

CITY AND COUNTY OF HONOLULU

SOLICITATION NO. RFQ-DHLM-25-03
Redevelopment of City Owned Property
Department of Housing and Land Management

ADDENDUM NO. 1

Honolulu, Hawai'i
July 7, 2025

TO ALL PROSPECTIVE OFFERORS:

The following responses are provided to consolidate Requests for Clarifications relating to RFQ-DHLM-25-03.



KEVIN D. AUGER
Department of Housing and Land Management,
Director Designate
City and County of Honolulu

Q1. Is there a topographic survey for the property that can be shared?

Response:

No. At this time, the City does not have a topographic survey of the property available to share.

Q2. Is it mandatory for the Offeror to carry Errors & Omissions insurance of at least \$1,000,000 per claim and \$2,000,000 in the aggregate in order to submit a proposal for this RFQ?

Response:

Section 2(C) of the Notice to Offerors – Evaluation, Selection, and Approval has been revised to clarify that it is not mandatory for an Offeror to carry Errors & Omissions insurance in order to submit a proposal. However, the Selected Developer, once chosen, will be required to carry such insurance.

Q3. Can Offerors' financial statements be provided via hard copy only (and not on a USB flash drive) and included solely in Tab 5 – Confidential Materials section of the proposal?

Response:

Yes. Appendix B: Proposal Format has been amended to reflect that financial statements may be submitted via hard copy only, and can be included exclusively in Tab 5 – Confidential Materials.

Q4. The RFQ Table of Contents mentions an Appendix A - Proposal Format. Will the use of Appendix A be required in the RFQ and how can we obtain a copy?

Response:

Yes. The Table of Contents references Appendix B - Proposal Format, which appears on page 27 of the RFQ and is required as part of the submittal.

Q5. Does the subject Kapolei parcel in the RFQ fall within a designated Transit-Oriented Development ("TOD") zone?

Response:

No. The Site is not currently in a TOD zone. However, please note that a major transit center is planned across the street, and a TOD zone can be designated around any major transit service. Additionally, there is a possibility that the rail could be extended in that direction, which could lead to a future TOD designation.