

**REVISED**

**ENVIRONMENTAL IMPACT STATEMENT**

**FOR THE PROPOSED**

**VINEYARD STREET**

**PARKING GARAGE PROJECT**

**HONOLULU, HAWAII**

**DAGS JOB NO. 02-10-2180**

**JANUARY 1980**

Department of Accounting and General Services

State of Hawaii





EXECUTIVE CHAMBERS

HONOLULU

GEORGE R. ARIYOSHI  
GOVERNOR

February 20, 1980

Mr. Donald A. Bremner, Chairman  
Environmental Quality Commission  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. Bremner:

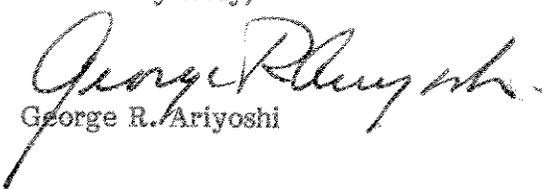
Subject: Environmental Impact Statement for Vineyard Street Parking  
Garage Project, Honolulu, Hawaii

Based upon the recommendation of the Office of Environmental Quality Control, I am pleased to accept the subject document as satisfactory fulfillment of the requirements of Chapter 343, Hawaii Revised Statutes. This environmental impact statement will be a useful tool in the process of deciding whether or not the action described therein should or should not be allowed to proceed. My acceptance of the statement is an affirmation of the adequacy of that statement under the applicable laws, and does not constitute an endorsement of the proposed action.

When the decision is made regarding the proposed action itself, I expect the proposing agency to weigh carefully whether the societal benefits justify the environmental impacts which will likely occur. These impacts are adequately described in the statement, and, together with the comments made by reviewers, provide a useful analysis of alternatives to the proposed action.

With warm personal regards, I remain,

Yours very truly,

  
George R. Ariyoshi





FEB 22 1980

ORIGINAL

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

REVISED  
ENVIRONMENTAL IMPACT STATEMENT  
FOR THE  
PROPOSED  
VINEYARD STREET PARKING GARAGE  
HONOLULU, HAWAII  
D.A.G.S. JOB NO. 02-10-2180  
OAHU TMK: 2-1-18:11 and 2-1-19:1

This environmental document is submitted  
pursuant to Chapter 343, HRS

Accepting Authority: Governor  
State of Hawaii

Responsible Official:   
Hideo Murakami  
Comptroller  
Department of Accounting  
and General Services

Prepared By: Environmental Communications, Inc.

January, 1980



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SUMMARY

Project description. The State Department of Accounting and General Services (DAGS) proposes to construct a 5-story parking structure on a 2.44 acre site located at the mauka edge of the State Capital Complex on Vineyard Street near the intersection of Punchbowl and Vineyard Streets. The parking structure will have, at the maximum, the capacity to serve 533 cars; 83 parking spaces on the ground level will be metered for public parking while the remaining 450 parking stalls on the upper levels will be reserved for State employees. The proposed garage is consistent with the State Capital Complex master plan (which recommends the consolidation of State parking areas), and will replace State employee parking spaces which will eventually be phased out. The 5-story parking structure will have an area of 176,430 square feet for parking; the building will occupy 35,286 square feet of the 106,314 square foot (2.44 acre) property. It should be noted that consideration is being given to constructing a smaller parking garage structure, consequently, the square footage and number of cars accommodated will be less. Landscaping as proposed, will be extensive, covering approximately 67% of the total ground area of the project site. Additionally, landscaping on the sides and roof-top of the parking structure will be considered. Included in the proposed action is the abandonment of the Vineyard Street portion fronting the garage. This portion of Vineyard Street will be incorporated into the landscaping plans. The proposed design would allow traffic from the garage to enter/exit from both Punchbowl and Queen Emma Streets; through traffic would then have to turn around or go through the garage in order to enter/exit from the opposite street. The land is owned by the State. The consolidation of the property is being processed. Cost of the parking structure is estimated to be \$4,800,000; with funds for the structure and landscaping within its "footprint" to be provided via reimbursible general obligation bond funds which will be repaid by monthly fees paid by State employees for parking privileges. Non-structured site improvements (i.e. landscaping) are estimated to cost \$150,000, and will be financed by general obligation bonds. Pending the availability of funds, construction is expected to commence in Fall, 1980. Construction is estimated to take one year.

Existing site conditions. The project site has in the past several decades been in an urban (i.e. residential and commercial) use. The plants and animals on the project site are common species found throughout

Honolulu; there are no rare or endangered species of flora or fauna on the project site. There are no unique topographic, or other physical features on the project site. Presently there are several abandoned residential and commercial structures on the project site. These structures are substandard and constitute a health hazard. Demolition has been approved and will take place in the next few months. Being within an urban area, existing utilities and services are readily available to the project site.

Probable environmental impacts. Impact to the physical geography and flora and fauna will be minimal, due to the previous urban use of the site. Because there are no surface waters in the vicinity, impact on water quality will be minimal. Air quality will be effected in two ways: (1) fugitive dust created during the construction period and (2) the indirect impact of vehicular emissions. The former will be temporary and subject to various standard mitigation measures, the latter will create some adverse impact in form of increased carbon monoxide levels, however, as the Federal emissions regulations are implemented (e.g. new vehicles will need to meet higher emission standards) the air quality will improve. It is felt that there will not be a significant difference between the ambient air quality with or without the garage by the year 1995. Impact from noise will also be created during construction, and later, the daily operation of the garage. The noise from construction activities will be short-term and limited to regular work hours. Noise from adjacent streets will be reduced due to the abandonment of Vineyard Street. Noise from the parking garage will be primarily from tire squeal and it is possible that noise sensitive individuals residing in the nearby housing may find this noise irritating. However, the operation of the garage coincides with normal working hours, so that a large majority of the residents will be on their way to work during the AM and PM periods of arrival and departure. Various mitigative measures have been incorporated into the design of the garage to reduce noise from the parking garage. The proposed project will not substantially affect traffic during normal peak hour periods. It is proposed that left turn movements from Vineyard Street into Punchbowl and Queen Emma Streets be banned due to the congestion and queuing of cars coming out of the parking garage in the afternoon. Impact on aesthetics is felt to be

beneficial. The project will replace the existing vacant structures and will provide ample landscaping which will enhance the view of the project site from the State Capital and the rim of Punchbowl Crater. Governmental services and utilities will not be adversely affected. There are no historical/archaeological sites on the project site. The proposed use is consistent with the various land use plans, policies, and controls for the area; the proposed use is also consistent with the adjacent, primarily governmental use of the area.

Alternatives. Several alternative schemes have been considered and are documented. In addition to alternative schemes, the site of the garage, the need for the garage and other alternative actions (e.g. elimination of parking for State employees, car pools) were considered. It was found that the proposed action is needed and the design scheme selected will meet the objectives of the parking structure without resulting in significant, long-term adverse environmental impacts.



## I. PROJECT DESCRIPTION

### A. Project Location

The site for the proposed Vineyard Street Garage is located at the mauka edge of the State Capital Complex on Vineyard Street near the intersection of Punchbowl Street and Vineyard Street. The property or site is identified by Tax Map Key 2-1-19:1, and 2-1-18:11, (DAGS presently is in the process of consolidating the parcel). The property is approximately 2.44 acres with frontage on Vineyard Street. Figures 1 and 2, show the location of the proposed project.

### B. Statement of Objectives

For the past several years, the State Department of Accounting and General Services has been pursuing the development of the State Capital Complex based on guidelines set forth in the Warnecke master plan (Reference 1).

One of the guidelines relating to parking stated that "adequate parking facilities for cars should be provided near the periphery of the civic center and surface parking discouraged within the perimeter."

The Vineyard Garage was proposed in direct response to this guideline. Other garages are being planned for construction in the central and makai portions of the civic center, also in accordance with this guideline.

In order to determine the need for parking, the State Capital Complex was divided into three zones. The mauka zone stretches from Beretania Street to Vineyard Boulevard. The central zone lies between King and Beretania Streets and the makai zone between Ala Moana Boulevard and King Street.

Parking demand was computed for each zone based on approximately 50 percent of the employees and visitors using automobiles. This is in line with the mass transit downtown destination predictions. In the mauka zone, the only location which could house a parking

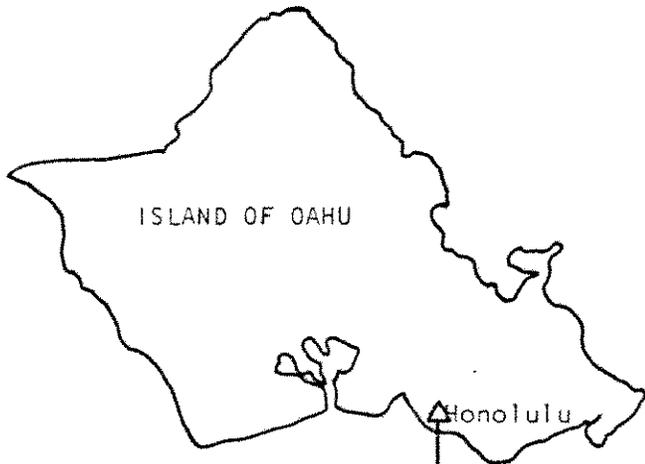
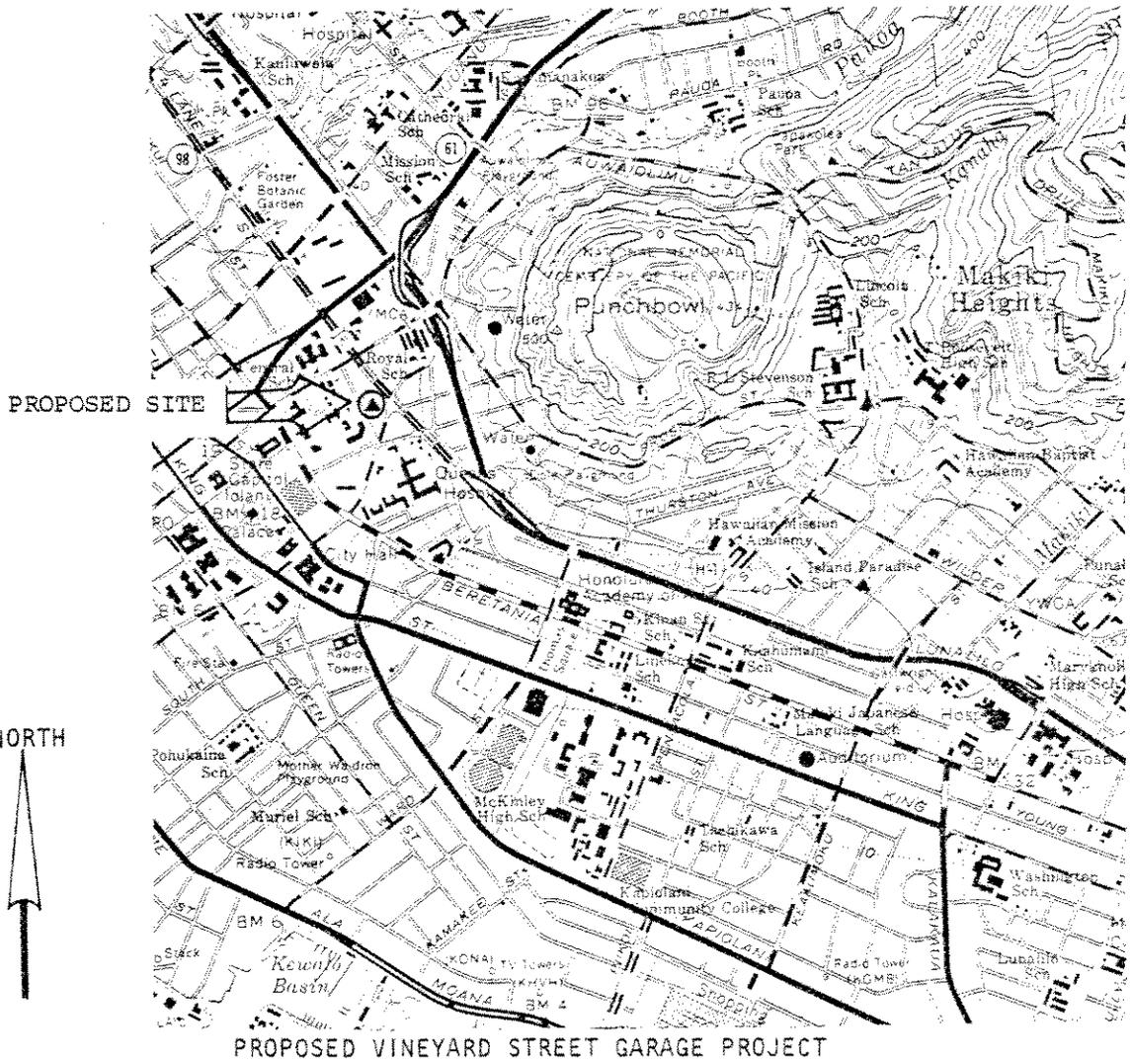


FIGURE 1. LOCATION MAP

Proposed Vineyard Street Garage

VINEYARD STREET GARAGE PROJECT VICINITY



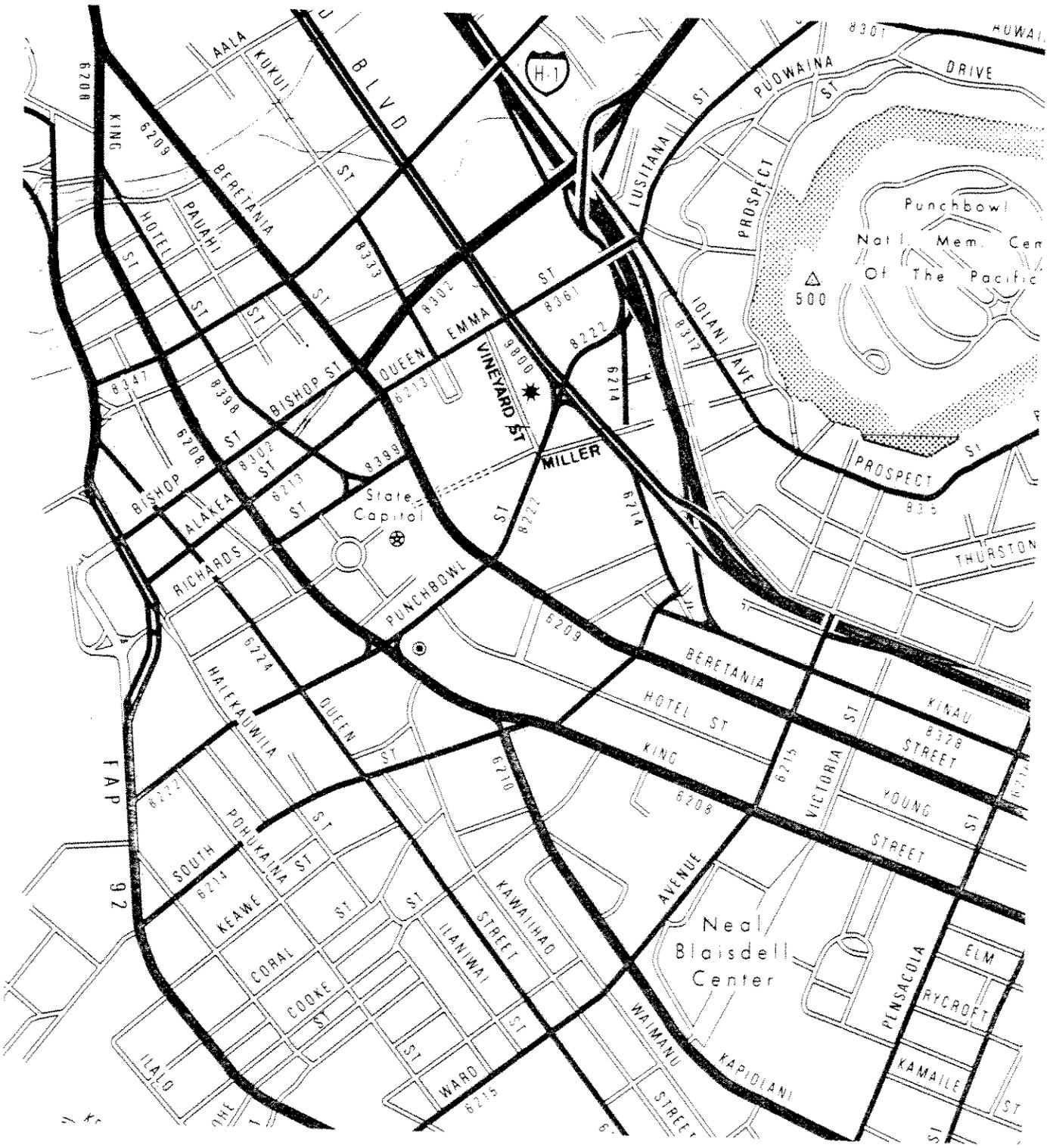
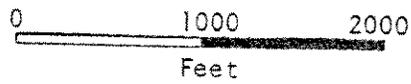


FIGURE 2. VICINITY MAP Proposed Vineyard Street Garage

\* PROJECT SITE - VINEYARD STREET GARAGE



North



garage and still be compatible with the State Capital Complex master plan (Reference 1) is the area in which the Vineyard Street Garage is proposed.

Besides continuing to implement the State Capital Complex master plan, the proposed Vineyard Street Garage will be used to replace a portion of the parking to be phased out at the following State parking lots:

<u>Parking Lots</u>	<u>Existing No. of Stalls</u>
Lot F (Iolani Palace)	215
Lot M (Liliuokalani Building)	30
Lot L (Kinau Hale)	271
Lot O (Vineyard Site)	<u>40</u>
	TOTAL
	<u>556</u>

The exact number of stalls to be phased out is pending final review and approval. Figures 3 and 4 show, respectively, the location of these parking areas, and the proposed State Capital Complex master plan.

