PREPARED BY:

NATIVE SHRUBS SUCH AS: 'A'ALI'I NAPU

CUT FLOWER TROPICAL SHRUBS SUCH AS: "KIMI" PINK GINGER RED GINGER SHELL GINGER

MEDIUM FLOWERING CANOPY TREES SUCH AS: QUEEN'S WHITE SHOWER TREE 'OHI'A LEHUA MAMO

LARGE FRUIT TREES SUCH AS: AVOCADO LONGAN LYCHEE MANGO

LARGE CANOPY TREES SUCH AS: MONKEYPOD TRUE KAMANI

SMALL FLOWERING CANOPY TREES SUCH AS: DWARF PINK PLUMERIA JATROPHA PINK TECOMA PLUMERIA PUAKENIKENI

DOG PARK GARDEN PROJECT SIGN

GROUNDCOVERS SUCH AS: DWARF LAUA'E FERN GREEN ROPE KUPUKUPU FERN FOXHARRI

MEDIUM FLOWERING CANOPY TREES SUCH AS: QUEEN'S WHITE SHOWER TREE

LAWN SUCH AS: ZOYSIA "EL TORO"

2' WIDE GRAVEL MAINTENANCE STRIP

HEDGE SUCH AS: ARECA PALMS NAPU NATIVE WHITE HIBISCUS MOCK ORANGE

CONCEPTUAL LANDSCAPE PLAN

SCALE: 1" = 20'

HALEWILIKO HIGHLANDS

PREPARED BY:
EXHIBIT 14:
TRANSPORTATION EVALUATION SUMMARY
Wayne,

Thank you for the added verbiage. With this, TRB will accept the Transportation Evaluation Summary to support the 201H application for the subject project. A TIAR will not be required with the 201H application due to the current traffic levels due to the COVID-19 pandemic.

Thanks,
Lance

Lance Watanabe, P.E.
Traffic Review Branch, DPP
Phone: 768-8079
eMail: lwatanabe@honolulu.gov
HALEWILIKŌ HIGHLANDS
SENIOR AFFORDABLE RENTAL RESIDENTIAL DEVELOPMENT

Transportation Evaluation Summary Report

May 2020
Transportation Evaluation Summary

Halewilikō Highlands
Senior Affordable Rentals
‘Aiea, Hawai‘i

May 2020

Prepared for:
PBR Hawaii, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawai‘i 96813
(808) 521-5631

Prepared by:
AECOM Technical Services, Inc.
1001 Bishop Street, Suite 1600
Honolulu, Hawai‘i 96813
(808) 521-5031

Project Reference: 60627856
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1.0 INTRODUCTION

1.1 Description of Project

EAH Housing is proposing a new senior affordable rental residential project in ‘Aiea, Hawai‘i called Halewilikō Highlands. It will consist of 140 attached residential units on a parcel of land within the area known as the ‘Aiea Town Center.

Access to Halewilikō Highlands will be via two existing cul-de-sac streets: Pohai Place and Halewilikō Place. Both streets, in turn, intersect with existing Halewilikō Street.

Figure 1-1 illustrates the location of the proposed Halewilikō Highlands within the ‘Aiea area.

![Figure 1-1 Halewilikō Highlands Vicinity Map](image)
Figure 1-2 is a conceptual rendering of the proposed Halewilikō Highlands development. An improvement over previous site plans is the ability to access the parking lot from either Halewilikō Place or Pohai Place.

**Figure 1-2 Halewilikō Highlands Conceptual Site Plan**

**1.2 Project History**

An environmental assessment (EA) was prepared for the ‘Aiea Town Center Master Plan resulting in a Finding of No Significant Impact (FONSI) in year 2003. The Halewilikō Highlands senior affordable rental residential project is consistent with the uses proposed for the ‘Aiea Town Center Master Plan. Figure 1-3 shows an exhibit from the ‘Aiea Town Center Master Plan Final EA showing a “senior facility” located in the same parcel as the proposed Halewilikō Highlands development. Both senior facilities addressed in the Final EA and the current Halewilikō Highlands would have 140 units.

As shown in Figure 1-3, the development is occurring according to the plan identified in the ‘Aiea Town Center master plan. Parcels 1 through 5 are occupied by the existing ‘Aiea Public Library building and parking lot. Parcels 7 through 14 contain an interim
passive park, part of the initial phase of the ‘Aiea Town Center community center. Parcel 6 is designated for a senior facility, the same parcel proposed for the Halewilikō Highlands senior affordable rental residential development.

The Halewilikō Highlands affordable senior rental development is consistent with the program of uses addressed in the ‘Aiea Town Center Master Plan Final EA which resulted in a FONSI determination.

1.3 Previous Traffic Analyses

As part of the ‘Aiea Town Center Master Plan Final EA, a Traffic Impact Assessment Report (TIAR) was completed by Phillip Rowell and Associates, dated January 28, 2002. This TIAR evaluated the traffic impacts of the ‘Aiea Town Center, including the Senior
Facility parcel now being proposed for the Halewilikō Highlands development. A copy of the EA TIAR is included as an appendix to this Transportation Evaluation Summary report.

The TIAR evaluated two scenarios: scenario 1 that cul-de-sacs Ulune Street just ‘Ewa of the Ulune/Halewilikō/Kulawea intersection and scenario 2 that maintains the existing connection of Ulune Street at this intersection. Scenario 2 is most like the configuration that exists in 2020.

The TIAR found that projected peak hour intersection would experience significant traffic delay during the AM peak hour due to the need to accommodate a five-legged intersection and the utilization of Kulawea Street by ‘Aiea Intermediate School traffic, resulting in level of service (LOS) E and F without and with the ‘Aiea Town Center development. The PM peak hour was projected have operational delays resulting in level of service (LOS) D, usually acceptable for urban peak hour conditions.

1.4 Purpose of Transportation Evaluation Summary

As of the date of this report, Honolulu is dealing with the effects of the COVID-19 pandemic. The State of Hawai‘i and the City and County of Honolulu have mandated restrictions on commercial, government, and other activities in an effort to control the spread of the virus.

One of the implications of these actions is that traffic volumes are at atypically low levels compared to levels usually seen for the weekday, peak hour time periods. For the roadways in the vicinity of the proposed Halewilikō Heights senior affordable rental residential project, it is even more atypical since ‘Aiea Intermediate School and ‘Aiea High School are not in session. School traffic is a significant part of the AM peak hour condition.

Conducting typical traffic data collection under these conditions would not accurately reflect potential traffic impacts of any project. At this time, it is not certain when conditions would return in a way that would enable a traditional TIAR to be conducted.

However, it is desirable to move this very beneficial senior affordable rental residential project forward. In trying to do this, an alternative approach to estimating the potential traffic impacts of the proposed Halewilikō Highlands is proposed. This alternative approach will rely on the previously completed TIAR that was part of the ‘Aiea Town Center EA. An updated documentation of physical conditions and an updated evaluation of traffic generated by the proposed Halewilikō Highlands development will be conducted. These will be discussed within the context of the previous ‘Aiea Town Center Master Plan EA TIAR to qualitatively discuss potential traffic impacts. Given the similarity of the proposed Halewilikō Highlands to the proposed senior development in the ‘Aiea Town Center plan, it is believed to provide a reasonable assessment of traffic issues for the Halewilikō Highlands project.
2.0 EXISTING CONDITIONS

2.1 Roadways

2.1.1 Halewilikō Place and Pohai Place

The proposed Halewilikō Highlands site is located mauka of the ‘Aiea Town Center interim passive park and the existing ‘Aiea Public Library. The parcel obtains roadway access via existing Pohai Place and existing Halewilikō Place, two cul-de-sac streets that intersect with existing Halewilikō Street. Figure 2-1 is a photo looking mauka on Halewilikō Place from Halewilikō Street.
Figure 2-2 is a photo looking makai toward Halewilikō Street.

**Figure 2-2  Halewilikō Place Looking Makai**

Figure 2-3 is a photo of Pohai Place looking mauka from Halewilikō Street. ‘Aiea Public Library is to the left in the photo.

**Figure 2-3  Pohai Place Looking Mauka**
Figure 2-4 is a photo of Pohai Place looking makai toward Halewilikō Street. The Clinical Labs building is in the background.

![Figure 2-4 Pohai Place Looking Makai](image)

Both Halewilikō Place and Pohai Place are cul-de-sac roadways, approximately 40 feet wide from face of curb to face of curb. Both roadways are curb and guttered with detached sidewalks on both sides of the street.

The roads are undivided with one lane in each direction with on-street parallel parking allowed along most of the roadway segments.

2.1.2 Halewilikō Street

Halewilikō Street is a collector roadway that provides access to the ‘Aiea Town Center area and connects Ulune Street between Kulawea Street and ‘Aiea Heights Drive.

Figure 2-5 is a photo of Halewilikō Street looking ‘Ewa toward its intersection with ‘Aiea Heights Drive.
Figure 2-5 Halewilikō Street Looking Toward ‘Aiea Heights Dr

Figure 2-6 is a photo of Halewilikō Street between Halewilikō Place and Pohai Place, and Figure 2-7 is a photo of Halewilikō Street looking ‘Ewa from Halewilikō Place.

Figure 2-6 Halewilikō Street: Halewilikō Pl to Pohai Pl
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Figure 2-8 is a photo of Halewilikō Street looking Koko Head from Halewilikō Place.

Figure 2-8 Halewilikō St looking KKHD from Halewilikō Pl
Halewilikō Street is also approximately 40 feet wide from face of curb to face of curb. It has curb and gutters and detached sidewalks on both sides of the roadway. It is mostly an undivided roadway with one lane in each direction. On-street parking is prohibited. At the approaches to the ‘Aiea Heights Drive and the Kulawea Street intersections, Halewilikō Street is channelized providing an exclusive left-turn lane and a through lane (‘Aiea Heights Drive) or an exclusive left-turn lane and through/right-turn lane (Kulawea St).

2.2 Intersections

2.2.1 Halewilikō Street/Kulawea Street/Ulune Street

The Halewilikō Street/Kulawea Street/Ulune Street intersection is a five-legged signalized intersection with Ulune Street forming two legs, Kulawea Street forming two legs, and Halewilikō Street forming one leg. Figure 2-9 illustrates the intersection configuration.

![Figure 2-9 Halewilikō/Kulawea/Ulune Intersection](image)
The Halewilikō Street approach to the intersection is configured with an exclusive left-turn lane and a through/right lane.

The Ulune Street approaches are both configured with an exclusive left-turn lane and a shared through/right lane.

The Kulawea Street approaches are both configured as shared left/through/right lanes.

2.2.2 Halewilikō Street/Halewilikō Place Intersection

The Halewilikō Street/Halewilikō Place intersection is an unsignalized “T”-intersection with STOP-sign control on the Halewilikō Place approach. The Halewilikō Place approach is a single-lane with left and right-turn movements sharing the lane. Figure 2-2 is a photo of the Halewilikō Place approach. Turn movements to Halewilikō Place share the single lane in each direction on Halewilikō Street.

2.2.3 Halewilikō Street/Pohai Place Intersection

The Halewilikō Street/Pohai Place intersection is an unsignalized “T”-intersection with STOP-sign control on the Pohai Place approach. The Pohai Halewilikō Place approach is single-lane with left and right-turn movements sharing the lane. Figure 2-4 is a photo of the Pohai Place approach. Turn movements to Pohai Place share the single lane in each direction on Halewilikō Street.

2.2.4 Halewilikō Street/‘Aiea Heights Drive Intersection

Halewilikō Street/‘Aiea Heights Drive intersection is a signalized “T”-intersection with Halewilikō Street forming one leg and ‘Aiea Heights Drive forming two of the legs.

Figure 2-10 illustrates the configuration of the intersection.

The Halewilikō Street approach is configured with an exclusive left-turn lane and a through lane.

The mauka-bound ‘Aiea Heights Drive is configured with separate left-turn and right-turn lanes.

The Koko Head-bound ‘Aiea Heights Drive is configured with a shared through/right-turn lane.
2.3 Pedestrian and Bicycle Facilities

2.3.1 Pedestrian Facilities

The roadways in the ‘Aiea Town Center area: Halewilikō Street, Pohai Place, and Halewilikō Place all have detached sidewalks on both sides of the roadways.

There are crosswalks across the makai ‘Aiea Height Drive approach and the Koko Head Halewilikō Street approaches with accessible pedestrian ramps at the Halewilikō Street/‘Aiea Heights Drive intersection.

While there are no crosswalks at the Halewilikō Street/Pohai Place intersection, there are accessible pedestrian ramps for pedestrian movements across the Pohai Place approach. A similar situation exists at the Halewilikō Street/Halewilikō Place intersection with the addition of accessible pedestrian ramps for pedestrian movements across Halewilikō Street, Koko Head of Halewilikō Place.

There are crosswalks across all five approaches to the Halewilikō Street/Kulawea Street/Ulune Street intersection. Accessible pedestrian ramps are provided to accommodate all pedestrian movements.
2.3.2 Bicycle Facilities

The roadways in the ‘Aiea Town Center area: Halewilikō Street, Pohai Place, and Halewilikō Place do not have exclusive bicycle facilities. Bicycles share the roadways with vehicles.

2.4 Public Transit Facilities

Halewilikō Street is not a transit route for TheBus, the municipal transit system. Routes 11 and 74 pass near the area on ‘Aiea Heights Drive with a mauka-bound stop located about 140 feet ‘Ewa of and the makai-bound stop located about 90 feet makai of the Halewilikō Street/‘Aiea Heights Drive intersection.

2.5 Existing Traffic Volumes

Existing traffic volume turning movement counts were not conducted. As described in the Introduction of this TIAR, the current (as of the date of this report) COVID-19 restrictions would make any traffic count conducted now very atypical of normal traffic conditions.

2.6 Existing Intersection Operations

Not being able to conduct existing traffic volumes turning movement counts preclude the ability to run standard analyses to determine current intersection peak hour operations. Anecdotal observations related by those familiar with the area indicate that there is some congestion on selected movements, primarily during the AM peak hour.
3.0 FUTURE CONDITIONS

3.1 Roadways

Development within the ‘Aiea Town Center area has been consistent with the ‘Aiea Town Center Master Plan. Per plan, the ‘Aiea Public Library has been constructed and the interim passive park is in place. The proposed Halewilikō Highlands Senior Affordable Rentals would continue the consistent build out of the ‘Aiea Town Center Master Plan.

The existing roadways within the ‘Aiea Town Center area were designed and constructed to accommodate the ultimate Master Plan development including the future community center elements. Therefore, the existing roadways are expected to remain in their present configuration within the scope of this transportation evaluation summary.

3.2 Intersections

As with the roadways, the existing intersections within the ‘Aiea Town Center area were designed and constructed to accommodate the ultimate Master Plan development and no change is expected within the scope of this transportation evaluation summary.

3.3 Pedestrian and Bicycle Facilities

The pedestrian facilities within the ‘Aiea Town Center area were also designed and constructed to accommodate the entire Master Plan development and no change is expected within the scope of this transportation evaluation summary.

3.4 Public Transit Facilities

Future public transit operations are difficult to forecast for this area, but currently there are no proposed modifications to the routes that serve the area surrounding the area, and, therefore, no changes in public transit service were assumed. The HandiVan para-transit service provided by the City and County of Honolulu would serve the Halewilikō Heights development directly.

3.5 Future Traffic Volumes and Intersection Operations

Future background traffic volumes would normally be developed from existing traffic volumes. Because existing traffic volume counts were not conducted due to atypical traffic conditions, this traditional methodology could not be implemented.

Instead, it is proposed to estimate the traffic volumes generated by the proposed Halewilikō Highlands and review them in the context of the traffic volumes and intersection operations projected in the ‘Aiea Town Center EA TIAR.
3.5.1 Trips Generated by Halewilikō Highlands

The traffic volumes generated by the proposed Halewilikō Highlands Senior Affordable Rental residential project were estimated using trip generation equations documented in the Institute of Transportation Engineers (ITE) Trip Generation, 9th edition.

Halewilikō Highlands is proposed as a senior affordable rental residential project. 140 attached residential units are proposed. Applying the appropriate equations documented in Trip Generation resulted in the vehicle trips summarized in Table 3-1.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Units</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Senior Attached Residential Rentals</td>
<td>140 du</td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9</td>
<td>18</td>
</tr>
</tbody>
</table>

Land Use Code 252-Senior Adult Housing-Attached
AM Peak Hour of Adjacent Street: \( T = 0.20 \times X - 0.13 \), 34% in, 66% out
PM Peak Hour of Adjacent Street: \( T = 0.24 \times X + 1.64 \), 54% in, 46% out
du = dwelling units, T=vehicle trips, X=number of units
Vehicle trips: vehicles/hour

3.5.2 Comparison to Trips Generated by ‘Aiea Town Center

The trips generated by Halewilikō Highlands are slightly more than those estimated for the senior housing in the EA TIAR shown in Table 3-2. The primary difference was the assumed land use. Halewilikō Highlands assumed ITE Land Use Code 252-Senior Housing-Attached, ‘Aiea Town Center assumed Land Use Code 253-Congregate Care Facility. Congregate care facilities are independent living developments that provide amenities such as dining, housekeeping, transportation, and organized social/recreational activities. This type of development may or may not have on-site medical facilities. Senior Housing-Attached represents more independent living without centralized dining, housekeeping, or organized social/recreational activities. Senior Housing-Attached usually generates slightly more trips than Congregate Care Facility.

In any case, the number of trips generated by either the Senior Housing-Attached or the Congregate Care Facility are low.
Table 3-2 Trip Generation Summary from ‘Aiea Town Center EA TIAR

Table 3-3 compares the projected trips generated by Halewilikō Highlands to the total trips projected for the total ‘Aiea Town Center development as summarized in Table 3-2. As shown, the Halewilikō Highlands trips are only between 11 to 15 percent of the total trips projected for the ‘Aiea Town Center.

Table 3-3 Halewilikō Height vs. ‘Aiea Town Center Trips

<table>
<thead>
<tr>
<th>Traffic Generator</th>
<th>Units</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Halewilikō Highlands- Senior Attached Residential</td>
<td>140 du</td>
<td>9</td>
<td>18</td>
</tr>
<tr>
<td>‘Aiea Town Center-Total Projected Traffic</td>
<td>140 du</td>
<td>126</td>
<td>54</td>
</tr>
</tbody>
</table>

Notes: du = dwelling units

Vehicle trips=vehicles/hour
3.5.3 Potential Halewilikō Highlands Traffic Impacts

The roadways and intersections in the ‘Aiea Town Center area were configured to accommodate full buildout of the ‘Aiea Town Center master plan. The area is undergoing phased implementation of that master plan. To date, the ‘Aiea Public Library and the interim passive park have been constructed.

The Halewilikō Highlands development is a continuation of the phased implementation of the ‘Aiea Town Center master plan and is consistent with the master plan. It generates slightly more vehicular trips than assumed in the TIAR for the ‘Aiea Town Center Master Plan, but the number of vehicular trips generated is still very low and a small part of the total assumed vehicular generation of the ‘Aiea Town Center development.

It is, therefore, judged that the traffic impacts of proposed Halewilikō Highlands would be consistent with the impacts already estimated and accommodated by the roadway improvements implemented as part of the ‘Aiea Town Center development.
4.0 SUMMARY AND RECOMMENDATIONS

The proposed Halewilikō Highlands Senior Affordable Rentals residential development is the continuation of the phased implementation of the ‘Aiea Town Center development approved in 2003. To date, the ‘Aiea Public Library and the interim passive park components of the development have been constructed. Halewilikō Highlands would be the next consistent phase of the overall ‘Aiea Town Center development.

Roadway improvements in the vicinity of the proposed Halewilikō Highlands have been constructed and are configured to handle buildout of the ‘Aiea Town Center development.

Vehicular trips generated by Halewilikō Highlands are slightly more than assumed in the original TIAR conducted for ‘Aiea Town Center, but still comprise a very small share of the total vehicular trips projected for the ‘Aiea Town Center.

It is, therefore, judged that the proposed Halewilikō Highlands development is consistent with the previously approved ‘Aiea Town Center development, and its traffic impacts are also consistent with and accommodated by the roadway improvements already constructed.

It is recommended that traffic conditions be monitored as the Halewilikō Highlands development is implemented.
APPENDIX

‘Aiea Town Center EA TIAR
TRAFFIC IMPACT ASSESSMENT REPORT FOR

AIEA TOWN CENTER

IN AIEA, OAHU, HAWAII

Prepared For

GROUP 70 INTERNATIONAL, INC.
925 Bethel Street, 5th Floor
Honolulu, Hawaii 96813

Phillip Rowell and Associates
47-273 'D' Huiwa Street
Kaneohe, Hawaii 96744
Tel: 808-239-8206 Fax: 808-239-4175
Email: prowell@gte.net

January 28, 2002
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1. INTRODUCTION

Phillip Rowell and Associates has been retained by Group 70 International, to prepare a Traffic Impact Analysis Report (TIAR) for the proposed Aiea Town Center in the Aiea area of Honolulu, Hawaii. The purpose of this study is to determine the traffic impacts of the proposed project and to identify and assess potential mitigation measures.

This introductory chapter discusses the location of the project, the proposed development, and the study methodology.

Project Location and Description

The proposed project is a town center on the site of the old sugar mill in Aiea. The project will be located on a parcel bounded by the new Halewiliko Street on the south, Aiea Heights Drive of the west and Kulawea Street on the east. The general location of the project on Oahu shown in Figure 1.

The project is summarized as follows:

1. Access to the site will be via two driveways along the north side of Halewiliko Street between Aiea Heights Drive and Kulawea Street. There will be pedestrian access through the project to Aiea Intermediate School.
Figure 1

PROJECT LOCATION MAP

Phillip Rowell and Associates
2. The project will contain the following uses:
   a. A library (20,000 square feet)
   b. Senior housing (140 units)
   c. A daycare center (5,000 square feet)
   d. Meeting rooms (6,600 square feet)
   e. Art Center and Community Center (9,000 square feet)

Study Methodology and Order of Presentation

1. Analysis of Existing Traffic Conditions

Existing traffic volumes at the study intersections were determined from traffic counts performed during December 2001 and January 2002. Intersection configurations and traffic control information were also collected in the field at the time of the traffic counts. Other data collected included speed limits and right-of-way controls.

Using the data collected, existing traffic operating conditions in the vicinity of the project were determined. The methodology for signalized and unsignalized intersections, described in the 2000 Highway Capacity Manual (HCM)\(^1\), was used to determine the level-of-service (LOS) at the study intersections.

Existing traffic conditions, the LOS concept and the results of the LOS analysis for existing conditions are presented in Chapter 2.

2. Determination of Cumulative Traffic Projections

The year 2005 was used as the design year. This does not necessarily represent the project completion date. It represents occupancy for purposes of conducting the impact analysis. Cumulative traffic conditions are defined as future traffic conditions during the design year without the proposed project. A description of the process used to estimate 2005 cumulative traffic volumes and the resulting cumulative traffic projections is presented in Chapter 3.

3. Analysis of Project-Related Traffic Impacts

The next step in the traffic analysis was to estimate the peak-hour traffic that would be generated by the proposed project. This was done using standard trip generation procedures outlined in the Trip Generation Handbook\(^2\) and Trip Generation\(^3\). The procedure is described in Chapter 4.

These trips were distributed based on the available approach and departure routes. The project-related traffic was then superimposed on 2005 cumulative traffic volumes at the study intersections. The HCM methodology was used again to conduct a LOS analysis for cumulative plus project conditions. The results of this analysis were compared to 2005 cumulative conditions to determine the incremental impacts of this project. The analysis of the project-related impacts and the conclusions of the analyses are presented in Chapter 5.

