it is processed and discharged.

Potential Impacts and Mitigative Measures:

Project facilities will create wastewater flows, estimated in accordance with City and County

Sewer Standards as follows:

Usage Category	Average Wastewater Flow Rate
Residential (485 units)	108,640 gal.
Commercial	489 gal.
Total	109,129 gal.
Assume	0.11 MGD

Table 10: Estimated Wastewater Flows

For planning purposes, based on the foregoing information and City and County of Honolulu wastewater standards, the following project-generated wastewater flows were calculated:

- Design Average Flow: 0.116 MGD
- Design Maximum Flow: 0.633 MGD
- Design Peak Flow: 0.633 MGD

These calculations were used to determine existing system capability to accommodate the flows to be generated by the project.

SamKoo Pacific, LLC and SamKoo Hawaii, LLC (formerly Sam House Development) were part of a group of developers known as “Kalakaua Relief Line, LLC” that partnered to build a 2,000-foot sewer line along Kalakaua Avenue to relieve the strain on the City’s Kapiolani Boulevard sewer main that was threatening to delay contemplated projects in the Ala Moana and Waikiki areas. A Memorandum of Understanding and Agreement (MOUA) dated December 19, 2007 and amended September 22, 2011 was signed by Kalakaua Relief Line members and the City and County of Honolulu Departments of Environmental Services (ENV) and Planning and Permitting, Wastewater Branch (DPP). Under this agreement, Kalakaua Relief Line members were to design and construct the sewer line based on plans and specifications approved by the City in return for sewer credits corresponding to the actual amounts committed by each member to the effort. In October 2011, the City issued letters to each member under the MOUA. This reduces SamKoo’s cost of connection to the City’s sewer system.

An application for sewer connection (No.2014/SCA-0720) for 484 units was submitted to DPP, Wastewater Branch, and was preliminarily approved December 4, 2014. A new application to reflect the new 485 project unit count has been submitted to Wastewater

Branch and is currently being processed. Preliminary approval is expected. The final decision and approval on the availability of sewer capacity will be confirmed when the building permit application is submitted for approval.

3.13.3 DRAINAGE

Existing:

Under current drainage patterns, storm water runoff sheet flows across the asphalt pavement towards Kapiolani Boulevard and Kona Street and is intercepted by an existing catch basin east of the property, entering the existing storm drainage system. Storm water runoff from the property also flows towards Kona Street where it flows into a catch basin across Kona Street and enters the storm drainage system. There are no drainage structures, such as drain inlets or manholes, on the subject properties.

Preliminary as-built research indicates all runoff from the site is conveyed via a network of existing concrete box drains along Kapiolani Avenue and Kona Street, to an existing 36-in drain line along Atkinson Drive, going to an underground line at Kahakai Drive to the final discharge point at Ala Wai Canal.

Ultimately, the storm water drains into the Ala Wai Canal which is a 2-mile-long man-made waterway constructed in the 1920's to drain extensive wetlands in order to allow development of the Waikiki area on the island of Oahu.

Potential Impacts and Mitigative Measures

There will be drainage improvements within the project site to accommodate the proposed development. However, storm water runoff is not expected to increase due to construction of the Kapiolani Residence condominium. The project's planned landscaped areas are anticipated to reduce the amount of impervious surface at the project site. Where possible, mitigation measures using natural runoff control such as bio-infiltration areas in addition to the planned landscaping treatment will be considered.

Detailed civil engineering design will incorporate principles of low impact design. Treatment systems will be used to capture sediments from entering the adjacent City system. Final design grades and site topography will be such that the design storm will be contained onsite as

required by City and County of Honolulu rules and regulations. The design of the site will feature grassed or permeable areas that will reduce runoff to lower quantities than that produced by existing conditions, in keeping with the requirements of stormwater management and principles of low impact design.

It is anticipated that wherever possible, the project will continue to sheet flow into the Kapiolani Boulevard and Kona Street existing catch basins. There is an existing 10' wide storm drain easement adjacent to property TMK: 3-2-41:06 on the east side, where a 60" storm drain line is located. Drainage structures, such as drain inlets will be placed in areas within the property where runoff flows will not be able to sheet flow following existing patterns. These inlets will be a network that will connect and discharge to the existing storm drainage system, with proper provisions to satisfy storm water quality requirements. Storm water from roofs will be conveyed to the inlet network.

Given the potential for sea level rise and the accompanying potential rise in groundwater elevation, the optimum long-term method of stormwater management may be a combination of the above methodologies and the structured municipal drainage system rather than principal reliance on stormwater interception, detention, filtration, and percolation, since a rise in groundwater would probably eventually impede effective percolation of stormwaters detained onsite.

There will not be any drainage improvements outside of the project site as the proposed improvements should not alter or impact the downstream system flows. A drainage analysis based on City and County of Honolulu standards will be developed during the design phase of the project. During construction, appropriate erosion control Best Management Practices will be used to minimize the amount of soil transported in stormwater runoff during construction activities. All construction activities will comply with applicable Federal, State, and County regulations and rules for erosion control.

3.13.4 SOLID WASTE

A private refuse company currently serves existing uses at the project site to remove wastes generated by onsite tenants. The proposed project will generate different kinds of solid wastes during and after construction.

Construction wastes will consist primarily of vegetation, pavement, rocks, and debris from onsite clearing and demolition of existing structures, and construction packing, construction-related material wastes and refuse generated by onsite workers generated during construction activity.

Post-construction wastes will consist primarily of refuse generated daily by residents, tenants, staff, and contractors as a result of occupancy and management of the completed project. Solid waste generated from project occupancy is estimated at 2.92 tons/day, based on an average generation rate of 12 pounds per residential unit and 13 pounds per 1,000 square feet of commercial space, for a total solid waste volume of 26 cubic yards per day.

Potential Impacts and Mitigative Measures

Generation of construction wastes through clearing, demolition, and construction activities will be a short-term impact managed by the project's building contractor, and should not cause major impact to existing landfills.

Long-term post-construction management of onsite solid waste management and recycling programs are issues customarily addressed and decided by the AOA formed by project unit owners although initial waste disposal activities can be arranged by the property management company. Therefore, while project design can provide for the means and space for collection of solid waste and proper access to solid waste containers, how the waste is collected, whether and how it is separated into recyclable and non-recyclable wastes, or whether any of it is recycled onsite for conversion to project needs remains the decision and action of future project unit owners.

3.13.5 ELECTRICAL AND TELECOMMUNICATIONS

Electrical

National Electrical Code (NEC) load calculations for this project yields approximately 2500kVA, at 480Y/277 volts, 3-phase, 4-wire. The first floor will contain a Hawaiian Electric Company (HECO) vault sized for a new HECO primary padmount switchgear and a padmount transformer. Service location for connection to HECO's existing 25kV system will be determined by HECO. Empty primary concrete encased ductlines will be provided from the HECO service location to the HECO vault by the contractor. The 25kV primary cables will be provided by HECO. The ducts will terminate in a corner of the vault with cables pulled

and laid on the floor terminating in the padmount switchgear. HECO will provide the 25kV primary padmount switchgear and pad mounted transformer. Primary conductors will be laid on the vault floor from the switchgear to the transformer. Secondary service conductors will be laid on the floor and will run from the transformer to the main switchboard. The HECO Vault will require a roll up door directly fronting the primary electrical equipment. The vault will also be provided with a personnel door. The main electrical room will be located adjacent to the HECO Vault and will contain the building's main service switchboard.

Telecom

The project will include telecommunication services for Telephone and CATV for both Residential and Common Areas. Service location for connection to Telecommunication service providers' (Hawaiian Tel Com and Time Warner Oceanic) existing systems will be determined by the service provider. Empty primary concrete encased duct lines will be provided from the service provider location to the Telcom room main distribution frame (MDF) by the contractor. Infrastructure such as conduit, raceways and pathways will be provided by the contractor to enable the support of the following services to both the residents and the operation of the building:

- Residential Services
 - Telephone service (traditionally from Hawaiian Telcom)
 - Cable TV access (CATV) (traditionally from Oceanic Time Warner, Dish or DirectTV).
 - Internet Access

- AOA Services
 - Internal Telephone network and access to telephone service
 - Internal Data network
 - Internet Access
 - CATV Service
 - Security
 - CCTV
 - Access Control
 - Entry Phone
 - Parking Garage Access

Existing overhead power and telecommunication lines run currently run along Kona Street. It is anticipated that electrical and telecommunications service will come from this location as underground lines. Handholds for HECO, HT, and OTWC cables may be required on the site to enable pulling service cables into the garage and tower. A HECO vault room has been provided on the project plans.

Further consultation with the respective service providers will be conducted to verify requirements for the project.

3.2 PUBLIC SERVICES

The following narratives address necessary public services available to serve the proposed project.

3.2.1 SCHOOLS

Kapiolani Residence is located in the State of Hawaii Department of Education (DOE) Kaimuki-McKinley-Roosevelt Complex Area, and is served by Kaahumanu Elementary School, Washington Middle School, and McKinley High School. Kaahumanu School, located on Kinau Street between Piikoi and Pensacola Streets, is 1.5 miles from the project site. Washington Middle School is located on King Street just east of Kalakaua Avenue and is 0.7 miles from the project site. McKinley High School, located down the street from the proposed project adjacent to the Blaisdell Center and bounded by Kapiolani Boulevard, King, Piikoi, and Pensacola Streets, is 0.9 miles away. All schools are relatively near the project.

Potential Impacts and Mitigative Measures

A large percentage of the active families that may live in the proposed project will probably use these schools for their children's education. Although a formal preconsultation response from DOE was not received for this project, informal written communications with the Department has generated a preliminary assessment of project impact on existing school facilities.

Based on a very broad student generation rate that DOE is using for multi-family projects in the area from Kalihi to Ala Moana along the HART route, DOE estimates that Kapiolani Residence

will generate a total of 59 DOE students. That number includes an estimated 29 elementary school students, 15 middle school students, and 15 high school students.

Currently, Kaahumanu Elementary, Washington Middle, and McKinley High Schools will have sufficient classroom capacity to service the increase in students generated by the project. However, the projected 2019-2020 school year enrollment of Kaahumanu Elementary School will exceed the school's capacity of 623 students. There would be sufficient classroom capacity for the projected 2019-2020 school year enrollment for Washington Middle and McKinley High Schools to accommodate students that reside in Kapiolani Residence.