C. General Description of the Action's Technical, Economic, Social, and Environmental Characteristics

In order to approximately replace the number of parking stalls to be phased out the architect has designed<sup>1</sup> a five-story structure which will have about 176,430 square feet for parking. (See Figure 5, Site Plan.) The building will occupy 35,286 square feet of the 106,314 square foot property. The total number of parking spaces to be provided depends on whether air conditioning (A/C) equip-

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<sup>1</sup> This describes the preliminary design which is subject to revisions and/or modifications as the design is reviewed and refined. A smaller parking structure, having less square footage and accommodating less cars is under consideration.

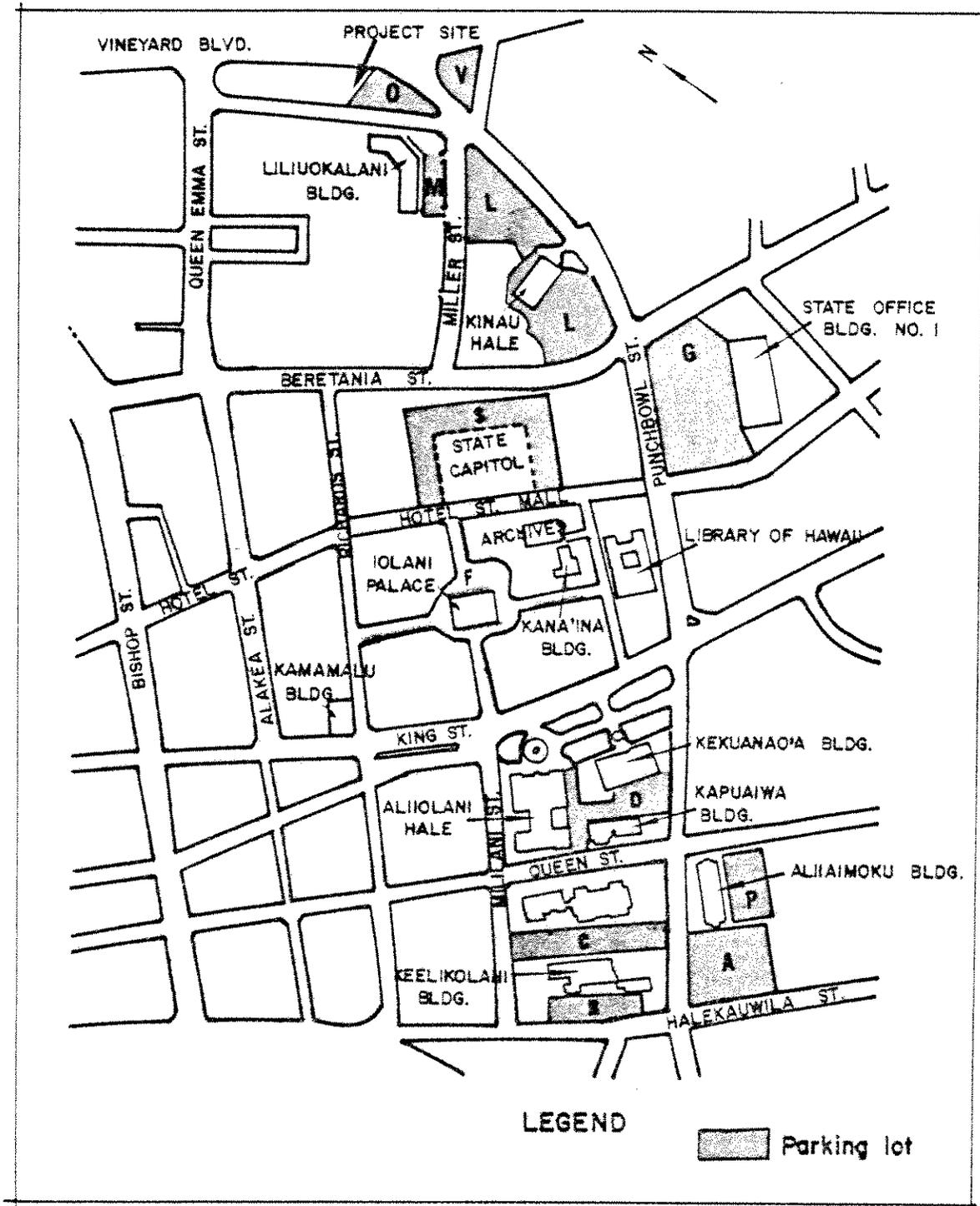


FIGURE 3. D.A.G.S. PARKING LOT SITES  
STATE CAPITAL DISTRICT





**FIGURE 4**  
**HAWAII STATE CAPITOL**  
**CIVIC CENTER MASTER PLAN**

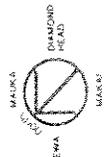
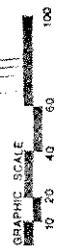
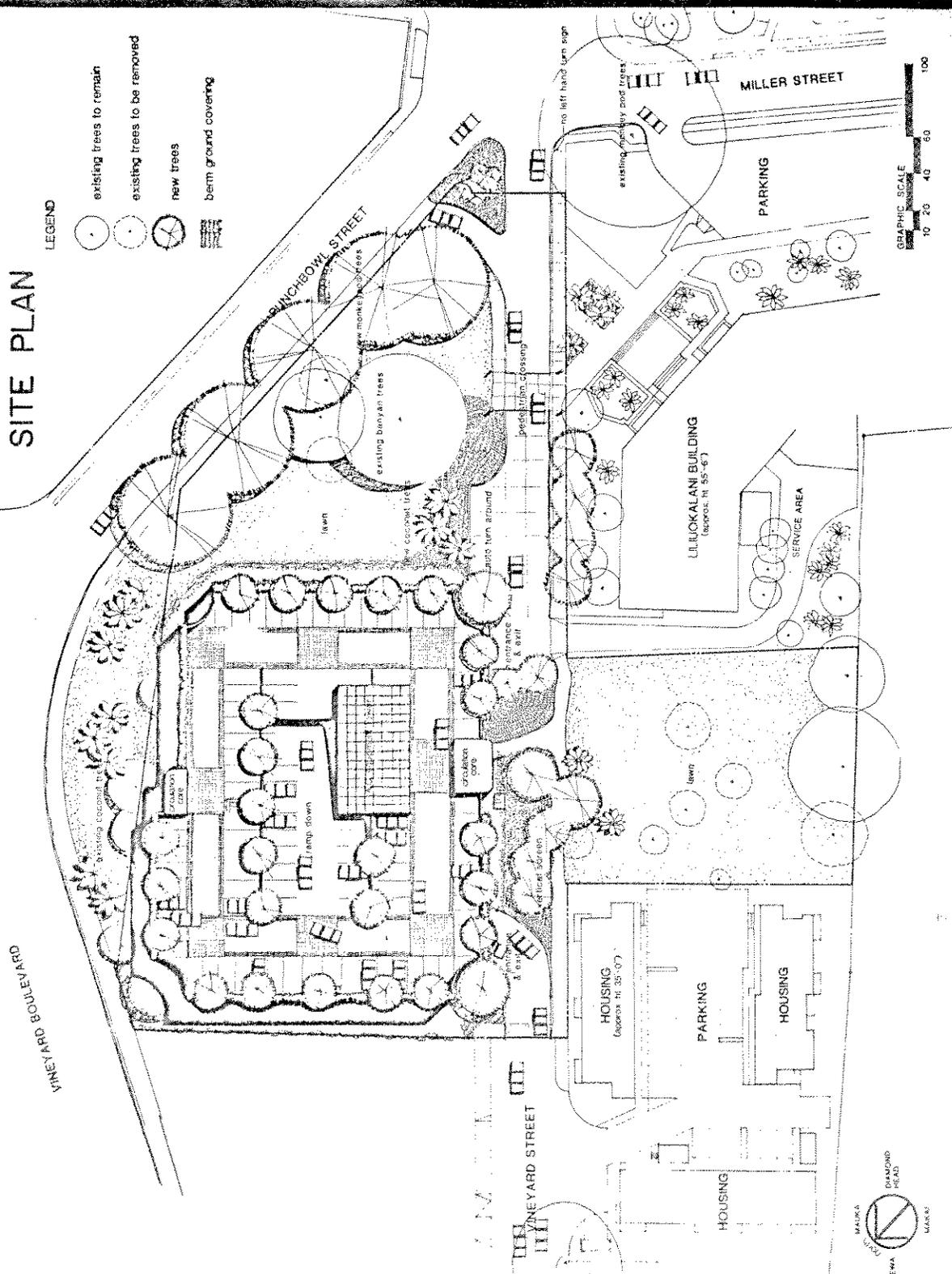
	Alternative
	A-3



FIGURE 3  
SITE PLAN

LEGEND

-  existing trees to remain
-  existing trees to be removed
-  new trees
-  berm ground covering





ment\* will be utilized. With air conditioning equipment, the total parking stalls will be 508, without A/C equipment the total will be 533.

The proposed garage structure will be constructed with reinforced concrete and will have "open" sides, allowing the prevailing trade winds to pass through the structure, utilizing natural ventilation. The fifth floor of the garage will be an open "roof-top" parking deck.

Other features within the garage structure will include: (1) ramps and turning areas, (2) elevator and stairways, (3) space for future air conditioning equipment for the adjacent Liliuokalani Building, (4) ingress and egress to Vineyard Street,\*\* and (5) metered parking stalls (approximately 83) for public use.

Floor plans, elevations, and sections for the proposed garage are provided as Figures 6, 7, 8, 9, and 10.

Other design criteria and features are discussed below.

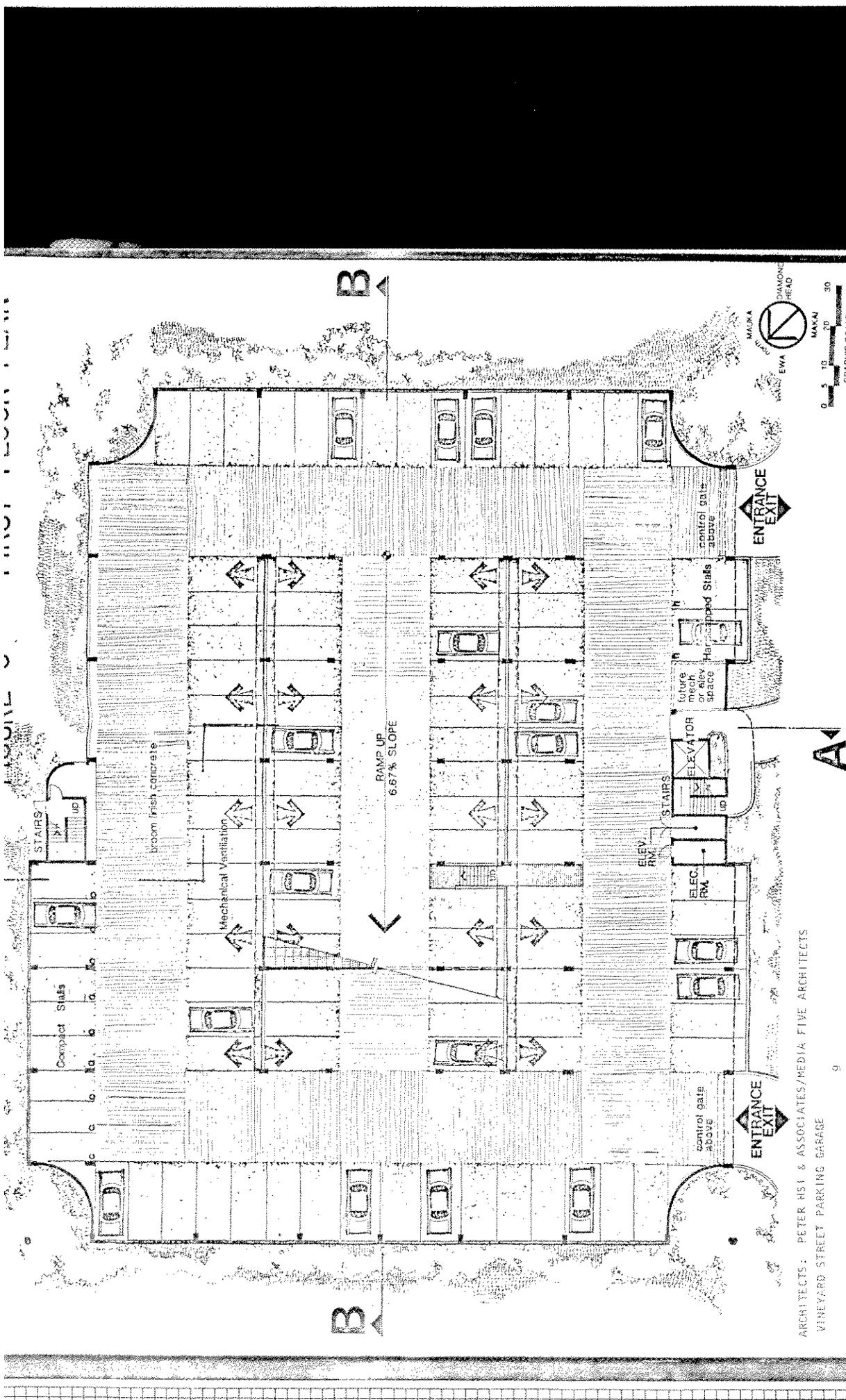
Street utilization. The parking structure plan calls for the closing of Vineyard Street to through traffic. Presently, Vineyard Street is a two-way, two-lane street, with one additional lane on each side (mauka and makai) used for on-street metered parking. The site plan for the garage (Figure 5) shows that the Vineyard Street will be incorporated into the landscaping plans. Earlier in the design studies, it was proposed that access be limited from Punchbowl Street only; however, the traffic study (Reference 7) indicated that such an action would eliminate the possibility of utilizing two thoroughfares (Punchbowl and Queen Emma Streets) for approaches to the garage. (Only one approach would have created greater queuing, especially on Punchbowl Street.) The present design would allow traffic from the garage to enter/exit from both the Punchbowl and Queen Emma Street; through traffic would then have to turn around or go through the garage in order to enter/exit from the opposite street.

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\* Air conditioning equipment to service the Liliuokalani Building.

\*\* No ingress/egress from Vineyard Boulevard will be provided due to the proximity of the major Vineyard Boulevard-Punchbowl Street intersection.