\(^1\) Highway Capacity Manual, Institute of Transportation Engineers, Washington, D.C., 1997
\(^2\) Trip Generation Handbook, Institute of Transportation Engineers, October 1996
\(^3\) Trip Generation, Institute of Transportation Engineers, Washington, D.C., 1997
2. ANALYSIS OF EXISTING CONDITIONS

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

Description of Existing Streets and Intersection Controls

The following is summary of the major roadways in the study area:

*Halewiliko Street*

Halewiliko Street is an east-west street along the southern boundary of the project site. Halewiliko Street is a new roadway and runs between Kulawea Street on the east and Aiea Heights Drive on the west. The roadway is four lanes in width. No parking is allowed along either side. The posted speed limit is 25 miles per hour. At present, Halewiliko Street is closed to the general public. However, it is used for access to and egress from the Hawaiian Sugar Planters Association building.

Traffic signals have been installed at the intersection of Halewiliko Street at Aiea Height Drive but have not been turned on. The intersection operates as an unsignalized intersection.
Ulune Street

Ulune Street is also an east-west street. Ulune Street enters the study area from the east, terminates at an intersection with Aia Heights Drive at a T-intersection. Ulune Street then continues again opposite an intersection with Halewiliko Street. Generally, Ulune Street is two-lanes wide.

The intersection of Ulune Street at Aia Heights Drive is signalized. The intersection of Ulune Street at Aia Heights Drive/Halewiliko Street operates as an unsignalized intersection, even though traffic signals have been installed.

Aia Heights Drive

Aia Heights Drive is a four-lane, two-way roadway along the western portion of the study area. Development along the east side is retail and development along the west side is mixed with commercial south of H1 and residential north of H1. The posted speed limit is 25 miles per hour.

Moanalua Road

Moanalua Road is a four-lane, east-west arterial along the southern portion of the study area. Moanalua Road also serves as a major exit for westbound traffic from H1 to Aia. Adjacent development is commercial. There are separate left turn lanes and signals at major intersections. The posted speed limit is 25 miles per hour.

A schematic of the roadway network in the study area is shown on Figure 2.

Existing Peak Hour Traffic Volumes

The AM and PM peak hour traffic volumes at the study intersections are also shown in Figure 2. The traffic volumes include large trucks, buses and motorcycles. They do not include mopeds or bicycles.

These counts were performed during December 2001 and January 2002. The volumes shown may not match the volume of traffic at the adjacent intersection. This is because there are driveways serving businesses along all of the street and the peak hours of adjacent intersections may not coincide.

The adjacent schools were in session during the traffic surveys. Therefore, the morning peak hour traffic volumes shown include school related traffic. The afternoon counts were performed between 4 PM and 6 PM and, therefore, do not include school traffic. This means that the traffic volumes shown do not represent the peak hour traffic into and out of Kulawai Street. The volumes shown represent the peak hour traffic along Ulune Street.
Figure 2

EXISTING (2001) PEAK HOUR TRAFFIC VOLUMES
Level-of-Service Concept

Signalized Intersections

The operations method described in the 2000 Highway Capacity Manual (HCM) was used to analyze the operating efficiency of the signalized intersections adjacent to the study site. This method involves the calculation of a volume-to-capacity (V/C) ratio and average vehicle delay which is related to a level-of-service.

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

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

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

Table 1 Level-of-Service Definitions for Signalized Intersections\(^{(1)}\)

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

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

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

<table>
<thead>
<tr>
<th>Level-of-Service</th>
<th>Expected Delay to Minor Street Traffic</th>
<th>Delay (Seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Little or no delay</td>
<td>&lt;5</td>
</tr>
<tr>
<td>B</td>
<td>Short traffic delays</td>
<td>5.1 to 10.0</td>
</tr>
<tr>
<td>C</td>
<td>Average traffic delays</td>
<td>10.1 to 20.0</td>
</tr>
<tr>
<td>D</td>
<td>Long traffic delays</td>
<td>20.1 to 30.0</td>
</tr>
<tr>
<td>E</td>
<td>Very long traffic delays</td>
<td>30.1 to 45.0</td>
</tr>
<tr>
<td>F</td>
<td>See note (2) below</td>
<td>&gt;45.1</td>
</tr>
</tbody>
</table>

Notes:
(2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.
Level-of-Service Analysis of Existing Conditions

The results of the Level-of-Service analysis for the study intersections are shown in Table 3. Shown in the table are the volume-to-capacity ratios, the average vehicle delays and the levels-of-service.

<table>
<thead>
<tr>
<th>Intersection and Movement</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VIC ¹</td>
<td>Delay ²</td>
</tr>
<tr>
<td>1. Ulune St/Haleiwiki St at Kalawea St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastbound Left</td>
<td>0.67</td>
<td>34.4</td>
</tr>
<tr>
<td>Eastbound Thru &amp; Right</td>
<td>0.69</td>
<td>21.1</td>
</tr>
<tr>
<td>Westbound Left</td>
<td>0.00</td>
<td>41.1</td>
</tr>
<tr>
<td>Westbound Thru</td>
<td>0.71</td>
<td>36.1</td>
</tr>
<tr>
<td>Westbound Right</td>
<td>0.30</td>
<td>26.0</td>
</tr>
<tr>
<td>Northbound Left, Thru &amp; Right</td>
<td>0.06</td>
<td>40.6</td>
</tr>
<tr>
<td>Southbound Left, Thru &amp; Right</td>
<td>0.29</td>
<td>74.7</td>
</tr>
<tr>
<td>2. Ulune St/Haleiwiki St at Aiea Heights Drive</td>
<td>Not Provided</td>
<td>Not Provided</td>
</tr>
<tr>
<td>Eastbound Thru &amp; Right</td>
<td>Not Provided</td>
<td>8.1</td>
</tr>
<tr>
<td>Westbound Thru &amp; Left</td>
<td>Provided</td>
<td>15.6</td>
</tr>
<tr>
<td>3. Ulune Street at Aiea Heights Drive</td>
<td>14.3</td>
<td>23.0</td>
</tr>
<tr>
<td>Westbound Left</td>
<td>0.51</td>
<td>25.3</td>
</tr>
<tr>
<td>Westbound Right</td>
<td>0.36</td>
<td>24.6</td>
</tr>
<tr>
<td>Northbound Thru</td>
<td>0.19</td>
<td>7.7</td>
</tr>
<tr>
<td>Northbound Right</td>
<td>0.46</td>
<td>10.6</td>
</tr>
<tr>
<td>Southbound Left</td>
<td>0.59</td>
<td>14.1</td>
</tr>
<tr>
<td>Southbound Thru</td>
<td>0.38</td>
<td>9.5</td>
</tr>
<tr>
<td>4. Moanalua Road at Aiea Heights Drive</td>
<td>47.5</td>
<td>63.7</td>
</tr>
<tr>
<td>Eastbound Left</td>
<td>0.55</td>
<td>27.1</td>
</tr>
<tr>
<td>Eastbound Thru &amp; Right</td>
<td>0.41</td>
<td>14.9</td>
</tr>
<tr>
<td>Westbound Left</td>
<td>0.62</td>
<td>69.8</td>
</tr>
<tr>
<td>Westbound Thru</td>
<td>0.54</td>
<td>35.5</td>
</tr>
<tr>
<td>Westbound Right</td>
<td>0.95</td>
<td>77.3</td>
</tr>
<tr>
<td>Northbound Left, Thru &amp; Right</td>
<td>0.70</td>
<td>59.2</td>
</tr>
<tr>
<td>Southbound Left</td>
<td>0.98</td>
<td>37.0</td>
</tr>
<tr>
<td>Southbound Left, Thru &amp; Right</td>
<td>1.09</td>
<td>108.0</td>
</tr>
</tbody>
</table>

NOTES:
(1) VIC denotes volume-to-capacity ratio. The VIC ratio is not calculated for unsignalized intersections.
(2) Delay is average vehicle delay per vehicle in seconds.
(3) LOS denotes Level-of-Service calculated using the operations method described in highway Capacity Manual. Level-of-Service is based on average vehicle delay for signalized and unsignalized intersections.
The results of the level-of-service analysis are consistent with conditions observed during the traffic surveys. The conclusions of the level-of-service for existing conditions are:

1. At the intersection of Ulune Street at Kulawea Street, the northbound and southbound approaches experience significant delays resulting in a poor level-of-service. However, the volume-to-capacity ratios are very low, indicating that the delay is the result of the traffic signal cycle length and not heavy traffic conditions. The southbound approach also experiences congestion as a result of school-related traffic.

2. At the intersection of Ulune Street/Halewiliko Street at Alia Heights Drive, westbound left turns are delayed such that the total approach operates at level-of-service D. This will be corrected when the traffic signals are turned on.

3. The intersection of Ulune Street at Alia Heights Drive operates well overall. The westbound left turns operate at level-of-service D during the afternoon peak hour. All other movements operate at level-of-service C or better during both morning and afternoon peak hours. There were occasional backups of traffic into the intersection caused by traffic turning into driveways along Alia Heights Drive.

4. The intersection of Moanalua Road at Alia Heights Drive operates at level-of-service D during the morning and E during the afternoon. The southbound left turns operate at level-of-service F during both peak periods. Traffic using the left turn lanes is typically backed up resulting in the long delays. This lane is also congested as a result of traffic turning left into and out of the shopping center.
3. PROJECTED CUMULATIVE TRAFFIC CONDITIONS

The purpose of this chapter is to discuss the assumptions and data used to estimate 2005 cumulative traffic conditions. Cumulative traffic conditions are defined as the traffic conditions resulting from background growth and related projects. Cumulative traffic volumes do not include traffic generated by the proposed project.

Cumulative traffic volumes are the result of background growth, which cannot be attributed to a specific project, and traffic generated by projects in the vicinity of the proposed project. Related projects include development and redevelopment projects and roadway improvement projects.

Design Year

The year 2005 was selected as the design year for this traffic impact analysis. The design year is not necessarily the year of completion for the project. It represents a time period when the project has been completed and is fully occupied. It also represents a date for which background traffic conditions can be estimated.

Background Traffic Growth

Background traffic growth was estimated from data provided by the 2020 Oahu Regional Transportation Plan. Travel estimates from the Plan concluded that traffic would increase an average of 1.6% per year until the year 2020. Therefore, the growth factor for 2002 to 2005 would be 1.05. This growth factor was calculated using the following formula for compounded interest:

\[
\text{Future Value} = \text{Present Value} \times (1 + \text{rate})^n
\]

\[4\text{ Kaku Associates, Inc., Oahu Regional Transportation Plan, November 1995}\]

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\[ F = (1 + i)^n \]
where \( i \) = average annual growth rate
\( n \) = years (2002 to 2005)

This growth factor was applied to all traffic movements at the study intersections.

Related Projects

Related projects are projects that are either under construction or likely to be completed before the design year that will impact traffic conditions at the study intersections.

The only potential related project identified was a 12-unit residential along Kulawea Street. Traffic that this project would generate was estimated using trip generation rates for single-family detached housing and distributed to the traffic movements at the study intersections.

In addition to the related residential development, Halewiliko Street is expected to be opened and the traffic signals at the intersection of Ulune Street/Halewiliko Street at Alea Heights Drive turned on. The plan is to cul-de-sac Ulune Street west of Kulawea Street. Thus, the intersection would be a four-legged intersection with Ulune Street as the east leg, Halewiliko Street as the west leg, and Kulawea Street as the north and south legs.

There is also an alternative plan to retain Ulune Street as a through street. Therefore, when Halewiliko Street is opened, the intersection would be a five legged one.

2005 Cumulative Traffic Volumes

Estimated 2005 cumulative traffic volumes were calculated for two scenarios, which are described as follows:

Scenario 1

Scenario 1 is the original plan, which includes the opening of Halewiliko Street between Kulawea Street and Alea Heights Drive, turning on the traffic signals at the intersection of Ulune Street and Halewiliko Street at Alea Heights Drive, and the installation of a cul-de-sac on Ulune Street west of Kulawea Street. The intersection of Ulune Street and Halewiliko Street at Kulawea Street would be a four-legged intersection.

Scenario 2

Scenario 2 includes the opening of Halewiliko Street and turning on of the traffic signals. Ulune Street will be retained as a through street. The intersection of Ulune Street and Halewiliko Street at Kulawea Street will be a five-legged intersection.

The resulting 2005 cumulative peak hour traffic projections are shown in Figures 3 and 4.
Figure 3

2005 CUMULATIVE PEAK HOUR TRAFFIC VOLUMES - SCENARIO 1

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Figure 4

2005 CUMULATIVE PEAK HOUR TRAFFIC VOLUMES - SCENARIO 2

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4. PROJECT-RELATED TRAFFIC CONDITIONS

This chapter discusses the methodology used to identify the traffic-related impacts of the proposed project. Generally, the process involves the estimation of weekday peak-hour trips that would be generated by the proposed project, distribution and assignment of these trips on the approach and departure routes, and finally, determination of the levels-of-service at affected intersections and driveways subsequent to implementation of the project. This chapter presents the generation, distribution and assignment of project generated traffic and the cumulative plus project traffic projections. The results of the level-of-service analysis of cumulative plus project conditions is presented in the following chapter.

Project Trip Generation

Future traffic volumes generated by a project were estimated using the procedures described in the Trip Generation Handbook, published by the Institute of Transportation Engineers. This methodology uses trip generation rates to estimate the number of trips that a proposed project will generation during the morning and afternoon peak hours.

The trip generation calculations were performed using the following assumptions:

1. In order to estimate worse-case conditions, all facilities are in use concurrently.

2. The peak hours of each of the proposed uses coincides with the peak hours of the adjacent street.

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3. The size of the library is 20,000 square feet. Trips were estimated using trip generation rates for libraries (Land Use Code 590) provided by the Institute of Transportation Engineers.

4. For the senior housing, trips were estimated using trip rates for elderly housing - attached (Land Use Code 253, provided by the Institute of Transportation Engineers. There will be 140 units.

5. Trip generated by the day care was estimated using trip generation rates for day care facilities (Land Use Code 565) provided by the Institute of Transportation Engineers. The day care facility will be 5,000 square feet.

6. For the meeting rooms (6,600 square feet) and the art center and community center (9,000 square feet), trips were estimated based on the parking requirements of meeting facilities specified in the Land Use Ordinance of the City and County of Honolulu. The Land Use Ordinance requires 1 space per 75 square feet. It was assumed that 50 percent of the floor area is usable, that 50 percent of the vehicles arrive and depart during the peak hour, and that the inbound/outbound directional split is 85/15 and 15/85 during the morning and afternoon peak hours respectively. These assumptions result in the trip generation rates shown in Table 4.

The trip rates and the estimated number of peak hour trips that the proposed project will generate are shown in Table 4. The trips shown are the peak hourly trips generated by the project during the peak hour of the adjacent street. As shown in the table, the proposed town center will generate 180 trips during the morning peak hour and 310 trips during the afternoon peak hour.

Table 4  Trip Generation Summary of Proposed Project

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Library 20,000 SF</th>
<th>Senior Housing 140 Units</th>
<th>Day Care 5,000 SF</th>
<th>Meeting Rooms 6,600 SF</th>
<th>Art &amp; Community Centers 9,000 SF</th>
<th>Total New Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% In</td>
<td>72%</td>
<td>15</td>
<td>50%</td>
<td>4</td>
<td>53%</td>
<td>36</td>
</tr>
<tr>
<td>% Out</td>
<td>28%</td>
<td>15</td>
<td>50%</td>
<td>4</td>
<td>47%</td>
<td>32</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% In</td>
<td>48%</td>
<td>68</td>
<td>53%</td>
<td>8</td>
<td>47%</td>
<td>33</td>
</tr>
<tr>
<td>% Out</td>
<td>52%</td>
<td>74</td>
<td>47%</td>
<td>7</td>
<td>53%</td>
<td>37</td>
</tr>
</tbody>
</table>

Note:  
(1) Trip rates are for Library, Land Use Code 590  
(2) Trip rates are for Senior Housing - Attached, Land Use Code 253  
(3) Trip rates are for Day Care, Land Use Code 565  
(4) See text for calculation of trip rates

Trip Distribution and Assignments

The project-related trips were distributed and assigned based on the available approach and departure routes. The resulting trip assignments are shown on Figure 5. Note that the project trip assignments are the same for Scenarios 1 and 2.

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Figure 5

PROJECT TRIP ASSIGNMENTS

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2005 Cumulative Plus Project Projections

Cumulative plus project traffic conditions are defined as 2005 background traffic conditions plus project related traffic. The incremental difference between cumulative and cumulative plus project is the traffic impact of the project under study.

2005 cumulative plus project traffic volumes with the project were estimated by superimposing the peak hourly traffic generated by the proposed project on the 2005 cumulative peak hour traffic volumes presented in Chapter 3. Thus, the calculations represent conditions where the peak hour of the project coincides with the peak hour of the adjacent street. The traffic projections for 2005 cumulative plus project conditions are shown on Figures 6 and 7.
Figure 6

2005 CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES FOR SCENARIO 1

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Figure 7

2005 CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES FOR SCENARIO 2

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5. CONCLUSIONS AND RECOMMENDATIONS

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

Definition of Significant Impacts

Since there is no local criteria defining a significant traffic impact, criteria for determining if a project has a significant traffic impact for which mitigation measures must be identified used by Los Angeles Department of Transportation was used for this study. The following criteria is used to define a significant impact for a signalized intersection:

<table>
<thead>
<tr>
<th>Final V/C Ratio</th>
<th>Project Related Increase in V/C</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.700-0.800</td>
<td>equal to or greater than 0.040</td>
</tr>
<tr>
<td>0.800 - 0.900</td>
<td>equal to or greater than 0.020</td>
</tr>
<tr>
<td>&gt; 0.900</td>
<td>equal to or greater than 0.010</td>
</tr>
</tbody>
</table>

NOTES:
(1) Los Angeles Department of Transportation, Traffic Study Policies and Procedures, 1993, page 10
There are no similar criteria for unsignalized intersections. The Traffic Study Policies and Procedures suggest that (1) unsignalized intersections be analyzed assuming signalized conditions so that intersections are evaluated using comparable criteria and (2) the volume-to-capacity ratio for the overall intersection, rather than each traffic movement, is used to evaluate the intersection.

In calculating the volume-to-capacity ratio for the overall intersection, deficient traffic movements may be overlooked because poor and good levels-of-service may balance, resulting in an acceptable level-of-service. Therefore, the criteria shown in Table 5 is used to define a significant impact for each traffic movement as well as the overall intersection.

Lastly, it should be noted that the criteria shown in Table 5 were developed before the latest revision to the Highway Capacity Manual, which now defines level-of-service based on delay rather than volume-to-capacity ratio. We have determined that the Traffic Policies and Procedures are currently be revised.

Project Related Traffic Impacts - Scenario 1

The traffic impact of the proposed project was assessed by analyzing the amount that the volume-to-capacity ratio changes at the study intersections. The level-of-service analysis was performed using the following assumptions:

1. The level-of-service analysis was performed for Scenario 1, which is the plan to install a cul-de-sac along Ulune Street west of Kulaweia Street. The traffic impacts of Scenario 2 is discussed in a separate section of this chapter.

2. The traffic signal timing was optimized for cumulative and cumulative plus project conditions.

3. The lane configurations used are shown in Figure 6.
Figure 8

LANE CONFIGURATION USED FOR LEVEL-OF-SERVICE ANALYSIS
(FOR SCENARIO 1)
### Traffic Impact Analysis Report

for Alea Town Center

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**Ulune Street/Halewiliko Street at Kulawea Street**

The results of the level-of-service analysis for the intersection of Ulune Street/Halewiliko Street at Kulawea Street are shown in Table 6. Shown in the table are volumes, volume-to-capacity ratios, average vehicle delay and the level-of-service as defined using the average vehicle delay, for cumulative and cumulative plus project.

**Table 6**

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Intersection and Movement</th>
<th>Volume</th>
<th>V/C</th>
<th>Delay</th>
<th>LOS</th>
<th>Volume</th>
<th>V/C</th>
<th>Delay</th>
<th>LOS</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>215</td>
<td>0.71</td>
<td>51.1</td>
<td>D</td>
<td>215</td>
<td>0.71</td>
<td>51.1</td>
<td>D</td>
<td>0.00</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>Eastbound Left</td>
<td>550</td>
<td>0.79</td>
<td>35.0</td>
<td>C</td>
<td>579</td>
<td>0.81</td>
<td>36.7</td>
<td>D</td>
<td>19.02</td>
</tr>
<tr>
<td></td>
<td>Eastbound Thru &amp; Right</td>
<td>5</td>
<td>0.94</td>
<td>52.3</td>
<td>D</td>
<td>5</td>
<td>0.94</td>
<td>52.3</td>
<td>D</td>
<td>0.00</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>275</td>
<td>0.74</td>
<td>48.0</td>
<td>D</td>
<td>320</td>
<td>0.86</td>
<td>57.4</td>
<td>E</td>
<td>45.12</td>
</tr>
<tr>
<td></td>
<td>Westbound Thru</td>
<td>135</td>
<td>0.34</td>
<td>35.7</td>
<td>D</td>
<td>135</td>
<td>0.34</td>
<td>35.7</td>
<td>D</td>
<td>0.00</td>
</tr>
<tr>
<td></td>
<td>Northbound Left, Thru &amp; Right</td>
<td>10</td>
<td>0.21</td>
<td>66.7</td>
<td>E</td>
<td>10</td>
<td>0.21</td>
<td>66.7</td>
<td>E</td>
<td>0.00</td>
</tr>
<tr>
<td></td>
<td>Southbound Left, Thru &amp; Right</td>
<td>210</td>
<td>0.93</td>
<td>66.5</td>
<td>E</td>
<td>210</td>
<td>0.93</td>
<td>66.5</td>
<td>E</td>
<td>0.00</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>Total</td>
<td>5</td>
<td>0.04</td>
<td>40.6</td>
<td>D</td>
<td>5</td>
<td>0.04</td>
<td>40.6</td>
<td>D</td>
<td>0.03</td>
</tr>
<tr>
<td></td>
<td>Eastbound Left</td>
<td>375</td>
<td>0.38</td>
<td>6.3</td>
<td>A</td>
<td>452</td>
<td>0.45</td>
<td>9.2</td>
<td>A</td>
<td>77.07</td>
</tr>
<tr>
<td></td>
<td>Eastbound Thru &amp; Right</td>
<td>5</td>
<td>0.04</td>
<td>40.5</td>
<td>D</td>
<td>5</td>
<td>0.04</td>
<td>40.5</td>
<td>D</td>
<td>0.00</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>720</td>
<td>0.88</td>
<td>22.7</td>
<td>C</td>
<td>763</td>
<td>0.93</td>
<td>28.5</td>
<td>C</td>
<td>43.05</td>
</tr>
<tr>
<td></td>
<td>Westbound Thru</td>
<td>15</td>
<td>0.02</td>
<td>5.6</td>
<td>A</td>
<td>15</td>
<td>0.02</td>
<td>5.6</td>
<td>A</td>
<td>0.00</td>
</tr>
<tr>
<td></td>
<td>Northbound Left, Thru &amp; Right</td>
<td>10</td>
<td>0.11</td>
<td>45.0</td>
<td>D</td>
<td>10</td>
<td>0.11</td>
<td>45.0</td>
<td>D</td>
<td>0.00</td>
</tr>
<tr>
<td></td>
<td>Southbound Left, Thru &amp; Right</td>
<td>20</td>
<td>0.27</td>
<td>48.2</td>
<td>D</td>
<td>20</td>
<td>0.27</td>
<td>48.2</td>
<td>D</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Notes**

2. Delay is average vehicle delay per vehicle in seconds.
3. LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual. Level-of-Service is based on average vehicle delay for signalized and unsignalized intersections.