The DOE makes a distinction between the student enrollment impact of one project and the impact of all anticipated growth in an area. The number of additional students generated by Kapiolani Residence by itself would not strain school facilities at the present time or in the next five years. However, the DOE anticipates that up to 7,000 additional residential units would be permitted in the one-fourth to one-half mile radius around the future Ala Moana Transit Station in the next 25 to 30 years. Such growth would generate school enrollment impacts beyond the capabilities of existing schools. The DOE is considering the establishment of a school impact fee district for new residential development in the area around the Ala Moana Transit Station. Once a district is created, all new residential projects would be required to participate in this program.

3.2.2 POLICE

Police protection and services are provided by the Honolulu Police Department. Police Headquarters are located at 801 South Beretania Street near the City's Civic Complex.

Potential Impacts and Mitigative Measures

Police Department concerns during construction will center on modifications to traffic as a result of construction activity and the transport of materials to and from the site. The Police Department has noted the need for maintaining a safe flow of vehicular traffic, parking in the project area, and security. They have recommended effective traffic control devices to enable a safe means of ingress/egress for large construction vehicles, motorists, and pedestrians, and adequate site security measures during and after construction. Such measures will be developed and implemented to address both the construction and post-construction periods. In

addition, HPD will be notified when construction begins so that they may prepare for increased traffic-related calls for service created by possible construction-related traffic pattern alterations.

As a result of Police Department comments during the project's preconsultation phase, further studies of potential traffic impacts and the use of mitigating measures and security provisions were carried out. The following are the results of these studies:

Kona Street:

Based on previous projects in the project vicinity, it is anticipated that the approximately 32-foot wide Kona Street will accommodate the turning radius of large construction vehicles, although for larger vehicles such as WB-50 semi-trucks, their large turning radii will require traffic control support to maintain safe traffic conditions during their presence.

Turning analyses of turning movements at Atkinson Drive into Kona Street for a large (WB-50) standard semi-truck would need to occur as follows:

1. Heading Makai on Atkinson and turning right onto Kona Street: The WB-50 would be able to make the turn but would have to make a wide right turn movement, encroaching into an additional traffic lane.
2. Heading Mauka on Atkinson and turning left onto Kona Street: The WB-50 can make the turn but will need to make a wide left turn movement encroaching into an additional lane of traffic.

Turning from Kona Street onto Atkinson Drive:

1. Heading Diamond Head on Kona Street, turning right onto Atkinson Drive: The WB-50 can make the turn but will need to make a wide left turn movement, encroaching into opposing traffic.
2. Heading Diamond Head on Kona Street, turning left (mauka) onto Atkinson Drive: The WB-50 can make the turn but will have to make a wide left turn, encroaching into an additional lane of traffic.

Accessing or leaving the site from or onto Kona Street will require spotters and flaggers to accommodate the wide turns that will be required. The trucks may also be able to exit Kona Street onto Piikoi Street, provided there is sufficient clearance under the bridges crossing Kona Street.

To facilitate continued operation of adjacent businesses, the project will coordinate with adjacent business and property owners and the City to minimize disruptions. Street parking may need to be prohibited during construction hours along Kona Street near the project site. In addition, proper traffic control devices such as cones and signage, along with flaggers and police officers will be used to facilitate safe driving conditions in the vicinity of the site.

Kapiolani Boulevard:

Because Kapiolani Boulevard is heavily used as a major thoroughfare during both day and night hours, traffic will be impacted if lane closures are implemented. The contractor will manage the work to minimize lane closures and will use Kona Street instead of Kapiolani Boulevard for site access and egress whenever possible. In the event that either Kapiolani Boulevard or Kona Street is needed for site access, proper flag personnel and police officers will be placed in both directions of traffic to inform drivers of the upcoming work. Lane closures will avoid peak hour traffic. They will be scheduled between the hours of 8am and 3pm and/or on less busy night time hours. Traffic control devices will address pedestrian and vehicular access and circulation in the vicinity of the site.

The existing sidewalk fronting the project site will remain open but will be closed as needed during construction. Proper construction walkways and alternative detours will be provided for the safe passage of pedestrians in front of and around the site. There is no sidewalk fronting the project site along Kona Street. Proper signage and access control fencing will be in place along Kona Street for security purposes. The existing sidewalk on the makai side of Kona Street will remain accessible to pedestrians during the construction period.

It is anticipated that one lane of Kapiolani Boulevard will be closed during the conducting of improvements to the existing driveway and sidewalk. During this time, traffic control devices, advance warning signs, and pedestrian detours away from the project frontage will be put in place. Detour signage will be placed at the Kapiolani Boulevard/Makaloa/Kaheka Street intersection and the Kapiolani/Atkinson Drive intersection to allow pedestrians to cross those points safely to the opposite (mauka) side of Kapiolani Boulevard.

After construction has been completed, onsite parking will be provided for building tenants and residents, with access to the parking facility provided from Kapiolani Boulevard and Kona Street. A City-approved fire department access area with a minimum height clearance

of 13'-6" will be provided within the parking facility, connecting Kapiolani Boulevard with Kona Street. This area will also be available for use by large delivery and service trucks.

All vehicular access to the project site will be controlled. Power-assisted gate arm systems will be installed at all parking garage entrances. An electronic surveillance system will be installed in all project public areas, with surveillance monitors located in the project security office.

3.2.3 FIRE

Engine Company 2 on Makaloa Street is the Ladder Company closest to the proposed project. The Fire Department's comments on the proposed project, dated December 11, 2014, and the project response to it are presented in Appendix I.

Potential Impacts and Mitigative Measures

There may be occasional demand for firefighting services. To mitigate fire hazard, Kapiolani Residence will incorporate modern fire control devices and alarms, adequate access for fire apparatus, fire protection water supply, and building construction in conformance with existing building, life safety, fire, and other pertinent codes and standards.

To ensure the proper horizontal and vertical clearances for Fire Department vehicles, the Kapiolani Boulevard design team has consulted with Fire Department staff for design criteria and for review of preliminary design strategies in developing the project design to date. Further reviews with the Fire Department will be an integral part of final review and permitting processes.

3.2.4 MEDICAL FACILITIES

Several healthcare facilities and private medical offices are located in or near the project area. Nearby facilities with hospital services include Straub Clinic and Hospital on South King Street, the Kaiser Hospital Downtown Clinic on South King and Pensacola Streets, Kapiolani Medical Center for Women and Children on Punahou Street near Central Union Church, and The Queen's Medical Center on Punchbowl Street near the Hawaii State Capitol. The Ala Moana

Building just down the street at the Keeaumoku Street entrance to Ala Moana Center houses a concentration of medical and dental offices, as do the Blackfield Building further down Kapiolani Boulevard between Piikoi and Pensacola Streets and the Medical Arts Building on the corner of King and Victoria Streets. Numerous smaller buildings along King Street from Piikoi Street to Kalakaua Avenue also house medical offices and laboratories.

Potential Impacts and Mitigative Measures

Although there may be occasional needs for emergency health care services and regular needs for customary levels of routine medical care generated by occupants of Kapiolani Residence, the proposed project is not expected to substantially increase demands for medical services or have long-term adverse impacts on emergency medical providers or their ability to adequately serve the general community.

3.2.5 RECREATIONAL FACILITIES

There are numerous recreational assets in the Central Honolulu area easily accessible to the proposed Kapiolani Residence project, including eight public parks and numerous personal training and fitness facilities. Significant public parks, personal training, and fitness facilities located within a mile of Kapiolani Residence are itemized in Table 6 on page 41.

Major resource-oriented recreation facilities include the beach parks at Waikiki, Kapiolani Park, Ala Moana Beach Park (which includes the Aina Moana Park peninsula) Kewalo Basin, Kakaako Waterfront Park, Ala Wai Boat Harbor, Round Top (Puu Ualakaa) State Recreation Area, Diamond Head State Park, and Lyon Arboretum.

Ala Moana Beach Park, although a resource-oriented park, also acts as an activity-based recreation facility capable of accommodating informal sports and picnics. Other nearby parks and recreation areas include the well-used passive family recreation area on the Diamond Head edge of Kakaako adjacent to the Hokua and Koolani residential condominium towers, Sheridan Community Park, Cartwright Neighborhood Park, Makiki District Park, McCully District Park, and Pawaa Park on King Street near Kalakaua Avenue.

Other recreationally oriented facilities in the area include health and fitness clubs. They include Kakaako Fitness, UFC Gym, Hardass Fitness, and Island Club and Spa in nearby Kakaako, 24

Hour Fitness on Kapiolani Boulevard, the Honolulu Club near Thomas Square, and various cross training and yoga facilities throughout the Ala Moana and Kakaako districts.

Potential Impacts and Mitigation Measures

The proposed project will create some level of demand for recreation, although the actual levels of demand are not known and will depend on the composition of the project's future occupants. Active families will desire play areas for children at ages toddler to teen. Adult populations may have needs ranging from organized and informal sports to social gatherings and more passive, contemplative settings in sheltered surroundings. Others may feel the need for yoga, meditation, or physical fitness programs. Facilities meeting these needs can be found among the facilities just cited.

Kapiolani Residence will also feature recreational and leisure facilities of its own. It will offer open-air social gathering and informal recreation spaces between the tower and parking garage consisting of landscaped lawn areas and furnished hardscape spaces that will also be conducive to social gatherings or intimate encounters. A portion of the top floor of the parking garage will feature a recreation deck connected to the residential tower by a bridge. The plaza in front of the Tower on the Kapiolani Boulevard side of the project will be landscaped and furnished as a leisure space to accommodate passers-by, commercial customers, and project residents. It will offer seating areas, tables, and public bicycle racks.

4. THE INSTITUTIONAL CONTEXT: LAND USE POLICIES AND CONTROLS

Kapiolani Residence is in compliance within pertinent statutory requirements of the State of Hawaii and the City and County of Honolulu. The narratives below summarize this compliance.

4.1 STATE OF HAWAII

4.1.1 HAWAII STATE PLAN (Chapter 226, Hawaii Revised Statutes [HRS])

The Hawaii State Planning Act (Chapter 226, HRS) establishes a statewide planning system with goals, objectives, policies, and priorities to guide future long-range development of the State. Kapiolani Residence is consistent with the State Plan objectives and policies related to housing and facility systems as cited below:

Ch. 226-19 Objectives and policies for socio-cultural advancement – housing. (a)
Planning for the State’s socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:

(1) Greater opportunities for Hawaii’s people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individual, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more affordable housing is made available to very low-, low-, and moderate-income segments of Hawaii’s population.

(2) The orderly development of residential areas sensitive to community needs and other land uses

(3) The development and provision of affordable rental housing by the State to meet the housing needs of Hawaii’s people.