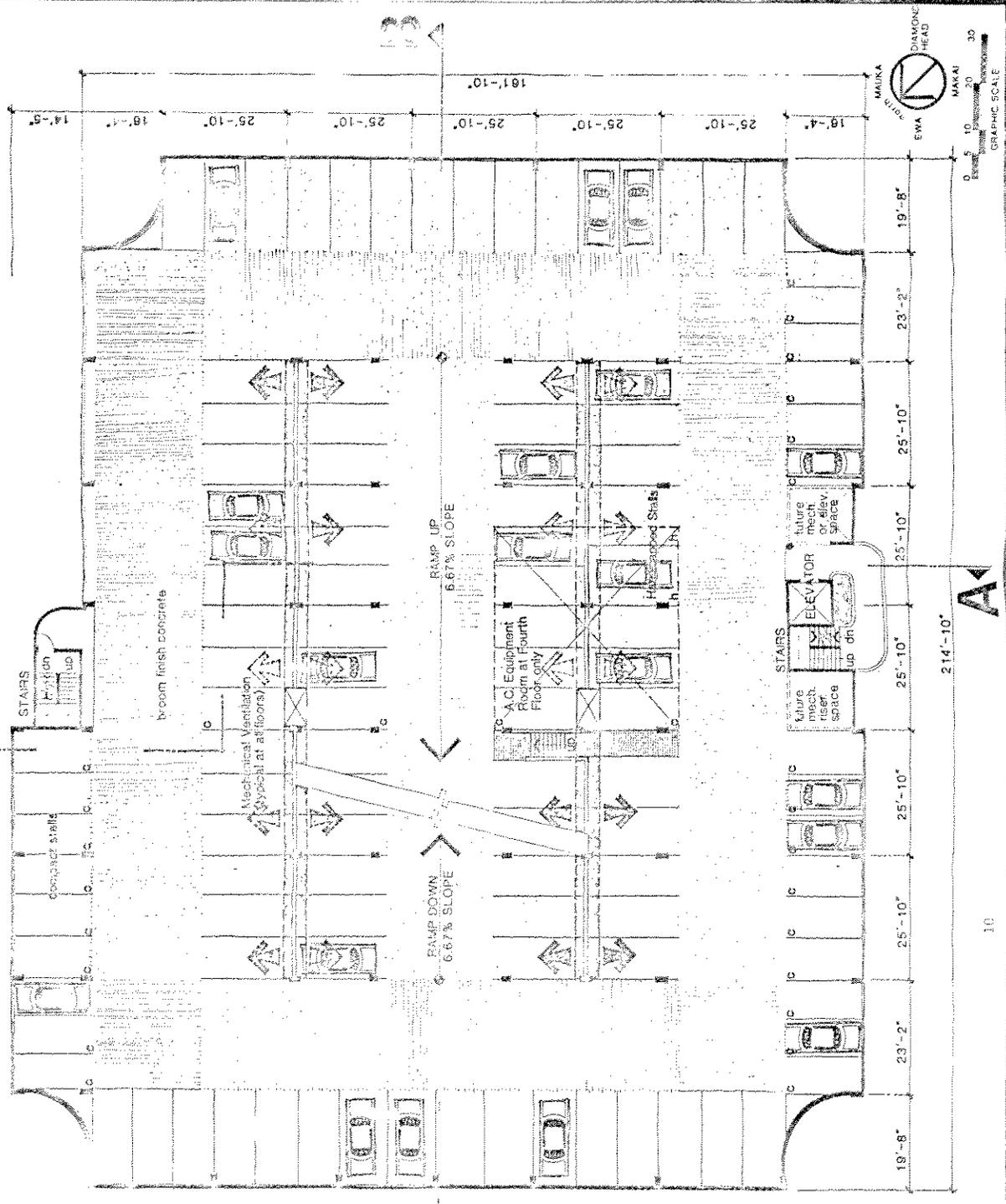




ARCHITECTS: PETER HSI & ASSOCIATES/MEDIA FIVE ARCHITECTS  
 VINEYARD STREET PARKING GARAGE

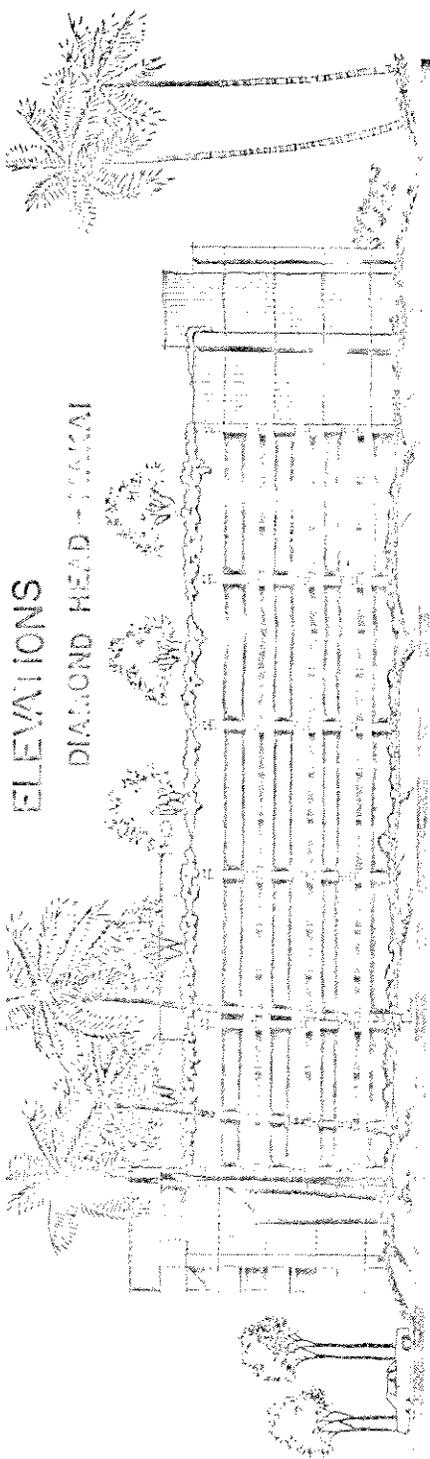


FIGURE 7 PLAN FOR UPPER FLOORS



GRAPHIC SCALE  
0 10 20 30  
Feet

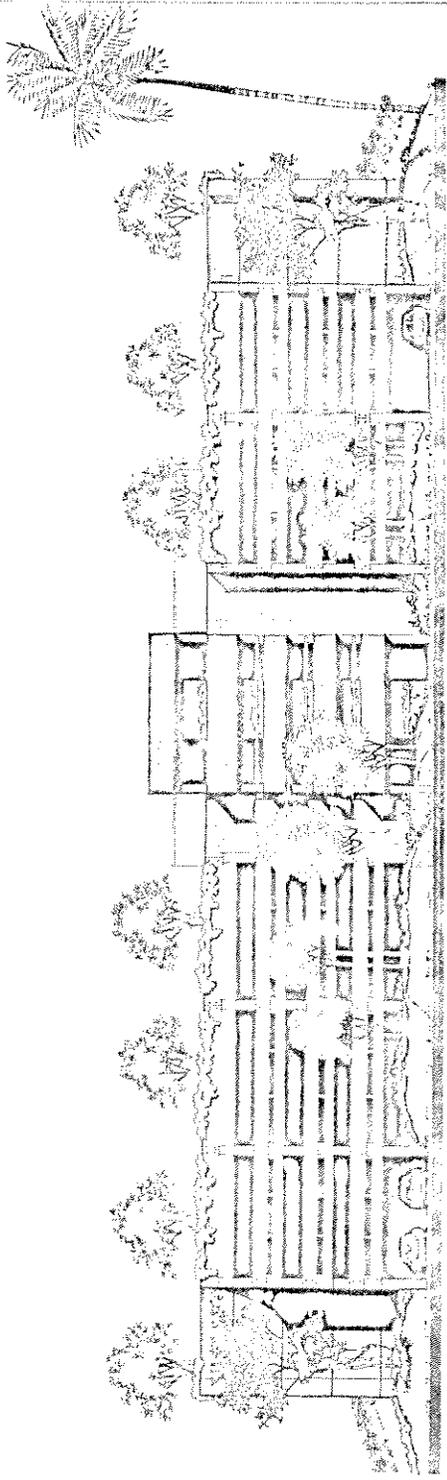




ELEVATIONS

DIAMOND HEAD - MAKAI

DIAMOND HEAD



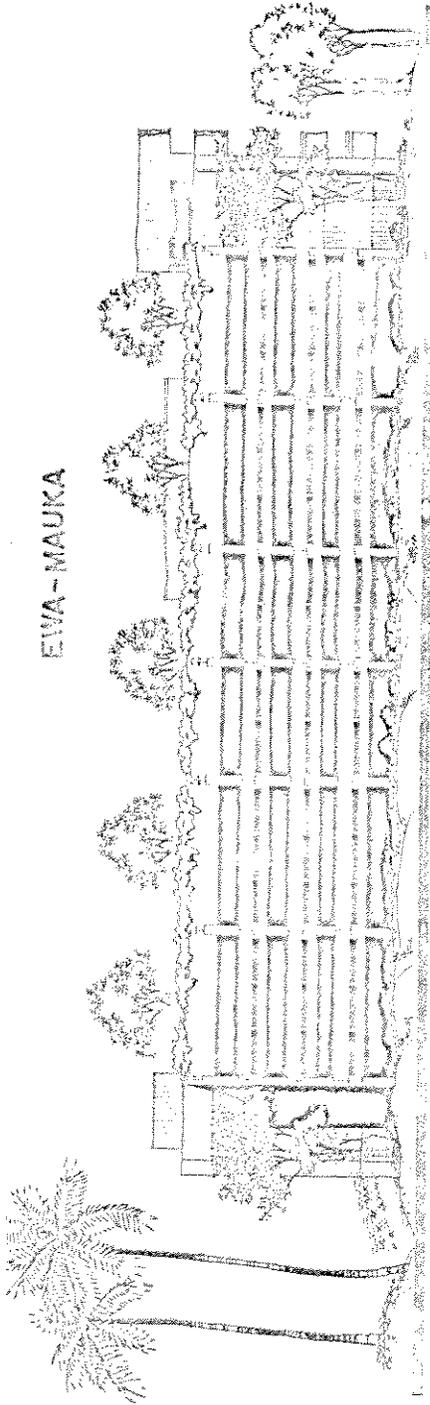
MAKAI

ARCHITECTS: PETER HSI & ASSOCIATES/MEDIA FIVE ARCHITECTS  
VINEYARD STREET PARKING GARAGE

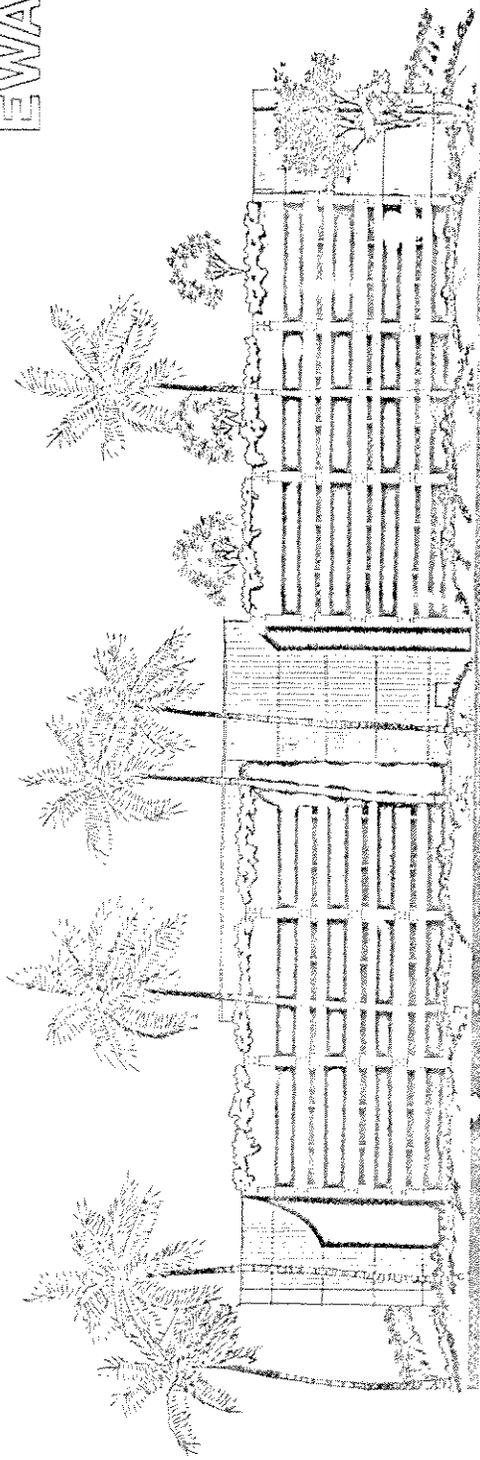




EWA - MAUKA



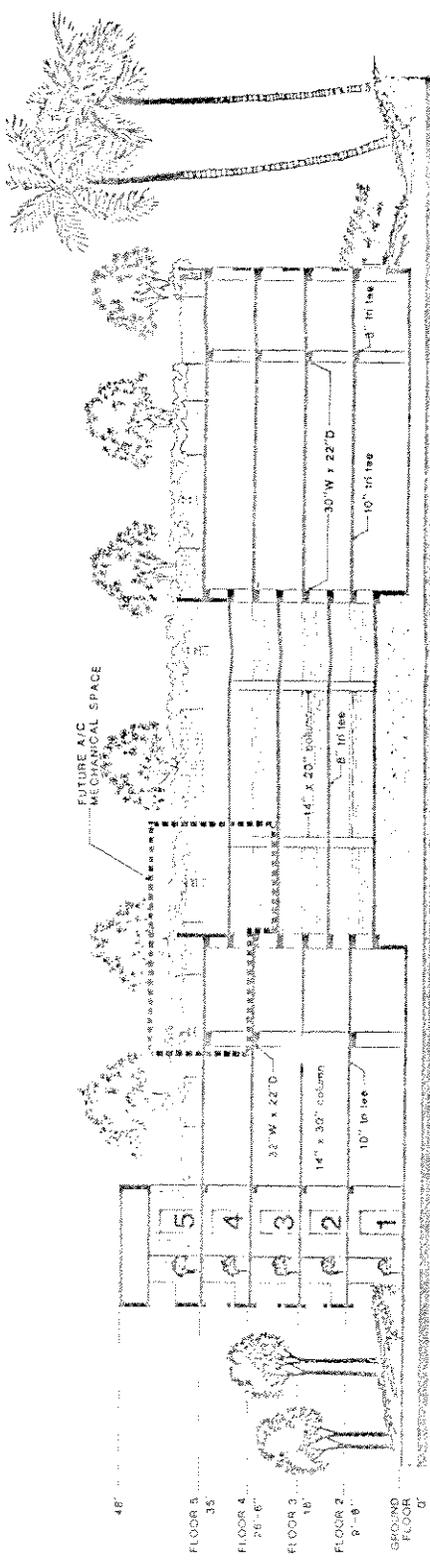
EWA



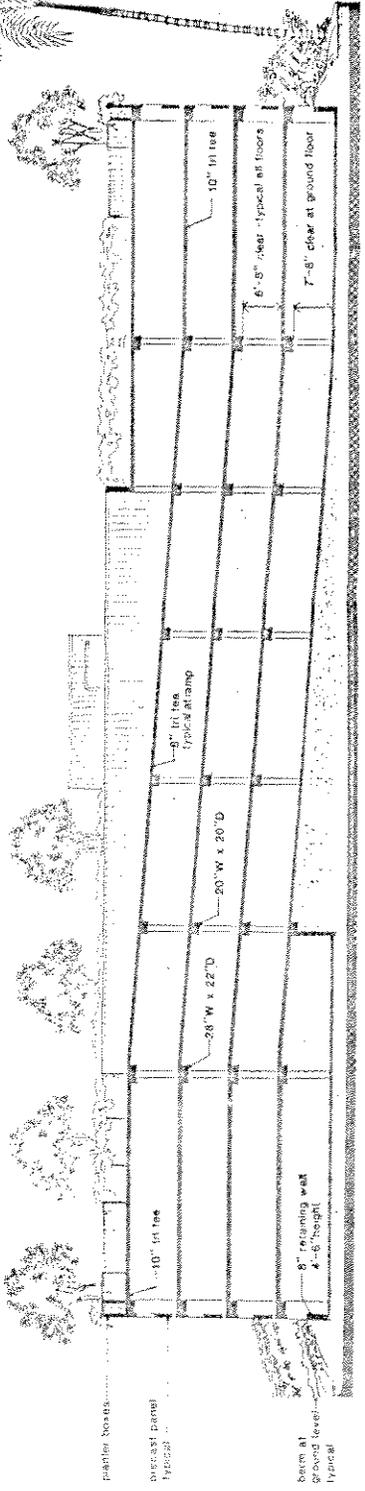
MAUKA

ARCHITECTS: PETER HSI & ASSOCIATES/MEDIA FIVE ARCHITECTS  
VINEYARD STREET PARKING GARAGE





# SECTION A-A



# SECTION B-B

ARCHITECTS: PETER HSI & ASSOCIATES/MEDIA FIVE ARCHITECTS  
 VINEYARD STREET PARKING GARAGE





Air conditioning equipment. As mentioned earlier, space for air conditioning equipment for Liliuokalani Building will be included in the garage structure.

Parking stall size. Standard, compact, and handicapped parking stalls will be provided. These parking stalls will be provided based on a survey of existing lots and determining the percentage of compact cars.

Parking meters. Parking meters will be provided for the public parking on the ground floor only.

Fire protection. No fire sprinkler system is required for the parking garage. Fire extinguishers will be provided where required. Fire hydrants will be retained and/or relocated depending on discussions with the Fire Department, City and County of Honolulu.

Housing in the adjacent lot. The housing (32 units) in the adjoining lot (See Figure 5) has been built and is separate from this proposed project. This housing has its own open space and parking lot. Fencing along the property line separating the housing and the garage site will be installed.

Security. Will be provided by the State Department of Accounting and General Services (DAGS), through the central security branch.

Parking surfaces. The ground level parking surface will be paved; the upper deck parking floors will have a concrete textured surface, rough enough to minimize automobile wheel slippage.

Control between public and state parking. The exterior/entry gate will effectively close off the entire parking structure during weekends and holidays. Signs will be posted to alert the public from not parking above the ground floor.

Lighting. Lighting will comply with OSHA minimum standards for parking levels. Since it will be an open parking garage, lighting

will be adequate during daylight hours. Additional lighting will be installed where required.

Water bibbs. Water bibbs are required for wash down and maintenance of the parking structure.

Open space and landscaping. Consistent with the State Capital Complex master plan and the Hawaii State Capital District Ordinance (Reference 2), the subject property will include ample (67 percent) open space and landscaping. Present plans call for the area makai of the garage to be utilized as a landscaped area for the Liliuokani Building. On the Diamond Head side of the garage, various shrubs, trees, and a lawn area will be planted. In both areas, existing specimen trees will be maintained, if healthy and consistent with the landscaping plans. Around the garage, various shrubs and trees will be planted to enhance the appearance of the garage structure. A lawn sprinkling system will be installed; maintenance for the landscaped areas will be provided by the State. Plant material will be consistent with plants presently utilized in the Capital District.

Utility requirements. Utility easement in Vineyard Street will be discussed with the appropriate agencies.

Site work. Although no specific construction specifications have been prepared, the following general construction work items are anticipated:

1. The site will be cleared of all structures and existing vegetation (except some of the specimen trees which will be integrated into the landscaping plans).
2. Improvements/relocation of existing utilities may be necessary. Each utility line/easement will be evaluated on the basis of its adequacy to serve the needs of the project and wherever necessary

improvements/relocations will be made to meet with the Building Code Standards and other appropriate guidelines.

3. Specific and definitive soils tests will be conducted to determine soil suitability to meet Building Code Standards. After soil corings are evaluated, fill material, if necessary, for the foundation and drive-ways will be determined.
4. Grading will be minimal based on the existing urban uses and the level terrain. Consequently, no mass grading should be required prior to or after completion of the garage.
5. Construction of the garage, paving, and landscaping.

D. Use of Public Lands and Funds

The land is owned by the State. Cost of constructing the parking structure will be funded with Act 243/78, K-6, Vineyard Street Garage. Landscaping improvements beyond the structure footprint will be funded with Act 226/76, K-22, Implementation of Hawaii State Capital Complex master plan, including Landscaping and General Site Improvements. There are two different types of funding sources: (1) the garage will be financed with reimbursible general obligation bond funds, these funds will be reimbursed by the monthly fees paid by State employees for parking privileges will eventually repay this funding source; (2) the site improvements (landscaping) will be financed by general obligation bonds.

The total cost of the structure is estimated to be \$4,800,000. The cost of the landscaping is estimated to be \$150,000. Maintenance will be provided by the State.

E. Phasing and Timing

The proposed project will be completed in one phase. Pending availability of funds, construction is expected to commence in the Fall of 1980. Construction is estimated to take 12 months. Demolition of the existing wooden structures on the property will occur prior to construction; these old wooden houses constitute a fire hazard and their demolition has been approved.