The conclusions of the level-of-service analysis are:

1. During the morning peak hour, the volume-to-capacity ratio of the westbound through movement will change from 0.74 to 0.86, which is significant. The impact of project traffic on all the remaining traffic movements is negligible or insignificant.

2. During the afternoon peak hour, the volume-to-capacity of the westbound through movement will change from 0.86 to 0.93, which is also significant.

3. During the morning and afternoon peak periods, the northbound and southbound approaches operate at level-of-service E and D, without and with the project. The proposed project has no impact on these approaches because the project does not add traffic to these traffic movements.

4. As mitigation, it is recommended that the westbound approach be modified to provide a through lane and an optional through or right turn lane. This can be provided since the new Halewiliko Street is two lanes wide.

*Phillip Rowell and Associates*
Ulune Street/Halewillko Street at Alea Height Drive

The results of the level-of-service analysis for the intersection of Ulune Street/Halewillko Street at Alea Heights Drive is shown in Table 7. All traffic movements are expected to operate at level-of-service C or better, without and with the proposed project. However, the impact of project generated traffic on the westbound left turn is significant. During the morning and afternoon peak periods, the volume-to-capacity ratio changes by 0.12 and 0.19, respectively, which is significant.

As mitigation, it is recommended that a separate westbound left turn phase be installed.

### Table 7  Future Levels-of-Service - Ulune Street/Halewillko Street at Alea Heights Drive

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Intersection and Movement</th>
<th>Cumulative</th>
<th>Cumulative Plus Project</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Volume</td>
<td>V/C 1 Delay 2 LOS 3</td>
<td>Volume</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>V/C 1</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>Eastbound Left</td>
<td>330</td>
<td>0.39 10.0 A</td>
<td>355</td>
</tr>
<tr>
<td></td>
<td>Eastbound Right</td>
<td>340</td>
<td>0.39 10.2 B</td>
<td>340</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>225</td>
<td>0.63 17.4 b</td>
<td>249</td>
</tr>
<tr>
<td></td>
<td>Westbound Thru</td>
<td>170</td>
<td>0.20 8.3 A</td>
<td>181</td>
</tr>
<tr>
<td></td>
<td>Northbound Left</td>
<td>135</td>
<td>0.23 13.8 B</td>
<td>135</td>
</tr>
<tr>
<td></td>
<td>Northbound Right</td>
<td>485</td>
<td>0.74 24.3 C</td>
<td>541</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>Eastbound Left</td>
<td>260</td>
<td>0.28 7.4 A</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td>Eastbound Right</td>
<td>75</td>
<td>0.02 5.8 a</td>
<td>99</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>295</td>
<td>0.63 11.1 b</td>
<td>360</td>
</tr>
<tr>
<td></td>
<td>Westbound Thru</td>
<td>415</td>
<td>0.45 9.0 A</td>
<td>453</td>
</tr>
<tr>
<td></td>
<td>Northbound Left</td>
<td>430</td>
<td>0.85 33.7 C</td>
<td>430</td>
</tr>
<tr>
<td></td>
<td>Northbound Right</td>
<td>215</td>
<td>0.34 17.7 B</td>
<td>269</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Volume</th>
<th>V/C 1 Delay 2 LOS 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>0</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**NOTES**

(1) V/C denotes volume-to-capacity ratio.
(2) Delay is average vehicle delay per vehicle in seconds.
(3) LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual. Level-of-Service is based on average vehicle delay for signaled and unsignalized intersections.

Phillip Rowell and Associates
Ulune Street at Aiea Heights Drive

The results of the level-of-service analysis for the intersection of Ulune Street at Aiea Heights Drive is shown in Table 8. Project generated traffic has an insignificant impact of the volume-to-capacity ratios at this intersections. This is because the cul-de-sac west of Kulaeua Street prohibits through traffic. The westbound approach serves only the residences between Kulaeua Street and Aiea Heights Drive. All project related traffic uses the northbound and southbound approaches only. This change also allows the northbound approach to be modified from a separate through and right turn lanes to two through lanes with the right hand lane as an option through or right turn lane.

No mitigation is required at this intersection.

Table 8

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Intersection and Movement</th>
<th>Cumulative</th>
<th>Cumulative Plus Project</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Volume</td>
<td>V/C ¹</td>
<td>Delay ²</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>Westbound Left</td>
<td>6</td>
<td>0.03</td>
<td>36.0</td>
</tr>
<tr>
<td></td>
<td>Westbound Right</td>
<td>5</td>
<td>0.04</td>
<td>36.1</td>
</tr>
<tr>
<td></td>
<td>Northbound Thru &amp; Right</td>
<td>625</td>
<td>0.29</td>
<td>2.2</td>
</tr>
<tr>
<td></td>
<td>Southbound Left</td>
<td>5</td>
<td>0.01</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td>Southbound Thru</td>
<td>565</td>
<td>0.50</td>
<td>3.7</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>Westbound Left</td>
<td>6</td>
<td>0.03</td>
<td>35.8</td>
</tr>
<tr>
<td></td>
<td>Westbound Right</td>
<td>5</td>
<td>0.00</td>
<td>35.6</td>
</tr>
<tr>
<td></td>
<td>Northbound Thru &amp; Right</td>
<td>650</td>
<td>0.30</td>
<td>2.2</td>
</tr>
<tr>
<td></td>
<td>Southbound Left</td>
<td>5</td>
<td>0.01</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td>Southbound Thru</td>
<td>555</td>
<td>0.49</td>
<td>3.6</td>
</tr>
</tbody>
</table>

NOTES
(1) V/C denotes volume-to-capacity ratio. The V/C ratio is not calculated for unsignalized intersections.
(2) Delay is average vehicle delay per vehicle in seconds.
(3) LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual. Level-of-Service is based on average vehicle delay for signalized and unsignalized intersections.
Moanalua Road at Alea Heights Drive

The results of the level-of-service analysis for the intersection of Moanalua Road at Alea Height Drive is shown in Table 9.

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Intersection and Movement</th>
<th>Cumulative</th>
<th>Cumulative Plus Project</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td></td>
<td>Volume VIC</td>
<td>Volume VIC</td>
<td>Delay</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>Eastbound Left</td>
<td>280</td>
<td>0.91</td>
<td>205.7</td>
</tr>
<tr>
<td></td>
<td>Eastbound Thru &amp; Right</td>
<td>555</td>
<td>0.50</td>
<td>16.9</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>40</td>
<td>0.56</td>
<td>54.0</td>
</tr>
<tr>
<td></td>
<td>Westbound Thru</td>
<td>300</td>
<td>0.42</td>
<td>24.0</td>
</tr>
<tr>
<td></td>
<td>Westbound Right</td>
<td>330</td>
<td>0.77</td>
<td>39.1</td>
</tr>
<tr>
<td></td>
<td>Northbound Left, Thru &amp; Right</td>
<td>90</td>
<td>0.89</td>
<td>82.7</td>
</tr>
<tr>
<td></td>
<td>Southbound Left</td>
<td>350</td>
<td>0.49</td>
<td>25.4</td>
</tr>
<tr>
<td></td>
<td>Southbound Left, Thru &amp; Right</td>
<td>305</td>
<td>0.93</td>
<td>54.3</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>Eastbound Left</td>
<td>185</td>
<td>0.66</td>
<td>64.4</td>
</tr>
<tr>
<td></td>
<td>Eastbound Thru &amp; Right</td>
<td>430</td>
<td>0.49</td>
<td>37.2</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>100</td>
<td>0.67</td>
<td>75.2</td>
</tr>
<tr>
<td></td>
<td>Westbound Thru</td>
<td>745</td>
<td>0.82</td>
<td>54.1</td>
</tr>
<tr>
<td></td>
<td>Westbound Right</td>
<td>375</td>
<td>0.80</td>
<td>60.7</td>
</tr>
<tr>
<td></td>
<td>Northbound Left, Thru &amp; Right</td>
<td>145</td>
<td>1.03</td>
<td>138.9</td>
</tr>
<tr>
<td></td>
<td>Southbound Left</td>
<td>170</td>
<td>0.29</td>
<td>35.6</td>
</tr>
<tr>
<td></td>
<td>Southbound Left, Thru &amp; Right</td>
<td>425</td>
<td>0.85</td>
<td>59.0</td>
</tr>
</tbody>
</table>

NOTES
(1) V/C denotes volume to capacity ratio. The V/C ratio is not calculated for unsignalized intersections.
(2) Delay is average vehicle delay per vehicle in seconds.
(3) LOS denotes Level of Service calculated using the queuing method described in Highway Capacity Manual. Level of Service is based on average vehicle delay for signalized and unsignalized intersections.

The conclusions of the level-of-service analysis are:

1. During the morning and afternoon peak hour, project generated traffic will have a significant impact on the eastbound left turns. The level-of-service will be E without and with project generated traffic. Improvement of the intersection to provide a second left turn lane is not practical because of adjacent development. Therefore, the impact of project traffic on this movement can not be mitigated.

2. The project will also have a significant impact on the northbound approach. The level-of-service will be D during the morning peak hour, without and with the project, and E during the afternoon peak hour, without and with the project. The approach width prohibits widening. Therefore, the traffic impact on this approach can not be mitigated.
Mitigation Measures - Scenario 1

Mitigation measures have been recommended for the intersections of Ulune Street/Halewiiliko Street at Kulawea Street and Ulune/Street/Halewiiliko Street at Aiea Height Drive.

The recommended improvement for the intersection of Ulune Street/Halewiiliko Street at Kulawea Street is to modify the westbound approach so that the outside lane will be an optional through or right turn lane. The results of this improvement is summarized in Table 10. The recommended improvement will improve the volume-to-capacity ratio for the westbound through and right turn movements from 0.66 to 0.62 during the afternoon peak hour and from 0.88 to 0.49 during the afternoon peak hour.

Table 10  Levels-of-Service with Mitigation - Ulune Street/Halewiiliko Street at Kulawea Street

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Intersection and Movement</th>
<th>Without Mitigation</th>
<th>With Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Volume</td>
<td>VIC 1</td>
<td>Delay 2</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastbound Left</td>
<td>215</td>
<td>0.71</td>
<td>51.1</td>
</tr>
<tr>
<td>Eastbound Thru &amp; Right</td>
<td>579</td>
<td>0.61</td>
<td>36.7</td>
</tr>
<tr>
<td>Westbound Left</td>
<td>5</td>
<td>0.04</td>
<td>52.3</td>
</tr>
<tr>
<td>Westbound Thru</td>
<td>320</td>
<td>0.86</td>
<td>57.4</td>
</tr>
<tr>
<td>Westbound Right</td>
<td>135</td>
<td>0.34</td>
<td>35.7</td>
</tr>
<tr>
<td>Northbound Left, Thru &amp; Right</td>
<td>10</td>
<td>0.21</td>
<td>66.7</td>
</tr>
<tr>
<td>Southbound Left, Thru &amp; Right</td>
<td>210</td>
<td>0.33</td>
<td>68.5</td>
</tr>
</tbody>
</table>

| AM Peak Hour | Eastbound Left  | 5      | 0.04  | 40.6   | D     | 5      | 0.04  | 40.6   | D     |
|              | Eastbound Thru & Right | 452    | 0.45  | 9.2    | A     | 462    | 0.45  | 9.2    | A     |
|              | Westbound Left  | 5      | 0.04  | 40.5   | D     | 5      | 0.04  | 40.5   | D     |
|              | Westbound Thru  | 763    | 0.93  | 28.5   | C     | 763    | 0.50  | 9.1    | A     |
|              | Westbound Right | 15     | 0.02  | 5.6    | A     | 15     | 0.50  | 9.1    | A     |
|              | Northbound Left, Thru & Right | 10     | 0.11  | 45.0   | D     | 10     | 0.11  | 45.0   | D     |
|              | Southbound Left, Thru & Right | 20     | 0.27  | 49.2   | D     | 20     | 0.27  | 49.2   | D     |

| PM Peak Hour  | Eastbound Left  | 5      | 0.04  | 40.6   | D     | 5      | 0.04  | 40.6   | D     |
|              | Eastbound Thru & Right | 452    | 0.45  | 9.2    | A     | 462    | 0.45  | 9.2    | A     |
|              | Westbound Left  | 5      | 0.04  | 40.5   | D     | 5      | 0.04  | 40.5   | D     |
|              | Westbound Thru  | 763    | 0.93  | 28.5   | C     | 763    | 0.50  | 9.1    | A     |
|              | Westbound Right | 15     | 0.02  | 5.6    | A     | 15     | 0.50  | 9.1    | A     |
|              | Northbound Left, Thru & Right | 10     | 0.11  | 45.0   | D     | 10     | 0.11  | 45.0   | D     |
|              | Southbound Left, Thru & Right | 20     | 0.27  | 49.2   | D     | 20     | 0.27  | 49.2   | D     |

NOTES
(1) VIC denotes volume-to-capacity ratio.
(2) Delay is average vehicle delay per vehicle in seconds.
(3) LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual. Level-of-Service is based on average vehicle delay for signalized and unsignalized intersections.
The improved levels-of-service that result from the modification of the traffic signals at Ulune Street/Halekili Road at Alea Heights Driveway are summarized in Table 11. As shown, the volume-to-capacity ratio for the westbound approach with the project is better than the volume-to-capacity ratio for the with project condition. The volume-to-capacity ratio for the eastbound approach increases, but the level-of-service is B or better for cumulative plus project conditions.

### Table 11  Levels-of-Service with Mitigation - Ulune Street/Halekili Road at Alea Heights

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Intersection and Movement</th>
<th>Without Mitigation</th>
<th>With Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Volume</td>
<td>V/C</td>
</tr>
<tr>
<td>Total</td>
<td>Eastbound Left</td>
<td>335</td>
<td>0.42</td>
</tr>
<tr>
<td></td>
<td>Eastbound Right</td>
<td>340</td>
<td>0.39</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>240</td>
<td>0.75</td>
</tr>
<tr>
<td></td>
<td>Westbound Right</td>
<td>181</td>
<td>0.21</td>
</tr>
<tr>
<td></td>
<td>Northbound Left</td>
<td>135</td>
<td>0.23</td>
</tr>
<tr>
<td></td>
<td>Northbound Right</td>
<td>541</td>
<td>0.75</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>Total</td>
<td>250</td>
<td>0.28</td>
</tr>
<tr>
<td></td>
<td>Eastbound Left</td>
<td>99</td>
<td>0.05</td>
</tr>
<tr>
<td></td>
<td>Westbound Left</td>
<td>380</td>
<td>0.82</td>
</tr>
<tr>
<td></td>
<td>Westbound Right</td>
<td>453</td>
<td>0.49</td>
</tr>
<tr>
<td></td>
<td>Northbound Left</td>
<td>430</td>
<td>0.85</td>
</tr>
<tr>
<td></td>
<td>Northbound Right</td>
<td>269</td>
<td>0.48</td>
</tr>
</tbody>
</table>

**NOTES**

(1) V/C denotes volume-to-capacity ratio.
(2) Delay is average vehicle delay per vehicle in seconds.
(3) LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual. Level-of-Service is based on average vehicle delay for signalized and unsignalized intersections.
Project Related Traffic Impacts - Scenario 2

The second scenario is for the intersection of Ulune Street/Halewiliko Street at Kulawea Street to be a five legged intersection. The Highway Capacity Software used to perform the level-of-service analysis does not have the capacity to perform an analysis of a five legged intersection using either the operations or planning analysis methods. Therefore, this scenario was analyzed using the planning method with manual calculations. In summary, this scenario as analyzed as follows:

1. The intersection lane configurations are the same as for Scenario 1 except for the intersection of Ulune Street/Halewiliko. At this intersection, the intersection configuration is the same except there is a second westbound approach which is Ulune Street. The approach configuration is the same as the existing configuration.

2. The traffic signals will have five phases. There will be a separate phase for each approach.

3. Traffic projections for the intersection of Moanalua Road at Alea Heights Drive are the same for both scenarios. Therefore, it was assumed that the level-of-service analysis for this intersection would have the same conclusions as the analysis for Scenario 1.

The results of the level-of-service analysis for Scenario 2 is summarized in Table 12.

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Intersection and Movement</th>
<th>Cumulative</th>
<th>Cumulative Plus Project</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>Ulune Street/Halewiliko Street at Kulawea Street</td>
<td>0.56</td>
<td>E</td>
<td>1.02</td>
</tr>
<tr>
<td></td>
<td>Ulune Street/Halewiliko Street at Alea Heights Drive</td>
<td>0.71</td>
<td>C</td>
<td>0.77</td>
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<tr>
<td></td>
<td>Ulune Street at Alea Heights Drive</td>
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<td>0.48</td>
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<tr>
<td>PM Peak Hour</td>
<td>Ulune Street/Halewiliko Street at Kulawea Street</td>
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<td>D</td>
<td>0.87</td>
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<td></td>
<td>Ulune Street/Halewiliko Street at Alea Heights Drive</td>
<td>0.62</td>
<td>D</td>
<td>0.62</td>
</tr>
<tr>
<td></td>
<td>Ulune Street at Alea Heights Drive</td>
<td>0.47</td>
<td>B</td>
<td>0.54</td>
</tr>
</tbody>
</table>

NOTES: (1) V/C denotes volume-to-capacity ratio; (2) LOS denotes Level of Service calculated using the operations method described in Highway Capacity Manual. Level of Service is based on average vehicle delay for signalized and unsignalized intersections.

As shown, this scenario results in significant impacts traffic impacts at all the study intersections. The intersection of Ulune Street/Halewiliko Street will operate at level-of-service E and F during the morning peak hour, without and with the project. This is because the five-legged intersection requires a separate signal phase for each approach to provide safe traffic movements.
Summary and Conclusions

The conclusions of the traffic impact analysis for 2005 cumulative plus project conditions are:

1. The proposed project is a town center on the site of the old sugar mill in Alea. The project will be located on a parcel bounded by the new Halewiliko Street on the south, Alea Height Drive of the west and Kulawea Street on the east.

2. Access to the site will be via two driveways along the north side of Halewiliko Street between Alea Heights Drive and Kulawea Street.

3. The project will contain the following uses:
   a. A library (20,000 square feet)
   b. Senior housing (140 units)
   c. A daycare center (5,000 square feet)
   d. Meeting rooms (6,600 square feet)
   e. Art Center and Community Center (9,000 square feet)

4. The only potential related project identified was a 12-unit residential along Kulawea Street. Traffic that this project would generate was estimated using trip generation rates for signal-family detached housing and distributed to the traffic movements at the study intersections.

5. In addition to the related residential development, Halewiliko Street is expected to be opened and the traffic signals at the Ulune Street/Halewiliko Street at Alea Heights Drive turned on. The plan is to cul-de-sac Ulune Street west of Kulawea Street. Thus, the intersection would be a four-legged intersection with Ulune Street as the east leg, Halewiliko Street as the west leg, and Kulawea Street as the north and south legs. There is also an alternative plan to retain Ulune Street as a through street. Therefore, when Halewiliko Street is opened, the intersection would be a five legged one.

6. The proposed town center will generate 180 trips during the morning peak hour and 310 trips during the afternoon peak hour.

7. The level-of-service analysis was performed for Scenario 1, which is the plan to install a cul-de-sac along Ulune Street west of Kulawea Street. Mitigation measures have been recommended for the intersections of Ulune Street/Halewiliko Street at Kulawea Street and Ulune/Street/Halewiliko Street at Alea Height Drive.

8. The recommended improvement for the intersection of Ulune Street/Halewiliko Street at Kulawea Street is to modify the westbound approach so that the outside lane will be an optional through or right turn lane. The recommended improvement will improve the volume-to-capacity ratio for the westbound through and right turn movements from 0.86 to 0.62 during the afternoon peak hour and from 0.88 to 0.49 during the afternoon peak hour.

9. The recommended improvement for the intersection of Ulune Street/Halewiliko Street at Alea Heights Drive is to provide a separate westbound left turn phase. As a result of this traffic signal modification, the volume-to-capacity ratio for the westbound approach with the project is better than the volume-to-capacity ratio for the with project condition. The volume-to-capacity ratio for the eastbound approach increases, but the level-of-service is B or better for cumulative plus project conditions.
EXHIBIT 15:
ROADWAYS AND TRANSPORTATION MAP
LEGEND

Halewilikō Highlands

Access Point

Walk Times

Bus Stop

Bus Route

Bike Lane (Proposed)


Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

Exhibit 15
Roadways and Transportation Map

HALEWILIKŌ HIGHLANDS

Island of O‘ahu


Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.
EXHIBIT 16:
LAND STUDY BUREAU DETAILED
LAND CLASSIFICATION MAP
LEGEND

- Halewilikō Highlands
- TMK Boundaries

LSB Land Classification
- A - Very Good
- B - Good
- C - Fair
- D - Poor
- E - Very Poor
- Unclassified

Exhibit 16
Land Study Bureau
Detailed Land Classification Map

HALEWILIKŌ HIGHLANDS

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.
EXHIBIT 17: NRCS SOILS MAP
LEGEND

Halewilikō Highlands
TMK Boundaries

Soil Type

- HnB: Hanalei silty clay, 2-6% slopes
- LaB: Lahaina silty clay, moist, 3-7% slopes
- LaC3: Lahaina silty clay, 7-15% slopes, severely eroded
- WzA: Waipahu silty clay, 0-2% slopes
- rRK: Rock land

Exhibit 17
NRCS Soil Map

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.
EXHIBIT 18:
AGRICULTURAL LANDS OF IMPORTANCE
TO THE STATE OF HAWAI‘I (ALISH)
Exhibit 18
Agricultural Lands of Importance to the State of Hawai‘i

HALEWILIKŌ HIGHLANDS

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.
EXHIBIT 19:
PRELIMINARY DEVELOPMENT SCHEDULE
## Development Schedule

| Planning & Entitlements                          |  
|-----------------------------------------------|-----------------------------------------------|
| DLM RFP Award                                 | January 2019                                  |
| Phase I Completed                             | July 2019                                     |
| DLM & EAH Housing Development Agreement       | November 2019                                 |
| HRS Ch.343 Process Complete                   | July 2020                                     |
| Phase II Environmental Complete               | September 2020 (In-Progress)                  |
| 201H Application Approval                     | October 2020 (In-Progress)                    |
| Schematic Design Complete                     | August 2020                                   |
| Design Development Complete                   | October 2020                                  |
| Construction Documents Complete               | January 2021                                  |
| DCAB Review/Approval                          | June 2021                                     |
| Building Permit Review/Approval               | August 2021                                   |
| Subcontractor Bidding                         | August 2021                                   |
| Financing                                     |  
| Submit City HOME Application                  | November 2020                                 |
| Submit City National Housing Trust Fund Application | November 2020                  |
| Submit HHFDC Consolidated Application         | January 2021                                  |
| City HOME/NTF Awards                          | March 2021                                    |
| HHFDC Award                                   | June 2021                                     |
| Debt/Syndication Closing                      | November 2021                                 |
| Permanent Loan Conversion                     | November 2023                                 |
| Construction                                  |  
| Site & Building Construction                  | November 2021 – February 2023                 |
| Marketing/Lease-Up                            |  
| Marketing, advertising, conduct lottery, etc. | September 2022 – February 2023                 |
| Lease-up of units                             | February –July 2023                           |
| Operations                                    |  
| 100% Occupancy                               | July 2023                                     |
| Stabilization                                 | September 2023                                |
EXHIBIT 20:
CHAPTER 343, HRS COMPLIANCE LETTER
Dr. Keith Kawaoka, Acting Director  
State of Hawaii, Department of Health  
Office of Environmental Quality Control  
235 South Beretania Street, Suite 702  
Honolulu, Hawai‘i 96813

Dear Dr. Kawaoka:

SUBJECT: Halewiliko Highlands Senior Affordable Rental Housing Project  
99-385 Pōhai Place, ‘Aiea, Hawai‘i 96701  
Tax Map Key No. (1) 9-9-078:006  
Chapter 343, Hawai‘i Revised Statutes (HRS) Compliance

This letter serves as notification and a request for publication pursuant to  
Section 11-200.1-11, Hawai‘i Administrative Rules (HAR) that the City and County of Honolulu, Department of Land Management (DLM) has determined that additional environmental review is not required for the Halewiliko Highlands Senior Affordable Rental Housing Project, a proposed 140-unit affordable senior rental housing facility to be developed on City land at 99-385 Pōhai Place, ‘Aiea, Hawai‘i, on property identified by Tax Map Key No. (1) 9-9-078:006.