(b) To achieve the housing objectives, it shall be the policy of this State to:

(1) Effectively accommodate the housing needs of Hawaii’s people

(2) Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income, and gap-group households.

(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.

(4) Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.

(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.

(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.

(7) Foster a variety of lifestyles traditional to Hawaii through the design and maintenance of neighborhoods that reflect the culture and values of the community.

(8) Promote research and development of methods to reduce the cost of housing construction in Hawaii.

Kapiolani Residence proposes to provide affordable and moderately-priced housing in a uniquely central location in the Ala Moana neighborhood of urban Honolulu in proximity to jobs, business opportunities, shopping, dining, recreation, entertainment, family and business services, public transportation, and other vital lifestyle support facilities. Of its proposed 485 units, 60% or 292 of them will be made available to households earning 80 – 120% of the Area Median Income. The remainder will be moderately priced market residential units.

A large percentage of recent residential projects in the Ala Moana and the neighboring Kakaako district have targeted luxury markets. Kapiolani Residence, then, is unique among recent project starts by providing quality affordable and moderately priced homes strategically located to support the lifestyle needs of urban dwellers. In addition, by developing these housing opportunities under the State of Hawaii HHFDC 201H program, the developer has in effect chosen to proceed in partnership with the State of Hawaii.

Ch. 226-108 (2) – Sustainability. (2): *Encouraging planning that respects and promotes living within the natural resources and limits of the state;*

Kapiolani Residence is located within the Primary Urban Center, in keeping with State and City directed growth policies intended to concentrate growth within Oahu’s urban centers to take advantage of an already established infrastructure network and to facilitate the maintenance of important agricultural lands, natural and cultural resources and open space, and the maintenance of the natural water recharge capabilities which are concentrated in open, less urbanized lands where percolation is not as intensely impeded by the creation of non-porous ground surfaces or as vulnerable to potentially polluting runoff and infiltration that may result from industrial and commercial uses in urban areas. The consolidation of new development in already established or designated urban areas has the additional advantage that infrastructure upgrades in these locations, while time consuming, inconvenient and costly, often required far less expenditure of public financial resources than the construction of new infrastructure systems in non-urban “greenfield” locations.

In addition, as summarized in the Project Description section of this document, the design and construction of project facilities will emphasize sustainable design choices and low-impact development to minimize adverse environmental effects on the project site, its residents, adjacent areas, and the larger environmental context.

Finally and in summary, the creation of a significant opportunity for urban residential living within an established urban area can assist in reducing housing demand in suburban, rural, or agricultural areas and the concomitant consumption or elimination of resources located there. As suggested above, it can also help to reduce the levels of energy consumption, public investment on infrastructure, and the magnitude of carbon footprint which living and commuting over significant distances creates.

4.1.2 STATE LAND USE LAW – State Land Use Classifications (Chapter 205, HRS)

State Land Use Districts are established by the State Land Use Commission in accordance with Chapter 205, HRS. The purpose of the districts is to regulate the use of lands within the state to accommodate population growth and development as needed, and to protect important agricultural and natural resources areas. There are four classifications of land under this

districting system: Urban, Rural, Agricultural, or Conservation. According to Chapter 205, *Urban Districts shall include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated.*

The land on which Kapiolani Residence is located is within the Urban District, and is consistent with the intent of the State Land Use Law.

4.1.3 COASTAL ZONE MANAGEMENT PROGRAM (Chapter 205A, Hawaii Revised Statutes)

As HRS 205A defines the coastal zone as “all the lands of the State and the area extending seaward from the shoreline to the limit of the State’s police power and management authority, including the United States territorial sea”, the project site is located in the coastal zone management area.

However, as it is located approximately 2,700 feet from the shoreline in an inland location behind numerous major intervening manmade structures, complexes, roadways, and other manmade features on partially reclaimed fast land in a location remote from direct contact with customary shoreline processes, the site does not influence coastal processes or conditions. However, as it is situated in both the tsunami evacuation zone and the extreme tsunami evacuation zone, its occupants and its onsite structures can be influenced by these events whenever they might occur.

As the site and actions on it are not likely to influence coastal processes or conditions within coastal areas, no potential impacts are anticipated.

4.2 CITY AND COUNTY OF HONOLULU

4.2.1 GENERAL PLAN

The General Plan for the City and County of Honolulu is a collection of broad objectives and policies supported by the City and County of Honolulu government to guide the future of Oahu toward a desirable and attainable future. Kapiolani Residence is consistent with General Plan objectives and policies, as cited below:

I. POPULATION

Objective C: To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.

Policy 1: Facilitate full development of the Primary Urban Center

Kapiolani Residence is located in the Primary Urban Center (“PUC). It will facilitate opportunities for low and moderate income households to live in the Primary Urban Center near business and lifestyle support opportunities and near public as well as private forms of transportation. By doing so, it facilitates full development of the PUC by providing opportunities for an important and often underserved portion of the residential market to live in the PUC and in locating near both commercial and family-oriented facilities and services, providing the customer base that will support lively and vital economic and social activity essential to neighborhoods and districts everywhere.

IV. HOUSING

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

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

Policy 5: Make full use of State and Federal programs that provide financial assistance for low- and moderate-income homebuyers.

Objective C: To provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities.

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

Policy 3: Encourage residential development near employment centers.

Policy 4: Encourage residential development in areas where existing roads, utilities, and other community facilities are not being used to capacity.

Kapiolani Residence will provide housing to affordable and moderately-priced markets. 60% of its 485 units will be available to persons with incomes ranging from 80 – 120% Area Median Income (AMI). In addition, the proposed project is close to employment, business, commercial, and recreation facilities. As a project that is located at the primary Bus transfer point on Oahu and the future City HART rail transportation system, both of which offer alternatives to private modes of transportation, and which is in an area where pedestrian travel amenities are intended for emphasis, it will support a more efficient use of the area street system. Finally, as project being done under the auspices of the Hawaii Housing and Finance Corporation, it engages a State program which facilitates the availability of housing to low and moderate income groups.

VII. PHYSICAL DEVELOPMENT AND URBAN DESIGN

Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.

Policy 2: Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities.

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

Policy 6: Encourage the clustering of developments to reduce the cost of providing utilities and other public services.

As a proposed residential tower in a dense urban neighborhood with developed utilities, available public services, and already existing office and residential towers that has been slated by City policy for intensification of uses as one of Honolulu's Transit-Oriented Development (TOD) neighborhoods, the Kapiolani Residence tower is an appropriate building

type appropriately located, and one that sets a level of quality that further intensification of the area can use as a baseline with which to reference future actions.

It represents the kind of land-conserving, compact development that supports the concentration of facilities and services which make livable urban neighborhoods possible. It will be an added asset that will serve the Ala Moana neighborhood's already urban population. Finally, in addition to locating in an area with existing infrastructure availability, the project owner had also previously joined with other developers to increase sewer capacity in the project and adjacent areas to provide the sewer capacities needed by existing and contemplated developments.

Objective B: To develop Honolulu (Waiialae-Kahala to Halawa), Aiea, and Pearl City as the Island's Primary Urban Center.

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

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

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

Kapiolani Residence, as one of the first major new structures to be developed in an intensifying node of activity at Ala Moana, will contribute, along with other buildings in this area and the neighboring Kakaako District, to the ongoing development of Oahu's Primary Urban Center. It is being designed to be attractive as well as practical, and to take advantage of existing environmental elements as well as developing its own attractive and memorable sense of place. In its plaza, its selective combining of Kapiolani's unique monkeypod frontage with its own exterior design measures and amenities will help establish a fabric and vocabulary of urban design for Kapiolani in keeping with developing City TOD concepts and probable future preferences of an emerging pedestrian public.

4.2.2 THE PRIMARY URBAN CENTER DEVELOPMENT PLAN

The City and County of Honolulu's Development and Sustainable Communities Plans apply General Plan provisions to each of Oahu's eight "development plan" regions. These plans respond to the specific characteristics and community values of each region and are the first physical application of the more programmatic General Plan. They are the primary land use policy plan for each region. Each also offer some degree of general physical design prescription in response to its region's unique qualities, character, and community values.

Kapiolani Residence is located within Oahu's Primary Urban Center (PUC), a region covered by the Primary Urban Center Development Plan (PUCDP). It is consistent with the intent of land use policies objectives, and policies of the PUCDP, as follows:

LAND USE DESIGNATION

Kapiolani Residence is located in an area designated "District Commercial". The PUCDP describes "District Commercial" as follows:

District commercial areas, which are shaded in red on the maps, refer to a wide variety of commercial uses and related activities intended to serve district-, regional- and/or islandwide populations. Uses typically include major office buildings, shopping centers, professional and business services, municipal services, and commercial activities located along major streets. Mixed uses, including appropriately integrated medium or higher-density residential facilities, and higher densities are encouraged in these areas.

Given this definition, Kapiolani Residence is clearly consistent with PUCDP land use policies.

3.3 In-Town Housing Choices

"The PUC of the future offers in-town housing choices for people of all ages and incomes." This third element of the Vision addresses the need for affordable housing, both rental and for-sale, in the PUC to serve families with young children as well as young adults, elderly residents, and multi-generational households.

3.3.1.1 Housing Stock and Occupancy

In the 1980's and early '90's, the city and the State carried out aggressive low-moderate income housing development not only in Ewa but also in Downtown and Kakaako. As of 2000, however, most of the government-owned in-town sites had been developed and funding for new housing had been drastically reduced, making preservation and retention of existing affordable units an integral and essential component of fulfilling the housing needs of PUC residents.

3.3.1.2 Development of New Housing

The PUC is essentially “built out” – i.e., there is no reservoir of vacant land designated for future urban use. New housing is developed on lands which are underutilized or where it is not economical to maintain the existing uses or structures. This occurs primarily in older in-town districts where land values are relatively high, and there is a strong market demand for higher use.

Higher Prices. *Prices for all types of housing – both sale and rental prices – are extremely high in the PUC, with single-family houses clearly beyond the affordable range. Prices for apartments are generally high because of higher costs for land and for construction of high rise structures.*

Higher Risks. *Development of a multifamily, high-rise structure carries more developer risk than lower-density housing because the structure must be completed (and the investors fully extended) before any sales are closed. Honolulu's Uniform Building Code requires “Type 1” construction for large apartment buildings. Type 1 standards essentially demand a reinforced concrete structure, which is very expensive. With the high carrying costs of a completed building, slow absorption can cut into or eliminate profits. The higher risk makes it more difficult and costly to obtain development financing.*

Zoning Regulations. *Zoning regulations strictly limit the floor area and the lot coverage of apartment buildings. High minimum parking requirements, combined with limitations on lot coverage, force the development of costly structured parking. In addition to substantially increasing project design and construction costs, existing regulations force apartment buildings into a tower configuration with a parking pedestal.*

Despite the PUCDP's Vision for more in-town housing, PUC housing prices have been high and beyond the reach of a very large number of consumers. Because of existing prices, the need for affordable homes appears severe. Kapiolani Residence is a project oriented toward meeting that need.