F. Project Background

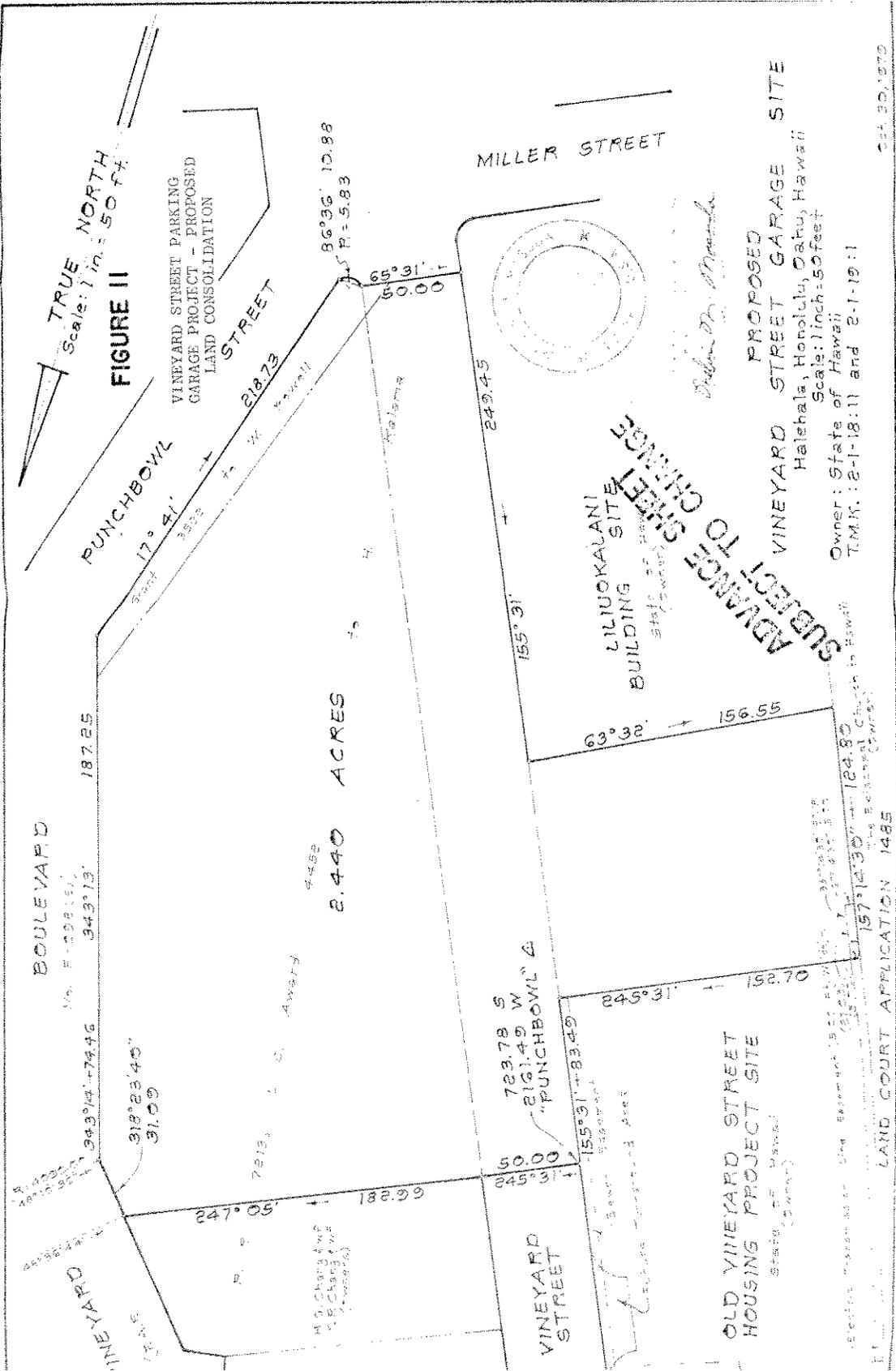
The proposed project was initiated in late 1970 with the acquisition of the property. Because of opposition by tenants on the site, the relocation program was delayed. However, this problem has been amicably settled by the State with the cooperation of the tenants and only one commercial tenant is still on the site as of November, 1979. This tenant has a new site and is in the process of moving.

II. DESCRIPTION OF THE EXISTING SITE CONDITION

A. General Site Conditions

The 2.44 acre site consists of three parcels of land, one of which is presently a portion of Vineyard Street (22,614 square feet). This portion is included in the project site, since Vineyard Street will be abandoned. It should also be noted that DAGS is in the process of consolidating the property, as indicated by Figure 11, Land Court Application 1485.

The largest parcel (approximately 80,000+ square feet) is bound by a Shell Service Station at the Ewa end, Punchbowl Street at the Diamond Head end, Vineyard Boulevard on the mauka side, and Vineyard Street on the makai side. It lies approximately 24 feet above mean sea level, and is generally flat except for a 10+ foot strip along Vineyard Boulevard which steeply slopes down to the site. Vehicular access to this parcel is via Vineyard Street.



TRUE NORTH  
Scale: 1 in. = 50 ft.

FIGURE II

VINEYARD STREET PARKING GARAGE PROJECT - PROPOSED LAND CONSOLIDATION

MILLER STREET

LILIUOKALANI BUILDING SITE  
SUBJECT TO CHANGE  
ADVANCE SHEET

PROPOSED VINEYARD STREET GARAGE SITE

Halehala, Honolulu, Oahu, Hawaii

Owner: State of Hawaii  
Scale: 1 inch = 50 feet  
TMN: 2-1-18:11 and 2-1-19:1

BOULEVARD

187.25

2.440 ACRES

723.78 S  
2131.49 W  
"PUNCHBOWL" Δ

OLD VINEYARD STREET HOUSING PROJECT SITE

LAND COURT APPLICATION 1485

2-1-20:18:19

10" x 16" = 1.0 50 FT.



The third parcel, located makai, across the first parcel is approximately 19,000± square feet, and is level at the same elevation. It is bounded by the OVSR housing project on the Ewa side, the State's Liliuokalani Building on the Diamond Head side, Vineyard Street on the mauka end, and Saint Andrews Priory School on the makai end.

There are three substandard, deteriorating wooden residential structures in the smaller of the two parcels. The interior of these buildings contain abandoned and broken home furnishings, garage sheds are found adjacent to two of these structures. Various mature trees and once-cultivated plants can be seen adjacent to the structures. No significant overgrowth of weeds were noted.

The larger parcel contains several commercial and residential buildings (See Figure 12). In general, these structures are vacant and appear to rapidly deteriorating due to non-use and, perhaps vandalism. As in the case of the wooden structures in the smaller parcel, trash and remnant home furnishings are evident under and inside these structures. Common house plants, fruit and flowering trees, and ornamental plants, are found next to the residential structures. Lawn grass and shrubs appear to be maintained in various areas. A portion of this parcel is used by the State for a paved parking area for approximately 40 cars. Fauna and avifauna are species commonly found in the area.

#### B. Physical Geography

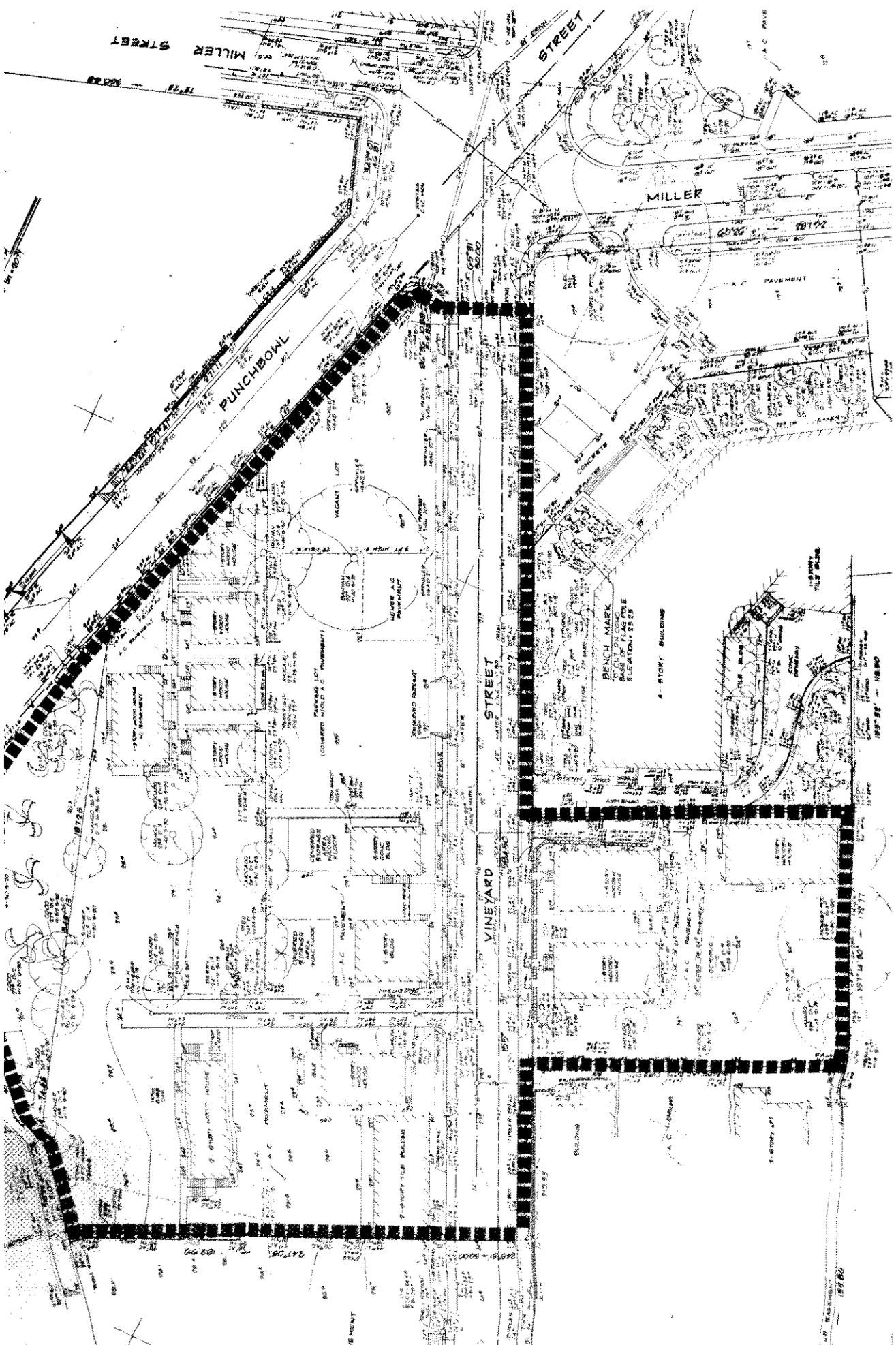
Soils. The soil of the project site and the surrounding area is identified as MkA, Makiki clay loam, 0 to 2 percent slopes, by the publication, Soil Survey of (the) Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii. (Reference 3).

Preliminary observations based on soil test borings from the site (as described in correspondence dated November 26, 1979 from F.G.E., Ltd.) indicate the following conditions.

"The test borings indicate that the site is covered with a mantle of 1 to 3 feet of poorly compacted fill, the thickest portion of which occurs within the buried basements of the previous dwellings."

"The fill is underlain by black sand deposits of the Honolulu Volcanic Series which extend to depths of 13 to 17 feet below the ground surface along the northern site boundary and 8 to 11 feet along the souther perimeter.







The upper 10 to 12 feet of this layer consists of sandy and clayey silts of stiff to very hard consistency."

"The lower 3 to 6 feet consists of loose to dense coarse black sand."

In regards to the soils ability to support the structure, the soils consultant (F.G.E., Ltd.) states that: " Although exact design information and column loadings are not yet available, our investigation indicates the site is underlain by relatively competent soils at the anticipated foundation bearing levels which would permit the use of spread foundations....We do not anticipate that pile foundations or other special support methods will be required."

Climate. The climate of the Honolulu downtown area is typical of the leeward lowlands of Oahu. The area is characterized by abundant sunshine, persistent trade winds (80+ percent of the time), relatively constant temperatures, moderate humidity levels and the infrequency of severe storms.

The prevailing wind throughout the year is the northeasterly trade wind, although its average frequency varies from more than 90 percent during the summer months to only 50 percent in January. The monthly mean velocity of the wind varies between 10 and 15 miles per hour.

Rainfall is relatively low, averaging approximately 30 inches a year. However, monthly rainfall variations are considerable. During the cooler winter season when occasional major storms provide much of the rain, monthly quantities of the rainfall are more variable than in the summer season when the rain occurs primarily from showers that form as the moist trade winds pass over the mountains (orographic rainfall). This trade wind rainfall occurs more frequently at night; daytime showers are usually light. On the average, about 50 percent of the total annual rainfall occurs during the three wettest months--December through February.

Temperatures are uniform, the monthly range in temperature between the warmest months (August and September) and the coolest months (January and February) averages only 7° F. Daily maximum temperatures range from the high 70's in the winter to the mid-80's in the summer; the daily minimum temperatures run from the mid-60's in the winter to the low 70's during the summer.

The persistence of the northeasterly trade winds results in moderate humidity even in the warmest months. However, when the trades diminish or give way to southerly winds, a situation known locally as "kona weather" occurs, during this condition the humidity may become oppressively high.

(Source of climatic information, Reference 4).

Flora. As mentioned previously, there are several common trees and ornamental plants found throughout the site. A list of plants and trees found at the project site is provided below; no scientific names are provided due to the common species found. Additionally, no detailed botanical survey was undertaken because of the non-indigeneous nature of the flora.

<u>Plant/Tree Common Name</u>	<u>Approximate Number</u>
Mock orange	Several
Christmas berry tree	1
Chinese violet plant	Several
Ixora	1
Green and Red Ti plants	Several
Common wild shower trees	3
Indian banyan tree	1
Chinese banyan tree	1
Coconut trees	Several
Orange tree	2
Papaya tree	2
Croton plants	Several
Guava tree	1
Banana trees	1
Aloe plant	1
Monkey pod trees	Several

(This is not a complete listing of plants/trees on the project site; it provides various species or observed plants and excludes weeds, shrubbery, lawn grasses.)

Additionally, it is noted that none of these plants are proposed to be on the Federal list of rare or endangered plant species. These plants and trees are exotic species planted and/or cultivated by

man during his occupation of the site over several decades. No trees on the site are listed in the City and County of Honolulu's Ordinance 78-91, relating to exceptional trees.

Fauna. Observed fauna on the site includes domestic cats, and house mice; other fauna which may exist on the project site are rats and mongooses. Observed avifauna (birdlife) on the project site include barred dove, house sparrow, mynah; other birds not observed, but likely to nest or feed in the area includes the spotted dove, pigeons, white-eye, ricebirds, mockingbirds, cardinals, and spotted dove. These species of birds are common and exotic, and are well adapted to man's urban environment. They are found commonly in the area; none are identified as indigeneous, rare, or endangered.

#### C. Environmental Considerations

Water quality. There are no rivers or oceans in the vicinity of the project site. Drainage is provided by the municipal drainage system. The project site lies in an area of minimal flooding and is not subject to flooding from the 100-year storm which is an event having one percent chance of being equalled or exceeded in any given year.

Existing ambient air quality. The following information is used, without quotations, from Reference 5, Air Quality Impact Analysis for the Proposed Vineyard Street Parking Garage, prepared by Barry D. Root, air pollution consultant. This study is available at the Environmental Quality Commission office for review. The air impact study was based on initial plans provided which indicated a maximum of 552 parking spaces in the proposed garage. Consequently, the maximum number of parking spaces in the new plans call for a maximum total of 533. This reduction is insignificant and would not alter the findings of the air impact study.

The State Department of Health maintains a long-term air pollutant monitoring station at Kinau Hale on the mauka/Ewa corner of Punchbowl and Beretania Streets. A summary of recent pollutant readings at this site is presented in Table I. Since the project site is located virtually in the same block as the proposed project these values can be considered to be representative of existing air quality in the project area.

TABLE 1

SUMMARY OF AIR POLLUTANT MEASUREMENTS AT KINAU HALE  
(DEPARTMENT OF HEALTH LAB) - PUNCHBOWL AND BERETANIA STREETS

POLLUTANT	1975	1976	1977	1978	1979 <sup>a</sup>
<b>PARTICULATE MATTER<sup>b</sup></b>					
No. of Samples (24-hour)	200	74	57	60	29
Range	12-96	19-62	14-51	14-53	22-62
Average	40	34	31	29	36
No. of times State AQS Exceeded	0	0	0	0	0
<b>SULFUR OXIDES<sup>b</sup></b>					
No. of samples (24-hour)	91	71	59	61	28
Range	<5-31	<5-51	<5-53	<5-44	<5-42
Average	9	23	17	18	23
No. of times State AQS Exceeded	0	0	0	0	0
<b>NITROGEN DIOXIDE<sup>b</sup></b>					
No. of samples (24-hour)	91	22*			
Range	16-70	5-29			
Average	33	14			
No. of times State AQS Exceeded	0	0			
<b>CARBON MONOXIDE<sup>c</sup></b>					
No. of sampling days	169	355	359	365	168
Range values (1-hour)	0.9-27.4	.5-24.2	0-19.6	0-20.7	0-17.3
Average value (1-hour)	6.6	5.4	3.5	3.1	3.1
No. of times State AQS Exceeded	35	41	22	19	10
<b>OXIDANT (OZONE)<sup>b</sup></b>					
No. of sampling days	234	322	300	284	173
Range values (1-hour)	6-65	2-127	4-61	10-84	10-78
Average value (1-hour)	25	40	25	33	44
No. of times State AQS Exceeded	0	1	0	0	0

\* Sampling discontinued 4/1/76

<sup>a</sup> through 6/79<sup>b</sup> micrograms per cubic meter<sup>c</sup> milligrams per cubic meter

Source: State of Hawaii Department of Health

From the measurements shown in Table 1 only carbon monoxide appears to present a problem in terms of concentrations in excess of the allowable State of Hawaii Air Quality Standards (See Table 2) of 10 milligrams per cubic meter ( $\text{mg}/\text{m}^3$ ). The comparable one-hour Federal Standard (also found on Table 2) is  $40 \text{ mg}/\text{m}^3$ , a value which has been exceeded only once at the Kinau Hale site since the standard was set in the early 1970's. Since 1975 peak hour carbon monoxide readings have been slowly decreasing. This is an indication that the implementation of Federal carbon monoxide emission controls is having a modest, but measureable, effect on prevailing carbon monoxide concentrations in the area. Present one hour maximums are only about half of the allowable Federal limit.