Prior Determination and Relation to Halewiliko Highlands.

A Finding of No Significant Impact (FONSI) Determination was filed in  
January 2003 for ‘Aiea Town Center Master Plan Final Environmental Assessment (EA). The EA addressed potential impacts and mitigation measures of the build-out of the ‘Aiea Town Center Master Plan, including a 140-unit senior housing facility on the Property.

Halewiliko Highlands Senior Affordable Rental Housing Project, the currently proposed action, serves the same purpose and is within the same property as the senior housing facility analyzed in the ‘Aiea Town Center Master Plan Final EA/FONSI. DLM has determined that Halewiliko Highlands Senior Affordable Rental Housing Project: 1) was a component of, and is equivalent to, the action of providing the
140-unit senior housing facility analyzed in the ‘Aiea Town Center Master Plan Final EA/FONSI; and 2) is anticipated to have direct, indirect, and cumulative effects similar to those analyzed in the ‘Aiea Town Center Master Plan Final EA/FONSI.

Traffic and Infrastructure Impacts.

The ‘Aiea Town Center Master Plan Final EA/FONSI determined that no significant impacts were anticipated regarding traffic and infrastructure. However, since the ‘Aiea Town Center Master Plan Final EA/FONSI was filed in 2003, updated traffic and infrastructure reports were completed in 2020 and concluded that the Halewiliko Highlands Senior Affordable Rental Housing Project will not have a greater impact than what was addressed in the ‘Aiea Town Center Master Plan Final EA/FONSI.

Halewiliko Highlands Determination.

DLM has determined that the ‘Aiea Town Center Master Plan Final EA/FONSI satisfies compliance with Chapter 343, HRS for the proposed Halewiliko Highlands Senior Affordable Rental Housing Project. Pursuant to Section 11-200.1-11, HAR, this conclusion is the result of careful examination and comparison, in addition to thorough review of the proposed action.

Should you have any further questions on this matter, please contact Seiji Ogawa of the Asset Development Division, at 768-4294.

Sincerely,

Sandra S. Pfund
Director
EXHIBIT 21:
DRAFT MANAGEMENT PLAN
HALEWILIKO HIGHLANDS
MANAGEMENT PLAN

1. RELATIONSHIP BETWEEN THE MANAGEMENT AGENT AND OWNERS

EAH Housing is a non-profit corporation formed for the purpose of developing and managing affordable housing. __________ is the OWNER of Halewiliko Highlands, a senior affordable rental property consisting of 140 units, respectively, located in Aiea on the island of Oahu.

The role of OWNER will be to establish policies and the role of EAH is to implement those policies. Therefore, it shall be necessary that any individual representative of OWNER not issue instructions directly to any on-site personnel. Any such instruction shall be passed to the Property Supervisor who will then instruct the proper staff person on policy. Some of the policies to be established by the OWNER are as follows:

➢ Resident Selection & Rents
➢ Eviction
➢ Project Staff and Salaries
➢ House Rules and Lease and/or Amendments
➢ Security
➢ Resident Services

It is EAH's policy that even though as agent we may be given authority to perform a broad range of duties, we like to stay in close contact with the OWNER in performing those duties. EAH and the OWNER will meet regularly to review financial reports, management procedures, and resident relations.

In emergency situations, EAH will take any action necessary to ensure the Safety and Welfare of the residents. If the emergency is of an extreme nature and could severely impact the physical or financial viability of the property, the OWNER will be contacted prior to taking action if possible. If this is not possible, the owner will be contacted immediately thereafter.

EAH has the authority to contract for services and make expenditures for items within the budget and in accordance with the Management Contract. Prior approval will be obtained from the OWNER for expenditures that will exceed Five Thousand Dollars ($5,000.00) in any one instance for labor, materials, or supplies.

2. PERSONNEL POLICY AND STAFFING ARRANGEMENTS

A. According to EAH personnel policy all hiring of employees of EAH shall conform to equal opportunity requirements without regard to race, age, religion, color, national origin, or sex.

B. EAH will be responsible for hiring, supervising, and firing on-site staff and arranging for contracted services such as laundry, landscaping, janitorial, security and maintenance outside the skills of the on-site maintenance staff.

C. EAH has a regular training program for their on-site staff the cost of which will be included in the budget and be considered a project expense. Staff is also encouraged to participate in local training and informational programs as well as training provided by affordable housing industry organizations.
such as AHMA, HUD, IREM, NCHM and Spectrum.

D. Employee Grievance Procedures:
Grievances are resolved first with the onsite Resident Manager. If a solution is not arrived at, then the Property Supervisor and/or Regional Manager/Director, Hawaii in collaboration with EAH’s Human Resource Department has authority to make a final decision.

E. Employee Termination Procedures:
The end of an employment relationship with EAH will fall within one of the following categories: resignation, mutual agreement, layoff, unsatisfactory performance, or misconduct. The employee will be notified when his/her performance is substandard. The employee will be given an opportunity to rectify the problem. If the employee's performance continues to be substandard, the employee will be placed on probation, which may result in termination.

F. Fringe Benefits:
Each employee will be given a copy of EAH employment policies that outline vacation, holidays, sick leave, and medical benefits. This handbook will also include specific employment policies for EAH. All full-time employees are provided with medical/dental coverage as part of their benefit package.

G. Staffing Requirements:
The staffing level will be consistent with the services that the Owner and EAH determine to be prudent and necessary for effective and cost efficient operations. The number and qualifications of staff members will be determined when the scope and level of services to be provided is defined. Exhibit A provides copies of site staff job descriptions.

On-site staffing is anticipated to be as follows:

Position
- Resident Manager
- Leasing Agent/COS
- Maintenance Supervisor
- Maintenance Technician (part-time)
- Janitor/Grounds
- Service Coordinator (part-time)

The on-site manager will report to a Property Supervisor who, in turn, reports to the EAH Director of Property Management.

Support staff in the EAH office, also involved in project management, include clerical and accounting personnel whose responsibilities are to assist in administrative functions and in the preparation of financial reports.

3. OCCUPANCY

The onsite Resident Manager will be responsible for determining if a resident is eligible and for certifying that eligibility. All our onsite managers are required to obtain the Certified Occupancy Specialist (COS) or Certified Credit Compliance Professional (C3P) designation as soon as possible. All rejected applicants will
receive, in writing, the reason for rejection. The Resident Manager will be responsible for that function. Qualified applicants will be selected on a first come, first served basis in accordance with the Tenant Selection Plan.

We also require our onsite office support staff to obtain either their COS or C3P designations. Our Property Supervisors are experienced affordable rental housing experts with a variety of professional industry designations. The time these people spend on-site overseeing tenant selection and providing on-the-job training to site personnel will not be assessed to the property. The onsite Resident Manager and the onsite administrative support staff will be trained on and will adhere to the occupancy requirements as set forth by OWNER. Applications and other records pertinent to resident eligibility will be kept in files at the property.

A. PLANS AND PROCEDURES FOR PUBLICIZING AND ACHIEVING EARLY AND CONTINUED OCCUPANCY.

1. Units shall be marketed in accordance with any required Affirmative Fair Housing marketing guidelines, and the Marketing and Tenants Selection Plan that will be developed by the management company and approved by the Owner.

   a. Prospective renters shall be recruited through an affirmative marketing strategy designed to ensure equal access to all appropriate-sized housing units at Halewiliko Highlands for all persons in any category protected by federal, state, or local laws governing discrimination.

   b. Public agencies, social service agencies, and local community groups will be contacted. In addition, special outreach efforts will be made to inform persons outside the local area who would not normally be likely to apply because of existing neighborhood racial or ethnic patterns, rents, and/or other factors. If adequate numbers of minority or non-minority applicants are not generated, the marketing period and areas may be extended as is necessary to generate an adequate number of potential renters from the various targeted groups, and to ensure that the resident selection procedure is fair, meets the Owner’s goals and tax credit requirements.

   c. Newspaper advertisements in the appropriate languages will be placed in the local newspapers with the highest circulation, and the Agent will make arrangements with community agencies offering bilingual services to assist non-English speakers to complete their applications.

   d. All advertising for Halewiliko Highlands shall include prominent use of Equal Housing Opportunity logo, slogans and/or statements of intent to affirmatively market the units. Material to be used in the affirmative marketing plan include: 1) a fair housing poster to be displayed in the rental office, or wherever prospective renter interviews take place; 2) an Equal Housing Opportunity logo to be displayed on the Project sign; 3) an Equal Housing Opportunity logo to be displayed on the marketing brochure, flyers and other marketing materials.

2. The initial rent-up shall be conducted by Agent-supervised personnel, well-trained in Fair Housing, LIHTC eligibility requirements, family composition criteria, unit size selection processes, and Owner-approved selection criteria.
Management Plan
Halewiliko Highlands

a. Applications will be stamped, dated, and numbered as they are received, and then sorted for family size, income level and eligibility status. (Even ineligible applicants shall receive a number in case they should become eligible in the future).

b. Depending on the size of the eligible applicant pool, applicants will be processed and selected in the order in which completed applications are received (if the pool is small) or will be chosen in a lottery (if the pool is large).

c. Separate lists will be established for each unit size and income designation. In order to ensure adequate number of applicants for each income category and unit size, twice the number of applicant households will be processed for each unit. Applicants will be placed in the order of their lottery (or “dated”) number. The remaining eligible households will be put on waiting lists, (by unit size and income designation) and shall receive a letter informing them of their status.

d. Ineligible applicants will be advised of the reason for their ineligibility and their right to appeal this determination.

3. Procedures will be followed to assure that waiting lists are current and have adequate numbers of applicants for each category. Such procedures shall include the following:

a. Separate lists shall be kept for each income category.

b. Applicants will be instructed to notify manager of their continued interest at least twice a year.

c. A postcard or email will go out to all applicants on the waiting list every 6 months, asking the applicant to advise the property of their continued interest.

4. Resident orientation shall include:

a. Written orientation material including general information about Halewiliko Highlands, a list of emergency numbers for hospitals, ambulances, fire and police departments, and other information regarding emergency procedures, as well as neighborhood services and amenities.

b. Personal interviews with every resident in order to acquaint them with the physical layout of Halewiliko Highlands and the location of fire alarms, fire extinguishers and fire exits, as well as a review of fire precaution and evacuation procedures.

c. A thorough review of the House Rules and Regulations with each and every resident. In addition, at the time the rental agreement is signed, all provisions of the rental agreement will be thoroughly explained and each resident will be provided with a copy of the agreement.

d. Inspection of each dwelling unit by the Resident Manager and new resident(s). At this time, a check list of the unit’s condition will be signed by both parties. Written instructions will be provided to all residents explaining the use and care of all appliances maintenance, and services request procedures.
B. PROCEDURES FOR DETERMINING TENANT ELIGIBILITY AND FOR CERTIFYING AND ANNUALLY RECERTIFYING HOUSEHOLD INCOME AND SIZE.

1. The Agent shall apply all necessary Hawaii Housing Finance and Development Corporation (HHFDC) requirements in determining tenant eligibility at initial rent-up and during subsequent recertification of tenant income. When filling a vacancy, initial eligibility of prospective residents shall be determined by the following procedures:

   a. Applicant’s household income cannot exceed maximum income limit adjusted for household size or established by annual published reports by the HHFDC.

      Applicant’s household income to rent ratio cannot exceed 60%.

   b. Tenant Income Certifications. IRS requires owners to use procedures as specified in HUD handbook 4350.3 to verify the income of every low income household. Certification procedures must include written recertification of all income/assets to be received by the household within the next 12 months. Verification must be obtained from the source of income.

   c. Applicant’s past 5 year rental history will be verified with written verification, if possible. Owner may waive 5 year rental history if applicable. However, landlord history that is received must be reflected in a positive manner.

   d. All applicants (heads of household) will be required to pay for an application fee as approved by EAH and Owner.

   e. No application will be processed if tenant was evicted from a prior residency within 3 years from application date without a written explanation from applicant that is approved by management.

   f. Each applicant will be required to attend a personal interview for processing their applications.

   g. Applicants that have been determined to be ineligible will be notified so that they will have an opportunity to provide further information if they feel an error was made in assessing their eligibility.

   h. When an applicant’s name nears the top of the waiting list, pertinent information will be confirmed as current third party verification letters are sent. Written verifications that are older than ninety days from the date originally obtained to eligibility determination cannot be utilized.

   i. Notices will be sent to the applicants during the processing determination and their final eligibility status. If applicant fails to respond to the notices in the appropriate time allowed, the application process will cease for that application.
j. All negative credit and eviction items will need to be explained in writing by the applicant to management. Negative credit items may not automatically disqualify applicant. Management will consider all the above criteria and written explanations in determining eligibility of applicant.

k. The manager agent may refuse to place a household on the waiting list or may remove a household from the waiting list if agent determines that the household has provided false information in its application.

2. The annual tenant recertification procedure will be as follows:

a. Ninety (90) days prior to their anniversary month, residents will receive a letter advising them of their impending recertification date and asking them to sign the release portion of the third party verification forms. These will be forwarded to the appropriate third parties.

b. Sixty (60) days prior to the anniversary month, residents will receive a letter advising them of their impending recertification date and asking them to sign the release portion of the third party verification forms. These will be forwarded to the appropriate third parties.

c. Thirty (30) days prior to the anniversary month the manager will interview the residents due to be certified in the following month. At this interview the resident will be advised of any changes in their eligibility and income status and/or rental obligation.

3. Tenant occupancy standard shall be established and implemented in accordance with EAH Tax Credit and other policies established by the Owner.

4. MARKETING

A. The management agent will be responsible for marketing of the project. The onsite Resident Manager will be trained by the management agent and assist in conducting personal interviews.

B. The management agent will adhere to the approved Affirmative Fair Housing Marketing Plan (AFHMP) if one is applicable.

C. Community Media Advertisement of the project, if necessary, will be through the local newspapers, websites such as Craigslist and EAH’s website.

D. Community Contact: To further inform the group least likely to apply about the available housing, local social service type organizations will be contacted with housing information.

E. Management shall comply with the provisions of Federal, State and Local law prohibiting discrimination in housing on the basis of marital status, race, color, religion, ancestry, sex, sexual orientation, age, national origin, Acquired Immune Deficiency Syndrome (AIDS) or AIDS related
condition (ARC), physical handicap or any other arbitrary basis. Management agrees to that all rental advertisement will bear the "Equal Opportunity" slogan and the handicapped logo. The on-site project office will have a Fair Housing poster that will be conspicuously displayed in the rental office. Any information sheet will also state that we are an "Equal Opportunity" housing provider.

F. The OWNER will notify Management if it decides to establish any occupancy priority.

G. Onsite staff and management agent support staff will respond to all inquiries. At the request of a potential applicant, whether in person by email or by telephone, a project information sheet, Tenant Selection Plan and application will be provided.

The information sheet will contain at least the following:

1. Qualifying household income limits as set forth by the most current HUD publication adjusted by family size for the respective county.

2. "Equal Housing Opportunity" statement and handicapped logo.

3. Brief description of units, facilities, and amenities.

4. Information on application process and fees.

5. Any deadlines which may be imposed.

6. Information on possible grounds for rejections and grievance procedures.

It is not required that applications be completed in the presence of staff. Staff will provide assistance in completing application if requested by applicant. All applications that are received will be date and time stamped.

H. All applications received will be processed to assure that potential residents meet the household income criteria as published by HUD and the project's tenant selection policy.

5. TENANT SELECTION POLICY

A. Managing Agent shall market units in accordance with the HUD approved AFHMP, if applicable, and all fair housing and equal opportunity requirements.

B. If a Low-Income Housing Tax Credit Property then all households must have a total income that is 60% or less of the Area Median Income adjusted for family size. Some units may only be eligible to households with even lower Area Median Incomes depending on the regulatory agreements associated with the project.

Applicants with Section 8 vouchers shall be governed by Section 8 rules.

C. Managing Agent must verify all income, assets, household characteristics, and circumstances that affect eligibility. Written verification directly from the source must be obtained when possible.
D. Tenant selection will also be based upon the following criteria:

1. Ability to pay rent (Credit Check).
2. Past rental history.
3. Contacting previous/prior landlords.
4. Criminal background.

6. LEASES AND ORIENTATION

A. EAH will use the lease form provided by the OWNER or if the Owner prefers EAH will create a lease form subject to OWNER’s review and approval.

B. At the pre-occupancy orientation the Resident Manager or management agent’s staff will explain and discuss the provisions of the Lease, House Rules and Rent Collection Policy. During occupancy and upon issuance of a warning notice or notice of violation, the Resident Manager will be available to meet with tenants as necessary to review the Lease and House Rules. Documentation of any such meeting will be kept in the resident’s permanent file.

Communication is the key to compatible community living. Management will keep residents advised, through newsletters, reminders, or written warning notices, of policies in place at the project. Residents will participate in an orientation session and will also receive copies of their Lease and House Rules. Management will work with residents to prevent recurrent violations. Evictions will take place as a last resort.

Residents shall receive written notice of minor infractions of the Lease and House Rules in compliance with Section 521-72 of the Hawaii Revised Statutes. The initial notice shall advise residents that such infractions are violations of the Lease and/or House Rules and that upon issuance of the third such warning notice for the same violation within one year, management will issue a 45-Day Notice of Intent to Terminate Tenancy.

Major violations of the Lease will constitute material non-compliance and the resident will be subject to notification of the violation, notification of Intent to Terminate Tenancy and their right to grievance appeal procedures.

1. Termination of Tenancies for other than an Eviction: The following are circumstances under which tenancy may be terminated without such termination being an eviction:

   a. Death of the sole tenant of a unit.
   b. Release by the tenant of the unit at the expiration of the term of tenancy.
   c. Abandonment of the unit by the tenant, provided the managing agent complies with the provisions of Sections 521-70 and 521-72 of the Hawaii Revised Statutes to establish such abandonment.
2. Termination of Tenancy Through Eviction: The following are the circumstances and procedures under which a tenancy may be terminated by eviction for "Good Cause":

   a. Failure by the tenant to pay rent in a timely manner.

   b. Intentional misrepresentation by the tenant of any fact or failure by the tenant to state any fact which would affect the tenant's eligibility or continuing eligibility to reside in the housing development.

   c. Repeated or serious failure by tenant to properly use and operate all electrical, gas and plumbing fixtures and to keep them as clean and sanitary as their condition permits.

   d. Repeated or serious failure by tenant to occupy the premises as the tenant's principal abode.

   e. Tenant's serious interference with the rights of other tenants to exercise their rights as tenants of the housing development.

   f. Tenant permits any person on the premises to willfully or wantonly destroy, deface, damage, impair or remove any part of the structure or dwelling unit of the facilities, equipment, or appurtenances thereon, or has done any such thing himself or herself.

   g. Repeated or serious failure of the tenant to comply with the established and approved House Rules and Regulations.

   h. Unlawful activities.

   Under such termination and eviction procedures, the tenant will first be warned by the resident manager that such "Good Cause" exists. If such conduct by the tenant continues, the Resident Manager will serve notice, in accordance with the Hawaii Landlord Tenant Code.

C. Pre-occupancy orientation will take place during the applicant interview and again at the time of lease signing. All family members should be present at the applicant interview and first orientation.

The Pre-occupancy orientation will provide a thorough briefing of the Lease and policies, House Rules and Regulations of the project. Main areas of concern include, but are not limited to: subleasing, unit transfers, vacating procedures, use of security deposit, verification requirements, rent collection policy, maintenance work order procedures, parking of tenant vehicles, safety, and emergency procedures.

All gray areas will be clarified, such as recreational regulations, decorating policy, lock-out procedures, garbage removal services, etc. The reasons behind each policy; such as fire regulations, local code or ordinance requirements, insurance requirements or standard management practice, shall be explained.

The Resident Manager will also explain that these policies and rules and regulations shall be applied consistently and fairly to all residents.
Residents shall also receive a resident handbook or fact sheet explaining the proper use, care and cleaning of the apartment and appliances. At this time, the applicant may ask any questions about the project and its policies.

D. At the time of unit inspection, prior to lease signing, secondary orientation takes place. During the inspection, the Resident Manager will review the use and care policies, maintenance request system and demonstrate the use of appliances and familiarize potential residents with the project’s layout.

When the Lease and House Rules are signed, the Resident Manager will highlight, again, policies therein contained, and answer any questions the resident may have. Additional secondary orientation will take place after occupancy for those residents having specific questions or for those residents having difficulty in complying with the rules and regulations. These sessions will be held individually or in groups depending upon the cause for the meeting.

E. As described in Section C., the Resident Manager, or staff, will conduct individual orientation sessions.

F. A schedule of move-ins will be prepared and submitted to EAH for approval. The move-in schedule will include those applicants whose applications and work sheets have been approved and who have met resident selection criteria.

As previously discussed, preliminary orientation will have already taken place. As residents move in a move-in inspection is performed, and secondary orientation will occur.

7. RENT COLLECTION

A. It is established management policy that all rents are due on the first day of each month, in advance. Rents will be paid at the project office. Rents must be paid by Personal Check, Cashier’s Check, Money Order, ACH-Automatic Clearing House or the Pay Near Me payment services, no cash will be handled. As a policy, partial rent payments will not be allowed.

B. Exceptional cases and individual problems will be considered and discussed with the resident. When possible, arrangements will be made to work out an individual rent payment problem. Prepayment rents will be accepted. Any rent payment "workouts" will be in writing and signed by the resident. Such documentation will become part of the resident's permanent file.

C. The managing agent will make personal contact and/or phone calls to each tenant that has not paid rent on the first day of each month. Rent not received by the fifth day of the month is considered late. The late charge shall be assessed on the sixth day of the month. A 5-day demand letter notifying tenant of our intent to terminate the lease will be sent on the 6th day of the month. If payment is not received within the 5-day demand period then legal action for collection and/or eviction may be initiated.

In commencement of any legal action for collection of rent, management will comply with eviction and grievance procedures. Legal costs incurred in pursuing such action will be borne by the project unless the project is deemed the prevailing party and awarded such costs by the Court.

The key to any variations in the rent collection policy and procedure is resident-management communications. Most problems can be resolved to the mutual benefit of both parties if they are both aware of the existence of a problem.
D. Residents shall be required to make a refundable security deposit. The amount of this deposit cannot exceed one month’s rent in accordance with the Hawaii Landlord Tenant Code. Tenant’s receiving Section 8 assistance are required to make a refundable security deposit equal to their Total Tenant Payment (TTP).

A separate security deposit account shall be opened in the name of the project. The management agent shall be named as trustee on the security deposit account. This account shall be a Hawaii bank checking account or savings and loan checking account bearing at least the prevailing passbook rate of interest. Interest earned shall be credited to the OWNER’s security deposit account. Any refund of the security deposit is due with the Final Closing Statement no later than 14 days after the termination of the rental agreement.

If no interest bearing checking accounts are available then EAH may open both a security deposit savings account to hold the majority of the funds and a security deposit checking account to enable EAH to meet the 14 day deadline for issuing security deposit refunds.

The resident shall provide the Resident Manager with forwarding address or make arrangements to pick up any refund due.