3.3.2 Policies

- *Provide incentives and cost savings for affordable housing. Provide exemptions from zoning and building codes for housing projects that meet established standards of affordability, on a case-by-case basis.*

Kapiolani Residence intends to make 60% of its units affordable to households earning 80 – 120% of Area Median Income. In view of the foregoing descriptions of existing conditions influencing the cost of housing, incentives and exemptions are clearly needed to facilitate and to simply enable the achieving of the proposed project's intent. The HHFDC-administered 201H program has the elements to do so, and at this time is the program which holds the incentives, allows the exemptions, and which is intended, equipped, and implemented to enable this kind of housing and these kinds of buildings to be possible.

- *Provide for high-density housing options in mixed-use developments around transit stations. This type of transit-oriented development" facilitates transit use and allows for increased densities without generating increased vehicular congestion.*

Kapiolani Residence is a high-density affordable housing project with street level commercial offerings located at Honolulu's primary bus transfer hub and within ½ mile of the City's future Ala Moana Transit Station. Its large setbacks along Kapiolani Boulevard provides unobstructed circulation for pedestrian traffic while also offering a landscaped, furnished plaza for pedestrians who wish to rest, gather for social interaction, or pause for a beverage from one of the proposed project's commercial establishments without impeding the flow of the pedestrian traffic. The proposed project will also offer bicycle storage facilities for bicyclers. Finally, in addition to these circulation-promoting improvements which avoid or minimize conflict with vehicular traffic, the project's own vehicular traffic provisions will observe one-way access and egress along Kapiolani to minimize traffic conflicts, and its Kona street vehicular access will be used for only secondary and service access to the building.

With these provisions, Kapiolani Residence, by locating near transit nodes, facilitating transit use, providing facilities for non-vehicular travel, and implementing vehicular flow practices which minimize conflicts between project-generated and passing vehicular traffic, will not only facilitate the use of public transit facilities, but will do so in a way that minimizes contributions to vehicular congestion.

4.2.3 CITY AND COUNTY OF HONOLULU LAND USE ORDINANCE

The purpose of the Land Use Ordinance (LUO) of the City and County of Honolulu is “to regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the [General Plan] and development plans...” Its intent is to provide “reasonable development and design standards for the location, height, bulk and size of structures, yard areas, off-street parking facilities, and open spaces, and the use of structures and land for agriculture, industry, business, residences or other purposes.”

The LUO designates and defines categories or zoning districts of land use as well as allowable developments and design criteria within each category or zoning district. The proposed Kapiolani Residence is located in the BMX-3 (Community Business Mixed Use) District. The purpose of the BMX-3 district is to provide areas for both commercial and residential uses outside the Central Business District (historically, Downtown Honolulu) at a lower intensity than that of the Central Business District. It requires a minimum lot size of 35,000 square feet, a minimum lot width and depth of 50 feet and building height setbacks along street frontages. In this location, the allowable building height is 350 feet, and the allowable maximum density (FAR) is 3.5 (Total building floor area can be 3.5 times the area of the lot).

As an affordable housing project, the building envelope (maximum height allowance and building height setbacks from the street) and density allowances of the BMX-3 zoning district provide insufficient building envelope and floor area for the project to achieve economic feasibility. In addition, in an area slated for increased development intensity (as proposed by the draft Ala Moana TOD Neighborhood Development Plan), these constraints will become inconsistent with City policy once the intended new provisions are in place.

To achieve the floor area and building volume required for project feasibility, the proposed Kapiolani Residence requires exemptions from existing City regulations and would additionally benefit from financial incentives to assist with this feasibility. The 201H process offers well-defined opportunities for acquiring Kapiolani Residence's needed exemptions and incentives. It is therefore clear that the HRS 201H provisions are the preferred avenues currently in force for achieving this. For this reason, Kapiolani Residence will pursue the 201H program and through it, request exemptions from City zoning and other requirements.

4.2.4 THE ALA MOANA NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT PLAN and ORDINANCE 14-010, THE INTERIM TOD ORDINANCE

The Ala Moana Neighborhood Transit-Oriented Development (TOD) Plan is one of nine TOD plans being done to create neighborhood development plans in response to the opportunities and requirements associated with the stations of the City's Honolulu Authority for Rapid Transit (HART) system now under construction. The City's TOD website shows the nine TOD Plans completed or now in progress.

A draft of the Ala Moana TOD Plan has been completed and is undergoing a review and refinement process. Principal proposals of the plan addressing project building envelope and density include the possible amendment of building height setback requirements. It also proposes height and density allowances in excess of currently existing zoning provisions, including possible building heights of up to 400 feet with possible densities of 7.0 FAR in exchange for "public contributions", to be evaluated and negotiated on a project-by-project basis. In areas along the Kapiolani Boulevard frontage, it proposes a "build-to" (or "setback") line (the line to which the front of a building must align) of 12 feet from the edge of a parcel.

However, this plan has yet to be finalized and adopted. Following its adoption, the City would need to draft, review, and adopt enabling ordinances to implement it. Therefore, the plan is not yet in place and the ordinance specifically designed to implement it has not yet been written. As an interim measure, the City drafted and adopted Ordinance 14-010, which creates a temporary process for pending TOD areas, based on its "Planned Development" review procedure. This process could be selected by a project applicant proposing development in a pending TOD area for processing a TOD-oriented project until a permanent TOD Plan and enabling ordinance are

in effect. Like the Ala Moana TOD Plan, building envelope and density allowances would be negotiated in exchange for “public contributions” on a project-by-project basis.

Although the planning and design of Kapiolani Residence voluntarily supports elements of the TOD program in multiple ways, the discretionary nature of its process, the attendant uncertainty in time and outcome that could result, and the extreme importance of certainty and timely execution demanded by the financial and time-sensitive nature of an affordable housing project, the 201H Affordable Housing program has been judged a preferred process for processing and executing the Kapiolani Residence affordable housing project.

4.3 APPROVALS AND PERMITS

Table 9 below displays permits required for the review and implementation of the proposed Kapiolani Residence project.

Permit or Approval	Responsible Agency
Chapter 201H, HRS	Hawaii Housing Finance and Development Corporation (HHFDC) & City and County of Honolulu City Council
DURF Loan Application	State HHFDC
Chapter 343, HRS	State HHFDC & State of Hawaii Office of Environmental Quality Control (OEQC)
Building Permit for building, electrical, plumbing, sidewalk/driveway and demolition work (variance for building permit when work done in setbacks)	City and County of Honolulu, Department of Planning and Permitting
Grubbing, grading/trenching, Street Usage, and Stockpiling Permit	City and County of Honolulu, Department of Planning and Permitting
Sewer Connection Permits	City and County of Honolulu, Department of Planning and Permitting
Water Connection	Honolulu Board of Water Supply
Water Quality	State of Hawaii Department of Health

Table 11: Approvals and Permits Summary

5. CHAPTER 201H APPLICATION AND REQUESTED EXEMPTIONS & DEFERRALS

5.1 INTRODUCTION

Hawaii Revised Statutes (HRS) Section 201H-38, "Housing development; exemption from statutes, ordinances, charter provision, and rules" allows for eligible 201H projects to seek exemptions from all statutes, ordinances, and rules of any governmental agency relating to planning, zoning, and construction standards that do not negatively affect the health and safety of the general public in exchange for providing affordable housing.

Kapiolani Residence will be a 485-unit for-sale, predominantly affordable housing project that will offer 60% or 292 of its units to households earning 80% - 120% of the Area Median Income (AMI). It is centrally located in the Ala Moana district of Central Honolulu, where already high property values are expected to rise further in anticipation of the City's pending Ala Moana Transit-Oriented Neighborhood and the increased development potential that this will bring.

Current market activity has already indicated a value for the Kapiolani Residence site in excess of \$25 million, or over \$400 per square foot. In response to this context: high construction and land costs combined with efforts to provide the above quantum of affordable units, exemptions and deferrals from customary fees and permits are being sought.

The exemption and deferral requests which follow are necessary to achieve and maintain the financial feasibility of the project. The primary objective is to reduce the per-unit cost of development sufficiently to achieve this financial feasibility. If this is achieved, both SamKoo and the State of Hawaii will be able to maximize the number of quality affordable units that will be delivered to the public in a soundly built, aesthetically pleasing, and efficiently configured building at this very central location, in convenient proximity to virtually all the facilities and services needed to support the urban lifestyle needs of its occupants. From the Kapiolani Residence location, future project residents will have convenient access to employment, shopping, dining, and family services, and access to multiple forms of transportation with which to reach other Oahu destinations.

The following is a description of the exemptions being requested for Kapiolani Residence. A summary of these exemptions, presented in tabular form in Section 5.3, follows these narratives.

5.2 REQUESTED EXEMPTIONS AND DEFERRALS

Exemption from Revised Ordinances of Honolulu, Land Use Ordinance Section 21-3.120-2(b) (Table 21-3.4), Business Mixed Use Districts and Development Standards

- Exemption from Land Use Ordinance Sec. 21-3.120-2(b)(Table 21-3.4) is sought to allow Kapiolani Residence to exceed the current allowable maximum height of 350 feet. The Kapiolani Residence tower component is projected to be 399.5 feet in height.

This additional height has no visual impact on distant views from the coast toward the Koolau Mountains or toward Diamond Head from Punchbowl, two important view corridors cited by the Primary Urban Center Development Plan (PUCDP). The 396-foot tall Ala Moana Hotel stands directly makai of the project site, blocking views of the Kapiolani Residence tower from the coastline. Figure 15: Primary Urban Center Development Plan View Corridor Diagram indicates the view from Magic Island as an important public view point. From this station point, the Ala Moana Hotel, completed in 1970, effectively blocks any view of Kapiolani Residence. Therefore, if there is any obstruction of a Koolau view from this location, the obstruction would be the Ala Moana Hotel.

The proposed project does not lie in the view path between Punchbowl and Diamond Head. In addition, the Kapiolani Tower height conforms to and is therefore consistent with the draft Ala Moana Neighborhood TOD Plan, which proposes a maximum tower height of 400 feet in this area.