Existing noise environment. A study entitled, "Noise Impact Study for the Proposed Vineyard Street Parking Garage," (Reference 6) was prepared by Darby-Ebisu and Associates, Inc., acoustical consultants, for this Environmental Impact Statement. The study, prepared in October, 1979, is the source of the information provided below. Copies of the study are filed and available for review at the Environmental Quality Commission office.

Exterior noise measurements were obtained along Vineyard Street fronting the new housing units (approximately 22 feet from the center-line of Vineyard Street). Noise measurements were performed on September 21, 1979 from 08:20 to 09:20 AM. Local traffic on Vineyard Street generated hourly equivalent sound levels ( $L_{eq}$ )\* of 56.6 dB and other distant noise sources (aircraft, sirens, traffic on Vineyard Boulevard, and traffic on Punchbowl Street) generated hourly equivalent sound levels of 59.2 dB. Minimum background ambient noise levels of 51 to 53 dB were recorded during quiet periods, with a maximum noise level of 85 dB recorded during a noisy jet aircraft flyby. Overall, the noise environment at the new housing units, which front Vineyard Street and are approximately 60 feet from the proposed parking structure, is relatively quiet for an urban neighborhood location.

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\* All noise levels (in decibels or dB) represent A-weighted levels.

TABLE 2  
SUMMARY OF  
STATE OF HAWAII AND FEDERAL AMBIENT AIR QUALITY STANDARDS

<u>POLLUTANT</u>	<u>SAMPLING PERIOD</u>	<u>FEDERAL STANDARDS</u>		<u>STATE STANDARDS</u>
		<u>PRIMARY</u>	<u>SECONDARY</u>	
1. Suspended particulate matter (micrograms per cubic meter)	Annual Geometric Mean	75	60	-
	Annual Arithmetic Mean	-	-	55
	Maximum Average in any 24 hours	260	150	100
2. Sulfur Dioxide (micrograms per cubic meter)	Annual Arithmetic Mean	80	-	20
	Maximum Average in any 24 hours	365	-	80
	Maximum Average in any 3 hours		1300	400
3. Carbon Monoxide (milligrams per cubic meter)	Maximum Average in any 8 hours		10	5
	Maximum Average in any 1 hour		40	10
4. Hydrocarbons Non-methane (micrograms per cubic meter)	Maximum Average in any 3 hours		160	100
5. Ozone (micrograms per cubic meter)	Maximum Average in any 1 hour		240	100
6. Nitrogen Dioxide (micrograms per cubic meter)	Annual Arithmetic Mean		100	70
	Maximum Average in any 24 hours		-	150
7. Airborne Lead (micrograms per cubic meter)	Average Over 3 Months		1.5	1.5

Source: 40 Code of Federal Regulations, Part 50 and State of Hawaii Public Health Rule and Regulations, Chapter 42.

Additional noise measurements were also performed at 50 feet distance from the centerline of Punchbowl Street on the site of the proposed Historic Precinct Open Space (See Figure 13). As anticipated, measured hourly equivalent noise levels were between 65 and 66 dB, and existing traffic noise was the dominant noise source along the Punchbowl Street side of the proposed garage.

Aesthetics. Aesthetics are highly subjective and a determination of whether a site or view corridor is aesthetically pleasing or attractive will result in a wide range of individual opinion. Below, the matter of aesthetics is discussed based on an architectural standpoint of view corridors and scenic vistas. Much of the discussion draws from the State Capital Complex master plan (Reference 1) and its statements relating to view corridors.

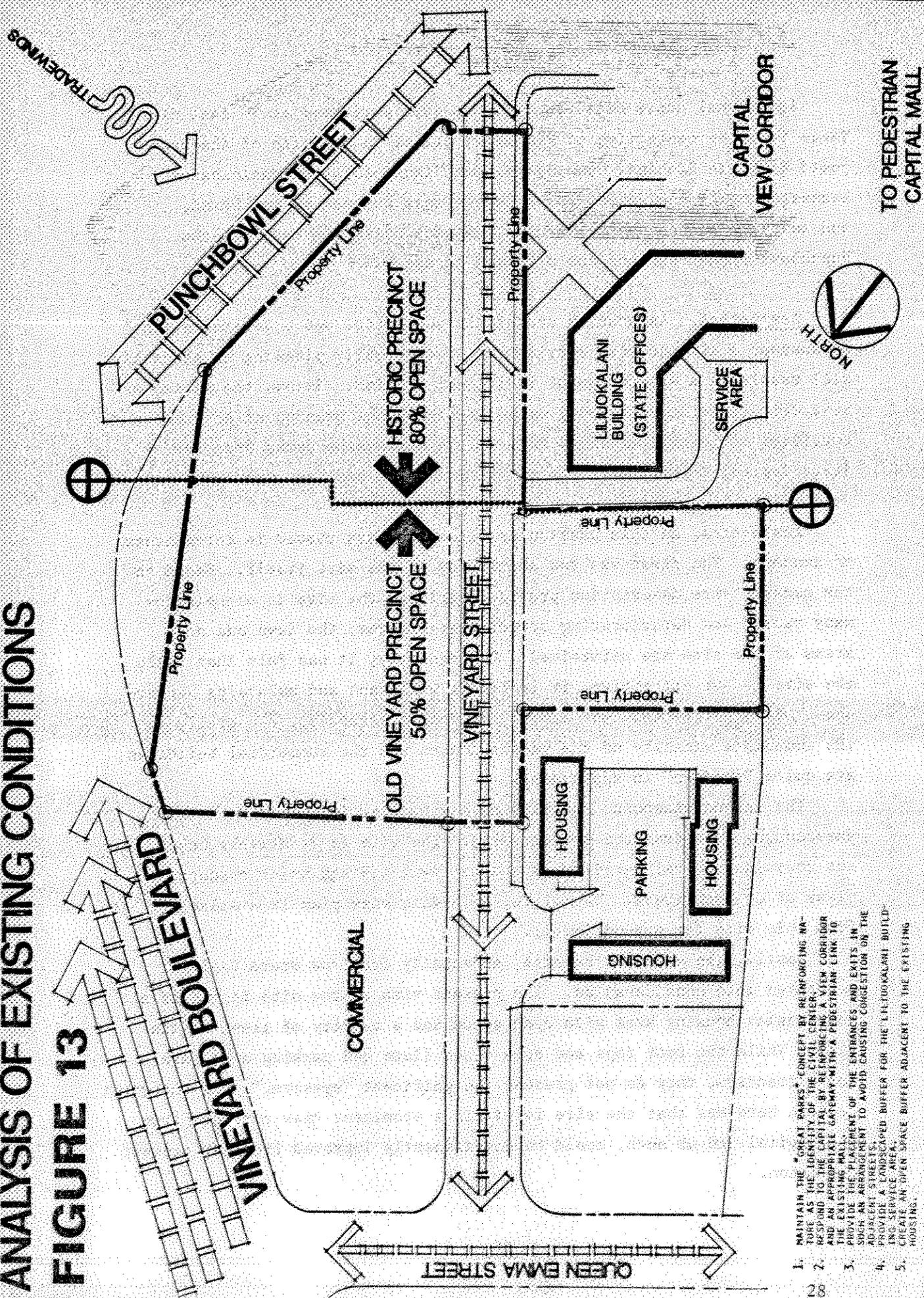
Aesthetics, in this particular situation, was viewed in three areas of concern. The first was the aesthetics of the site itself. Based on the general site description provided earlier, the site is occupied by many vacant and deteriorating structures; however, the lawn and open areas of the site are maintained. Consequently, it was felt that while the site is not attractive, it is fairly well kept and maintains appearances of a residential-type area. Portions of the site, especially in the immediate vicinity of the vacant houses and the commercial buildings, are quite "rundown" in appearance.

The second viewpoint relating to aesthetics, is the view of the surrounding area from the project site. The site is relatively level and contains several large trees and nearby buildings which obscures views of distant areas. Therefore, no scenic view plan is available from this site (at ground level).

Lastly, the view of the site, especially from the State Capitol, was taken into consideration. The present view of the site is one of a low density housing area with open space and a variety of trees on the site. While the roof tops and open space (lawn and parking area) are not attractive, they do not present a significant "eyesore." The important concern here was that the site is within a prominent view corridor from the Capital and as such, could be significantly improved from its present condition.

# ANALYSIS OF EXISTING CONDITIONS

## FIGURE 13



1. MAINTAIN THE "GREAT PARKS" CONCEPT BY REINFORCING NATURE AS THE IDENTITY OF THE CIVIL CENTER.
2. RESPOND TO THE CAPITAL BY REINFORCING A VIEW CORRIDOR AND AN APPROPRIATE GATEWAY WITH A PEDESTRIAN LINK TO THE EXISTING MALL.
3. PROVIDE THE PLACEMENT OF THE ENTRANCES AND EXITS IN ADJACENT STREETS SUCH AN ARRANGEMENT TO AVOID CAUSING CONGESTION ON THE CAPITAL.
4. PROVIDE A LANDSCAPED BUFFER FOR THE LIJUKALANI BUILDING SERVICE AREA.
5. CREATE AN OPEN SPACE BUFFER ADJACENT TO THE EXISTING HOUSING.

CAPITAL VIEW CORRIDOR

TO PEDESTRIAN CAPITAL MALL

D. Services and Facilities Available to the Site

The urbanized character of the site and the surrounding area provides access to existing utilities and governmental facilities and services. The parcel is serviced by a full scope of utilities (having once been in a commercial/residential use). The parking structure will have limited use of these utilities with the exception of water (for watering the plants), and some electrical power. Sewage, telephone lines, solid waste disposal (from the County) will not be utilized by the proposed project.

Utility lines exist along Vineyard Street (See Figure 14). These include water lines, sewage lines, and overhead electrical and telephone lines.

Police and fire protection are emergency oriented services which are available within five minutes from the time of the initial contact. Because of the nature of the proposed action, discussion on other public facilities and services such as schools, parks, and shopping areas are not applicable.

E. Historical/Archaeological Sites

Because of man's previous disturbance and occupation of the project site, no historical and/or archaeological remains are present within the site. Buildings on the site, are not architecturally exceptional, nor do they meet the 50-year age requirement for a historical structure.

F. Socioeconomic Profile of the Surrounding Area

The area (State Capital District) is dominated by governmental buildings which provide administrative-oriented employment for approximately 2,500 governmental (State and County) employees. Other uses in the District includes commercial buildings and offices, public facilities (libraries, Iolani Palace), and some residential. In the immediate vicinity of the project, the OVSR housing project includes a total of 32-units (fourteen 1-bedroom units, thirteen 2-bedroom units, and five 3-bedroom units). This housing project was brought about as a result of the need to find suitable



homes for tenants dislocated by the land acquisition stage of this project. Approximately 120 persons are located in this project. The proximity of this housing to the project site will create certain temporary adverse impact on this population; however, these impacts are described later in this Environmental Impact Statement. Because of the assistance of the State of Hawaii Housing Authority and the U.S. Department of Housing and Urban Development, the families residing in the project must qualify as moderate income families. Further demographic detail of the 120 persons is not available nor found to be applicable in the evaluating of environmental impact.

#### G. Streets and Traffic Considerations

A "Traffic Impact Statement for Vineyard Street Parking Garage," (Reference 7) was prepared by Henry T. Au, consulting engineer, for this Environmental Impact Statement. The information below is based on Au's discussion of existing street and traffic considerations in and affecting the project site. Au's study is filed with the Environmental Quality Commission and is available for review at their office.

Access routes and streets surrounding the site. Access routes over which traffic approaches the parking facility, streets surrounding the site and the proper placement of entrances and exits are important factors in the design and location of a parking facility. As shown on Figure 2, the access routes and streets surrounding the site consist of Vineyard Boulevard, Queen Emma Street, Pali Highway, Vineyard Street, Punchbowl Street, and South Beretania Street. Vineyard Street is a local street primarily for access to abutting properties.

Traffic volumes on adjacent streets. Traffic volume information and data on streets surrounding the site were taken from traffic volume counts collected by the Department of Transportation Services of the City and County of Honolulu and are shown in Appendix A. These counts were taken for each 15 minute period during the entire 24 hours of the day.

The traffic volumes collected in 1970 were compared with the 1973 or 1972 traffic volumes for those streets where traffic counts were made

in 1973 or 1972. These data are set forth in Appendix A. The comparison indicates that there is generally a continuing increase in the volume of traffic on nearly all the access routes and streets surrounding the site.

On Punchbowl Street, between Vineyard Boulevard and South Beretania Street, the 24 hour traffic volumes, as well as, the peak hour volumes remained relatively stable between 1973 and 1979, a period of 6 years. This may be explained by the fact that when a roadway is operating at or beyond capacity, traffic will seek its own level, much as water and the motoring public will find its own alternate route to avoid using Punchbowl Street.

On South Beretania Street, between Queen Emma Street and Pali Highway, the 24 hour volume increased by 25.75 percent or 4.54 percent per year between 1973 and 1979, whereas the PM peak hour volume increased at a faster rate of 5.83 percent per year. This suggests that South Beretania Street is not yet operating at capacity. However, if traffic volumes continue to increase at the same rate, South Beretania Street will be operating at capacity within the near future.

Of all the access routes, Queen Emma Street carries the lightest volume. The majority of the traffic traveling mauka on Queen Emma Street from the Central Business District and Civic Center enter Pali Highway through Kukui Street. The peak hour volume for both directions on Queen Emma Street at Vineyard Street is 1,171 compared to 1,562 on Punchbowl Street.

### III. PROBABLE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

#### A. Impact on the Site's Physical Geography

As indicated earlier, the site has been disturbed and urbanized for many decades. Physical impact on the topography, soils, and climatic conditions are felt to be negligible. The topography will be unaltered; the soils will probably be supplemented with additional topsoil to enhance plant growth. These changes are typical of man's occupation of

an urban site and, as such, are not found to be adverse or significant. Climatically, local wind patterns will alter in the direct vicinity of the area due to the building's mass and landscaping. Again, this is a common impact for all buildings and these local wind changes are not expected to be significant nor adverse. Other climatic aspects such as humidity, wind speed and direction, rainfall, and sunlight are controlled by factors which will not be affected by this project.

B. Impact on Flora and Fauna

Because of the common nature of the flora and fauna on the project site, it is found that the proposed action will not significantly or adversely effect rare or endangered species of flora and fauna. The loss of plantings will be partly compensated by the open and landscaped areas to be developed on the site. Additionally, certain specimen trees will be preserved.

Avifauna will be disturbed and may even relocate during construction; however, these birds can find other nesting areas in the trees which will be preserved or find comparable nesting areas in the surrounding area. In many cases of urban development, once construction is completed the avifauna often returns to the area.

C. Impact on Water Quality

Impact on water quality will be minimal. There will be no additional surface water runoff from paved surfaces of the proposed garage since the site was previously in a commercial/residential use. Additionally, the water quality of the runoff should not differ. Surface runoff will be collected by on-site catch basins and funneled into the drainage facilities along Punchbowl Street. On-site and off-site drainage plans for the proposed garage will be coordinated with the Department of Public Works, City and County of Honolulu. Open space and landscaped areas will absorb surface water runoff and will likely reduce the quantity of surface water runoff from the project site.

D. Impact on Air Quality

(Source of information - Reference 5.)

Short term emissions from project construction. During the construction phase of this project it is inevitable that a certain amount of fugitive dust will be generated by demolition and dirt moving and hauling operations as well as the garage construction. Since the proposed project site is nearly level and only a small portion of the total site will be used for the construction of the garage, fugitive dust emissions should be minimal. Construction of the Queen's Hospital Parking Garage took place in the same general area (upwind from the Department of Health sampling site during prevailing trade winds) with little impact on suspended particulate matter readings. No concentrations in excess of allowable State of Hawaii Air Quality Standards were recorded. Mitigative measures for fugitive dust control are discussed in Section VII.

Vehicular emissions. The proposed parking garage will not, in itself, constitute a direct source of air pollutant emissions, but by serving as an attraction for motor vehicle traffic the garage becomes an indirect source of increased air pollutant emissions in the Vineyard Street project area. Motor vehicles, especially those with gasoline-powered internal combustion engines, are prodigious of hydrocarbons and nitrogen oxides. Vehicles operating by the use of fuel which contains lead as an additive also create measurable amounts of airborne lead.

Vehicular traffic will primarily produce carbon monoxide, hydrocarbons, nitrogen oxides, and airborne lead. Federal emissions regulations should ensure future reductions in these emissions, but carbon monoxide emissions and resulting concentrations could pose some problems. The State of Hawaii one-hour ambient air quality standard for carbon monoxide is being exceeded at the Department of Health's nearby monitoring site at the rate of 20 times per year. Federal ambient standards are presently being met; however, detailed carbon monoxide modeling estimates carried out for the air quality impact study indicate that concentrations resulting from this project will pose no immediate or future threat to the compliance with air quality within Federal Standards.

Detailed modeling does indicate that 1980 carbon monoxide concentrations in excess of the one-hour State of Hawaii Standard could occur at critical receptor sites in the vicinity of the project when afternoon

peak hour traffic operates under adverse meteorological diffusion conditions. By 1995, the effects of the implementation of Federal carbon monoxide emission controls should eliminate this problem at all sites studied except the ground floor of the housing units located directly across the street from the planned garage. This latter problem can be mitigated by the mechanical ventilation of the garage.

Table 3 and 4 provides a summation of the estimated vehicular emissions and the results of peak hour carbon monoxide analysis for the proposed project, respectively.

Mitigative measures for vehicular air emissions are discussed in Section VII.

#### E. Impact on Noise

(Source of information - Reference 6).

Construction noise. Noise from construction activities related to the parking garages will generate unavoidable short-term noise impacts on residents of the housing units across Vineyard Street. Noise levels from construction equipment (excluding pile drivers)\* will range from 75 to 90 dB at 50 feet distances. The closest residential unit is approximately 60 feet from the proposed parking garage structure, and severe noise impacts could result if construction equipment with high utilization factors (or operating times) and high noise levels are located along Vineyard Street or in the proposed park area between the Liliuokalani Building and the residential units.