When the unit is vacant, the Resident Manager shall perform a move-out inspection to determine any damages to be corrected or cleaning necessary, over and above normal wear and tear, which shall be charged against the security deposit. The resident may, but is not required to, participate in this move-out inspection. The Move-Out Inspection Form will be compared to the Move-In Inspection Form to determine the extent of resident-caused damages.

A current list of costs shall be maintained at the project and it shall reflect actual costs for repair, cleaning, or replacement of items above normal wear and tear. Within 14 days from the date of move-out, the Resident Manager will complete a Security Deposit Refund Form indicating:

A. Security deposit on hand  
B. Amount of rent or unpaid charges owing as of the date of the move-out.  
C. Amount of damage or cleaning charges to be assessed.  
D. An itemized list of work and costs will be attached to the forms.

The balance of the security deposit, after deduction for outstanding rent, charges, cleaning, and damages, will be refunded to the resident. Resident will also receive a copy of the refund form and itemization of costs.

E. Charges in addition to rent shall be contained in the Lease/House Rules. Additional charges for extra keys, lock-out calls, damages, etc., shall be contained in the Lease/House Rules.

8. PROCEDURES FOR APPEAL AND GRIEVANCE

The Agent shall enforce the terms of the Residential Lease as they apply to the eviction policies and procedures.
A. Cases involving nonpayment of rent shall be handled as follows:

1. Residents having financial problems that affect the payment of their rent may be referred to an appropriate social agency for assistance with remedying their problems. A list of social service agencies shall be maintained in the manager’s office and will be made available to all persons seeking assistance. Documents resulting from the above will be in writing and signed by the resident household. Such documentation will become part of the household’s permanent file.

2. Notwithstanding the above, residents who do not pay their rents by the sixth (6th) day of the month shall receive a five (5) day demand notice. Such notice shall be in accordance with the Hawaii Landlord Tenant Code. If the notice is not complied with and management is unable to work out a suitable rent payment program with the resident, an unlawful detainer action will be filed and the matter will be referred to a professional eviction service or attorney specializing in this area of the law.

3. Once legal action has been initiated, the resident manager will have no authority to accept rent for the resident. At this point, the tenancy may be reinstated only under the following conditions:

   a. Approval by the Property Supervisor.

   b. Payment by the resident of all past due rent, late charges, and all legal fees and court costs incurred thus far is made, and

   c. Only if legal proceedings have not been previously filed against the resident.

B. Cases involving a violation of the Residential Lease or House Rules shall be handled as follows:

1. Management will keep residents advised, through newsletters, reminders, or written warning notices, of policies in place at Halewiliko Highlands. Management will work with residents and enlist the support of service agencies as required to prevent recurrent violations. Evictions will take place as a last resort.

2. Residents shall receive written notice of minor infractions of the Lease and/or House Rules. The initial notice shall advise residents that such infractions and violations of the Lease and/or House rules and that upon issuance of the third warning notice for the same violation, management will issue a 45-day notice of Intent to Terminate Tenancy.

Any notice of termination or eviction shall contain a statement of the facts constituting the cause for the termination or eviction and a statement of the resident’s rights under their grievance and appeal procedure. Tenant complaints shall be processed according to the Grievance and Appeal Procedure. This procedure allows for both informal and formal hearings, while not waiving the rights of either the resident or management to any judicial resolution of the matter.

3. Residents in violation of the lease or house rules will be subject to the procedures as described above.
9. **MAINTENANCE AND REPAIR**

A. The project will purchase the basic maintenance equipment and supplies in order for the maintenance staff to perform their duties. Such equipment and supplies will be the property of the project and will be labeled and inventoried. Copies of the inventories will be kept on-site.

Routine maintenance and janitorial supplies will be purchased as necessary and some regular items will be kept on hand in small quantities, such as light bulbs, washers, cleaning materials.

If the project does not have the proper equipment or supplies and the job is one of recurrent nature and within the capabilities of onsite staff, consideration will be given to purchase it. If the job is not within the scope of onsite staff, it will be contracted out.

B. General maintenance and janitorial service, such as periodic cleaning of walkways, garbage storage areas, common areas and hallways and routine resident work orders shall be performed by the maintenance staff.

Major maintenance or repair requests beyond the scope of the maintenance staff will be contracted out to qualified vendors. Outside service contracts may include, exterior and interior painting, exterminating service, garbage and trash removal, tree trimming, elevator maintenance, HVAC maintenance, etc..

C. The Resident Manager shall supervise on-site staff and the outside contractors. The Resident Manager shall also assign and prioritize workload. At least three competitive bids will be sought on any single repair or replacement item in excess of $5,000.00 and the purchase of services or equipment will be made at the terms most advantageous to the project.

D. Routine daily cleaning will be performed on a scheduled basis. The Resident Manager or a staff member will make a daily morning inspection of facilities, hallways, etc., to determine any area requiring special attention that day and aid in the scheduling of the daily workload of the maintenance staff.

E. The Work Order shall be used for all maintenance repairs at the project, whether initiated by management or residents.

   Every Work Order must state the name of the person requesting the work. This may be the resident, the Resident Manager, or project employee.

   In so far as possible, except for emergency type repairs, resident-initiated Work Orders will be handled in the order in which they are received and during normal working hours.

   A resident should not have to wait an excessive time to have repairs made. If the work cannot be completed the same day the Work Order is received, then it should be completed early the next day. If there is some reason why it cannot be completed within that time, such as the need for parts or materials to be ordered, the resident should be notified immediately either personally or by leaving a written memo with an explanation as to the delay and an approximate date set for completion of the repair. A
notation as to the date the resident was notified shall be entered on the Work Order. The resident shall be kept informed of any problems that might tend to delay an estimated completion date.

Each work item scheduled for the property is to be covered by a Work Order initiated from the project office. Work Orders must be filled out for each apartment that is being worked on. Separate Work Orders are to be prepared for 1) janitorial, 2) painting, and 3) maintenance repairs. Work hours expended must be entered on each form.

The Work Order form must be checked in the appropriate space on all preventative maintenance work accomplished, and total work hours expended recorded on the form.

F. Resident maintenance service calls shall be handled by Work Order only, as explained in Section E. above. Any resident having a maintenance problem shall contact the onsite management office, detailing the problem or assistance requested, and setting forth entry procedures. It is a general policy of management that all maintenance problems are a one-call service, i.e. the resident should not have to make repeated calls to have a repair done. When parts, etc. must be ordered in order to make the repair, the resident will be told and given an approximate date when the repair can be accomplished. Emergency service calls regarding stuck doors, windows, or hazardous problems will receive prompt attention. Non-emergency problems should receive 24-hour service.

Emergency needs are those situations posing immediate threat to the safety of residents and/or the integrity of the grounds, buildings and equipment: including the interruption of services; hot or cold running water, electricity, gas, plumbing, garbage removal; inability of appliances to function, refrigerator or stove; glass breakage which deprives residents of security; or repairs that if not performed would expose residents to injury.

When damage occurs, such as a broken window, broken fixtures, etc., personnel will be instructed to repair it immediately. Responsibility for the damage will be ascertained as soon as possible. Where the resident is at fault, he/she will be charged for the damage.

It is anticipated that there will be at least one maintenance person to handle routine maintenance calls and emergency maintenance service. Emergency service requests are to be made to the management office. If the nature of the emergency repair is beyond the talent and equipment on-site, it will be promptly contracted to the appropriate contractor. The work order system will again be used to document repair work completed.

G. At resident move-in, the resident and the Resident Manager will jointly perform a unit inspection and findings will be noted on the Unit Inspection Form. Additional unit inspections will be conducted at lease renewal or at a minimum of once per year to check the safety, general conditions of the units and furnishings and tenant’s housekeeping habits.

H. Pest control for common areas will be contracted out to a professional exterminator. The contract will provide for monthly service or as necessary to control infestation. Pest control within the apartment is the responsibility of the tenant. Should an infestation be found in an apartment and the tenant has not or will not take action to control it then management will contract for a professional exterminator and the cost will be billed to the tenant.
I. In order to properly inspect the equipment prior to occupancy of the units, a complete walk-through is made with the Resident Manager. At that time, a complete inventory is made, and schedules for preventative maintenance are drawn up.

Residential units will be redecorated on a move-in/move-out basis primarily. However, management criterion will be consistent with keeping common areas and exterior in good order and repair on a scheduled basis.

If units are continuously occupied (no periodic turnover), interior repainting will be done every three to five years based on need substantiated by the annual physical inspection.

Exterior painting will be scheduled at seven to ten-year intervals.

J. Garbage and trash service will be provided by a contracted vendor. It is anticipated that the on-site staff will maintain and clean on a regular basis public, common, and garbage storage areas, etc. The vendor is responsible for providing and maintaining the trash dumpsters.

K. Prior to occupancy of a unit, the resident and Resident Manager complete a walk-through of the unit and fill out a "Move-in/Move out" list that is signed by both parties. The list is kept in the resident's file until just prior to his moving out. Again, the resident and the Resident Manager walk through the unit and fill out the "Move-out" portion of the list. Prior to the unit being reoccupied, the necessary maintenance is performed to return the unit to good condition.

Damages repaired and cleaning required over and above normal wear and tear will be charged back to the resident. The repair of broken windows, furniture or appliances damaged through resident use will also be replaced or repaired at the expense of the resident. The House Rules will contain a list of standard repair, replacement, and cleaning charges.

L. Record keeping for maintenance and repair will consist of the use of the work order system (See Section E.) and the annual physical inspection and the preventative maintenance calendar.

Copies of completed Work Orders are kept in resident's permanent file, as are the completed unit inspection forms.

M. Interior common areas, the buildings and grounds will be inspected daily by the Resident Manager and cleaning will be scheduled on a daily basis. Equipment upkeep such as, the HVAC system for the Community Building, will be on a preventative maintenance schedule with the service vendors. Emergency repairs of major equipment will be contracted to appropriate service vendors if no longer under warranty.

Unit interiors shall be inspected at least annually for continuous occupancy residents, and upon move-in/move-out for turnover.

N. A preventative maintenance program will be established for mechanical equipment and buildings. A regular schedule will be established for rooftop equipment, outside windows, etc.
10. **FINANCES AND ACCOUNTING**

A. The Resident Manager will collect the rents on-site and will make daily deposits into the operating account. Rents will be deposited into the operating account and security deposits will be deposited into the security deposit account. All disbursements will be made from EAH's central office by the Accounting Staff. The Property Supervisor will approve all invoices which will then be forwarded to the central office. EAH requires two signatures on all disbursement checks.

B. All accounting records and vendor files will be maintained at EAH's central office.

C. Income and expenses are monitored closely and are reported monthly. Any variances from the budget or potential problems will be brought to the OWNER with a recommended solution.

D. A budget will be prepared sixty (60) days prior to fiscal year end. If the projection shows a deficit may occur, then a rent increase will be submitted to the OWNER for approval.

E. When the budget is prepared, a capital improvement budget will also be prepared which will include expected unusual maintenance expenses.

F. Resident certifications and re-certifications are maintained on-site in each resident file. When a resident vacates, the closed files are kept for three years.

11. **RESIDENT-MANAGEMENT RELATIONS**

A. Resident grievances will be handled by the Resident Manager. If this is unsatisfactory to the resident, the Property Supervisor will become involved. A Tenant Grievance Policy will be posted in the Resident Manager’s office and copies made available to tenants.

B. Resident requests for maintenance will be handled as described above.

C. Residents will be oriented to the project as described above. All family members will be present for the orientation. Items reviewed during this orientation will be the Lease, House Rules and Regulations, maintenance policies, and supervision of children.

12. **RESIDENT SERVICES**

A. The level of resident services provided onsite is at the discretion of the Owner.

B. Resident Services is an integral part of EAH’s management services. As a nonprofit housing corporation, it is part of our mission to make available to our residents the means to lead a productive life. Our Resident Resource Coordinators are responsible for conducting needs assessments, for making our residents aware of programs/services that are available in the local community and for bringing programs/services to the site. Should the Owner want to include resident services at this property then we will need to discuss and agree on the fees for such services.
13. MANAGEMENT AGREEMENT AND FEE

A. EAH will be the sole management agent for the property. A separate Management Agreement and Fee Schedule will be utilized and signed by both EAH and the Owner.
EXHIBIT A
To Management Plan
For
Halewiliko Highlands

RESIDENT SELECTION PLAN
### Itemized Cost

<table>
<thead>
<tr>
<th>Itemized Cost</th>
<th>Total Units</th>
<th>Total Sq. Ft</th>
<th>% of Dev. Cost</th>
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<tr>
<td>Other: Site Maintenance Costs</td>
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<td>Other: Land Title</td>
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<td>Other: Land appraisal</td>
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<tr>
<td>For Site Work</td>
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<tr>
<td>Off-Site Work:</td>
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<tr>
<td>Detail:</td>
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<td>$ -</td>
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<td>Other: Infrastructure (Roads + Utilities)</td>
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<td>Other: Bidding Contingency</td>
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<td>* NOTE: Complete Rehabilitation Cost Itemization form attached</td>
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<tr>
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<td>Architectural and Engineering Fees</td>
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<tr>
<td>For Interim Costs</td>
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<td>Construction Loan Expenses</td>
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<td>Payment and Performance Bond</td>
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## BOND FINANCING COSTS

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<td><strong>For Soft Costs</strong></td>
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<td>Advertising / Marketing</td>
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<td>Other: Land Use/201H Consultant</td>
<td>$1,429</td>
<td>$2.11</td>
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<td><strong>For Syndication Costs</strong></td>
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<td></td>
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<td>Organizational (Partnership)</td>
<td>$36</td>
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<td>Bridge Loan Fees &amp; Expenses</td>
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<td>$ -</td>
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<td>Tax Opinion</td>
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<td>Other:</td>
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<td>0%</td>
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<td><strong>For Developer’s Fees</strong></td>
<td></td>
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<td>Developer’s Overhead (included below)</td>
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<td>Project Management</td>
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<tr>
<td>Other:</td>
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<tr>
<td><strong>For Project Reserves</strong></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Rent-up Reserve</td>
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<td>0%</td>
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<td>Other:</td>
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<tr>
<td><strong>Total Development Budget</strong></td>
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<td>$508.33</td>
<td>$48,183,131</td>
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HALEWILIKO HIGHLANDS

Project Costs

<table>
<thead>
<tr>
<th>Uses</th>
<th>Cost</th>
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<tr>
<td>Construction Hard Costs</td>
<td>$37,474,296</td>
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<tr>
<td>Soft Costs</td>
<td>$7,458,835</td>
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<td>Developer Fee</td>
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<td><strong>Total Costs</strong></td>
<td><strong>$48,183,131</strong></td>
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Project Financing

<table>
<thead>
<tr>
<th>Sources</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Permanent Loan</td>
<td>$7,803,000</td>
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<tr>
<td>Limited Partner Equity</td>
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<tr>
<td>Housing Trust Fund</td>
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<td>HOME Program</td>
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<td>GP Equity</td>
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<td>Deferred Developer Fee</td>
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<td>Rental Housing Trust Fund</td>
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<tr>
<td><strong>Total Sources</strong></td>
<td><strong>$48,183,131</strong></td>
</tr>
</tbody>
</table>

1 Financing applications for these sources will follow the development schedule provided in this 201H Application.
2 All sources and uses are estimates based on current conditions.

Developer Contributions

EAH Housing will provide a cash contribution of approximately $150,360 toward the project.
EXHIBIT 23:
DEVELOPER EXPERIENCE
EAH Housing Overview

- Creating Community
  - Founded 1968
  - 500 Dedicated Employees
  - Relationships with 55 municipalities, 17 counties in California & Hawai'i

- Developing Housing
  - 97 properties
    - 8087 units
    - Developed & Acquired
  - $870 million
    - Active development
  - $1 billion+
    - Developed housing

- Managing Properties
  - Serving over 20,000 residents
  - 110 properties
    - Over 8,900 leases
    - 70% Owned & Managed
    - 30% Fee Managed
  - $101 million+
    - Annual Cash Management

- Geographic Reach (Counties)
  - Alameda
  - Contra Costa
  - Fresno
  - Imperial*
  - Los Angeles
  - Marin
  - Monterey*
  - Napa
  - Riverside
  - San Francisco
  - San Mateo
  - Santa Clara
  - Santa Cruz
  - Sonoma
  - Stanislaus
  - Yolo
  - Kauai
  - Honolulu
  - Maui
  - Big Island*

*Planning stages
EAH Housing Real Estate Development Expertise

**Experience.** Working throughout California and Hawai‘i, EAH Housing has developed and acquired over 7,700 units of affordable housing in 95 properties since 1968. These properties have an estimated aggregate development cost of $1 billion (in current dollars). Our company-wide commitment to excellence provides inspiration throughout the many years it takes to develop a property. Our highly skilled real estate development team assures that the property is extremely well-designed, and built to be sustainable and financially self-sufficient. Our management team assures a lifetime of care.

Our Real Estate Development team supports all phases of development services:

- Site Identification and Project Design
- Rehabilitation and Resident Relocation
- Community Outreach and Acceptance
- Financing: Predevelopment, Construction, Equity, and Mortgage Financing
- Regulatory Approvals, Entitlements, Zoning, Environmental Clearances
- Project Construction

**Local Context.** EAH Housing communities range from rural, low-density complexes in Northern California, to the 32-story Kukui Tower in Honolulu. They include homes for older adults, large and small families, veterans, persons with disabilities, student housing and affordable workforce housing. Each community fits local needs.

**Track Record.** The EAH Housing Real Estate Development Department has an award-winning track record, with half a century of real estate development experience in projects ranging from traditional to complex. EAH residential communities have received numerous awards for architectural design and commendations from legislators at the federal, state and local levels.

**Regulatory Expertise.** Across two states and numerous counties, the EAH team handles the specific needs of each municipality and follows through to ensure that new affordable housing communities are successfully built and that all requirements, including monitoring and reporting, are met.

**Commitment.** As a mission-driven housing nonprofit, we are in it for the long term and work to prevent the loss of as many affordable units as we can. Every year, in addition to new construction and property management, EAH Housing completes approximately two to four property acquisitions or rehabilitations to prevent displacement of low income households and improve our current assets to preserve them as affordable in perpetuity.
Developer's Experience

Financing Sources

The EAH Housing Real Estate Development team utilizes a wide variety of federal, state and local financing programs and opportunities for the benefit of the project and its residents. The team has decades of experience with a variety of financing instruments and has developed and restructured projects under the following programs:

- 4% Tax Credits (LIHTC): Over 30 projects successfully built
- 9% Tax Credits (LIHTC): Over 20 projects successfully built
- Affordable Housing Program (AHP)
- Affordable Housing Sustainable Communities (AHSC) Program
- Community Development Block Grant (CDBG) Program
- Emergency Low Income Housing Preservation Act (ELIHPA)
- HOME Investment Partnerships Program
- Housing Opportunities for Persons with AIDS (HOPWA) Program
- HUD Flexible Subsidy Loan
- HUD Section 236, HUD Section 202, HUD Section 811
- HUD Section 8 Loan Management Set-Aside Program
- HUD Section 8 Project Based Voucher (PBV) Program
- Low Income Housing Project Rehabilitation & Homeownership Program (LIHPRA)
- Mental Health Services Act (MHSA)
- Tax Credit Assistance Program (TCAP)
- Veterans Housing & Homelessness Prevention (VHHP) Program
- And more
Innovative Projects
Recently Developed

HAWAII

Ola Ka ‘Ilima Artspace
Honolulu, HI | Honolulu County

- Construction started: Aug. 2017
- Construction Completed: 2019
- Total Project Cost: $48,500,000

The community will have several indoor and outdoor common spaces for residents and will utilize sustainable sources of energy, including solar thermal generation and a photovoltaic (PV) system. The project is pursuing LEED Gold certification.

NORTHERN CALIFORNIA

Estrella Vista
Emeryville, CA | Alameda County

- Construction started: June 2017
- Construction Completed: 2019
- Total Project Cost: $64,200,000

The Pointe on Vermont
Los Angeles, CA | Los Angeles County

- Construction started: July 2018
- Construction Completed: 2019
- Total Project Cost: $21,400,000

SOUTHERN CALIFORNIA

The Pointe on Vermont is a 50-unit affordable housing community in Los Angeles, CA, with 25 units of permanent supportive housing (PSH) for individuals experiencing homelessness or transitioning from homelessness. The other half of the units are for low income individuals and families, with one manager’s unit.

Ola Ka ‘Ilima Artspace in Honolulu, HI, includes 84 units of affordable live/work spaces for low-income artists and their families. Units include one-, two-, and three-bedroom apartments. Affordability of units range from 30%, 50% and 60% of area median income.

Residential units will feature high ceilings, large windows, durable surfaces, large doors and wide hallways to accommodate a variety of creative activities. Each of the residential units will be larger than a typical affordable unit to allow for ample workspace. This building will be multi-ethnic, multi-generational, and multi-disciplinary.

Estrella Vista is an affordable rental community in Emeryville, CA, providing studios and one- through four-bedroom apartments for families in a 6-story mid-rise building. Located by the “star” intersection of San Pablo Avenue, W. MacArthur Boulevard, and Adeline Street, Estrella Vista is close to transit, shopping and local job centers.
Hawai‘i Management Portfolio Highlights

- Oahu
  - Kukui Gardens
    - 389 units
    - 1103 Liliha Street
    - Honolulu, Hawaii 96817

- Kauai
  - Kolopua
    - 44 units
    - 5-4344 Kuhio Highway
    - Princeville, Hawaii 96722
  - Imi Ikena Apartments
    - 28 units
    - 511 Imi Place
    - Wailuku, Hawaii 96793

- Maui
  - Kukui Tower
    - 380 units
    - 35 North Kukui Street
    - Honolulu, Hawaii 96817
  - Paanau Village Apartments
    - 60 units
    - 5200 Paanau Road
    - Koloa, Hawaii 96756
  - Kahului Town Terrace
    - 72 units
    - 170 Ho‘ohana Street
    - Kahului, Hawaii 96732
EAH Housing Property Management Expertise

EAH Housing understands that professional management of the physical asset, neighborhood relationships, local leadership and increasing resident quality of life is the key to a successful development. For us, a roof is just the beginning.

Management Model. The EAH Housing Real Estate Management team provides complete property management and asset management services, combined with a commitment to people. Our distinctive property management model incorporates extensive ongoing training, a belief in superior resident service, customization based on location and demographics, and a reputation for conscientious site managers. Ongoing training through “EAH University” ensures that staff are well-prepared to meet all resident needs.

- Proven expertise in Tax Credit programs & HUD compliance
- EAH Core Values drive our management style
- Trained teams at all levels of property management
- Budgeting and fiscal oversight
- Green operations & maintenance
- Customized management style
- Social return on investment
- Strengths-based, trauma-informed approaches

Financial Reporting. EAH is highly regarded for the quality of its financial reporting and other regulatory work. EAH provides the financial status of each community on a consistent basis with in-depth, interactive descriptions personalized to each asset and client.

- Quarterly, bi-annual, and annual reports are prepared under the compliance guidelines of the housing program, and at the request of Owners or Boards.
- Monthly reports provided by the on-site management team offer insight into projects, accomplishments, and changes ongoing at their communities.

EAH Housing is the recipient of multiple national awards and numerous commendations for exemplary property management from the United States Department of Housing and Urban Development (HUD), and from legislators on the federal, state and local levels. Visit eahhousing.org/eah/awards-commendations

Third-Party Clients. Our clients trust EAH to treat each property and each resident as a cherished member of the EAH family. We enjoy an excellent reputation with our residents through open lines of communication and a responsive management staff.
Management Experience

Residents Services. EAH Housing offers an array of services for residents through our StayWell! Initiative which includes Healthy Eating, Active Living, Community Building, Physical & Mental Health, Education and Civic Engagement. These core focus areas consist of food distribution, after-school programs, ongoing educational opportunities, and efforts to bridge the digital divide.