Finally, by setting back considerably from Kapiolani Boulevard and orienting parallel to the street, the tower, additionally shielded by the large monkeypod trees along its frontage, has effectively minimized its visual presence to passersby along Kapiolani Boulevard.

In summary, the proposed height of Kapiolani Tower is already consistent with the scale set in 1970 by the adjacent Ala Moana Hotel. It is consistent as well with the draft Ala Moana Neighborhood TOD Development Plan heights and is therefore consistent with the future development scale the draft Plan proposes for this part of the Ala Moana "Neighborhood".

- Exemption from Land Use Ordinance Sec. 21-3.120-2(b)(Table 21-3.4) is sought to allow Kapiolani Residence to exceed the maximum (bonus-generated) density of FAR 3.5 (the maximum allowed in exchange for public open space and arcade contributions) allowed by the BMX-3 zoning district. In order to achieve financial feasibility while making 60% of its units affordable to households earning 80%-120% of Area Median Income, the proposed project must have the magnitude of floor area required to do so. Kapiolani Residence's proposed FAR of 9.32, enabling a floor area of 524,489 square feet, makes this possible.
- Exemption from Land Use Ordinance Sec. 21-3.120-2(b)(Table 21-3.4) is sought to allow the Kapiolani Residence parking garage structure and the parking garage entry ramp to encroach into the 10-foot side and rear yard setbacks in order to enable the inclusion of the necessary facilities the garage has been programmed and designed to house.
- Exemption from Land Use Ordinance Sec. 21-3.120-2(c)(5) is sought to exempt Kapiolani Residence from height setback requirements from the street. Height setbacks as outlined in this ordinance would significantly restrict both the tower and parking garage building envelope and prevent them from achieving the volume needed to house the number of units and supporting parking stalls needed to make the proposed project physically and financially feasible.

Exemption from Revised Ordinances of Honolulu, Land Use Ordinance (LUO) Section 21-6.20 (Table 21-6.1), Off-street Parking Requirements

- Exemption from Land Use Ordinance Sec. 21.6.20 (Table 21-6.1) is sought to allow for less than the minimum required off-street parking spaces. The LUO would require that the proposed project provide a total of 851 parking stalls: 794 resident stalls, 8 commercial stalls, and 49 guest stalls. Kapiolani Residence proposes to provide a total of 695 parking stalls: 617 resident stalls, 8 commercial stalls, 24 guest stalls, 8 electric car stalls, and 38 stalls for other project uses, possibly as additional residential stalls, to be determined at a later date. Kapiolani Residence's proximity to multiple City bus lines, the future City Ala Moana HART station, and places of employment and lifestyle services are anticipated to reduce the need for personal automobiles. The reduced parking count also supports PUCDP recommendations for promotion of alternative forms of

transportation and the draft Ala Moana TOD Plan's even lower parking requirements for similar reasons. In reducing its parking count in the way proposed, Kapiolani Residence supports prevailing City urban transportation policies while maintaining a sufficiently attractive number of resident-oriented stalls to facilitate the marketability of project units while current individual transportation preferences for private automobile use transition to coincide eventually with emerging public policy.

Exemption from Revised Ordinances of Honolulu, Chapter 22, Article 7, Park Dedication Ordinance

- Exemption from Park Dedication requirements as set forth in Chapter 22, Article 7, Revised Ordinances of Honolulu is sought. The Park Dedication Ordinance would require the provision of land equal to 110 square feet for each residential unit or an in-lieu fee payment for the required amount of land based on the market value of the project site.

Meeting this requirement would result in the provision of 53,350 square feet of park land or in-lieu fees equivalent to the value of the same quantity of land based on the per square foot market value of the project site. The amount of land that would be required is nearly as large as the 56,250 square foot project site, which, as a premium central Honolulu property, commanded a very high price when it was purchased. In the intervening years, its value has risen. Given the size of the project site and its very high value, both versions of this requirement are impossible to achieve onsite and cost-prohibitive for an affordable housing project. In order to achieve financial feasibility, the buildings of Kapiolani Residence have had to occupy nearly the entire site except for the 6,870 square feet of open recreational and leisure spaces and facilities created for residents and the public. Provision of the required land onsite is not possible and payment of an in-lieu fee based on the market value of the project site or any other urban parcel would be prohibitive given the project's affordable housing orientation.

The numerous nearby shoreline, neighborhood, community, district parks, and fitness centers cited previously in this document under *Recreation Resources* are available to offer a wide spectrum of recreational experiences for project residents, and can be used to fulfill the various recreation requirement of future project residents.

In addition, Kapiolani Residence proposes to provide recreational and leisure space amenities in the space available at the site. It proposes to provide 2,942 square feet of open lawn and furnished hardscape for its residents adjacent to a resident health club and party room totaling an additional 3,002 square feet of indoor recreation facilities. Its 3,928 square foot public plaza fronting Kapiolani Boulevard provides leisure and social gathering space for residents, project customers, and passersby alike. These facilities total 9,872 square feet of recreational and leisure spaces and facilities, and represent a genuine effort to help meet the recreational and leisure needs of its future occupants in immediate proximity to their place of residence.

Given the cost-prohibitive nature of this requirement applied to an affordable housing project on a high-value parcel of central Honolulu land, the existence of nearby public recreational facilities, and the recreational contributions of the project, the applicant believes this request is justified and reasonable. Therefore, Kapiolani Residence requests exemptions from both the park dedication and in-lieu fee requirement for all project affordable and market units.

Building Permit and Plan Review Fees

Exemption from Sections 18-6.1 and 18-6.2, Revised Ordinances of Honolulu is requested to allow exemption from building permit and plan review fees to help achieve the economic feasibility of Kapiolani Residence as a 201H affordable housing project.

Public Works/Infrastructure Fees

- Exemption from Revised Ordinances of Honolulu (ROH), Sec. 14-14.4 is requested to exempt payment of grading and grubbing fees to facilitate the achievement of project economic feasibility.
- Exemption from Revised Ordinances of Honolulu (ROH), Sec. 14-12.12 is requested to exempt payment of storm drain connection fee to facilitate the achievement of project economic feasibility.

- Exemption from Revised Ordinances of Honolulu (ROH), Sec. 14-10.3 is requested to exempt payment of wastewater system facility charge to facilitate the achievement of project economic feasibility.
- Deferral from Revised Ordinances of Honolulu (ROH), Sec. 14-6.1 and 14-6.4 is requested to defer payment of Board of Water Supply connection and wastewater connection fees until issuance of Certificate of Occupancy to facilitate the applicant's financial capability to proceed with the project through the construction period.

Table 10: Requested Exemptions and Deferrals which follows in Section 5.3 on the next several pages summarize the foregoing requests.

5.3 SUMMARY TABLE OF REQUESTED EXEMPTIONS AND DEFERRALS

SUMMARY OF REQUESTED EXEMPTIONS AND DEFERRALS				
Requested Exemptions				
Development Standard or Requirement	Relevant Section/ Requirement	Requested Exemption/ Est. Value where Appropriate	Applicable Agency & Comments	Rationale or Request
Building Height	LUO Sec. 21-3.120(b) Table 21-3.4/ 350 feet	An exemption from LUO Sec. 21.3.120-2(b) (Table 21-3.4), is sought to allow the Project to exceed the current allowable maximum height of 350 feet. The proposed Project height is 399.5 feet (+ 18 feet for customary mechanical rooftop equipment)	Department of Planning and Permitting (DPP) DPP letter dated July 8, 2015. The BMX-3 District allows a maximum height of 350 feet and the TOD Plan a maximum height of 400 feet where "community benefits" are provided. Affordable housing is one type of community benefit.	Proposed height is needed to provide 485 affordable and market residential units at a cost enabling project feasibility. This height is consistent with the height of the adjacent Ala Moana Hotel, built in 1970, and with proposed City Ala Moana TOD Plan which proposes a maximum height of 400 feet in the area in which the project is located.
Height Setback Requirements	Sec.21-3.120-2(c)(5) At street frontages, setback at 10:1 angle after first 40 feet of height	An exemption from LUO Sec. 21-3.120-2(c)(5) is sought to exempt the Project from height setback requirements from the street. The applicant proposes no height setbacks.	DPP DPP letter dated July 8, 2015. Applicant should consider redesigning the project to bring the lower level commercial uses toward the street and setting the tower back to comply with the proposed height setback (in the TOD Plan). This may contribute more to the streetscape and generate more street-level interaction. The TOD Plan recommends a "build-to line" located 12 feet from the front property line.	This exemption is requested to enable the achievement of sufficient building volume to house project housing units and facilities and to achieve a sufficiently simple building geometry to facilitate project economic feasibility. The proposed public plaza appointed with tables, seating, and additional amenities will achieve the desired activation at the street level. Moving the building toward the street would reduce or eliminate the public plaza and impact the existing monkeypod trees along Kapiolani Blvd. The proposed setback would provide acoustical buffering for Project residents, a pleasant public plaza and allow the monkeypods to provide a significant foreground and visual screen for the building.

SUMMARY OF REQUESTED EXEMPTIONS AND DEFERRALS (cont'd.)

Requested Exemptions				
Development Standard or Requirement	Relevant Section/ Requirement	Requested Exemption/ Est. Value where Appropriate	Applicable Agency & Comments	Rationale or Request
Floor Area Ratio/Density	Sec. 21-3.120-2(b) (Table 21-3.4)/ 3.5 maximum FAR	An exemption from LUO Sec. 21-3.120-2(b) (Table 21-3.4) is sought to allow the Project to exceed the maximum allowable density of 3.5 (with open space bonus). The Project proposes a building floor area of 9.32 FAR.	<p>DPP</p> <p>DPP letter dated July 8, 2015. While the BMX-3 allows a maximum FAR of 3.5, the TOD Plan envisions a much higher density of 7.0 where “community benefits” are provided.</p> <p>Affordable housing is one type of community benefit. The Applicant proposes 33% more FAR than allowed under the TOD Plan and 2.7 times the density permitted under existing zoning.</p> <p>With such a significant increase in allowable FAR, significant community benefits should be provided beyond just affordable housing. DPP recommended improved transportation options, including more bicycle parking, space for a bicycle-share station, vehicle parking spaces dedicated to car sharing, and additional design elements on the ground floor to create an interesting building façade and engaging spaces fronting the commercial establishments.</p>	<p>Requested FAR is needed to provide the floor area quantum to create the 485 residential for-sale units needed to achieve affordability targets and project economic feasibility. The provision of affordable housing at this central location and high-value site is a significant contribution and community benefit. Residents will enjoy proximity to employment centers, shopping, parks, transportation options, and other services. The Project with proposed exemption would yield 188 more total units and 114 more affordable units than what would be possible under current zoning. Other community benefits include widened sidewalks, a public plaza, and a public bicycle storage area that could accommodate 25 bicycles that could become part of a district-wide bike-share program</p>

SUMMARY OF REQUESTED EXEMPTIONS AND DEFERRALS (cont'd.)