Future traffic noise environment. The proposed parking garage structure, and the closure of Vineyard Street to through traffic will reduce traffic noise levels for residents of the new housing units across from the garage. Traffic noise from Vineyard Boulevard and Punchbowl Street will decrease by approximately 3 dB as a result of

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\* Based on current information, driven piles will not be used for the parking garage.

TABLE 3  
 VEHICULAR EMISSIONS ANALYSIS  
 VINEYARD STREET PEAK HOUR (GRAMS)

<u>YEAR</u>	<u>CONFIGURATION</u>	<u>PEAK HOUR TRAFFIC VOLUME</u>	<u>CARBON MONOXIDE</u>	<u>HYDROCARBONS</u>	<u>NITROGEN DIOXIDE</u>
1980	WITH GARAGE	386	6234	570	229
	EXISTING	240	3875	354	143
1995	WITH GARAGE	386	2648	236	146
	EXISTING	336	2305	206	127

Note: See text for description of analysis technique and assumptions used, Reference 5.

TABLE 4

RESULTS OF PEAK HOUR CARBON MONOXIDE ANALYSIS  
(MILLIGRAMS PER CUBIC METER)

	Site 1			
	1980		1995	
	WITHOUT GARAGE	WITH GARAGE	WITHOUT GARAGE	WITH GARAGE
CONTRIBUTION FROM:				
Vineyard Blvd.	7.45	7.71	2.38	2.41
Queen Emma St.	11.07	11.81	3.62	3.74
Vineyard St.	1.29	2.84	.59	1.22
Background	2.0	2.0	1.0	1.0
	<u>21.8</u>	<u>24.4</u>	<u>7.6</u>	<u>8.4</u>
	Site 2			
	1980		1995	
	WITHOUT GARAGE	WITH GARAGE	WITHOUT GARAGE	WITH GARAGE
CONTRIBUTION FROM:				
Vineyard Blvd.	2.80	2.80	.98	.98
Puncbowl St.	8.44	8.36	2.87	2.85
Vineyard St.	1.87	2.50	.88	1.05
Background	2.0	2.0	1.0	1.0
	<u>15.1</u>	<u>15.7</u>	<u>5.7</u>	<u>5.9</u>

State of Hawaii AQS = 10  
Federal AQS = 40

Note: Receptor site 1 located on the sidewalk in front of Central Intermediate School at a breathing level of 1.5 meters.

Receptor site 2 is located on the sidewalk near the the Liliuokalani Building at a breathing level of 1.5 meters.

the shielding afforded by the five level garage structure. Closure of Vineyard Street will also reduce traffic noise and result in a positive noise impact for residents of the new housing units.

Table 5 presents estimated daily project traffic on Vineyard Street following completion of the project. Equivalent daily traffic is also computed to account for the 10 dB nighttime noise penalty incorporated in  $L_{dn}$  (Day-Night Sound Level) calculations. Project traffic volumes were supplied by Henry T. Au (Reference 7), consulting engineer, assuming blockage of Vineyard Street to through traffic.

Table 5 presents a summary of changes in existing traffic  $L_{dn}$  levels as a result of the project. Due to the relatively high volume of traffic on major streets which would service the proposed parking garage, no noticeable change in  $L_{dn}$  levels will result from the project. Traffic noise levels on Vineyard Street should decrease by approximately 4 to 5 dB (or 60 percent) due to closure of Vineyard Street to through traffic.

Noise from the parking garage. Tire squeal noise in indoor parking structures has been the cause of complaints from persons residing in adjacent properties in Hawaii where year round open windows are the norm. Tire squeal is produced by high-frequency vibration of tire-tread elements when cornering a vehicle. The factors which influence the inception and intensity of tire squeal noise include: road surface texture, vehicle forward speed, vehicle weight, tire-tread design, and slip angle (difference between tire steering angle and direction of vehicle movement).

Noise measurements performed on September 21, 1979 at the State DOT (Department of Transportation) parking garage on Queen Street suggest that the proposed parking garage could generate complaints from residents of the three-story housing project if tire squeal is not controlled. Tire squeals measured at the makai wall of the DOT parking garage ranged from 75 to 83 dB. Due to the relative proximity (50 feet) of the residential units to the proposed parking garage, the number of parking levels proposed (five), the reduction in existing noise levels resulting from blockage of Vineyard Street and from the noise shielding effects of the proposed garage, and the distinctive nature of the noise source, tire squeal noise will be audible to the residents and may generate complaints from noise sensitive individuals.

TABLE 5

CHANGES IN TRAFFIC NOISE ( $L_{dn}$ ) ATTRIBUTABLE TO PROJECT

Street	Non-Project Traffic				Est. Increase In $L_{dn}$ Due to Project Traffic <sup>5</sup>
	Total Nighttime Vehicle Count	Total Daytime <sup>2</sup> Vehicle Count	Equivalent Daily Vehicle Count	Equivalent Daily Vehicle Count (Project) <sup>4</sup>	
Queen Emma at Vineyard Blvd.	1,214	9,656	21,796	1,600	0.31 dB
Punchbowl at S. Beretania St.	3,960	23,806	63,406	1,860	0.13 dB
Punchbowl at Vineyard Blvd.	2,997	17,965	47,935	1,860	0.17 dB
Vineyard St. <sup>6</sup>	300	1,700	4,700	1,600 (Toward Q. Emma)	-4.68 dB <sup>7</sup>
				1,860 (Toward Punchbowl)	-4.03 dB

- Notes:
1. Nighttime period: 10:00 PM to 7:00 AM
  2. Daytime period: 7:00 AM to 10:00 PM
  3. Equivalent Daily Vehicle Count = Daytime vehicle count + 10 x Nighttime vehicle count.
  4. See Table 1 for derivation.
  5.  $10 \log \left( \frac{\text{Non-Project Vehicle Count} + \text{Project Vehicle Count}}{\text{Non-Project Vehicle Count}} \right)$
  6. 24 hour volume =  $160 \text{ VPH} = \frac{2000}{0.08}$ ; 15%/85% Nighttime/Daytime Split Assumed.
  7. Decreased in  $L_{dn}$  attributable to blockage of Vineyard Street and net decrease in Daily Traffic.

Source: Reference 6.

Mitigative measure for noise are discussed in Section VII.

F. Impact on Aesthetics

The impact on the aesthetics of the project site is felt to be beneficial. The appearance of the site will be dominated by open space and landscaping. The area around the garage structure and plantings along the sides of the garage structure will "soften" the concrete image of the structure. Roof-top landscaping will be incorporated to provide improved view amenities from rim of Punchbowl Crater, and the State Capital. Additionally, the low rise nature of the garage and the open sides will mitigate, to some degree, any adverse impact on the view corridors from the State Capital.

G. Impact on Services and Facilities

Because the project will require less services and facilities than the former commercial/residential uses, the impact is felt to be negligible. Easements for utility lines will be provided as required. Utilities will be placed underground and appropriate maintenance for those easements under Vineyard Street will be provided in accordance with future agreements with the utility companies.

The project itself is a facility for the benefit of the governmental employees and public (parking for public will be provided on the ground level). The parking structure will consolidate parking for the mauka portion of the State Capital Complex and will allow low density (ground) parking in other nearby areas to be phased out. These parking areas can than be utilized for other building/landscaping programs which will implement the State Capital Complex master plan.

H. Impact on Historical/Archaeological Sites

As indicated, there are no historical/archaeological sites within the project site.

## I. Socioeconomic Impact

The proposed project is not expected to result in changes to the social or economic environment. The garage structure will be a governmental facility and will, as such, not generate revenue to the community nor will it socially effect community relationships. Employees of the state and county are already a dominant part of the surrounding area during the regular work day. Because this area is their place of employment, their social activities and interactions are not focused in this area.

Land use impact is discussed in Section IV.

## J. Traffic Impact

(Source of information - Reference 7).

Parking characteristic. The parking facility will accommodate primarily State employees, with parking for the general public available only on a limited basis. The type of parking, therefore, is private, self-contained parking so that the parking characteristics can be easily determined.

Parking for State employees will be long duration all-day parking whereas parking for the general public will be for short duration parking. Without the need to collect fees at the entrance or exit or through the use of parking meters, the operation of the parking garage will be simplified, allowing for free flow and faster and safer vehicle movement, thus avoiding delays and congestion not only at the entrances and exits but also on the streets surrounding the parking facility.

Entrances and exits. Plans call for locating the entrance and exit so that there will be a choice to enter and exit from either Punch-bowl Street or Queen Emma Street. The traffic pattern will be made equivalent to an ideal arrangement whereby entry into the parking garage will be from a one-way street carrying inbound traffic and exit will be onto an outbound route. Thus, in the event of changes in traffic flow pattern or the prohibition of left turns, these changes will not affect the approach to and or departure from the parking garage.

One important proposal that could have affected the location and design of the parking garage is the recent plan of the Department of Transportation Services to convert Punchbowl Street from a two-way traffic pattern to a one-way traffic pattern in the makai direction. However, after a public hearing, the plan was abandoned. This would require that the design of the garage and the placement of the entrances and exit be made flexible so that the garage will be able to retain its access and be operated efficiently regardless of traffic changes, street changes or turn prohibitions that may take place.

Parking accumulation and turnover. Parking accumulation and turnover will determine the usage of the parking garage by the number of cars entering and leaving the parking garage at different times of the day and, therefore, its effect on the highway system. With employee parking, there is a surge of arrival and departure from the parking garage. These arrivals and departures will occur during the morning and afternoon peak hours at the time of the highways peak loading condition. During the morning peak hour, it could be expected that approximately 70 percent of the drivers will be arriving at the garage, with maximum accumulation of vehicles occurring at approximately 9:00 a.m. The accumulation then becomes relatively constant until 3:30 p.m. since employees have to park all day and their average parking duration is 6.0 hours or more. The same percentage of parkers will be exiting from the garage during the afternoon peak hour.

For the public parking, the parking duration is very short and the parking turnover or number of parkers per space will average approximately 7. This parking turnover is typical of the normal usage of short-time parking facilities. Thus, for the 83 public parking spaces, approximately 581 parkers could be accommodated. Parking by the public will be either after or before the peak hours so that their effect on the highway system will be minimal.

For maximum impact and until such time that the various parking lots are phased out, it will be assumed that the parking garage will accommodate an additional 500 employees other than the employees who have been assigned spaces in the parking lots to be phased out. During

the morning and afternoon peak hours, an additional 350 vehicles (70 percent of 500) will be added to the traffic stream, divided between Punchbowl Street and Queen Emma Street.

For the morning peak hour, approximately 60 percent of the 350 drivers or 210 drivers will enter the garage by way of Punchbowl Street, with the other 40 percent by way of Queen Emma Street. This is based on the assumption that traffic seeks its own level and since the traffic flow on Punchbowl Street during the morning peak hour is predominantly inbound, the ideal arrangement is to enter the garage from an inbound flow and exit to an outbound flow. The traffic flow on Queen Emma Street is predominantly outbound and, therefore, it can be expected that for the afternoon peak hour, approximately 60 percent of the 350 parkers will exit by way of Queen Emma Street, with the other 40 percent by way of Punchbowl Street.

With nearly equalization of the traffic load to Punchbowl Street and Queen Emma Street, the parking garage at the proposed site will not create an adverse impact on the surrounding street system.

Impact on Dead-ending Vineyard Street. Vineyard Street will not be closed. It will be dead-ended at the entrance/exit of the proposed parking structure. This means that through traffic will be prohibited on Vineyard Street. The current average daily traffic is estimated to be less than 1000 cars, 80 percent of these vehicles are generated by State employees parking, or employees being dropped-off and picked-up from work. The remaining traffic is generated by business and residential uses Ewa of Queen Liliuokalani Building. Subsequently, vehicular traffic generated by those activities will be restricted to using Queen Emma Street. Because of the low number of vehicles involved (less than 200 vehicular trips per day) and the lower anticipated use of garage traffic on Queen Emma Street, it is not felt that the dead-ending of Vineyard Street will have a significant or adverse impact on local traffic.

IV. THE RELATIONSHIP OF THE PROPOSED ACTION TO LAND USE  
PLANS, POLICIES, AND CONTROLS FOR THE AFFECTED AREA

A. Land Use Designation and Zoning

The project site is designated Urban by the State Land Use Commission. The surrounding area around the site is also in an Urban designation.

The proposed site is zoned A-2, low density apartment, under the Comprehensive Zoning Code (CZC) of the City and County of Honolulu. Public uses are permitted within this district and must conform to the applicable zoning requirements (height, setbacks).

In addition to the zoning, the site lies within the Hawaii Capital District and is subject to Ordinance 77-60. The purpose of this Ordinance is to:

"...establish the Honolulu Civic Center as a historic, cultural, and scenic district to be called 'Hawaii Capital District' and to provide for its protection, preservation, enhancement, orderly development and growth."

Various architectural, visual landscaping, and building criteria are identified in this Ordinance. The Ordinance divides the District into various precincts and establishes that proportion of open space which must be provided in that precinct. The project site lies in two precincts (as shown in Figure 13), the Old Vineyard Precinct (50 percent open space) and the Historic Precinct (80 percent open space).

The preliminary site plan for the proposed project conforms with the setbacks and height limitation of the A-2 zoning; also, open space with the Capital District Ordinance will be provided.

Vineyard Street abandonment is consistent with the adopted Development Plan for the area under the old Charter (Ordinance 3217, July 5, 1968). Following City procedures for street abandonment, the City deeded the property to the State on May 9, 1979.

B. Adjacent Land Uses

Adjacent land uses include multiple residential (OVSr housing project), commercial, and business uses (mauka of Vineyard Street and at the intersection of Queen Emma and Vineyard Street), and institutional use (Liliuokalani Building, Catholic Social Services, St. Andrews Priory, Central Intermediate School, and Kinau Hale). The dominant use in the adjacent areas is governmental offices.

It is felt that the proposed garage is generally consistent with the surrounding uses.

V. ALTERNATIVES TO THE PROPOSED ACTION

At the time the Revised EIS was being completed, an alternative garage structure was under consideration. That alternative was to construct a smaller parking structure so that aesthetically the structure would be less massive. This will mean that less than 500 cars will be accommodated in the structure. Because this EIS is based on 533 parking spaces, the alternative of constructing a smaller parking garage will have slightly less impact than discussed.

During the extensive planning of this proposed garage, several design schemes were reviewed and evaluated; these schemes have met the criteria for a 500-car parking garage, and have generally conformed to the various zoning and Capitol District Ordinance. Schemes included siting the garage in another portion of the project site and another location

in the service area, having six levels (rather than five), and building a subterranean-type garage.

In addition to site and design alternatives, alternative programs were considered. These included carpooling, use of mass transit, and elimination of parking for governmental employees. All of these alternative programs were rejected primarily because the project would replace on-surface parking which eventually will be phased out and converted to open space. The termination of parking areas for governmental employees was considered to be a drastic move and would create significant problems for those employees not able to utilize mass transit or carpools. Additionally, there is a need to provide some employee parking as it relates to their work (use of automobiles for business). Carpooling is given priority in the issuance of parking permits and, therefore, encouraged. Lastly, while mass transit is available on King and Beretania Street, it would be unrealistic to utilize that mode of transportation as the sole source of getting to and from work for all or most State employees.

Finally, the alternative of not building the garage exists. If the garage is not built and the existing parking areas remain, the likely results would be: (1) the total landscaping of the property (since it is owned by the State), (2) the retention of the existing parking lots (which this project would have eventually replaced), and (3) the revisions of State Capital Complex master plan.

## VI. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The proposed action is expected to enhance the long-term productivity of the State Capital Complex. The property on which the site is located is owned by the State, consequently, the property is not expected to affect land value or revenue.

The present existing usage of the site is open space, ground level parking area, and vacant commercial and residential structures. The use of this site for a parking structure and landscaped open space area has been planned for several years and is consistent with the State Capital Complex master plan.

The parking garage will benefit the State in the following ways:

1. it will consolidate several State ground level parking areas now scattered between King Street and Vineyard Boulevard,
2. once consolidation has occurred, these parking areas can be phased out, releasing these lands for other uses consistent with the State Capital Complex master plan (Figure 4); and
3. the project includes considerable landscaping and open space which will enhance the appearance of the project site.

The proposed action will be a positive step to implement the State Capital Complex master plan and fulfill its goal of providing an attractive, and functional environment from which State and County government can provide central administrative and legislative services.

#### VII. MITIGATION MEASURES PROPOSED TO MINIMIZE IMPACT

The State Department of Accounting and General Services has incorporated environmental protection measures into the construction plans for each project. These standard mitigation measures are provided in Appendix B.

In addition to these mitigation measures (which are primarily for the short-term construction impacts), the design criteria for the State Capital Complex master plan and the Capital District Ordinance (Ordinance No. 77-60), provide specific guidelines for the construction, height, visual impact, landscaping, and open space percentages for the proposed site. Landscaping and open space requirements will be complied with to enhance the appearance of this structure.

The proposed construction must comply with the applicable State and County standards, statutes, rules and regulations, ordinances, and codes relating to environmental protection, construction, and safety.

During the preparation of the technical studies for the Environmental Impact Statement, various mitigative measures relating to noise and air were provided by the respective consultants. These mitigative measures are identified below. The implementation of these measures will be given serious consideration; those indicated by an asterisk have been incorporated into the project plan.

Air Quality:

- \* (1) State of Hawaii Department of Health Rules and Regulations (Chapter 43, Section 10) stipulate control measures that are to be employed to reduce this type of emission. Primary control consists of frequent wetting-down of loose soil areas with water, oil, or suitable chemicals. An effective watering program can reduce particulate emissions from construction sites by as much as 50 percent. Other control measures include good housekeeping on the job site and possibly, erection of dust-catching barriers if nearby local residents are being subjected to suspended particulate levels more than 150 micrograms per cubic meter above existing background levels (as measured on a 12-hour basis).
  
