Ko'olani Condominium

Project Staff met with Ko'olani Condominium owners on October 15. Between 30 and 50 residents were in attendance. They invited a representative of neighboring buildings as well. We are collecting notes from the meeting.

Regarding technologies, we have used the following response elsewhere:

> RTD and FTA requested information during scoping that would inform the technology selection process. No new meaningful information was received. An open technology selection process was conducted during development of the Draft EIS with multiple panel meetings open to the public. The Draft EIS documented the selection.

Numbered items:

1) The Ala Moana-Kaka'ako neighborhood is described on Page 4-42 of the Draft EIS. The section states that "Redevelopment is replacing old one- and two-story warehouses and light industrial uses with new urban mixed-use development." This is descriptive of the area around the Ko'olani Condominium. The guideway would follow existing streets between existing and planned mid- and high-rise buildings and the noise analysis does show an impact at 1133 Waimanu that can be mitigated. The Project would not create new pedestrian or travel barriers.
2) The Draft EIS is not an extensive list of all individual property uses in the corridor. The specific number of units in individual buildings is not relevant to the determination of impacts.
3) Impacts to the neighborhood are addressed by individual element of the environment. The neighborhood is a developing urban mixed-use neighborhood that is consistent with high-capacity transit.
4) Chapter 2 describes the alignment on page 2-14 as "…past Ward Avenue where it would transition to Queen Street. The guideway would cross from Waimanu Street to Kona Street in the vicinity of Pensacola Street." This is shown on Figure 2-8 and throughout the EIS. Figure 4-42 provides noise analysis for outdoor lanais at the 1133 Waimanu Building. According to the Draft EIS there would be noise impact between the 7th and 9th floor lanais (about 12 units I believe) without mitigation. The mitigation being committed to in the Final EIS would lower the noise levels to below the impact criteria.
5) The neighborhood is represented by other views. It is not especially different from Viewpooint 20 (Draft EIS Figure 4-36). The Final EIS does include additional views (Figure 4-47 through 4-50) that are near but not at the properties in question. The Final EIS states visual effects would be between moderate and significant (Table 4-13 of October 9 Administrative Final EIS for example).
6) Having spent over an hour discussing technical issues related to noise (Ldn definition, FTA criteria, propagation, generation by transit vehicles) this comment continues to reflect the belief that the project will generate noise impacts that are not borne out by analysis. First, there are no sensitive receptors at the Ko'olani Condominiums – all units are air conditioned with double-pane glass and no lanais. Outdoor use areas are away from the transit

line. See aerial of building:
http://maps.google.com/?ie=UTF8&hq=&hnear=Oahu,+Honolulu,+Hawaii+96782&ll=21.293457,-157.849173&spn=0.001166,0.002061&t=h&z=20
The combination of parapet wall, wheel skirts, and sound absorption in the trackbed will eliminate the impacts at 1133 Waimanu. There will be no impact to FTA criteria at the Ko'olani Condominium.

Residents expressed concern that the values of their condominiums had all decreased since they purchased (market forces) and are worried that the transit project would result in additional decrease, despite two stations being located within walking distance (1,500 feet in one direction 2,000 feet in the other).