Requested Exemptions				
Development Standard or Requirement	Relevant Section/ Requirement	Requested Exemption/ Est. Value where Appropriate	Applicable Agency & Comments	Rationale or Request
Off-street Parking Requirements	Sec. 21-6.20 (Table 21-6.1) <ul style="list-style-type: none"> • Residential : 794 stalls • Commercial: 8 stalls • <u>Guest: 49 stalls</u> • Total: 851 stalls 	An exemption from LUO Sec. 21-6.20 (Table 21-6.1) is sought to allow for less than the minimum required off-street parking spaces. The LOU would require a total of 851 parking stalls. The Project proposes 701 total stalls.	DPP <p>DPP letter dated July 8, 2015. The proposed parking structure has 156 spaces less than the LUO requires today, but 249 spaces more than would be required under the proposed TOD Special District regulations.</p> <p>We recommend that the total number of parking spaces be reduced; or, if parking is provided at the rate currently proposed, the majority of the parking be unbundled from the residential units so that the spaces can be made available for other uses such as car sharing, or managed in such a way that the parking garage is optimally utilized throughout the day.</p> <p>This would provide a community benefit and potentially increase the affordability of the dwelling units.</p>	With public bus and future HART transportation terminals nearby and project-proposed provisions to facilitate pedestrian circulation as alternatives to private automobile transportation, this request is reasonable. In addition, the proposal to provide parking at lower than LUO requirements: <ul style="list-style-type: none"> • Facilitates project affordability and economic feasibility • Promotes the use of public modes of transportation • Is consistent with PUCDP intent <p>The requested parking exemption is consistent with draft Ala Moana Neighborhood TOD Plan proposals for reduced parking requirements. The proposed parking supply is intended to satisfy the range of customer preferences.</p> <p>Basic residential unit pricing includes only the parking space specifically assigned to that unit. It does not include parking spaces assigned to other uses, unassigned spaces, or additional parking spaces separately purchased by a unit purchaser.</p>

SUMMARY OF REQUESTED EXEMPTIONS AND DEFERRALS (cont'd.)

Requested Exemptions				
Development Standard or Requirement	Relevant Section/ Requirement	Requested Exemption/ Est. Value where Appropriate	Applicable Agency & Comments	Rationale or Request
Side and Rear Yard Setbacks	Sec.21-3.120-2(b) (Table 21-3.4) 10 feet	An exemption from LUO Sec. 21-3.120-2(b) (Table 21-3.4) is sought to allow the parking garage structure and the parking garage entry ramp to encroach into the 10 foot side and rear yard setbacks. The proposed exemption is to allow 5-foot rear yard and no side yard setbacks.	DPP No Comment on the Exemption	These exemptions are requested in order to provide necessary project parking, loading, and service elements, to achieve livable volumetric proportions in the open space between the tower and parking structure, and to provide sufficient front yard setback to buffer residential units from traffic noise and provide the proposed public open space amenities along Kapiolani Blvd.
Building Permit Fees	ROH, Sec. 18-6.2	An exemption from Sec. 18-6.2 ROH is requested for payment of Building Permit <u>Est. Fees:</u> <u>\$659,915</u>	DPP No Comment on the Exemption	To facilitate the economic feasibility of Kapiolani Residence as a 201H affordable housing project.
Grading and Grubbing Fees	ROH Sec. 14-14.4	An exemption from Sec. 14-14.4 ROH is requested from Payment of Grading and Grubbing Fees <i>Est. Grading Permit Fee:</i> <i>\$1,500</i> <i>Est. Bond Fee:</i> <i>\$60,000</i>	DPP No Comment on the Exemption	To facilitate the economic feasibility of Kapiolani Residence as a 201H affordable housing project.
Plan Review Fees	ROH Sec. 18-6.1	An exemption from Sec. 18-6.1 ROH is requested for of Plan Review Fees <u>Est. Fees:</u> <u>\$25,000</u>	DPP No Comment on the Exemption	To facilitate the economic feasibility of Kapiolani Residence as a 201H affordable housing project.

SUMMARY OF REQUESTED EXEMPTIONS AND DEFERRALS (cont'd.)

Requested Exemptions

Development Standard or Requirement	Relevant Section/ Requirement	Requested Exemption/ Est. Value where Appropriate	Applicable Agency & Comments	Rationale or Request
Storm Drain Connection Fee	ROH Sec. 14-12.12	An exemption from Sec. 14-12.12 ROH is requested from payment of Storm Drain Connection Fee <i>Est. Application Fee: \$1,000</i>	DPP/ Department of Environmental Services (DES) DES had no comment on the exemption.	To facilitate the economic feasibility of Kapiolani Residence as a 201H affordable housing project.
Park Dedication Ordinance	ROH, Chapter 22, Article 7, Park Dedication Requirements 110sf/unit x 485 units = 53,350sf – 11,879 sf onsite recreation and leisure facilities proposed onsite = 41,471sf x \$345.74/sf = \$14,338,183.	An exemption from Park Dedication requirements as set forth in Chapter 22, Article 7, ROH is requested. The request is to exempt the Project's Park Dedication liability of 41,471 sf (or 74% of the site), or in lieu fees of \$14,338,183. <i>Est. Value: based on recent land sales at adjacent site in 2014 amounting to \$345.74/sf, and subtracting proposed onsite recreation & leisure facilities of 11,879 sf., liability would be \$345.74/sf x 41,471 sf = \$14,338,183.</i>	Department of Parks and Recreation (DPR) and DPP No comments received from DPR. DPP letter dated July 8, 2015. The DPP Community Planning Branch requested that the full exemption from park dedication requirements be reconsidered. The residents deserve open space where they can seek some form of respite and recreation in this high density area. The DPP Subdivision Branch recommended that exemption from Park Dedication requirements not be granted for the proposed 193 market-priced units.	The provision of 110sf/unit would require the provision of land equivalent to nearly the entire project site area. Use of the project site to satisfy this request is unfeasible and purchase of this amount of land as an alternative site or payment of the in-lieu fee are economically prohibitive for an affordable housing project. However, there are numerous (at least eight) public parks and at least five health and personal training clubs in the area available for use by project residents, and the proposed 11,879 sf of onsite recreational and leisure facilities are intended to meet resident recreation <u>needs</u> The Subdivision Branch's proposal to reduce the number of units subject to Park Dedication requirements would result in a fee of \$7,340,060. This is economically infeasible given the project's thin margin which resulted from the decision to do a predominantly affordable housing project on this site, the efforts to create larger units for families, rising construction cost, and uncertainty with interest rates.

SUMMARY OF REQUESTED EXEMPTIONS AND DEFERRALS (cont'd.)				
Requested Deferral				
Development Standard or Requirement	Development Standard or Requirement	Requested Exemption/ Est. Value where Appropriate	Development Standard or Requirement	Rationale or Request
Wastewater System Facility Charge	ROH Sec. 14-10.3	A deferral of payment of the Wastewater System Facility Charge (Sec. 14-10.3 ROH) until time of application for Building Permit is requested. <i>Est. Charge: \$219,000 With 294.52 of existing Credits applied to the project</i>	DPP/Department of Environmental Services The Wastewater Branch advised fee deferral until the time of application for Building Permit..	To facilitate the economic feasibility of Kapiolani Residence as a 201H affordable housing project.

Table 12: Requested Exemptions and Deferrals

6. ALTERNATIVES TO THE PROPOSED ACTION

Three alternative scenarios for use of the project site were examined for their result and impact on the intended project. The findings of each scenario is summarized below:

6.1 NO ACTION

No action would result in the creation of no units at the project site and no additional units, affordable or otherwise, in the project area. The result would be:

- Continued underutilization of the site; This site would be considered underutilized by BMX-3 Community Business District development standards
- Conflict with the PUCDP, which prescribes full development of the Primary Urban Center, and high-density housing around transit stations
- No reduction in the scarcity of affordable and moderately priced residential units on Oahu

6.2 DEVELOPMENT IN ACCORDANCE WITH LUO AND PARK DEDICATION STANDARDS AND REQUIREMENTS

In exploring this scenario, it should be noted that while, under the LUO, the site is currently zoned BMX-3 (“Business Mixed Use”) and is currently subject to BMX-3 development standards, it is current City intent for the site and its surrounding area to become a “Transit-Oriented Neighborhood” with development standards revised upwards to achieve greater urban density than now exists or is permitted.

Development pursuant to current LUO requirements would not yield an economically feasible affordable housing project. The project property measures 250 feet between the 100-foot wide Kapiolani Boulevard and 40-foot wide Kona Street rights-of-way. Under BMX-3 standards and requirements, maximum FAR is 3.5 and maximum height is 350 feet. Setback requirements are: 10-foot front yards and 10-foot side and rear yards. BMX-3 also requires height setbacks such that a building can be no higher than twice the distance from the centerline of an adjacent street.

Given these constraints, a building height of 350 feet could not be achieved. Measured from Kapiolani Boulevard, a point 350 feet above grade could be achieved 125 feet from the front property line (at the midpoint of the site), where in combination with the additional 50 feet to the centerline of Kapiolani Boulevard, it would be 175 feet from the centerline of that street, thence enabling a height of 350 feet ($2 \times 175 \text{ feet} = 350 \text{ feet}$). However, that point would only be 145 feet from the centerline of Kona Street, allowing only a 290-foot building height if measured from the centerline of Kona Street. The maximum height of a point on the project site when measured from both Kapiolani Boulevard and Kona Street would 320 feet, achievable at a point 110 feet from the front property line (160 feet from the centerline of Kapiolani Boulevard) and 140 feet from the rear property line (160 feet from the centerline of Kona Street). However, it must be realized that this point is simply the apex of a triangle with sides having a 2:1 vertical to horizontal slope. Using the 70-foot width of the proposed Kapiolani Residence typical floor, the actual height of a residential tower would be 70 feet lower, or 250 feet. Assuming an approximate floor-to-floor height of 9 feet, that would yield about 28 building floors. Assuming that the ground floor were occupied by a resident lobby, resident management spaces, and building utility spaces as is typical in this kind of building, that would leave 27 floors available for residential use. If one used the current project design of 11 units per residential floor, that would yield a total of 297 residential units or 61% of Kapiolani Residence's current proposed total unit count. This resulting unit count would not yield a feasible affordable housing project. Furthermore, if the project were to be built under these standards with the same provision for 60% of total units being affordable, only 178 affordable units would be provided, in contrast to the current proposal's offering of 292 affordable housing units.