- (2) Project planners can do little to decrease emission rates from individual vehicles. These reductions will depend on Federally-mandated controls on new vehicle emissions. These controls become more stringent with each model year. If the State of Hawaii were to initiate a mandatory vehicle emissions inspection program, there would be some pressure on vehicle owners to maintain their vehicles in such a way that the lowered emission rates could be sustained over the years, but at present no such system exists.
  
- (3) Project planners could insure that fewer total vehicles would be operating in the Vineyard Street area by decreasing the available parking in the garage. Garage emissions would be reduced if A/C equipment is installed simply because the number of available parking spaces would decrease. This could reduce emissions. Since this garage is being designed to replace 556

existing parking spaces elsewhere in the State Capital area, there is probably little to be gained by planning for a garage any smaller than this one.

(4) Certain alterations to the roadway configuration are already planned. By closing Vineyard Street to through traffic, garage traffic will be able to enter and leave the garage without stopping. Dual access should also aid in preventing bottlenecks at garage entrance/exit areas. Traffic flow could be further facilitated by prohibiting left turns from Vineyard Street onto either Punchbowl, Miller, or Queen Emma Streets. An unrestricted right turn lane onto Queen Emma Street might also speed vehicle flow out of the area during the afternoon peak hour period.

\* (5) Air pollutant concentrations resulting from garage traffic emissions could be mitigated by the installation of an effective ventilation system within the garage. It is most important to quickly dilute or remove emissions generated on the first floor of the planned garage. From an ambient air pollution standpoint, natural ventilation should be sufficient to insure that ambient air quality standards are not violated by emissions from higher floors, but on a calm day users of the garage could be subjected to unacceptably high levels of indoor carbon monoxide if no form of mechanical ventilation is provided.

(6) In this same vein, it would be constructive to prohibit smoking within the garage area.

\* (7) Surround both the garage and nearby potential receptors with dense vegetation can significantly reduce ambient carbon monoxide and particulate concentrations. Landscaping of this nature is already indicated on the preliminary site plan (Figure 5), but it is equally important that plants selected are quick growing and hardy so that their mitigative effects can commence as soon as possible.

(8) Finally, vehicular emissions estimates contained in this study do not take into consideration the distinct possibility that future gasoline shortages may encourage reduced vehicle use and stimulate automotive technology to proceed in new directions. Increased research could result in now-unknown propulsion systems which create few or none of the air pollutants that are presently of concern.

Noise:

The following mitigative measures are recommended during the construction period:

- (1) Reciprocating engines with defunctive or inadequate (less than 20 dB insertion loss) mufflers should be discouraged from use on the job site.
- \* (2) The project will adhere to the State Public Health Regulations, Chapter 44B, which restricts noise through design aspects of the parking structure, and during the construction period.
- \* (3) Use of construction equipment which meet the General Services Administration noise emission limits should be encouraged when they are locally available.
- (4) Stationary construction equipment with noise levels in excess of 80 dB (at 50 feet distance) should be located at the northeast corner of the Historic Precinct Open Area if possible.
- (5) Concrete mixer trucks should avoid conducting unloading operations on Vineyard Street, and should use the Historic Precinct open space if possible.

Mitigative measures in the design of the garage to reduce tire squeal include:

- \* (6) In order to minimize the risks of complaints resulting from tire squeal noise, high speed cornering (in excess of 10 MPH) should be discouraged by controlling the width and turning radius of the cornering rights-of-way in the circulation paths and/or by the introduction of speed bumps.
- \* (7) The use of two-way circulation paths would also contribute towards reducing speeds.
- \* (8) Rough textured surfaces (coarse brush finish) should be used throughout the vehicular circulation paths to prevent tire squeal generation at low speeds.
- \* (9) Circular down ramps should be avoided if possible.
- (10) If these design features are not adequate for control of vehicle speeds, or if excessively noisy vehicles use the garage on a regular basis, administrative controls could also be implemented to minimize the risks of noise complaints from the neighboring apartments.
- (11) Noise from vehicle start-up should be minimized should noise from this source be excessive.

VIII. ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES  
(THAT WOULD BE INVOLVED IN THE PROPOSED ACTION  
SHOULD IT BE IMPLEMENTED)

It is anticipated that the construction of the proposed parking garage will utilize construction materials and human resources in form of planning, designing, landscaping, construction labor, and maintenance. Some of the construction materials could be reused when the garage is demolished. However, at the present time and state of our economy, reuse of these materials would be restricted. The human resources consumed to implement this project will not be retrievable, but can be compensated.

There are no extractable economic resources on the project site. Use of the land for the garage will commit the land for this use over a long-term period. The lifetime of the garage structure is expected to be 40+ years.

IX. AN INDICATION OF WHAT OTHER CONSIDERATIONS  
OF GOVERNMENTAL POLICIES ARE THOUGHT TO OFFSET  
THE ADVERSE ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION

The proposed garage structure will be consistent with the State Capital Complex master plan and the Capital District Ordinance. There are no probable significant long-term adverse effects which will be caused by the proposed project.

X. ORGANIZATIONS AND PERSONS CONSULTED AND THE REPRODUCTION  
OF COMMENTS AND RESPONSES MADE DURING THE CONSULTATION PERIOD

Table 6, identifies the agencies contacted, agencies providing comments, and responses sent to agencies from the Department of Accounting and General Services during the Consultation Period. Copies of the comments and responses are provided (in reduced form) after Table 6.

The "EIS Preparation Notice for Vineyard Street Garage," was filed with the Environmental Quality Commission on August 4, 1977. The Notice was sent to twenty four (24) agencies for comments. Of those agencies receiving a copy of the EIS Preparation Notice fifteen (15) provided written responses. Twelve (12) agencies provided comments which required responses, three (3) agencies had no comments to offer at that time. Written letters responding to the agencies commenting were sent out by the Department of Accounting and General Services in September, 1979.

TABLE 6. LIST OF AGENCIES RESPONDING TO THE EIS PREPARATION NOTICE

<u>Agencies Consulted</u>	<u>No Response</u>	<u>No Comments</u>	<u>Comments Date</u>	<u>DAGS Response</u>	<u>Page* No.</u>
<u>Federal:</u>					
Soil Conservation Service		9/15/77	8/31/77	9/13/79	65
U.S. Army Corps of Engineers					60
<u>State:</u>					
Department of Social Services and Housing (HRA)	X		9/7/77	9/18/79	61
Department of Education					
Department of Health			8/30/77	9/18/79	58-59
Department of Planning and Economic Development		8/30/77			57
Department of Taxation	X				
Department of Land and Natural Resources			8/30/77	9/18/79	57-58
Department of Transportation			9/19/77	9/18/79	66-67
<u>CITY and County of Honolulu:</u>					
Department of General Planning		8/29/77			56
Department of Land Utilization			9/7/77	9/17/79	62
Department of Transportation Services			9/19/77	9/17/79	65-66
Department of Parks and Recreation			9/12/77	9/18/79	64
Department of Public Works			8/24/77	9/18/79	53-54
Board of Water Supply			9/8/77	9/17/77	63
<u>Utilities:</u>					
Hawaiian Telephone Company	X				
Hawaiian Electric Company, Inc.			8/29/77	9/18/79	55-56
Gasco, Inc.		8/26/77			55
<u>Community Organizations:</u>					
Downtown Improvement Association	X				
Outdoor Circle	X				
Oahu Development Conference	X				
Old Vineyard Street Residents' Association	X				
American Lung Association**			10/7/77	9/19/79	68
Queen's Medical Center	X				

\* Page on which the comments/response is reproduced in the EIS.

\*\* Requested consulting party status (see page 68).



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
AREA OFFICE  
200 ALA MOANA BLVD., RM. 2018, P. O. BOX 50007  
HONOLULU, HAWAII 96850

REGION IX  
450 CALIFORNIA AVENUE  
SAN FRANCISCO, CALIFORNIA 94102

RECEIVED  
APR 10 9 24 AM '78  
DIV. OF PUBLIC WORKS  
BAGS

9-750 (CONSON 546-5154)

State Department of  
Accounting and General Services  
Public Works Division  
P. O. Box 119  
Honolulu, Hawaii 96810

Gentlemen:

It is our understanding that your office will be preparing an Environmental Impact Statement on a proposed parking structure that will be located on Vineyard Street in downtown Honolulu.

We would appreciate receiving a copy of the Draft EIS to see what impacts, if any, the parking structure may have on air quality and noise that may affect a HUD housing project nearby.

Sincerely,

*Alvin K. H. Fung*  
Alvin K. H. Fung  
Director

DIVISION OF PUBLIC WORKS  
APPROVAL FOR NO. 70  
Case P. W. Exp. Approval  
P. W. Secy. Sign.  
Staff Serv. Dir. Info.  
Planning Dir. File  
Proj. Mgmt. Dir. See me  
Design M. Comments  
Inst. Dir. Invest. &  
Genl. Cost Eng. Repl.

DEPARTMENT OF PUBLIC WORKS  
CITY AND COUNTY OF HONOLULU  
600 SOUTH KING STREET  
HONOLULU, HAWAII 96813

RECEIVED  
AUG 26 12 19 PM '77  
DIV. OF PUBLIC WORKS  
BAGS



*Walter*  
WALTER  
DIRECTOR AND CHIEF ENGINEER  
ENV 77-442

August 24, 1977

DIVISION OF PUBLIC WORKS  
APPROVAL FOR NO. 70  
Case P. W. Exp. Approval  
P. W. Secy. Sign.  
Staff Serv. Dir. Info.  
Planning Dir. File  
Proj. Mgmt. Dir. See me  
Design M. Comments  
Inst. Dir. Invest. &  
Genl. Cost Eng. Repl.

Mr. Hideo Murekami  
State Comptroller  
Department of Accounting and  
General Services  
State of Hawaii  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Murekami:

Subject: Consultation for EIS for  
Vineyard Street Garage - (P11707.7)

We have reviewed the EIS Preparation Notice for the proposed State garage and have the following comments.

1. There is an existing 8-inch sewer on Vineyard Street between Queen Emma Street and Punchbowl Street. If the Punchbowl Street portion of Vineyard Street will be closed as indicated on Figure 1, the sewer line will still have to be maintained.
2. The proposed project is located within the Hawaii Capitol District, Ordinance No. 77-60. If street closure is contemplated, approval of such action shall be preceded by issuance of a certificate of appropriateness in accordance with Section 21-1204 and 21-1205 of the Comprehensive Zoning Code. In addition, City Council's approval is required for street closure.
3. A certificate of appropriateness will be required before grading or stockpiling can begin in compliance with the requirements of Section 21-1204 and 21-1205 of Article 12, CFC.

Mr. Hideo Murakami

- 2 -

August 24, 1977



GEORGE R. AHYOSHII  
GOVERNOR

HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TORUNAGA  
DEPUTY COMPTROLLER

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 118, HONOLULU, HAWAII 96810

LETTER NO. PM-1172.9

SEP 18 1979

4. Although no drainage facilities are located on Vineyard Street between Queen Emma Street and Punchbowl Street, there is no known record of severe flooding in the affected area.

Very truly yours,

  
WALLACE MIYAHIRA  
Director and Chief Engineer

cc: Div. of Sewers  
Div. of Engineering

UN  
4

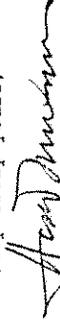
Mr. Wallace Miyahira  
Director and Chief Engineer  
Department of Public Works  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Miyahira:

Subject: EIS Preparation Notice for the Proposed  
Vineyard Street Garage  
Ref. NO. ENV 77-442

Thank you for your letter of August 24, 1977, regarding the above-referenced EIS Preparation Notice. We are now in the process of preparing the EIS for the proposed project and will note your Department's comments in the EIS document.

Very truly yours,

  
HIDEO MURAKAMI  
State Comptroller

HAWAIIAN ELECTRIC COMPANY, INC.  
Box 2750 / Honolulu, Hawaii / 96840

RICHARD E. BELL  
MANAGER, ENVIRONMENTAL DEPARTMENT

August 29, 1977

RECEIVED  
Aug 31 9 06 AM '77  
DIV. OF PUBLIC WORKS  
OAGS

Mr. Walter Kagawa  
Public Works Division  
Dept. of Accounting &  
General Services  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Kagawa:

Subject: Vineyard Street Garage EIS

This is in response to a letter from Mr. Murakami dated August 15, 1977 requesting comments on subject project.

Hawaiian Electric circuits along Vineyard (a 4 kv overhead circuit, and a 12 kv underground circuit) would appear to be involved as a consequence of the proposed project. Accordingly, the EIS should address the requisite work, if any, required to relocate these circuits.

Of course, the costs of relocating the facilities must be borne by the State, and adequate planning will be required to incorporate the needed changes into the plans for the area.

A parking garage is normally a relatively small electrical load and accordingly, we see no significant problem in providing the required service.

Very truly yours,

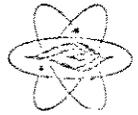
REB:cal

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AUG 31 1977  
FBI - HONOLULU

THIS IS RECYCLED PAPER

RECEIVED  
Aug 30 10 57 AM '77  
DIV. OF PUBLIC WORKS  
OAGS

GASCO, INC.  
A PUBLIC ACCOUNTING FIRM  
P.O. Box 3379, Honolulu, Hawaii 96842



August 26, 1977

Mr. Higeto Murakami, State Comptroller  
Department of Accounting  
and General Services  
Post Office Box 119  
Honolulu, Hawaii 96810

Dear Mr. Murakami:

Subject: Environmental Impact Statement  
for Vineyard Street Garage

Gasco, Inc., has no comments on the proposed

Vineyard Street Garage.

Very truly yours,

Francis T. Tanaka  
Manager, Environmental Affairs

FTT:si

SEARCHED INDEXED  
SERIALIZED FILED  
AUG 26 1977  
FBI - HONOLULU





DEPARTMENT OF PLANNING  
AND ECONOMIC DEVELOPMENT

Kawaiaulu Building, 250 South King St., Honolulu, HI 96819

GEORGE A. ARIZUMI  
Executive Director  
HIDEO KONO  
Deputy Director  
FUNKI IYANAGA  
Executive Assistant

*PA*

CIV. OF PUBLIC WORKS  
August 30, 1977 2465

RECEIVED  
SEP 6 9 21 AM '77  
CIV. OF PUBLIC WORKS



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P. O. BOX 621  
HONOLULU, HAWAII 96809

*W.Y. THOMPSON*  
W. Y. THOMPSON, Chairman  
BOARD OF LAND & NATURAL RESOURCES  
EDGAR A. HANAUU  
DEPUTY TO THE CHAIRMAN

DIVISIONS:  
CONSERVATION  
FISH AND GAME  
FORESTRY  
LAND MANAGEMENT  
PLANNING AND DESIGN  
WATER AND LAND DEVELOPMENT

August 30, 1977

YOUR: (P)1707.7

The Honorable Hideo Murakami  
State Comptroller  
Department of Accounting and  
General Services  
State of Hawaii  
Honolulu, Hawaii

Dear Mr. Murakami:

Subject: Environmental Impact Statement Preparation Notice  
for the Vineyard Street Garage

We have reviewed the subject EIS preparation notice and find that it seems to have adequately identified the major environmental impacts which can be anticipated to result from the proposed project.

We have no further comments to offer at this time but appreciate the opportunity to review and comment on this matter.

Sincerely,

*Hideo Kono*  
HIDEO KONO

EDGAR A. HANAUU  
Deputy to the Chairman

Honorable Hideo Murakami  
State Comptroller  
Department of Accounting  
and General Services  
State of Hawaii  
P. O. Box 119  
Honolulu, HI 96810

Dear *Hideo*

We have reviewed the EIS preparation notice for the Vineyard Garage.

We suggest the statement cover the impact on old trees in the area.

It's recommended that the Old Vineyard Street Residents Association be included in the community groups consulted. We also suggest consulting with the Special Assistant for Housing of the Governor's Office.

It occurs to us that this may not be a good site for a garage unless exit design is carefully worked out.

Very truly yours,

*W. Y. Thompson*  
W. Y. THOMPSON  
Chairman of the Board

cc: Division of Land Management

EDGAR A. HANAUU  
Deputy to the Chairman



GEORGE R. ARYOUSHI  
GOVERNOR

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 113 HONOLULU, HAWAII 96810

SEP 18 1979

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

LETTER NO. PH-1175.9



RECEIVED  
AUG 31 12 01 PM '77  
CIV. OF PUBLIC WORKS OF HAWAII  
DEPARTMENT OF HEALTH  
P. O. Box 3318  
HONOLULU, HAWAII 96810

August 30, 1977

SEARCHED INDEXED  
SERIALIZED FILED  
AUG 31 1977  
FBI - HONOLULU

Honorable Susumu Ono  
Chairman  
Department of Land and  
Natural Resources  
P. O. Box 621  
Honolulu, Hawaii 96809

Dear Mr. Ono:

Subject: EIS Preparation Notice for the Proposed  
Vineyard Street Garage

Thank you for your comments of August 30, 1977, on the above-mentioned EIS Preparation Notice. We are now in the process of preparing the EIS and will include Old Vineyard Street Residents Association in the list of agencies and organizations receiving the EIS. We would like to note that the residents formerly living on the proposed site have been relocated to the new housing development.

The existing trees will be identified and, wherever possible, specimen (mature) trees will remain.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

Mr. Hideo Murakami  
State Comptroller  
Department of Accounting  
& General Services  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Murakami:

Subject: Request for Comments on Proposed Environmental Impact  
Statement (EIS) for Vineyard Street Garage

Queen Emma and Punchbowl Streets are heavily travelled during the morning and afternoon peak commuting periods. The proposed garage would add additional congestion as a result of people entering and leaving the facility. Please be informed that the Federal one-hour standard for carbon monoxide has been violated (once) in the past at our Punchbowl monitoring station.