Public Contractual Relationships

EAH Housing has well established relationships with public and private owners, developers and landowners, and is also a fee management partner of several publicly-owned properties:

- City and County of Honolulu
- Contra Costa Housing Authority
- County of Kauai
- Marin Housing Authority
- Oakland Housing Authority
It takes the talents of many dedicated team members to see the mission and vision of EAH Housing to fruition.

The Operations Division provides support, supervision, direction, and coordination for all of the following departments:

- Business Systems
- Communications
- Human Resources
- Information Technology

The Finance and Accounting Department is responsible for the financial record keeping for all properties, development projects and corporate departments. The department also prepares profit and loss analyses and fifteen-year forecasts, and tracks capital accounts:

- Assist Real Estate Management Department with annual budget preparation
- Maintain financial records
- Schedule annual audits and assist the auditors
- Track all cash flow
- Reconcile all bank accounts
- Prepare monthly financials

The Real Estate Management Department is responsible for all services ranging from resident services to property and facilities/asset management. The department provides the primary communications link between property management, our residents, ownership and regulatory agencies. Headed by the Vice President of Real Estate Management (REM), this department coordinates the efforts of:

- Property Supervisors
- Resident Managers
- Compliance Specialists
- Maintenance Supervisors
- Resource Coordinators

Across numerous counties and two states, the Real Estate Development Department handles the specific needs of each municipality to ensure that new affordable housing communities are successfully built. The department carries out all phases of housing development services:

- Site Identification
- Project Design
- Community Acceptance
- Predevelopment, Construction, Equity, and Mortgage Financing
- Regulatory Approvals, Entitlements, Zoning, Environmental Clearances
- Project Construction

Advocacy and Outreach

For more than four decades, EAH Housing has been at the forefront of outreach and advocacy, hiring its first full-time staff person to work on community acceptance issues in 1977. Today, EAH continues this tradition through public presentations and lectures, voter registration, trainings, resource referrals, resident communications, and strategy discussions with government leaders (local, state and federal). EAH Housing is a member of numerous advocacy organizations from local grassroots groups, chambers of commerce and housing organizations, to state and national advocacy and professional organizations, to promote policies/projects that fund affordable housing and increase opportunities for our resident populations.

- Housing advocacy and outreach organizations - local, regional, state and federal
- Community building and regional affordable housing networks
The Villages of Moa’e Kū is a beautifully designed rental apartments for low- and very low-income families. It was built in three phases and consist of twelve two-story buildings with on-site parking.

This exciting community provides affordable housing to households at and below 60% of the Area Median income. It is conveniently located next to the Ewa Elementary School, near shopping centers and Ewa Beach parks. The apartments face a landscaped central lawn and appealing open spaces. There are fenced-in tot lot areas for the protection of the keiki.

A community building contains a community meeting room and computer learning center for residents.

<table>
<thead>
<tr>
<th>Total Units</th>
<th>190 rental apartments + 2 staff units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>15.20 units/acre</td>
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<tr>
<td>Financing Participants</td>
<td></td>
</tr>
<tr>
<td>• City and County of Honolulu</td>
<td></td>
</tr>
<tr>
<td>• Hawaii Housing Finance and Development Corporation (HHFDC)</td>
<td></td>
</tr>
<tr>
<td>• Alliant Capital</td>
<td></td>
</tr>
<tr>
<td>• Citi</td>
<td></td>
</tr>
<tr>
<td>• Wells Fargo</td>
<td></td>
</tr>
<tr>
<td>• US Bank</td>
<td></td>
</tr>
<tr>
<td>• Prudential Mortgage Capital Company/ Federal Home Loan Mortgage Corporation (FHLMC)</td>
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<tr>
<td>• Central Pacific Bank</td>
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| Total Cost | $84,036,753 |
Unit Types

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<tr>
<th>Phase</th>
<th>1 BR (sq. ft.)</th>
<th>2 BR (sq. ft.)</th>
<th>3 BR (sq. ft.)</th>
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<tr>
<td>Phase I</td>
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<td>32 797</td>
<td>26 1,119</td>
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<td>Phase II</td>
<td>9 622</td>
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<td>Phase III</td>
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Affordability

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<thead>
<tr>
<th>Phase</th>
<th>1 BR (AMI)</th>
<th>2 BR (AMI)</th>
<th>3 BR (AMI)</th>
<th>Staff unit</th>
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<tr>
<td>Phase I</td>
<td>4 30% AMI</td>
<td>18 50% AMI</td>
<td>41 60% AMI</td>
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<tr>
<td>Phase II</td>
<td>4 30% AMI</td>
<td>19 50% AMI</td>
<td>52 55% AMI</td>
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<tr>
<td>Phase III</td>
<td>3 30% AMI</td>
<td>21 50% AMI</td>
<td>28 60% AMI</td>
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</tbody>
</table>

Apartment Features
- Cable hook-ups
- Energy Star® Appliances
- Vinyl wood plank flooring
- Granite countertops
- Window blinds
- Ceiling fans

Green Features
- Low-flow water fixtures
- Solar photovoltaic (PV) panels
- NGBS Bronze certified (Phase III)

Resident Services
- Part-time Resource Coordinator

Community Amenities
- Community kitchen
- Community building
- Computer learning center
- Landscape grounds
- Management office
- On-site laundry facilities
- Parking
- Play area
Ola Ka ‘Ilima Artspace Lofts is located in the Kaka’ako neighborhood of Honolulu, a transitional neighborhood of light industrial properties between the downtown business district and Waikiki Beach, and includes 84 units of affordable live/work spaces for low-income artists and their families, as well as 10,000 square feet of green space and more than 7,000 square feet of community and commercial space for arts-oriented businesses.

Units include one-, two-, and three-bedroom apartments. Affordability of units range from 30% to 60% of area median income (AMI).

Residential units feature high ceilings, large windows, durable surfaces, large doors and wide hallways to accommodate a variety of creative activities. Each of the residential units will be larger than a typical affordable apartment to allow for ample workspace.

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<th>Total Units</th>
<th>84 rental apartments</th>
<th>95 parking spaces</th>
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<tr>
<td></td>
<td>2 commercial spaces</td>
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<tr>
<td>Density</td>
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<td>Financing Participants</td>
<td>State of Hawaii (Rental Housing Revolving Fund)</td>
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<td></td>
<td>State of Hawaii (Grant in Aid)</td>
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<td></td>
<td>City &amp; County of Honolulu (HOME)</td>
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<tr>
<td></td>
<td>FHLB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C&amp;C Honolulu Affordable Housing Funds</td>
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<tr>
<td>Total Cost</td>
<td>$56,000,000</td>
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</table>
Unit Types

- OPEN/RECREATION SPACE (ARTIFICIAL TURF) 2358 SQ. FT.
- ROOF ABOVE PLAY AREA SURFACE (RUBBER TILES) 1096 SQ. FT.
- PERIMETER WALKWAY (PERVIOUS PAVERS) 4687 SQ. FT.
- GRAVEL AREA 1 (STABILIZED WITH MAT); INCL AREA UNDER CISTERNS 1346 SQ. FT.

Apartment Features

- Loft space (9-ft ceilings)
- Floor to ceiling windows
- Electric stoves/appliances
- Garbage disposals
- Large windows

Green Features

- Energy efficient lighting
- LEED Certified

Community Amenities

- Building elevators
- Community room
- Courtyard & playground
- Elevators
- On-site laundry facilities
- Parking garage
- Recreational area
- Secured entry
- Security services

Transportation

- Bus lines

Affordability

- 50 1 BR (788-798 sq. ft.)
- 30 2 BR (958-1,162 sq. ft.)
- 4 3 BR (1,416-1,467 sq. ft.)

Resident Services

- Resource Coordinator

Honolulu County

Ola Ka 'Ilima Artspace Lofts
1025 Waimanu Street, Honolulu, HI 96814
Nohona Hale is located in the Kaka’ako District of Honolulu. A former surface parking lot, the 9,660 s.f. lot is leased from the Hawaii Community Development Authority which seeks to promote an affordable housing project that is green, supportive of multi-modal transit, and that represents smart growth principles. Nohona Hale fulfills all of those goals by providing micro-units targeted to lower income households and maximizing the density of a previously under-utilized and centrally located infill parcel.

To enhance the living environment for residents, each unit features floor to ceiling window walls that slide open to their own private lanais. Building amenities in the 16-story tower include a community room, kitchen and lounge area, urban farm, fitness room and central laundry. Ground floor commercial space activates the street presence.

<table>
<thead>
<tr>
<th>Development Team</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developer: Bronx Pro Group LLC &amp; EAH Housing</td>
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<tr>
<td>Architect: WCIT Architecture</td>
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<tr>
<td>Contractor: Swinerton Builders</td>
</tr>
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Construction start: 2018  
Construction Completion: 2020

---

| Total Units | 111 rental apartments |
| Density | 500 DU/acre |

- Financial Participants:
  - Hawaii Community Development Authority (HCDA)
  - Hawaii Housing Finance and Development Corporation (HHFDC)
    - Low Income Housing Tax Credits (4%), tax exempt bonds, Rental Housing Revolving Funds
  - JP Morgan Chase
  - Red Stone Equity Partners
  - Sugar Creek Capital

| Total Cost | $52,780,000 |
Unit Types

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<th>Type</th>
<th>Description</th>
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<td>110</td>
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<tr>
<td>1</td>
<td>1 BR</td>
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Affordability

<table>
<thead>
<tr>
<th>Type</th>
<th>AMI Percentage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>at 30% AMI</td>
<td>Studio (300 sq. ft.)</td>
</tr>
<tr>
<td>99</td>
<td>at 60% AMI</td>
<td>Studio (300 sq. ft.)</td>
</tr>
<tr>
<td>1</td>
<td>Staff unit</td>
<td>Studio (300 sq. ft.)</td>
</tr>
</tbody>
</table>

Apartment Features

- Floor to ceiling sliding glass doors
- Lanais
- Luxury vinyl tile flooring
- Low-e insulated windows
- Energy Star® Appliances
- Garbage disposals
- Window coverings
- Cable hook-ups

Community Amenities

- Bicycle/Moped/Surfboard storage area
- Building elevators
- Commercial retail space
- Community gardens
- Community kitchen
- Community room/Lounge area
- Management office
- On-site laundry facilities
- Outdoor lanai
- Secured entry
- Security cameras

Green Features

- LED lighting – interior and exterior
- Low-flow water fixtures
- Solar photovoltaic (PV) panels
- Solar thermal (water heating)
- Targeting LEED Gold

Transportation

- Bus lines
- Future rail stop
Kukui Gardens is comprised of 1 mid-rise and 19 low-rise buildings; 389 units (115 one-, 106 two-, 122 three- and 46 four-bedroom apartments). The grounds cover approximately 9 acres.

Kukui Gardens was designed by world-renowned architect Cesar Pelli and was constructed in 1971 under the HUD 221(d)(3) program. It is located near the Central Business District, immediately adjacent to Chinatown. The property is bounded by two large boulevards, and surrounds a county park that contains a community center and playground. It has excellent access to public transportation, shopping and entertainment.

### Total Units
389 rental apartments | 375 parking spaces

### Density
41.23 units/acre

### Financing Participants
- State of Hawai‘i
- Hawai‘i Housing Finance Development Corporation (HHFDC)
- Citi
- Enterprise
- 4% Low Income Housing Tax Credits (LIHTC)
- Tax Credit Assistance Program
- Hula Mae Multi-family Tax Exempt Bonds

### Total Cost
$105,613,536
Unit Types

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Description</th>
<th>Square Feet</th>
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<tr>
<td>115</td>
<td>1 BR</td>
<td>501-637 sq. ft.</td>
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<td>106</td>
<td>2 BR</td>
<td>814-956 sq. ft.</td>
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<td>3 BR</td>
<td>837-1015 sq. ft.</td>
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<td>4 BR</td>
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| Community Serving Units | 3 |
| Manager Units | 2 |

Affordability

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<td>379 at 60% AMI</td>
<td>5 at 110% AMI</td>
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</table>

Apartment Features

- Electric stoves/appliances
- Garbage disposals
- Gas stoves/appliances
- Private patios or balconies
- Refrigerators

Green Features

- Low-flow shower heads
- Low-flush toilets
- Energy efficient lighting in common areas, offices, stairwells, and apartments

Community Amenities

- Bicycle storage area
- Building elevators
- On-site laundry facilities
- On-site management office
- On-site maintenance staff
- Parking
- Secured entry
- Security services

Transportation

- Bus lines
- Shuttle route

Resident Services

- On-site EAH Resource Coordinator
- On-site Kalihi-Palama Health Center (KPHC)
- On-site Community Policing Team
EXHIBIT 23B:
DEVELOPMENT EXPERIENCE
<table>
<thead>
<tr>
<th>Name of Property, Address</th>
<th>Capacity of Applicant/Developer</th>
<th>Type of Project</th>
<th>City, State</th>
<th>Number of Units</th>
<th>Financing/Subsidy Program Utilized</th>
<th>Status of Project Completion Date</th>
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<tbody>
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<td>Nohona Hale 630 Cooke Street</td>
<td>Co-Developer/Manager</td>
<td>Family</td>
<td>Honolulu HI</td>
<td>11@30% 99@60%</td>
<td>1 RHRF</td>
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<td>Ola Ka `Ilima Artspace Lofts 1025 Waimanu Street</td>
<td>Co-Developer/Manager</td>
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<td>9@30% 59%50% 15@60%</td>
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<td>Piper Court 191 Piper Court</td>
<td>Co-Developer/Asset Manager</td>
<td>Family</td>
<td>Fairfax CA</td>
<td>27@60%</td>
<td>1 Market Rate, TB Sect. 8</td>
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<td>Orchard Ranch 16170, 16180 Monterey Road and 40 East Dunne Ave.</td>
<td>Owner/Developer</td>
<td>Family &amp; Disabled /Special Needs &amp; Supportive</td>
<td>Morgan Hill CA</td>
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<td>Park Place (Village Avante 2) 16480 Del Monte Ave.</td>
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<td>Family</td>
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<td>Don De Dios 2 987 Fair Ave</td>
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<td>44@50% 26@60%</td>
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<td>Mackey Terrace 2 626 Owens Drive</td>
<td>Owner/Developer</td>
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<td>Novato CA</td>
<td>50@50%</td>
<td>1 HUD Section 202/8</td>
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<td>Walnut Place (West Marin Senior) 2 600 &quot;A&quot; Street PO Box 1055</td>
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<td>Pt. Reyes Station CA</td>
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<td>Villages of Moa`e Kū III 91-1655 Pahika Street</td>
<td>Owner/Developer</td>
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<td>Willow Housing 605 Willow Road</td>
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<td>Menlo Park CA</td>
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<td>Oakley CA</td>
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<td>Kolopua 5-4344 Kuhio Hwy.</td>
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<td>Kaniko'o I (Rice Camp Senior Housing) 4215 Hoala Street</td>
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<td>Lihue HI</td>
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<td>14</td>
<td>Parkview Family Apartments 2 360 Meridian Ave</td>
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<td>82@50% 12@60% 24@80%</td>
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<td>15</td>
<td>Kalani Gardens 2 95-081 Kipapa Dr.</td>
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<td>Millilani HI</td>
<td>62@50% 6@60%</td>
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<td>16</td>
<td>Buchanan Park 2 1150 Webster Street</td>
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<td>Family</td>
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<td>62@50% 6@60%</td>
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<td>17</td>
<td>The Oaks Apartments 2 3073 North Main Street</td>
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<td>Cochrane Village 2 18555 Butterfield Blvd</td>
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<td>Villages of Moa'e Kū II 91-1655 Pahika Street</td>
<td>Owner/Developer</td>
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<td>Ewa Beach HI</td>
<td>4@30% 19@50% 52@55%</td>
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<td>Kings Valley 2 100 King's Circle</td>
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<td>Senior</td>
<td>Cloverdale CA</td>
<td>99@30%</td>
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<td>Stonebridge 2 990 College Avenue</td>
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<td>St. Helena CA</td>
<td>34@50% 45@60%</td>
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<td>Archway Commons 1101 Carver Road</td>
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<td>Kahuku Elderly Hauoli Hale 56-154 Pu‘uluana Place</td>
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<td>Richmond CA</td>
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<td>Family</td>
<td>Novato CA</td>
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<td>Pt. Reyes Station CA</td>
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<td>Rodeo CA</td>
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<td>Stonehaven 3201 Canyon Crest Drive</td>
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<td>Riverside CA</td>
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<td>Vista Park I 3955 Vistapark Drive</td>
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<td>San Jose CA</td>
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<td>83@50%</td>
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<td>Disabled/Special Needs</td>
<td>Oakley CA</td>
<td>24@50%</td>
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<td>Senior</td>
<td>San Jose CA</td>
<td>66@50%</td>
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<td>63</td>
<td>Primero Grove 500 Primero Grove #101</td>
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<td>Student</td>
<td>Davis CA</td>
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<td>Family</td>
<td>Emeryville CA</td>
<td>23 @50%, 67@60%</td>
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<td>Verona Homes</td>
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<td>Family</td>
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EXHIBIT 23C:
MANAGEMENT EXPERIENCE
# EAH Housing - Housing Management Experience

**NOTE:** EAH Housing manages all the projects listed in the Housing Development Experience as well as these properties that were not developed by EAH Housing, but that are fee managed by EAH Housing.

<table>
<thead>
<tr>
<th></th>
<th>Name of Property, Address</th>
<th>Capacity of Applicant/Developer</th>
<th>Type of Project</th>
<th>City, State</th>
<th>Number of Units</th>
<th>Status of Project</th>
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Presentation for Aiea Community Association – Halewiliko Highlands

**Project Name:** Halewiliko Highlands  
**Meeting Location:** Aiea Public Library, Meeting Room  
**Date/Time:** 05/20/2019; 7:30pm  
**Attendees:** See attached attendance sheet

**Presentation Summary:**  
PowerPoint presentation by KC & MG (EAH), Keith & Lena (Design Partners, Inc), Lisa (Lanakila Pacific). Presentation included: an overview of EAH; the selection of EAH as the developer; the development team and project partners; the building design, layout and services; and the project target affordability.

**Questions/Comments:**

**Building & Site Design:**
- **Q:** What is the distance between the building and the mauka property line?  
  **A:** Nearest distance is approx. 35’; Furthest is over 100’

- **Q:** Have you complete acoustic studies for the parking lot and site design?  
  **A:** The project is in its initial design stage, but we will consider this as we further develop the design.

- **Comment:** A shorter, denser landscape buffer along the mauka perimeter of the property is preferred over tall trees that could potentially block views.

- **Comment:** Consider a wider, more landscaped path between the building and the library.

- **Q:** Why did you provide more parking than what is required by code?  
  **A:** The additional parking is proposed in order to accommodate community center guests and staff.

- **Q:** What is the height of the building?  
  **A:** Approx. 40’ at the triangle peaks along the parapet. The majority of structure is approx. 30’ high.

- **Q:** What sound proofing design strategies are you considering for the units?  
  **A:** Double pane windows and wall/ceiling insulation will be installed for sound attenuation and energy conservation.

- **Q:** Are you planning to install air condition (A/C) and if not, will you allow window A/C units to be installed by tenants?  
  **A:** A/C will be installed in most common areas of the building, but we are not currently planning to install A/C in the units. In other projects we manage, we have allowed A/C units to be installed by tenants and may consider allowing tenants to install units in this project if they receive prior approval from EAH management. If a tenant submits a reasonable accommodation request for an A/C due to a medical condition (ex. Allergies), then EAH would legally be obligated to comply with the request. EAH has installed exterior enclosures for A/C window units on other projects although we are not aware if the covers provide any noise attenuation.
Comment: If EAH allows individual window A/C units to be installed by tenants then it would create a noise nightmare for the surrounding neighbors. Sound easily reverberates from the site into the surrounding neighborhood.

Q: Why aren’t you planning on providing A/C in each unit?
A: A/C is expensive to install and maintain. It is also expensive for the tenant’s to operate. Since this is a low-income housing project, we have decided to pursue other natural and mechanical options such as operable windows with cross-ventilation and ceiling fans.

Q: Will the project open space be open to the public?
A: A portion of the open space is intended to be semi-public and will have controlled access to the public through the Community Center.

Q: How will the project address the contaminated soils?
A: EAH has hired an environmental engineer who has already completed a phase I environmental site assessment. The next step is for the engineer to prepare a soil management plan. EAH is and will continue to work with the Hawaii State Department of Health’s Hazard Evaluation and Emergency Response Office for the planning and management of contaminated soil.

**Management & Community Services:**

Q: How many people attend Lanakila Pacific’s current Kupuna Wellness Centers?
A: Depending on the activity, we have had up to 40 people.

Q: Will Lanakila Pacific be providing services/activities on the project site?
A: Yes, we plan on having a Kupuna Wellness Center operating out of the Community Center. Our current centers operate half-days, Monday through Friday.

Q: Where are your current Kupuna Wellness Centers located?
A: Waianae District Park, Pohulani Elderly Apartments - Kakaako, Wahiawa District Park, and West Loch Village. Lanakila Pacific is excited for this project partnership because Aiea/Pearl City is identified as a gap in their service coverage.

Q: Will the community be able to participate in the Kupuna Wellness Center activities?
A: Yes, our services/activities are free and open to the public. The only limitation is that participants are age 60 or older and are able to function on their own.

Q: Would Lanakila Pacific offer caregiver training at the project site?
A: Lanakila Pacific currently refers all caregiver training to other outside organizations; however, they have recognized the need and may offer training in the future.

Q: Will this Kupuna Wellness Center be conditioned?
A: Yes, the community center room will have A/C.

Q: Will you provide medical services for program participants and residents?
A: We do not offer medical services on site. The residents and Kupuna Wellness Center participants are expected to function on their own without a caregiver. The building will be an independent living facility and won’t be an assisted-living facility.
Q: Is the intent for EAH to develop the project and turn it over to Lanakila Pacific to manage and operate?
A: EAH will develop the project and will stay on as the operator and manager for the duration of the lease term (65 years). EAH will be responsible for the building’s repair and maintenance. Lanakila will have an agreement with EAH to use the community center for their Kupuna Wellness Center on a part-time basis.

Q: Who can rent the units?
A: The units are restricted to seniors age 62 and older. People can apply from the US mainland and internationally. However, typically applicants for EAH projects are local. This is due in part because EAH does not widely advertise the projects. Applicants typically hear about EAH’s projects through community meetings and word-of-mouth from the local community.

**Development:**
Q: When is the project expected to start construction and be completed?
A: Estimated start: Q4-2021; Estimated Completion: Q1-2023; However, the project schedule will be influenced by EAH’s ability to obtain financing, which is a very competitive process.

Q: Have you completed a market study?
A: Not yet, but we have waiting lists for all of our other senior affordable housing projects and expect there to be significant demand for this project. For other similar projects we have received approx. 10 applications per available unit.

Q: Will EAH make enough money from the project to give back to the neighboring community?
A: EAH is a non-profit who develops low-income tax credit projects. After debt service and operation costs, these low-income housing projects do not produce significant positive cash-flow. However, over the 50+ years EAH has developed housing, we have continually given back to the community. EAH staff volunteers for other community non-profits and EAH has established a scholarship program to help tenants through college.

Q: Will units only be available for rent?
A: Yes, EAH only develops and manages low-income rental housing projects.