To compound this deficiency, it should be noted that residential and parking garage systems typically have different structural requirements, Kapiolani Residence as currently designed proposes a tower and parking garage as two independent structures to avoid the increased costs involved in constructing a building that would have to accommodate two different structural systems or requirements.

Under BMX-3, the tower would have to be placed toward the center of the project site in order to maximize tower height and unit count. In this position, the tower and parking garage could no longer be independent structures. Rather, the tower would have to be placed on top of the parking structure, increasing project costs, further reducing possible unit count, and further decreasing the economic feasibility of an affordable housing project at the site.

In addition to the foregoing constraints, the imposition of existing Park Dedication requirements, which would require the provision of 110 square feet of land per unit or fees in lieu of such provision based on the current market value of the project site would further increase project costs and the economic infeasibility of the project conducted under BMX-3 development standards.

Given these factors, it is clear that this approach would not lead to an economically feasible affordable housing project.

6.3 DEVELOPMENT IN ACCORDANCE WITH ANTICIPATED ALA MOANA NEIGHBORHOOD TOD PLAN (“ALA MOANA TOD PLAN”) INTENT USING ORDINANCE 14-010 AS A PROCESSING VEHICLE

The draft Ala Moana TOD Plan envisions building heights of 400 feet in the area of the project site, mauka-makai tower orientation, pedestrian-friendly streetscapes, and street-level commercial frontages. It would achieve this by allowing for departures from existing LUO requirements that would be negotiated for “community contributions” determined on a discretionary basis during the project review and permitting process. Ordinance 14-010 was enacted as a vehicle for processing TOD-oriented projects in TOD-designated locations in advance of an in-force TOD Plan and ordinance.

Provisions of Ordinance 14-010 would allow building height of up to 450 feet and an FAR of 7.0 at the project site. However, as this Ordinance also requires that proposed TOD projects be generally consistent with the current version of the Draft Ala Moana TOD Plan, the maximum permitted height of the proposed project would more likely be 400 feet instead of 450 feet.

The Kapiolani Residence project site context contains major existing and pending adjacent elements which require consideration in site planning at the Kapiolani Residence project site. Ala Moana Tower stands immediately adjacent of the project site on the Ewa side of the site boundary. Immediately Diamond Head of the project site, an active project proposal which will probably include a high-rise structure is in progress. Orienting the residential tower of the proposed Kapiolani Residence mauka-makai in conformance with Ala Moana TOD Plan while maintaining the tower and parking garage as two independent buildings separated sufficiently to allow an adequate sense of space between them would place the project tower against or very

close to either the Diamond Head or the Ewa project site property line. This would result in placing the residents on one side of the project tower very near and uncomfortably close to the wall of an adjacent tower, resulting in an unattractive project from urban design and consumer perspectives. This approach was dismissed.

If the Kapiolani Residence tower and parking garage maintained a mauka-makai orientation and were made to abut each other to create greater distance from the project site's Diamond Head and Ewa boundaries, residential units that would otherwise abut the parking garage in this arrangement would have to be eliminated, reducing project unit count and adversely affecting project economic feasibility. Residential units would still be directly facing adjacent towers. This configuration would also create an unattractive project from an aesthetic and consumer point of view.

If the Kapiolani Residence tower were to be placed near the middle of the project site to maximize separation from the afore-mentioned boundaries, it would have to stand above the parking garage. This would probably be the best site planning alternative for a mauka-makai tower orientation from a design and consumer perspective. However, while it would create more distance between the project and adjacent towers, this approach would still result in project residents having adjacent towers as primary near-view objects. In addition, the placement of the tower on a parking garage "podium" would increase project costs because of having to accommodate comingled structural and other technical systems from the residential tower through the parking garage. This arrangement would also result in a fewer units, since the first residential floor would have to be located at a considerable distance above the ground.

In summary, developing Kapiolani Residence in accordance with the Draft Ala Moana TOD Plan and Ordinance 14-010 is not likely to yield the appropriate unit count or to meet cost parameters needed for project economic feasibility. Because of the presence of Ala Moana Tower on one side of the site and the likelihood of another tower immediately adjacent on the other side, the mauka-makai tower orientation is also likely to produce a project with less than optimum attractiveness to a potential buyer, resulting in a potentially considerable competitive disadvantage in the marketplace.

Finally, despite the defined review times prescribed by Ordinance 14-010, the discretionary nature of the negotiations required to achieve needed relief from existing LUO requirements creates uncertainty in project cost and schedule. These are important factors which are

severely critical in the development of an affordable housing project on a high value urban site where construction activities, already complex in an urban high-rise project, are further complicated by the need to maintain onsite and adjacent area safety in a confined setting.

6.4 CONCLUSION

Given the examination of the above alternative scenarios, the selected alternative: development of the proposed 485 units in a 45-story residential tower in accordance with Section 201H-38 exemptions appears to be the most feasible alternative. The HRS Section 201H-38 approach carries with it the greatest amount of certainty of all available alternative processes, helping to achieve the cooperative relationship and timeliness important to facilitating project success.

7. DETERMINATION OF FINDINGS AND SUPPORTING REASONS FOR DETERMINATION

7.1 SIGNIFICANCE CRITERIA

- A. Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.*

This draft document included evaluations of existing natural and cultural (archaeological/historic) resources. Findings of these evaluations found that no known natural resources had been found, and that monitoring of the existing monkeypod trees and onsite buildings prior to actual construction would prevent disturbance or destruction of migratory white terns, their eggs, or young. Safety concerns and site functional requirements require the removal of two existing monkeypod trees, but these will be replaced with new monkeypod trees to be planted along Kapiolani Boulevard. Finally, although a historic site of significance has been registered with the State of Hawaii, it has been registered for its information value rather than for preservation. Monitoring for archaeological and historic remains during construction excavation activity over four feet in depth will be conducted for other such resources, and procedures to prevent or mitigate the loss of resources of value will be implemented should such resources are found.

- B. Curtails the range of beneficial uses of the environment.*

Kapiolani Residence is consistent with State and City plans and land use designations. Rather than curtailing the range of beneficial uses of the environment, its implementation would expand them by turning a currently under-used site with purely commercial uses housed in physically limited facilities into a site on which uses have been optimized and which will offer an enlivened commercial frontage reinforced by beneficial public spaces, improved provisions for pedestrians and bicyclists, and a significant increase in much-needed affordable and moderately-priced housing in a uniquely central in-town location in proximity to nearly all the facilities and services needed to support urban lifestyle requirements.

C. Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders.

One of the policies of Chapter 344 states: "Develop communities which provide a sense of identity and social satisfaction in harmony with the environment and provide internal opportunities for shopping, employment, education, and recreation." Kapiolani Residence is located in an area already rich in shopping, employment, education, and recreation opportunities and facilities, an area which is intended for further development along similar lines as a richly vibrant, urban mixed-use "neighborhood" in which opportunities for interaction with other areas and inhabitants of urban Honolulu and even rural Oahu will be increased. Kapiolani Residence, by adding a residential component to this mix will, in doing so, be in harmony with Chapter 344, its urban environment, and with both existing and emerging public policy.

D. Substantially affects the economic welfare, social welfare, and cultural practices of the community or State.

Kapiolani Residence, when complete, will beneficially affect the economic and social welfare of the immediate and larger community. Its positive aesthetic presence will enhance the visual character of its immediate area and set the tone for beneficial development of the future neighborhood. Its mixture of beneficial commercial and residential facilities and its public spaces will enhance neighborhood shopping, residential, and lifestyle options. The magnitude of its affordable and moderately-priced market units will meet a severe and widespread need for such housing on Oahu and provide future residents an opportunity to locate in a part of the city that has been often economically out of reach for those market segments.

In the short term, its construction will provide jobs and increasing sales and income volume in the construction industry and the businesses which service it. As previously cited under "Socio-Economic Characteristics" on page 59 of this document, the completed project will increase public tax revenues as a result of employment and sales-driven higher personal and business incomes and the increased property value that will result from the property improvements that the new facility will bring.

The project site has been part of the urban Honolulu business and social context for more than a century. No pre-European cultural practices exist at the site. The single archaeological site judged significant by the project archaeological study reflected western or historic activities. The Archaeological Inventory Survey Report for the project found that there were no early accounts of the lands in the specific location of the project site, only accounts of the much larger district of which the site was a part. In summarizing the recorded observations by early Western observers of the general area of which the project site was a part, it concludes that:

In sharp contrast with Waikiki and Kou (Honolulu), Kewalo (the pre-European name for the general area in which the site is located) seems to have been a less attractive place to live and farm, probably because it was dominated by marshes and prone to flooding, including tidal surges. In traditional times, Kewalo was apparently an important location for fishponds and for other marsh resources (e.g., birds). But, prior to its wholesale transformation into an urban area in historic times, this area would not have been a practical location for settlement.

A Cultural Impact Assessment for the Kakaako Community Development District Mauka Area Plan, Waikiki Ahupuaa, Honolulu (Kona) District, Oahu Island was prepared as part of the Environmental Impact Statement for the Hawaii Community Development Authority in support of the Kakaako Community District Mauka Area Plan. The “Area of Potential Effect” (APE) for a Cultural Impact Assessment (CIA) is substantially larger than for archaeological studies. This CIA “extends [from the currently designated Kakaako Mauka Area] to wider associations throughout Waikiki Ahupuaa, Kona District, and beyond”. The Kapiolani Residence site lies within this area of coverage.

The CIA found that the general area between the Honolulu and Waikiki was characterized by fishponds, salt ponds, occasional taro loi, and trails connecting Honolulu and Waikiki. The study also noted that Kewalo and the adjacent Kaakaukui and Kukuluao districts were traditionally noted for fishponds, salt pans, and marshlands where pili grass grew. Religious rites and resource gathering were also practiced in this general area. Since the APE covers a very wide area, the specific location of these activities and sites may often be elusive.

Given the systematic Twentieth Century filling of the lands in and around the area in which the project site is located and the fact that the one “significant” site identified by the archaeological

inventory is a historic (post-European arrival), it is possible that pre-European remains may lie deeper, buried beneath the layers of fill material deposited during those filling operations. As previously cited in Section 3.3: “Soils”, the surface fill layer appears to extend between 4 – 6 feet below the existing surface of the site.