Q: What are the next steps for the development?
A: The development milestones and estimated dates are:

<table>
<thead>
<tr>
<th>Development Milestone</th>
<th>Estimated Date</th>
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<tbody>
<tr>
<td>Development Agreement</td>
<td>(Q3-2019)</td>
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<tr>
<td>Complete Due Diligence, Schematic Design</td>
<td>(Q4-2019)</td>
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<tr>
<td>Environmental Assessment/201H Approval</td>
<td>(Q4-2020)</td>
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<td>HHFDC application</td>
<td>(Q1-2021)</td>
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<tr>
<td>Closing/Construction Start</td>
<td>(Q4-2021)</td>
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Q: How was the project name selected?
A: The project name, Halewiliko Highlands, is a working title. “Halewiliko” (sugar mill in Hawaiian) references back to the former use of the site and “Highlands” signifies the site’s elevated position over Aiea town.
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<tr>
<td>1</td>
<td>Susan Morishige</td>
<td>ACA</td>
<td><a href="mailto:Sumoge.15@gmail.com">Sumoge.15@gmail.com</a></td>
</tr>
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<td>2</td>
<td>Aaron Ling Johnson</td>
<td>ACA/State House</td>
<td><a href="mailto:rep.johnson@capitol.hawaii.gov">rep.johnson@capitol.hawaii.gov</a></td>
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<td>3</td>
<td>Karen Higa</td>
<td>ACA</td>
<td><a href="mailto:bookhiga@yahoo.com">bookhiga@yahoo.com</a></td>
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<td>Claire Tamamoto</td>
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<td>6</td>
<td>Laurie Chang</td>
<td>ACA</td>
<td><a href="mailto:laurie.chang89@gmail.com">laurie.chang89@gmail.com</a></td>
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<tr>
<td>7</td>
<td>Ron Taira</td>
<td>ACA</td>
<td><a href="mailto:takekhan666@gmail.com">takekhan666@gmail.com</a></td>
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<td>8</td>
<td>Mavis Niino</td>
<td>ACA</td>
<td><a href="mailto:mknccatts@yahoo.com">mknccatts@yahoo.com</a></td>
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<td>9</td>
<td>Randy Chu</td>
<td>DLM</td>
<td><a href="mailto:randy.chu@hnl.gov">randy.chu@hnl.gov</a></td>
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<tr>
<td>10</td>
<td>Sandy Pfuno</td>
<td>DLM</td>
<td><a href="mailto:spfuno2@hnl.gov">spfuno2@hnl.gov</a></td>
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<tr>
<td>11</td>
<td>Lisa Letoto Ohata</td>
<td>Lanakila Pacific</td>
<td><a href="mailto:lletoto-ohata@lanakilapacific.com">lletoto-ohata@lanakilapacific.com</a></td>
</tr>
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<td>12</td>
<td>Lena Tamashiro</td>
<td>Design Partners, Inc</td>
<td><a href="mailto:Lena@designpartnersinc.com">Lena@designpartnersinc.com</a></td>
</tr>
<tr>
<td>13</td>
<td>Keith Sawamura</td>
<td>Design Partners, Inc</td>
<td><a href="mailto:Keith@designpartnersinc.com">Keith@designpartnersinc.com</a></td>
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<tr>
<td>14</td>
<td>Mona Tempo</td>
<td>EAH Housing</td>
<td><a href="mailto:Mona.Tempo@eahhousing.org">Mona.Tempo@eahhousing.org</a></td>
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<td>Jordan Higa</td>
<td>ACA</td>
<td><a href="mailto:jordanhiga@me.com">jordanhiga@me.com</a></td>
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<td>16.</td>
<td>Carol Fukunaga</td>
<td>City Council</td>
<td><a href="mailto:ca.fukunaga@hawaii.gov">ca.fukunaga@hawaii.gov</a></td>
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<tr>
<td>17.</td>
<td>Gina Garcia-Hee</td>
<td>EAH Housing</td>
<td><a href="mailto:ging.garcia-hee@eahhousing.org">ging.garcia-hee@eahhousing.org</a></td>
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<td>18.</td>
<td>Vice President</td>
<td>EAH Housing</td>
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<td>19.</td>
<td>Robert Sato</td>
<td>Senator</td>
<td><a href="mailto:r.sato@capitol.hawaii.gov">r.sato@capitol.hawaii.gov</a></td>
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<td>20.</td>
<td>Mariyam Anakata</td>
<td>ACA</td>
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<td>21.</td>
<td>Andy Kaufman</td>
<td>Resident</td>
<td><a href="mailto:kaufman@hawaii.edu">kaufman@hawaii.edu</a></td>
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<td>22.</td>
<td>Kim Moa</td>
<td>ACA, Aliʻi PacifiC Club</td>
<td><a href="mailto:kimberly.moa@gmail.com">kimberly.moa@gmail.com</a></td>
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<td>23.</td>
<td>Erika Vargas</td>
<td></td>
<td><a href="mailto:emvargas@gmail.com">emvargas@gmail.com</a></td>
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<td>24.</td>
<td>Laura Ramos</td>
<td>ACA</td>
<td><a href="mailto:kisaka.laura@gmail.com">kisaka.laura@gmail.com</a></td>
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<tr>
<td>25.</td>
<td>Dean Ramos</td>
<td>ACA</td>
<td><a href="mailto:dean@deansolutions.com">dean@deansolutions.com</a></td>
</tr>
<tr>
<td>26.</td>
<td>Randi Jeanes</td>
<td>ACA</td>
<td><a href="mailto:hellorandi@gmail.com">hellorandi@gmail.com</a></td>
</tr>
<tr>
<td>27.</td>
<td>Wayne Suzuki</td>
<td>ACA</td>
<td><a href="mailto:waynesuzuki@gmail.com">waynesuzuki@gmail.com</a></td>
</tr>
<tr>
<td>28.</td>
<td>Pat Lee</td>
<td>HAWC</td>
<td><a href="mailto:patlee@hawaii.rr.com">patlee@hawaii.rr.com</a></td>
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<td>29.</td>
<td>Duane Fujiwara</td>
<td>ACA</td>
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EXHIBIT 25:
‘AIEA NEIGHBORHOOD BOARD NO. 20 MINUTES
REGULAR MEETING MINUTES
MONDAY, JULY 8, 2019
AIEA PUBLIC LIBRARY PROGRAM ROOM

CALL TO ORDER: Chair Bill Clark called the meeting to order at 7:03 p.m.; quorum was established with 12 members present. Note – This 15 member Board requires eight (8) members to establish quorum and to take official Board action.

Members Present: Jane Sugimura, Tracy Arakaki, Willie Fatafehi, Stephen Wood, Ronald Fitch, Carolyn Kimball, Russell Tsuji, Pat Beekman, William Clark, Francie Whitfield, Mike Dwyer, Richard Mizusawa, and May Imamura-Uruu (Arrived at 7:23 p.m.).

Members Absent: David Naylon and Jenna Moriwaki.

Guests: Nestor Garcia (Congressman Ed Case’s Office); Nancy Bernal (Senator Donna Mercado Kim’s Office), Linda Nunes (Senator Breene Harimoto’s Office), Representative Aaron Ling Johanson, Representative Romy Cachola, Representative Sam Kong; Councilmember Brandon Elefante and April Coloretti (Councilmember Elefante’s Office), Councilmember Carol Fukunaga; Shirley Templo and Radiant Cordero (Councilmember Joey Manahan’s Office), Lieutenant Okagawa and Sergeant Nitta (Honolulu Police Department); Firefighter Aaron Yoshida (Honolulu Fire Department); Tracy Burgo (Board of Water Supply); Pat Lee, Johnny Reid and Chris Wong (Hawaii Authority for Rapid Transit); Jason Tayros (Nan Inc.), Danny Rosaria (Road & Highway Builders LLC.); Claire Yamamoto (Aiea Community Association - ACA), Keith Kurahashi and Noelle Wright (R.M. Tomil Corp.); Rona Fukumoto (Lanakila Pacific); Katie Stephens (Architects Hawaii Limited); Carson Schultz (EAH Housing); Victor Flint (NAVFAC); Mark Yamanaka, Sandra Thompson, Charlene Yamashiro, Lynn Wong, Brandon Goda, Francis Goda, Bob Nardi, Doug Torres, Claudia Torres, and Lori Lau (Residents); and Christopher Naylon (Neighborhood Commission Office).

ROLL CALL OF BOARD MEMBERS: Chair Clark took the roll and confirmed 12 members present.

BOARD ORGANIZATION: Dwyer MOVED and Wood SECONDED the MOTION to retain all Board Officers from the 2017-2019 Neighborhood Board Term. The MOTION PASSED by UNANIMOUS CONSENT; (12-0-0). (AYE: Sugimura, Arakaki, Fatafehi, Wood, Fitch, Kimball, Tsuji, Beekman, Clark, Whitfield, Dwyer, and Mizusawa; Nay: None; Abstain: None.)

Hearing no objections, Chair Clark moved to Agenda Item: City Monthly Reports.

CITY MONTHLY REPORTS:
Honolulu Fire Department (HFD): Captain Aaron Yoshida gave the following report:
- June 2019 Statistics: There were two (2) structure fires, one (1) wildland/brush fire, one (1) nuisance fire, one (1) cooking fire, six (6) activated alarms (no fires), 80 medical emergencies, and eight (8) mountain rescues.
Safety Tip: Grilling Safety: Each year an average of 8,900 home fires are caused by grilling. Almost half of all injuries involving grills are due to thermal burns. Follow these simple tips for safe grilling:
  - Propane and charcoal barbeque grills are only for use outdoors.
  - Grills should be placed well away from the home, deck railings, and out from under eaves and overhanging branches.
  - Keep children and pets at least three (3) feet away from the grill area.
  - Keep your grill clean by removing grease and fat buildup.
  - Never leave grill unattended.
  - Ensure the gas grill lid is open before lighting it.
  - Charcoal Chimney starters allow you to light the charcoal using newspaper as fuel.
  - If using a starter fluid, only use charcoal starter fluid. Never add charcoal fluid or any other flammable liquids to the fire.
  - Keep charcoal fluid out of children’s reach and away from heat sources.
  - When you are done, let the coals cool completely before disposing of it in a metal container.

Honolulu Police Department (HPD): Sergeant R. Hamasaki gave the following report:

- **June 2019 Statistics:** There were 11 motor vehicle thefts, seven (7) burglaries, 28 thefts, 34 unauthorized entry of motor vehicles (UEMV), and 5,663 total calls for service.
- **Safety Tip for July 2019:** Pedestrian Safety – When you are at a crosswalk, ensure you obey all traffic control devices. Ensure you cross only when the control device at the crosswalk tells you to do so. Do not step into crosswalks when the red blinking hand is illuminated or when DON’T WALK appears.

Questions and comments followed:

1. **Public Intoxication:** A resident asked about individuals drinking alcohol in the Makalapa Community Center parking lot until the early morning. The resident noted that HPD does not respond to the calls that he has made. Sergeant Nitta asked for the residents to call 911 and ask for a supervisor if they receive sub-par service to their calls.

2. **Abandoned Vehicles:** A resident noted that there are abandoned vehicles on Kohomua Street and Chair Clark noted that residents can report abandoned vehicles to the Abandoned Vehicle hotline at [http://www11.honolulu.gov/csdavcomplaints/](http://www11.honolulu.gov/csdavcomplaints/).

3. **Commercial Vehicles:** Torres asked how long commercial vehicles can park in residential areas before citations occur and Sergeant Nitta noted that the vehicle may be ticketed due to its size. A resident noted that the vehicle is an airport tour bus. Torres noted that the commercial vehicle is parked within Kalaloa Street. A resident asked if A1 Rentals could park their vehicles on public roadways and Sergeant Nitta will report back. Chair Clark noted that rental vehicles can be parked on the roadway for 24 hours before garnering a citation and stated that rental vehicles do not have commercial vehicle plates. Chair Clark stated that HPD can assist with the issue if it is reported. Wood noted that he will assist with the issue.

4. **Kalaloa Street:** A resident noted that residents are using Kalaloa Street to work on their personal vehicles and have threatened residents about the situation.

5. **HPD Reports:** Beekman requested more information about physical danger/attacks. Beekman noted that HPD receives many fake calls and asked if HPD could report on the 12 calls received in the District and if they were legitimate. Chair Clark noted that he will report back.
Board of Water Supply (BWS): Tracy Burgo congratulated the Board for winning their elections and reported the following:

- **June 2019 Main Breaks Report:** There was one (1) eight-inch (8) main break on Thursday, May 16, 2019 at 98-1047 Kaonohi Street.
- **July 2019 Main Breaks Report:** There was one (1) eight-inch (8) main break on Saturday, June 15, 2019 at 98-1438 Akaaka Street.
- **General Water Announcements: Annual Water Quality Reports:** The BWS works hard to ensure that the water served to our customers is safe to drink. Each year, the BWS conducts thousands of tests on the water sources and distribution system to ensure that municipal water meets or exceeds all federal and state safe drinking water standards. The results of those tests are shared with customers in our annual water quality report, which will be mailed out to customers on Monday, July 1, 2019. Digital copies of the water quality reports and additional water quality information is available on our website, [www.boardofwatersupply.com/WQR](http://www.boardofwatersupply.com/WQR) or by contacting BWS Water Quality Division at 748-5080.
- **Scheduled Water Rate Increase in Effect:** The new water rate schedule and other changes to the rate structure are in effect as of Monday, July 1, 2019. The new rates adjustment allow the BWS to accomplish their investments in repairing Oahu’s water infrastructure, accelerating our pipeline replacement program, reducing main breaks and ensuring the everyone pays closer to their share of water service costs. Notable changes to the rate schedule include:
  - Gradual Increases to the water rates.
  - The monthly billing charge will move to a monthly customer charge based on meter size.
  - A new lower rate “Essential Needs” Tier.
- **Contact Information:** For more information on the new water rate schedule, visit BWS’s website at [www.boardofwatersupply.com/rates](http://www.boardofwatersupply.com/rates) or call the BWS Communications Office at 748-5041. Provided tonight was a handout containing general details about the new rate structure and how to read your new water bill.
- **31st Annual Halawa Xeriscape Garden Open House and Unthirsty Plant Sale:** The Honolulu BWS invite you and the entire family to the 31st Annual Halawa Xeriscape Garden Open House and Unthirsty Plant Sale on Saturday, August 3, 2019 from 9:00 a.m. until 3:00 p.m. The event features a wide variety of less-thirsty and native plants at moderate prices xeriscape workshops by garden experts, keiki activities, educational booths, a cactus display, delicious food, and much more. Most importantly, event-goers will gain valuable insights on how to conserve water through water-efficient landscaping. Admission is free and proceeds from the event will help support education programs and classed at the Halawa Xeriscape Garden. Street parking with complimentary shuttle service to and from the garden on Iwaena Street. For more information, please visit [https://www.boardofwatersupply.com/news-events/events/annual-unthirsty-plant-sale-2019](https://www.boardofwatersupply.com/news-events/events/annual-unthirsty-plant-sale-2019) or call the BWS Communications Office at (808) 748-5041. You may also visit our Facebook page, [www.facebook.com/BWSHonolulu](http://www.facebook.com/BWSHonolulu) or Twitter page @BWSHonolulu for additional information. BWS disseminated flyers containing information about the Plant Sale.

May Imamura-Uruu joined the Board meeting at 7:23 p.m.; 13 members present.

Hearing no objections, Chair Clark returned to Agenda Item: Board Organization.
Board Organizations:

Hearing no objections, The Aiea Neighborhood Board No 20 retained their meeting time, date, and meeting location. The MOTION PASSED by UNANIMOUS CONSENT; (13-0-0). (AYE: Sugimura, Arakaki, Fatafehi, Wood, Fitch, Kimball, Tsuji, Beekman, Clark, Imamura-Uruu, Whitfield, Dwyer, and Mizusawa; Nay: None; Abstain: None.)

Hearing no objections, The Aiea Neighborhood Board No 20 authorized the meeting room fee. The MOTION PASSED by UNANIMOUS CONSENT; (13-0-0). (AYE: Sugimura, Arakaki, Fatafehi, Wood, Fitch, Kimball, Tsuji, Beekman, Clark, Imamura-Uruu, Whitfield, Dwyer, and Mizusawa; Nay: None; Abstain: None.)

Sugimura MOVED and Kimball SECONDED the motion to RECESS the Aiea Neighborhood Board No 20’s August 2019, December 2019, and June 2020 Regular Meetings. The MOTION PASSED by UNANIMOUS CONSENT; (13-0-0). (AYE: Sugimura, Arakaki, Fatafehi, Wood, Fitch, Kimball, Tsuji, Beekman, Clark, Imamura-Uruu, Whitfield, Dwyer, and Mizusawa; Nay: None; Abstain: None.)

Hearing no objections, Chair Clark returned to Agenda Topic: Monthly Reports: Honolulu Rail Transit Protect.

Honolulu Rail Transit Project (HRTP): Pat Lee of the Honolulu Authority for Rapid Transportation (HART), and Jason Tayros (Nan Inc.) reported the following:

- Automated Rail System: May 2019 Report - The three (3) stations comprising the Kamehameha Highway Stations Group are the stations that serve Pearl City and Aiea. These stations are being built by NAN, Inc and are 71% complete. The Waiawa station at Pearl Highlands is 79% completed, the Kalauao station at Pearlridge is 72% completed and the Halawa station at Aloha Stadium is 56% completed. Repaving and resurfacing of Kamehameha Highway following rail construction is ongoing towards Salt Lake Boulevard and 58% complete. HART will be hosting an informational community update, rail town hall meeting on Wednesday, July 17th at Pearl Ridge Elementary School cafeteria, starting with registration at 6:00 p.m., the program starts at 6:30 p.m. and the meeting will end by 8:30 p.m. HART representatives will be there to share information and answer questions.

- Contact Information: For more information, please visit the HART website at www.honolulutransit.org, you can call the project hotline at 566-2299 or email a question to info@honolulutransit.org.

- Nan Inc. Update: Jason Tayros gave the following report for Nan Inc.:
  - Traffic Control Measures: Tayros noted that there are no traffic control measures currently planned.
  - No Turn on Red: Tayros noted that the No Turn on Red sign was installed and will remain until the fencing along the West bound section of Salt Lake Boulevard is removed.
  - Contact Information: To receive a weekly electronic notification, please contact 772-2966 to be placed on the mailing list.

- Road & Highway Builders (RHB): Danny Rosarioa gave the following report for RHB:
  - Kamehameha Highway Repaving Project: RHB will soon be starting their work on the Kamehameha Highway Repaving project. The work will start near Kuleana
Street and will soon be followed by the widening phase of the project. The project will install new sidewalks, bus stops, and islands within intersections.

Questions, comments, and concerns:
1. No Turn on Red: Dwyer noted that the No Turn on Red sign along Kamehameha Highway is not there. A resident noted that this creates a safety concern for drivers in the region.
2. Community Outreach Day: Lee noted that there will be a HART Community Outreach Day at the Pearlridge Elementary School cafeteria on Wednesday, July 17, 2019 from 6:30 p.m. until 8:30 p.m.
3. HART Open House: Wood asked about their HART Open House and Lee noted that this may be their last open house for 2019. Lee stated that he will inform the community of any upcoming events. A representative noted that fall events are poorly attended due to football season.
4. Bus Routes: Sugimura asked about the Department of Transportation Services (DTS) attending their meetings to inform the community about the changes to the bus routes in the region once the rail system begins. Sugimura noted that riders would need to use public transportation to ride the rail due to the lack of parking at the Pearlridge station. Sugimura noted proposed plans for busses to shuttle residents towards to rail system to travel into town.
5. HOLO Card: Imamura-Uruu noted her pleasure with the new HOLO card system and stated that it is only 35 dollars for three (3) years.

ELECTED OFFICIALS
Governor David Ige’s Representative: No representative present. The July 2019 Capitol Connection was circulated.

Mayor Kirk Caldwell’s Representative: Department of Information Technology (DIT) Deputy Director Keith Ho was not present; the following memo was read for the record:
- Pilot Bulky Pickup Project: The Department of Environmental Services (ENV) stated that an ENV staff member contacted Mr. Clark on Friday, May 24, 2019 to discuss his concerns regarding the Honolulu Bulky Pilot. During the discussion, it was explained that issues and concerns encountered during the Pilot process would be addressed and/or corrected in order to provide a smoother transition should the City decided to implement Island wide.
- Kealakaha Street: The Department of Permitting and Planning (DPP) stated that an investigation on May 28, 2019, conducted by the DPP, Building Division, revealed extensive alterations to the existing single-family dwelling, including the enclosure of the existing patio, the addition of partition walls, and the plumbing work done without a building permit. A Notice of Violation (2019/NOV-06-167) was issued on Tuesday, June 25, 2019.
- Mint Moving Company: On Wednesday, June 5, 2019, a site inspection by the DPP revealed the occupant of the dwelling operates a moving business called Mint Moving Solutions as a home occupation. A Notice of Violation (No. 2019/NOV-06-041) was issued to the property owner for exceeding the number of company vehicles (two) allowed on the property. Because this is a recurring violation, the matter was also referred to the DPP’s Code Compliance Branch to assess civil fines.
- Installation of Traffic Lights: The Department of Transportation Services (DTS) completed their investigation, which included traffic surveys, a site inspection, and a review of the area’s traffic collision history. Their study found that none of the warrants to justify a traffic...
signal at the intersection of Ka‘amilo Street and Ulune Street were met. A review of the area’s traffic collision history did not reveal any trends in the past three (3) years that indicate the need for more restrictive right-of-way assignment at this intersection. As such, the installation of a traffic signal is not recommended at this time. However, a work order (reference Paint Sign and Work Order No. 300422) has been issued to the Department of Facility Maintenance (DFM) to maintain signs in the area and to install school crossing pavement markings on Ka‘amilo Street approaching Ulune Street. DFM should be contacted at 768-3343 for status.

- Kealakaha Drive Zoning Concerns: The DPP investigation revealed a multi-family dwelling occupied by a family and six (6) roomers. A Notice of Violation was issued to the property owner to convert the structure back to a one-family detached dwelling, and to reduce the number of occupants from six (6) to three (3).

Questions, comments, and concerns followed: Bulky Item Pickup: Vice Chair Sugimura noted that residents living in multifamily homes need to have their apartment owner or landlord contact the ENV for their Bulky Item Pickup. Vice Chair Sugimura detailed that residents would be able to report five (5) household items and two (2) metal items per appointment. Vice Chair Sugimura noted that the household and metal items would need to be made in two separate appointment requests. Vice Chair Sugimura stated that the community needs to describe their items during their appointment request. Vice Chair Sugimura noted that the community will need to mark their bulky items with a post-it note or nametags for pickup and stated that ENV will not pick up any refuse that is unmarked. A resident asked and Vice Chair Sugimura stated that the nametags would not be provided by the ENV.

Senator Donna Mercado Kim: Senator Kim’s representative, Nancy Bernal, distributed her newsletter and reported:

- University of Hawaii at Manoa (UHM) Funding: Bernal reported that Senator Kim attended the signing of bills that would allocate four (4) million of dollars for the UHM athletics system and noted that 350,000 dollars would be allocated for the UHM Cancer Center.
- Aiea Library Anniversary: The Aiea Library’s Fifth Anniversary Celebration and Mini Comic Con festivities will be held on Saturday, July 13, 2019. The event will be from 10:30 p.m. until 4:00 p.m. Please visit https://www.librarieshawaii.org/event/5th-anniversary-mini-comic-con/ for more information.
- Follow Up: Bernal noted that Act 135 became Senate Bill (SB) 260 and has passed. The bill was in regards to the automatic recounting of ballots.

Questions, comments, and concerns: Cancer Rates: Beekman asked about high cancer rates within Hawai‘i and Bernal stated that Hawaii has had the highest rate of liver cancer.

Senator Breene Harimoto: Linda Nunes was present; there were no questions or concerns from the community.