Activities at and adjacent to the project site have consisted predominantly of increasingly intense urban uses, purposes, facilities and environmental character since the early 20th Century. However, because construction activity will involve some excavation, recommendations of the archaeological inventory, which include the monitoring of all excavation exceeding a depth of one meter due the potential for additional archaeological deposits that might exist in subsurface layers of historic period fill should be followed.

In addition, in keeping with the recommendations of the Mauka Area CIA, efforts to avoid impacts on view corridors and existing green spaces should be made, any infrastructure concerns, if they arise, should be addressed with the community prior to development, and community members should be consulted to address and integrate any community concerns that may arise in the design of site improvements.

The project has identified and addressed the project’s relationship to the significant public view corridor identified by the City’s Primary Urban Center Development Plan which covers the region in which the project is located. An examination of this relationship found that the project has no impact on this view corridor. At present, there are no infrastructure concerns. A summary of this can be found in Section 3.7, *Visual Resources*, immediately following. To address previous wastewater transmission issues, the project owner, SamKoo, was part of a group of property owners which funded improvements to sewer line capacity in and adjacent to the project area to enable adequate sewer line capacity for those properties. SamKoo and its consultants have also formally consulted on multiple occasions with the community through the Ala Moana/Kakaako Neighborhood Board to present and discuss the project during its development.

Further community access to the project review process will be possible as the project continues through its requisite entitlement processes, through the formal public review and comment period for this Environmental Assessment and the subsequent Honolulu City Council review process.

E. Substantially affects public health.

Construction of Kapiolani Residence may create temporary noise increases and impacts to air quality as a result of site development activities. However, these potential impacts will be short-term and will be monitored and conscientiously managed to avoid significant public health effects. All such activities will comply with applicable regulations and appropriate mitigation measures will be implemented as required.

F. Involves substantial secondary impacts, such as population changes or effects on public facilities.

The creation of 485 new residential units in the Ala Moana area will have secondary impacts. Its impact on population will be positive and consistent with public policy intent to fully develop the Primary Urban Center and to create Ala Moana as an activity node in Central Honolulu. As shown in the section on impacts to the affected environment, the proposed project is anticipated to have no or minimal impact on public facilities.

G. Involves a substantial degradation of environmental quality.

There are no anticipated substantial degradations of environmental quality. While construction activity is anticipated to have short-term impacts on noise, air quality, and traffic levels in the immediate vicinity of the project site, Best Management Practices and other mitigating measures as outlined previously in this document will be undertaken to minimize and mitigate such impacts. Kapiolani Residence's post-construction long term presence and use is not expected to result in long term degradation of environmental quality.

H. Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.

No major cumulative effects or commitments to larger actions are anticipated as a result of this project. Its location and purpose is consistent with public policies for the concentration of

populations in the Primary Urban Center and the intensification of the Ala Moana district. This intensification is likely to result in increased use of public services and facilities. However, intensification of the Ala Moana district will not by itself necessarily create public commitments for larger actions.

Urban intensification along the future HART rail transit route in the Central Honolulu *region* from Kalihi to Ala Moana in the first phase of the planned HART route is intended by public policy. Public agencies at both the State and City levels are preparing for the results of this policy when implemented, some of which would include increased demands for public services as a result of a regional intensification rather than any intensification of a single district. In view of this, any need for larger commitments of action would be the result of widespread increases in the total spectrum of urban uses over a large area rather than from the cumulative effects of a single type of use or district.

I. Substantially affects a rare, threatened, or endangered species, or its habitat.

The project site exists in an intensely urban environment, has been repeatedly modified by human use for over two hundred years, and is currently intensely occupied by commercial enterprises. Threatened or endangered species neither frequent the site nor make it their home. This is confirmed by the U.S. Fish and Wildlife Service. Its response to this document's "preconsultation" letter states that a review of information provided by their files cited "no federally listed species or designated critical habitat within the immediate vicinity of the proposed project."

J. Detrimentially affects air or water quality or ambient noise levels.

Demolition and construction activities will have adverse impacts on air, and water quality and increase noise levels in the immediate vicinity of the site, but both demolition and construction activity will observe Best Management Practices, comply with applicable regulations and mitigation measures, and take all other practical steps to minimize impacts and noise level increases. Furthermore, these adverse effects will be temporary and will not result in long-term degradation of air or water quality or noise level increases.

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

Kapiolani Residence is located in a highly modified urban area away from the coastline and protected by extensive adjacent structures from virtually any coastal influence. The site is surrounded by relatively intense urban development and larger urban structures. There are no known environmentally sensitive areas in its immediate proximity. In this location, there is no adjacent estuary, beach, or body of fresh or coastal water. The site has been designated Flood Zone X, an area outside the “Special Flood Hazard Area (SFHA) and outside the area of the 500-year flood. While the project site is located within the City and County of Honolulu tsunami evacuation zone, the site is located far inland from the most inland extent of the FEMA “VE” zone, which indicates potential wave hazard. This distance from the FEMA “VE” zone, the site’s inland location, and the presence of major intervening structures between the site and the “VE” zone and the coastline suggest that tsunami hazard is remote or non-existent.

Preliminary geotechnical analyses of the site have found no geologically hazardous conditions.

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

Kapiolani Residence does not impact important views cited by the Primary Urban Center Development Plan (PUCDP). The plan cites the view from Magic Island toward the Koolau Mountains as an important view plane from an important public viewing point. The adjacent Ala Moana Hotel stands immediately makai of the project site, effectively blocking any possibility of seeing Kapiolani Residence from that location and consequently preventing its opportunity to obstruct any view from that station point. Kapiolani Residence does not block other vista opportunities.

M. Requires substantial energy consumption.

There will be an initially substantial use of energy during demolition of existing structures, site development, and initial construction of the project. However, most of the following construction

phase and attendant practices, which now use more energy-efficient construction techniques and procedures, will use normal or minimally increased levels of energy.

Post-construction energy usage will not require higher than historically normal energy consumption. Energy-efficient appliances, low-flow toilets, and low-flow sinks will be installed in the residential units and other project facilities.

7.2 DETERMINATION

Based on the examination of potential impacts, the intended application of pertinent mitigation measures, and the analysis of the project in terms of the foregoing criteria, Kapiolani Residence is not anticipated to have significant impacts on local, Countywide, or Statewide physical or human environments. Pursuant to Chapter 343, HRS, the Hawaii Housing Finance and Development Corporation, the Approving Agency for this project, is anticipated to issue a Finding of No Significant Impact (FONSI)

8. CONSULTATION

SamKoo Pacific, LLC solicited public and agency comments on the Kapiolani Residence project through letters and meetings requesting input prior to development of this EA. It received responses from a number of agencies and other parties consulted.

8.1 AGENCIES CONSULTED

The public agencies listed below were sent copies of the Draft Environmental Assessment (DEA). Comments from those who responded to the DEA as of this writing, as noted with an asterisk (*), and the responses to the comment letters are provided in Appendix I of this Environmental Assessment.

United States of America

- U.S. Fish and Wildlife Service (responded during preconsultation period prior to the development of the Environmental Assessment)

State of Hawaii

- Department of Education*
- Department of Land and Natural Resources*
 - Land Division
 - Division of Forestry and Wildlife
- Office of Environmental Quality Control
- Department of Health, Environmental Health Administration*
- Disability and Communication Access Board*
- Hawaii Housing Finance and Development Corporation
- Department of Transportation*
- Department of Business, Economic Development, and Tourism, Energy Office
- Department of Defense*
- Office of Planning*
- Hawaii Community Development Authority*
- University of Hawaii Environmental Center*
(Water Resources Research Center sent reply)

City and County of Honolulu

- Board of Water Supply*
- Department of Community Services*
- Department of Design and Construction*
- Department of Environmental Services
- Department of Facility Maintenance*
- Department of Parks and Recreation
- Department of Transportation Services*
- Honolulu Authority for Rapid Transit (HART)*
- Department of Planning and Permitting (DPP)*
 - DPP – Community Planning Branch*
 - DPP - Land Use Approvals Branch*
 - DPP – Traffic Review Branch*
 - DPP – Zoning Plan Review Branch
 - DPP – Civil Engineering Branch
 - DPP – Subdivision Branch*
 - DPP – Wastewater Branch*
- Fire Department*
- Police Department*

Private Organizations and Individuals

- Hawaiian Electric Company*
- Councilmember and Chair Ernie Martin
- Councilmember Ann Kobayashi
- Councilmember Carol Fukunaga
- Councilmember Stanley Chang

8.2 ADDITIONAL CONSULTATION

Parties consulted in addition to those on the above list included the following:

Ala Moana/Kakaako Neighborhood Board No. 11

The Kapiolani Residence project was presented to the Ala Moana/Kakaako Neighborhood Board on Tuesday, January 27, 2015. As this presentation was intended as an introduction to

the project, no responses were received. The developer presented a second time to the Ala Moana/Kakaako Neighborhood Board on March 24, 2015. The Board exhibited interest in the project but declined to take a position on it.

9. REFERENCES

Central Planet Repair, LLC (2014). Phase I Environmental Assessment, Prepared for SamKoo Pacific, LLC

City and County of Honolulu, *General Plan* (1992)

City and County of Honolulu. Honolulu Land Information System (HOLIS)

City and County of Honolulu, *Primary Urban Center Development Plan* (2004)

City and County of Honolulu, *Land Use Ordinance & Updates*

Geolabs, Inc., *Technical Memorandum: Geotechnical Recommendations for Planning and Preliminary Design of the SamKoo Condominium Project* (2014)

Hawaii Community Development Authority, Final Supplemental Environmental Impact Statement – Volume III, Appendix D: Cultural Impact Assessment, (Prepared by EDAW, Inc., 2009)

Richard Paul Cassidy, *Affordable Housing Market Study* (2014)

Scientific Consultant Services, Inc. *An Archaeological Inventory Survey Report for a Two-Parcel Property on Approximately 1.29 Acres in Waikiki and Kalia Ahupuaa, Ili of Kewalo, Kona (Honolulu) District, Island of Oahu, Hawaii* (2015)

SSF, *Preliminary Engineering Report for SamKoo Pacific Condominium* (2015)

SSF, *Kapiolani Residence Traffic Impact Analysis Report*, (2014)

State of Hawaii, *Hawaii State Plan*, Chapter 226, HRS

State of Hawaii, *State Land Use Law*, Chapter 205, HRS