Representative Aaron Ling Johanson: Representative Johanson was present; the following report was given:

- Special Sessions: Representative Johanson stated that there will be no Special Session for the appeal of any vetoed bills and noted that Governor Ige is considering the vetoing of 20 bills.
- Oahu Community Correctional Center (OCC): Representative Johanson noted that no funds have been allocated for the relocation of OCCC.
Hurricane Preparedness: Representative Johanson noted that Hurricane season is between June and November in Hawaii and asked that the community be properly prepared for a natural disaster. Representative Johanson noted that a 14 day emergency kit is recommended for residents and disseminated handouts to the community about hurricane preparedness.

Questions, comments, concerns: Oahu Community Correctional Center (OCCC): Vice Chair Sugimura asked about funds allocated to the relocation of OCCC and asked what the DPP is currently doing with OCCC permits.

Representative Romy Cachola: Representative Cachola distributed his newsletter and reported:
- House Bill (HB) 1462 HD1: This bill is in regards to Hawaii’s 12 billion dollar unfunded health liability. If the bill is passed during the 2020 session, it would potentially save 500 million dollars in state and county liability funds that could be utilized in other sections of the government.
- Halawa Valley Estates Community Meeting: Representative Cachola invited the community to a Halawa Valley Estates Community Meeting where they will be speaking about Makalapa Park Flooding, Halawa Stream Dredging, and other community concerns. The event will be held at the Pu‘uwai Momi Youth Service Building on Thursday, July 25, 2019 at 6:00 p.m. Residents are asked to attend and speak with regional elected officials (Senator Harimoto, Representative Cachola, Representative Johanson, and Councilmember Manahan) about their concerns for the community.

Representative Sam Kong: Representative Kong was present; the following report was given:
- Stadium Project: Representative Kong disseminated handouts about the role that the Hawai‘i Community Development Authority (HCDA) will have during the new stadium project.
- Dog Park: Representative Kong noted the potential of creating a dog park behind the Aiea Recreation Center. Representative Kong noted that Councilmember Fukunaga and he are garnering community input about the potential dog park before moving forward.

Questions, comments and concerns: Dog Park: Wood asked and Representative Kong noted that the area could be a half acre. Wood noted that he loves that idea as a dog owner. A resident asked and Representative Kong noted that the recreation center is off of Aiea Heights Drive. Kimball commended Representative Kong for his efforts and stated that she loved the idea.

District 6 Councilmember Carol Fukunaga: Councilmember Fukunaga was present; the following report was given:
- Follow Up: Bulky Item Pilot Project: Councilmember Fukunaga noted that the ENV will measure the pilot project’s success by the complaints received, amount of refuse collected, and the statics for program use. Councilmember Fukunaga noted that the confusion with the system has led to her office being inundated with community complaints. Councilmember Fukunaga noted that seven (7) of the 10 illegal dumping sights within Liliha have been cleared.
- Restricted Parking Zones (RPZ) Process: Councilmember Fukunaga noted that she introduced Bill 32 which would create an RPZ within the Kalihi Valley region. The bill would create a RPZ that would need to fulfill specific regulations moving forward.
- Oahu Community Correctional (OCCC) Facility: Councilmember Fukunaga disseminated a handout that detailed the process followed for the potential moving of OCCC into the
Aiea region. She will be working to garner the most amount of information for the community in upcoming meetings on the topic.

**District 7 Councilmember Joey Manahan:** Shirley Templo was present; the following report was given:

- **Halawa Valley Estates and Makalapa Neighborhood Meeting:** Templo invited the community to a Halawa Valley Estates and Makalapa Neighborhood Meeting. The event will be held at the Pu’uwai Momi Youth Service Building on Thursday, July 25, 2019 at 6:00 p.m. Residents are asked to attend and speak with regional elected officials (Senator Harimoto, Representative Cachola, Representative Johanson, and Councilmember Manahan) about their concerns for the community.
- **Board Appreciation:** Templo thanked the Board for tackling the concerns and issues of the community. Templo thanked the Board for supporting Bill 36, RPZ legislation, which has recently been passed.
- **Contact Information:** Please contact Radiant Cordero at rcordero@honolulu.gov with any questions or concerns about the community.

Questions, comments, and concerns: **Halawa Valley Estates and Makalapa Neighborhood Meeting:** Wood noted that there will be informational kiosks at the meeting to inform the community about issues and stated that state officials will be at the meeting but noted that the community concerns were a City and County of Honolulu matter.

**District 8 Councilmember Brandon Elefante:** Councilmember Elefante distributed his newsletter and reported:

- **Po’okela Fellows:** Councilmember Elefante and the City Council recognized The Po’okela Fellows Class of 2019 at the June 2019 Honolulu City Council Meeting. The 19 University of Hawai’i at Manoa and Hawaii Pacific University participated in the Po’okela Fellows Internship Program by working in several City departments and applying their classroom knowledge to real work situations.
- **‘Aiea High School:** Councilmember Elefante presented an Honorary Certificate to the ‘Aiea High School Athletic Director Blake Moritsugu upon his retirement in June 2019. AD Moritsugu has shaped the lives of countless students and athletes over his more than 30 years working for the Department of Education.
- **Bill 85 & 89:** Councilmember Elefante noted that Bill 89 passed and will increase the fines for illegal rentals. The bill will also create a new registry system which would allow the City and County of Honolulu to register and enforce upon illegal rentals.
- **Pearl Harbor Historic Trail:** Councilmember Elefante announced that over one (1) million dollars have been allocated towards the improvement of the Pearl Harbor Historic trail.
- **Summer of Sounds:** The Royal Hawaiian Band will perform a free concert at Blasdell Park on Saturday, July 13, 2019 from 5:30 p.m. until 6:30 p.m. The community is asked to enjoy the concert and watch the sunset over Pearl Harbor.
- **Congratulations:** Councilmember Elefante congratulated that Board on their elections. Councilmember Elefante and Councilmember Fukunaga presented Certificates of Congratulations to the Board.

Questions, comments, concerns: **Pearl Harbor Historic Trail:** Torres asked and Councilmember Elefante noted that the trail starts near the Aiea Trail Station and stretches towards Nanakuli. A resident asked how it is connected through Pearl Harbor and Councilmember Elefante noted that they are currently looking for a solution to this issue. Councilmember Elefante noted that
path users would need to continue to use Kamehameha Highway to traverse this section of the path.

REPORTS BY BOARD MEMBERS REGARDING OTHER MEETINGS – There was none.

RESIDENTS’/COMMUNITY CONCERNS:
1. Center Court Apartments: A resident noted that there have been concerns about prolonged arson and vandalism at the Center Court Apartments. The resident noted that disorderly children have been climbing their fences and using their pool. The resident noted that the children throw the pool furniture into the pool upon leaving. The resident noted that 911 has been called and HPD has been unable to affect the situation due to the children being minors. The resident asked if the Board could assist in the situation. The resident noted that the children have attacked residents with rocks and metal objects. Chair Clark asked the resident for their contact information and noted that the resident must continue to call HPD when the incidents occur. Wood noted that he will work with the resident on the matter. A resident noted that these children may be committing some of the criminal activity that occurs in the region.
2. Congressman Ed Case’s Office: Congressman Ed Case’s representative Nestor Garcia was present; the following report was given:
   a. Legislative Update: Garcia noted that Congressman Case has been retained on the House Appropriations Committee which is responsible for more than 1.3 trillion dollars’ worth of federal funding and been appointed to the House Natural Resources Committee.
   b. Congressman Case Reports to Hawai’i: Garcia noted that Congressman Case has a regular program on ‘Olelo Channel 49 every third Sunday at 6:00 p.m. and again on the following Tuesday at 10:00 a.m. There is a new show every month that focuses on the issues in Washington D.C. and at home.

Questions, comments, and concerns followed: Helicopter Safety Resolution: Whitfield noted the Helicopter Safety Aviation Resolution and stated that she supports some type of protection. Whitfield noted that there has been an increase in Pearl Harbor helicopter tours since the closure of the USS Arizona Memorial. Garcia noted that his office has been aware of the issue since before Congressman Case’s election. Garcia noted that they are looking at potential legislation. Whitfield noted that the Big Island has legislation to regulate flights and Garcia noted that airways are under federal jurisdiction. Garcia noted that the Salt Lake, Diamond Head, and Kailua Neighborhood Boards have passed resolutions and asked if the Board would support a similar resolution. Chair Clark noted that there is a no-fly zone over Pearl Harbor. Garcia noted that there is a no-fly zone and stated that they are aware of the increase in helicopter tours. Chair Clark noted that the no-fly zone needs to be enforced.

APPROVAL OF APRIL 8, 2019 REGULAR MEETING MINUTES: Hearing no objections, the Board accepted the Monday, May 13, 2019 as AMENDED by UNANIMOUS CONSENT; (13-0-0). (AYE: Sugimura, Arakaki, Fatafehi, Wood, Fitch, Kimball, Tsuji, Beekman, Clark, Imamura-Uruu, Whitfield, Dwyer, and Mizusawa; Nay: None; Abstain: None.)

Amendments were as follows:
1. On Page one (1), under Honolulu Police Department: Trapped in the car, it should read, “Board member Beekman noted an incident that she witnessed when a female was screaming for help to escape an aggressive male and seemed trapped in the car.
Beekman asked if the vehicle child locks would prevent someone from escaping from a front seat. Sergeant Hamasaki replied that child locks are installed for back seats only.”

2. On Page five (5), under Representative Aaron Ling Johanson: News Article, it should read, “Board member Beekman noted a recent news article regarding Representatives locking out Senators from the House chamber on the last day of the legislative session.”

3. On Page six (6), under Councilmember Joey Manahan, it should read, “Cordero” and not “Cordeiro”.

BOARD BUSINESS:

Halawa Transient Oriented Development (TOD) Plan Amendment & Halawa View Apartments 201H at 99-009 Kalaloa Street (Tax Map Key 9-9-3: 26): Kurahashi from R.M. Towill was present; the following report was given:

- **Project Owners:** The owners of the Kalaloa Street property were present and introduced themselves to the community. The owners noted that they have been working within the community for three (3) generations.

- **Project Details:** Kurahashi noted the following changes to their building plans since the January 2019 Board meeting:
  - There was a unit reduction for the property from 524 to 458. The project height canopy was reduced from 276 feet to 229 feet. Phases 2 & 3 will share a parking podium. 300 affordable rental units for 60 percent of Average Median Income (AMI), the units will remain affordable for 45 years. There will be 158 market price units. The new unit would be built to harness the natural energy of the wind to possible cool the units and improve indoor air quality. Solar thermal hot water and solar photovoltaic cells will be used in the construction of the new building. Low flow water systems will be installed within the units. The project completed two (2) traffic studies at intersections in the region on Thursday, August 10, 2019 and on Thursday, September 13, 2019. The project would create 190 construction jobs, 18 permanent jobs, and will cost an estimated 225 million dollars. Kurahashi noted that the project will no longer be pursuing their TOD permits and stated that 201H will allow for a higher building canopy if a larger amount of affordable housing was included. Kurahashi noted that he has visited the region and stated that he witnessed a terrible parking situation in the region. Kurahashi noted that an RPZ could be a good solution for the region. Kurahashi asked that the community visit [http://www.halawaviewapartments.com/](http://www.halawaviewapartments.com/) for more information about the project.

Questions, comments, concerns followed:

1. **Halawa Valley Estates Meeting:** Wood noted that they will be speaking about this topic at their Halawa Valley Estates Meeting on Thursday, July 25, 2019 meeting.
2. **Project Phases:** Fatafehi asked about Phase One (1) and Kurahashi noted that the plans for Phase One (1) have gone unchanged. Fatafehi asked about Phases Two (2) and Three (3). Kurahashi noted that they have similarly planned units for Phases Two (2) and Three (3) which will allow the residents to move into a similar unit while the phases are being completed.
3. **Developer History:** Fatafehi asked about previous projects completed by the developers and the property owners noted that they also recently renovated the Kewalo Apartments. They will also be building a 52 unit housing development called Hale Makana O’ Maili.
4. Building Plans: A resident asked and Kurahashi noted that the new plans will make the building 60 to 70 feet taller than before. Torres asked and the property owners noted that the project would have roughly 450 units.

5. Concerns about Vehicles: A resident asked about parking and Kurahashi noted that there will be an additional 15 stalls than the one and a half stalls per unit. Torres noted that there will be chaos in the region due to the presence of 800 cars on Kalaloa Street. Torres stated that the project will create a big traffic concern for the community. Torres asked the developers for more details about the project. Kurahashi noted that they had completed a traffic study. A resident asked about a potential driveway on Kamehameha Highway and Kurahashi noted that they would be unable to build a driveway on Kamehameha Highway. Torres noted that he is not against affordable housing and stated that he is against the creation of a massive regional traffic concern. Torres asked if the property owners could pay for speed humps along Kalaloa Street if the City and County of Honolulu approves.

6. Military Concerns: Beekman asked about the concerns from the military regarding the project and Kurahashi noted that they have not heard back from the military about their project.

7. Community Input: Torres asked that future projects have more opportunity for community input.

8. Affordable Housing: Torres asked if the community could benefit from the presence of additional affordable housing. Kurahashi noted that they will advertise in the surrounding community first for affordable housing. A resident asked and Chair Clark noted that this project has been on the Board’s agenda for three (3) months and does not need the Board’s approval. Torres asked that the Board attempt to get more community involvement on pertinent Agenda Items.

9. Board Support: Chair Clark asked and Kurahashi noted that a vote of support would be helpful but noted that nothing is needed from the Board currently.

Wood moved and Imamura-Uruu seconded the MOTION to SUPPORT the Halawa View Apartments Project Plans as PRESENTED at the Monday, July 8, 2019 Aiea Neighborhood Board No 20 Meeting. The MOTION PASSED by ROLL CALL VOTE, (11-1-1). (AYE: Sugimura, Arakaki, Wood, Fitch, Kimball, Tsuji, Beekman, Clark, Imamura-Uruu, Dwyer, and Mizusawa; Nay: Fatafehi; Abstain: Whitfield.)

Mizusawa exits at 9:12 p.m.; 12 members present.

- Halewiliko Highlands – Affordable Senior Housing Project: EAH Housing representatives were present; the following report was given:
- EAH Overview: EAH Housing will be overseeing the project. They will be attempting to follow the guidelines set out before them in the 2002 Aiea Master Plan. The project would be completed in conjunction with: Design Partners, Inc.; Unlimited Construction; Lanakila Pacific. EAH works with more than 250 public and private service providers and agencies. We design a customized program that will best serve the demographic and personality of each property.
- Project Overview: The project would have: laundry facilities on every page, elevators, technology lounge, library/reading room, fitness room, outdoor recreation space, residential gardens, a dog park, and full-sized appliances. The site would also have 94 parking stalls, eight (8) stalls for people with disabilities, and one (1) full size loading
zone. Representatives noted that the project’s resident coordinator will coordinate, survey, and find the needs of the property and its residents.

- **Design Partners Inc.:** The project would be built on land fronting the current Aiea Intermediate School property. There are concerns of flooding that are being planned for. The project would have a mix of 140 studios and single bedroom apartments. They are attempting to ensure that their plans will not affect the sight lines of the surrounding community. The project is putting great thought towards the design of accessible open space.

- **Lanakila Pacific – Kupuna Wellness Centers:** Lori Lau from Lanakila Pacific gave the following report:
  - Lanakila Pacific has provided meals to seniors for over 47 years. In addition to our Home Delivered Meal Program, we operate four (4) Kupuna Wellness Centers which provide healthy lifestyle programming to individuals 60 and older.

- **Project Affordability:** Rent levels will be affordable to households earning 30 percent to 55 percent of the City and County of Honolulu AMI.

- **Proposed Project Details:** The Development Agreement execution will be completed by the third quarter of 2019. The completion of studies and schematic designs are scheduled to be completed by the fourth quarter of 2019. The Environmental Assessments and 201H approvals will be completed by the fourth quarter of 2020. The Hawai‘i Housing Finance Development Corporation (HHFDC) application is planned to be completed by the first quarter of 2021. The closing of the design/permitting phase and the beginning of construction is slated for the fourth quarter of 2021. The project completion is planned for the first quarter of 2023.

Questions, comments, and concerns followed:

1. **Application Date:** Wood asked when the residents can start to apply for residence and representatives noted that they would be able to apply six (6) months before the project’s completion.

2. **Developer History:** Beekman asked about developer’s history and EAH stated that their history started in 1996 with the buying of the Kukui Tower. Kimball asked and EAH noted that they are not a religious group. EAH stated that their company was started by a group of laypeople and asked that the community visit their website ([https://www.eahhousing.org/](https://www.eahhousing.org/)) for more information.

3. **Project Details:** Tsuji asked and EAH noted that the project would be built on the furthest lot from the Old Sugar Mill building. Tamamoto asked about A/C regulations due to concerns with noise. EAH noted that there will be no Central Air system and stated that this concern has not been addressed yet. EAH is researching the possible use of portable/indoor A/C units in the senior center. Tamamoto asked for a copy of their presentation to be posted online.

Resolution 19-136 Approving an Application for a Plan Review Use Permit (PRU) for the relocation of Oahu Community Correctional Center (OCCC) to Halawa, and terminating the Plan Review Use Permit in Kalihi: Katie Stevens from Architects Hawai‘i disseminated a handout; the following report was given:

- **Project Details:** Stevens stated that the PRU permits for moving OCCC into Aiea were submitted in February 2019. Stevens noted that they will have future community meetings to garner community concerns on the topic.

Chair Clark handed the gavel to Vice Chair Sugimura at 9:46 p.m.
Questions, comments, and concerns followed:

1. Project Concerns: Chair Clark noted that the Board’s previous concerns have not been answered and stated that there should be a community meeting held to disseminate and garner more information from the community. Chair Clark noted that the project would not materialize without proper funding. Stevens noted that some work needed to be completed before the funds were allocated. Chair Clark noted that previous developers have attempted to move forward with projects without proper Board or community support. Tamamoto noted that community concerns have not been answered by the developers throughout their previous Board meetings. A resident noted that this work seems premature without knowing the future regulations for jails and stated that there could be alternative options. Chair Clark noted that the Board will not be taking action towards the PRU that is being submitted to the City Council. Stevens noted that the PRU should be completed before future plans are made.

Arakaki exited the meeting at 9:50 p.m.; 12 members present.

2. Plan Review Use (PRU) Permit: A resident asked what work is needed for a PRU and Stevens noted that their website (https://www.ahldesign.com/) would have more information about the process.

Vice Chair Sugimura handed the gavel to Chair Clark at 9:52 p.m.
Arakaki rejoined the meeting at 9:53 p.m.; 13 members present.

3. Recycled Systems: Sugimura noted attempts to utilize old federal jail systems and stated her concerns with building new units. A resident noted that the federal jail is not for sale.

Request from the Newtown Estates Community Association (NECA) that the restrooms at the Newtown Neighborhood Park on Kaahele Street be secured and closed at night due to the recent thefts, suspicious and homeless activities at this location: D. Jang was present; the following report was given:

- Community Concerns: Newtown Estates is requesting help with the closure of Newtown Neighborhood Park be closed and secured in the evening.

Questions, comments, and concerns followed: Presentation Details: Chair Clark noted that the community must present to the Board due to the Department of Park and Recreation (DPR) regulations. Fatafehi asked and Jang noted that vagrants have been using their restrooms after the closure of the park.

Dwyer MOVED and Fatafehi SECONDED the MOTION to lock and secure the Newtown Neighborhood Park after its closure. The MOTION PASSED by UNANIMOUS CONSENT, (13-0-0). (AYE: Sugimura, Arakaki, Fatafehi, Wood, Fitch, Kimball, Tsuji, Beekman, Clark, Imamura-Uruu, Whitfield, Dwyer, and Mizusawa; Nay: None; Abstain: None.)
ANNOUNCEMENTS

- **Next Meeting**: The next Aiea Neighborhood Board No. 20 meeting will be held on Monday, September 9, 2019 at the Aiea Public Library Program Room, 99-374 Pohai Place at 7:00 p.m.
- **Facebook Page**: The Aiea Neighborhood Board No. 20 Facebook page can be found at [http://www.facebook.com/BeautifulAiea](http://www.facebook.com/BeautifulAiea).

ADJOURNMENT: Due to time concerns, Chair Clark adjourned the meeting at 10:01 p.m.

Submitted By: Chris Naylon, Neighborhood Assistant
Reviewed By: Harry Cho, Public Relations Specialist
Reviewed and Finalized By:
June 18, 2020

Ms. Lena Tamashiro
Design Partners
1580 Makaloa Street
Honolulu, HI 96814

Re: Halewiliko Highlands – Noise Assessment Report (#19035)

Dear Ms. Tamashiro:

Halewiliko Highlands will be a 3-story, 140-key Senior housing complex. The planned Heating, Ventilation, and Air Conditioning (HVAC) system may include Packaged Terminal Air Conditioner (PTAC) units and rooftop equipment. To address potential noise concerns, we analyzed the sound transmission of the proposed exterior mechanical equipment to the residences located mauka of the project site.

The State of Hawaii ‘Community Noise Control’ Rule enforced by the Department of Health (https://health.hawaii.gov/opppd/files/2015/06/11-46.pdf) states that the maximum permissible sound levels at an adjacent single-family residential property line are 55 dBA during the daytime (7am – 10pm) and 45 dBA during the nighttime (10pm – 7am). The state noise regulation is generally enforceable at the property line of the property generating the noise.

For the sound propagation analysis, sound pressure data for the proposed PTAC units that will be installed in the bedrooms and living rooms of the residential units was utilized for our analysis. Although different size PTACs will be installed in the bedrooms and living rooms, the analysis was based on the loudest LG model LP123HDUC which has a sound pressure level of 63 dBA (+/- 3 dB) measured at 1 meter. A rooftop dedicated outside air unit (DOAS) that serves the common spaces of the building was also included in the analysis, based on the radiated octave band sound power data published by Daikin.

To develop a ‘worst case’ model, the analysis assumes that all PTACs for every mauka facing unit on every level will be operating simultaneously. Since there will be shielding from the building itself, each half of the building was considered separately. Using the stated sound pressure levels, noise levels were estimated to the mauka property lines closest to the proposed Halewiliko Highlands building. The results of the analysis are shown in Table 1 below. A section of the site plan has also been provided in Table 1 to depict the nearest property line location and the area of the building that was considered.
The range in estimated sound levels is based on the uncertainty range (+/- 3 dB) provided by the manufacturer.

**Table 1. Estimated PTAC Noise Levels**

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<thead>
<tr>
<th>Area</th>
<th>Estimated Sound Level</th>
<th>Nearest Property Line Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Wing</td>
<td>39 - 45 dBA</td>
<td>North Wing Nearest Property Line</td>
</tr>
<tr>
<td>South Wing</td>
<td>39 - 45 dBA</td>
<td>South Wing Nearest Property Line</td>
</tr>
</tbody>
</table>
The results of the sound propagation analysis indicate that mechanical equipment noise from the proposed PTAC units and rooftop DOAS at Halewiliko Highlands is expected to comply with the State DOH Community Noise Rule both during the daytime and nighttime hours. The ambient noise environment in an urban residential area typically ranges from 55-65 dBA during the daytime and 45-55 dBA at night. Please note that the exterior noise analysis used distance averages to estimate noise levels and did not take into consideration reflections from the building or absorption from ground surfaces. Also note that it is not likely that all PTAC units will be running at the same time, all day and night. Therefore, the estimates can be considered ‘worst case’ and may be significantly less than the values shown in Table 1 above.

Please let us know if you have any questions about our noise analysis.

Best Regards,

Dana Dorsch
Senior Project Manager
CENSEO AV+Acoustics LLC