Sincerely,

*James S. Kumagai*  
FOR JAMES S. KUMAGAI, Ph.D.  
-Deputy Director for  
Environmental Health

GEORGE A. LUEN  
DIRECTOR OF HEALTH  
Audrey W. Merritt, M.D., MPH  
Deputy Director of Health  
Henry N. Tobagoan, M.A.  
Deputy Director of Health  
James S. Kumagai, Ph.D., P.E.  
Deputy Director of Health

IN REPLY, PLEASE REFER TO  
FILE: 1175-9



GEORGE R. ARIYOSHI  
GOVERNOR

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 118 HONOLULU, HAWAII 96801

HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

LETTER NO. FM-1169: 9

SEP 10 1979

Dr. James S. Kumagai  
Deputy Director  
for Environmental Health  
Department of Health  
P. O. Box 3378  
Honolulu, Hawaii 96801

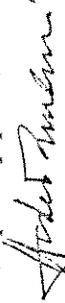
Dear Dr. Kumagai:

Subject: EIS Preparation Notice for the Proposed  
Vineyard Street Garage  
Ref. NO. EPHS-SS

Thank you for your comments of August 30, 1977, on the above-referenced EIS Preparation Notice. At this time, we are in the process of preparing the EIS document and will address your concerns on air quality in said document. An air quality study is being prepared to determine the impact of the proposed project on the ambient air quality. The summary and conclusions of the study will be incorporated into the EIS.

Thank you for your concern in this regard.

Very truly yours,

  
HIDEO MURAKAMI  
State Comptroller

Comptroller  
 State P.W. Eng.  
 P.W. Secty.  
 Staff Secy.  
 Planning  
 Proj. & Cont. Br.  
 Design  
 Inspect. Br.  
 Contracts

PM-1155.9



DEPARTMENT OF THE ARMY  
 HONOLULU DISTRICT, CORPS OF ENGINEERS  
 BLDG. 230, FT. SHAFTER  
 APO SAN FRANCISCO 96328

SEP 13 1977

SEP 2 12 36 PM '77  
 DIV. OF PUBLIC WORKS  
 31 August 1977 ACS

RECEIVED

YCES-PV

BRANCH OF PUBLIC WORKS  
 Mr. Hideo Murakami  
 State Comptroller  
 Department of Accounting and General Services  
 P. O. Box 119  
 Honolulu, Hawaii 96810

Mr. Hideo Murakami  
 State Comptroller  
 Department of Accounting and General Services  
 P. O. Box 119  
 Honolulu, Hawaii 96810

Dear Sir:

We have reviewed the Environmental Impact Statement (EIS) Preparation Notice for the Vineyard Street garage as requested in your letter of 15 August 1977. We offer the following comments for your consideration:

- a. The project description should include the purpose of the parking structure. Is the parking for the general public or for State employees working in the immediate vicinity?
  - b. Other impacts and possible mitigative actions which could be addressed include the effects of the project on traffic circulation patterns and aesthetics, both during and after construction.
- Thank you very much for the opportunity to review the EIS Preparation Notice.

Sincerely yours,

*Kisuk Cheung*  
 KISUK CHEUNG  
 Chief, Engineering Division

Mr. Kisuk Cheung  
 Chief, Engineering Division  
 Department of the Army  
 Honolulu District  
 Corps of Engineers  
 Building 230, Fort Shafter  
 APO San Francisco 96558

Dear Mr. Cheung:

Subject: EIS Preparation Notice for the  
 Vineyard Street Garage

We are now in the process of preparing the EIS for the above-mentioned project. In reviewing the concerns noted in your letter dated August 31, 1977, we would like to provide the following information:

1. The project description will include a discussion on the purpose and objective of the proposed action.
2. An air quality study and traffic impact study are being prepared and it is expected that discussion on your concerns regarding traffic circulation and aesthetics (during and after construction) will be discussed.

Thank you for your concerns.

Very truly yours,

HIDEO MURAKAMI  
 State Comptroller

RP/si





RECEIVED  
SEP 12 2 56 PM '77

DIV. OF PUBLIC WORKS  
DAGS STATE OF HAWAII  
DEPARTMENT OF SOCIAL SERVICES AND HOUSING  
HAWAII HOUSING AUTHORITY

GEORGE R. ARYOSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 113, HONOLULU, HAWAII 96818

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

LETTER NO. PM-1174.9

SEP 18 1979

FRANKLIN Y. K. SUNN  
EXECUTIVE DIRECTOR

WILLIAM A. HALE  
STATEMENT OF WORKS SECTION

IN PERTY MEIYA

September 7, 1977

HONOLULU, HAWAII 96813

GEORGE R. ARYOSHI  
GOVERNOR  
FRANKLIN Y. K. SUNN  
EXECUTIVE DIRECTOR  
WILLIAM A. HALE  
STATEMENT OF WORKS SECTION  
IN PERTY MEIYA

MEMORANDUM

TO: The Honorable Hideo Murakami  
Department of Accounting and General Services

FROM: Franklin Y. K. Sunn, Executive Director

SUBJECT: Consultation for Environmental Impact Statement for  
Vineyard Street Garage

The Hawaii Housing Authority will be assisting the Old Vineyard Street Resident's Association (OVSRA) in the development of 32 rental units on the makai side of the parking garage site identified by TMK 2-1-18: Por. 11. It is our understanding that DAGS will permit families of the Old Vineyard Street Community to remain on the garage site until completion of the proposed housing development. The Association has agreed to move into the housing project upon completion. Therefore, the implementation of the garage improvement does not appear at this time to have a significant impact on relocation.

*Franklin Y. K. Sunn*  
Executive Director

Mr. Franklin Y. K. Sunn  
Executive Director  
Hawaii Housing Authority  
Department of Social Services  
and Housing  
P. O. Box 17907  
Honolulu, Hawaii 96817

Dear Mr. Sunn:

Subject: EIS Preparation Notice for the Proposed  
Vineyard Street Garage

We are now in the process of preparing the EIS for the above-mentioned project. In reviewing your agency's comments of September 7, 1977, we would like to note that the housing project has been completed and the residents of the Old Vineyard Street Community have moved into this housing development.

Thank you for your concern in this matter.

Very truly yours,  
*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**  
 650 SOUTH KING STREET  
 HONOLULU, HAWAII 96813

RECEIVED

SEP 8 11 28 AM '77  
 DIV. OF PUBLIC WORKS  
 HAWAII



September 7, 1977

Mr. Hideo Murakami, Comptroller  
 Department of Accounting & General Services  
 State of Hawaii  
 Honolulu, Hawaii

Dear Mr. Murakami:

EIS Preparation Notice  
 Vineyard Street Garage

We concur with your determination that the subject action will require an Environmental Impact Statement. We recommend that the EIS include a discussion of the following:

1. Visual impacts on the Punchbowl and Hawaii Capital Districts ✓
2. Estimated increases in CO concentrations. ✓
3. Relationship of the proposed facility to immediately surrounding land uses.

We also suggest that you consult with Mr. William Duchek of our Urban Design Branch at 523-4252 regarding preliminary site planning. Should you have any questions, please contact Mr. John Whalen of our staff at 523-4256.

Very truly yours,

*George S. Moriguchi*  
 GEORGE S. MORIGUCHI  
 Director of Land Utilization

CSM:ey

GEORGE R. ARIYOSHI  
 GOVERNOR



STATE OF HAWAII  
 DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
 P. O. BOX 118, HONOLULU, HAWAII 96810

SEP 17 1977

LETTER NO. EX-1168.9

HIDEO MURAKAMI  
 COMPTROLLER

MIKE N. TORUUNAGA  
 DEPUTY COMPTROLLER

Mr. Tyrone T. Kusao  
 Director  
 Department of Land Utilization  
 City and County of Honolulu  
 650 South King Street  
 Honolulu, Hawaii 96813

Dear Mr. Kusao:

Subject: EIS Preparation Notice for the Proposed  
 Vineyard Street Garage  
 Ref. No. LU8/77-5773 (JW)

Thank you for your comments of September 7, 1977, relating to the above-referenced EIS Preparation Notice. At this time, we are in the process of preparing the EIS document. We would like to provide the following dispositions to your concerns:

1. Visual impact on the Punchbowl and Hawaii Capital Districts will be discussed in the EIS;
2. An air quality study will be prepared and carbon monoxide (CO) will be discussed; and
3. The surrounding land uses and their relationship to the proposed project will be discussed as part of the EIS.

We appreciate your concerns on these aspects of the proposed project.

Very truly yours,

*Hideo Murakami*  
 HIDEO MURAKAMI  
 State Comptroller

COUNCIL OF PUBLIC WORKS	
Chairman	George R. Ariyoshi
Members	George S. Moriguchi, Director
Public Works	George S. Moriguchi
Police	George S. Moriguchi
Fire	George S. Moriguchi
Public Works	George S. Moriguchi
Police	George S. Moriguchi
Fire	George S. Moriguchi
Public Works	George S. Moriguchi
Police	George S. Moriguchi
Fire	George S. Moriguchi

*Put*

LU8/77-5773 (JW)



DEPARTMENT OF PARKS AND RECREATION

RECEIVED AND COUNTY OF HONOLULU

630 SOUTH KING STREET  
HONOLULU HAWAII 96810

SUP 15 10 15 AM '77

OFFICE OF PUBLIC WORKS  
DACS



YOUNG SUK KO  
DIRECTOR

GEORGE R. ARIOUSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 119, HONOLULU, HAWAII 96810

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

LETTER NO. PM-1175.9

SEP 18 1979

10. DIVISION OF PUBLIC WORKS  
 RECALCULATE YEAR  
 Date: P. M. Day: 22 Approval: \_\_\_\_\_  
 Staff: Mr. B. \_\_\_\_\_  
 Mr. H. \_\_\_\_\_  
 Mr. J. \_\_\_\_\_  
 Mr. K. \_\_\_\_\_  
 Mr. L. \_\_\_\_\_  
 Mr. M. \_\_\_\_\_  
 Mr. N. \_\_\_\_\_  
 Mr. O. \_\_\_\_\_  
 Mr. P. \_\_\_\_\_  
 Mr. Q. \_\_\_\_\_  
 Mr. R. \_\_\_\_\_  
 Mr. S. \_\_\_\_\_  
 Mr. T. \_\_\_\_\_  
 Mr. U. \_\_\_\_\_  
 Mr. V. \_\_\_\_\_  
 Mr. W. \_\_\_\_\_  
 Mr. X. \_\_\_\_\_  
 Mr. Y. \_\_\_\_\_  
 Mr. Z. \_\_\_\_\_

September 12, 1977

Mr. Hideo Murakami, State Comptroller  
Department of Accounting and  
General Services  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Murakami:

SUBJECT: COMMENTS ON DRAFT ENVIRONMENTAL IMPACT  
STATEMENT FOR VINEYARD STREET GARAGE

Thank you for the opportunity to offer comments on the above  
draft EIS. I will look forward to receiving a copy of the draft  
document, with plans, for the proposed undertaking when it is  
published.

As you are aware, we are interested in how you intend to manage  
the 1.77 acres of the land area to be reserved for open space.  
Our concerns would be: Are any types of program activities  
contemplated for the area? Who will maintain this open space  
and how this would relate to the "great park" concept.

Once again, thank you for this opportunity to comment on this  
proposed undertaking.

Sincerely,

*Young Suk Ko*  
FOR YOUNG SUK KO, DIRECTOR

Mr. Ramon Duran  
Director  
Department of Parks and Recreation  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Duran:

Subject: EIS Preparation Notice for the  
Proposed Vineyard Street Garage  
Ref. No. DGP8/77-2295 (JB)

On September 12, 1977, we received comments from your  
Department on the above-referenced EIS Preparation Notice.  
We are presently in the process of preparing the EIS  
document, and would like to assure you that the EIS will  
include a description of the plans for the open space area.  
In addition, the proposed project conforms to the Hawaii  
Capital District Ordinance.

Thank you for your continuing concern.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

D. DEPARTMENT OF TRANSPORTATION SERV.  
**CITY AND COUNTY OF HONOLULU**  
 HONOLULU MUNICIPAL BUILDING  
 520 SOUTH KING STREET  
 HONOLULU, HAWAII 96813



KAZU HAYASHIDA  
 DIRECTOR  
 TEB/77-3655

RECEIVED  
 SEP 21 10 01 AM '77  
 DIVISION OF PUBLIC WORKS  
 DACS

September 19, 1977

DIVISION OF PUBLIC WORKS  
 INTERNAL FOR YOUR APPROVAL

John P. W. Engle	Approval
P. W. Terry	Sign
Staff Serv. Br.	Info.
Planning Br.	File
Eng. Dept. Br.	Spec. No.
Design Br.	Comments
Imp. Br.	Insert, &
Genl. Const. Engr.	Repl.

Mr. Hideo Murakami, State Comptroller  
 Department of Accounting and General Services  
 State of Hawaii  
 P. O. BOX 119  
 Honolulu, Hawaii 96810

Dear Mr. Murakami:

Review of Environmental Impact Statement Preparation  
 Notice for the Vineyard Street Garage

Traffic generated from the development of the Vineyard Street Garage will have some impact on the transportation facilities surrounding the project area.

This impact will be most noticeable on Punchbowl Street which is currently operating at or near capacity during the peak hours.

As such, our consultant for the Lusitana/Vineyard project will be instructed to coordinate with the Department of Accounting and General Services during the design stage of the City's project.

Very truly yours,

*Kazu Hayashida*  
 KAZU HAYASHIDA  
 Director

cc: Sam O. Hirota, Inc.  
 Suite 707 - Amfac Bldg.  
 Honolulu, Hawaii 96813

UNITED STATES DEPARTMENT OF AGRICULTURE  
 SOIL CONSERVATION SERVICE

P. O. Box 50004, Honolulu, Hawaii 96850

Mr. Hideo Murakami  
 State Comptroller  
 Dept. of Accounting  
 & General Services  
 P. O. Box 119  
 Honolulu, Hawaii 96810

Dear Mr. Murakami:

Subject: Consultation for Environmental Impact Statement for Vineyard Street Garage, Honolulu, Hawaii

We have reviewed the above EIS preparation notice and have no comments to offer.

Thank you for the opportunity to review this preparation notice.

Sincerely,

*David L. Moseley*  
 Jack P. Kanalz  
 State Conservationist

RECEIVED  
 SEP 16 11 15 AM '77  
 DIVISION OF PUBLIC WORKS  
 DACS

DIVISION OF PUBLIC WORKS  
 INTERNAL FOR YOUR APPROVAL

John P. W. Engle	Approval
P. W. Terry	Sign
Staff Serv. Br.	Info.
Planning Br.	File
Eng. Dept. Br.	Spec. No.
Design Br.	Comments
Imp. Br.	Insert, &
Genl. Const. Engr.	Repl.



GEORGE R. ARIYOSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 119, HONOLULU, HAWAII 96819

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TONUNAGA  
DEPUTY COMPTROLLER

LETTER NO. PM-1171.9

RECEIVED  
SEP 22 12 38 PM '77  
STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
141 KUMULIWA STREET  
HONOLULU, HAWAII 96813

Mr. Robert Way  
Director  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Way:

Subject: EIS Preparation Notice for the Proposed  
Vineyard Street Garage  
Ref. TEB/77-3655

This is in regard to your letter of September 19, 1977,  
sent by your office on the above-mentioned EIS Preparation  
Notice. In response to your letter, we note that a traffic  
impact study is presently being prepared by our traffic  
consultant. The discussion on the impact on traffic,  
especially on Punchbowl Street, will be addressed in the  
traffic impact study as well as in the EIS document.

Thank you for your comments and concern.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

Mr. Hideo Murakami  
State Comptroller  
Department of Accounting and  
General Services  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Murakami:

Subject: Proposed EIS for Vineyard Street Garage

In the preparation of the above-captioned statement, we  
truly intend that the EIS contain a section which dis-  
cusses the traffic impact caused by the proposed parking  
garage. Special attention should be given to the existing  
and proposed travel patterns and to conflicts with access  
to State Capitol parking areas. Mitigation measures which  
might be required should also be discussed.

Sincerely,

*John F. W. Wright*  
John F. W. Wright  
Director

SEARCHED INDEXED  
SERIALIZED FILED  
SEP 22 1977  
FBI - HONOLULU

E. ALVEY WRIGHT  
DIRECTOR  
P. O. BOX 119  
HONOLULU, HAWAII 96810  
LEONARD B. SUTHERLAND

*Wright*

IN REPLY REFER TO:  
STP 8.4464

North Kukui Street, Honolulu, Hawaii 317, Telephone (808) 537-5966

*cut*

# AMERICAN LUNG ASSOCIATION of Hawaii

RECEIVED  
OCT 13 9 50 AM '77  
DIV. OF PUBLIC WORKS  
DAGS

October 12, 1977

Mr. Walter Kagawa  
State Department of Accounting  
and General Services  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Kagawa:

Subject: Vineyard Street Garage, State Capitol Complex

Thank you for providing a copy of the EIS Preparation Notice for the subject project. Our suggestions for air quality impact analysis of this garage project are essentially the same as those contained in our October 7, 1977 letter regarding the Makai Parking Garage, State Capitol Complex. The technique involved is the same. Only the access streets involved are different. And again, we offer our cooperation and assistance in assessing the air quality impact.

Sincerely yours,

*James W. Morrow*  
James W. Morrow, Director  
Environmental Health

JWM:ct

DIVISION OF PUBLIC WORKS	
INTERNAL LOG LOGS	
1. Date F. W. Morrow	Approval
2. Mr. Kagawa	Sign
3. Staff Form Br.	Info.
4. Handling in	File
5. Fed. Agency Br.	See me
6. Encls. Br.	Comments
7. Encl. Br.	Invest. &
8. Qual. Cont. Dept.	Rept.

HIDEO MURAKAMI  
COMPTROLLER  
AKEKI TOMIYAMA  
DEPUTY COMPTROLLER

LETTER NO. PM-1173.9



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P O BOX 119 HONOLULU HAWAII 96810

SEP 18 1977

Honorable Ryokichi Higashionna  
Director  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Higashionna:

Subject: EIS Preparation Notice for the Proposed  
Vineyard Street Garage  
Ref. STP 8.4464

Thank you for your comments of September 19, 1977, on the above-mentioned EIS Preparation Notice. Please be assured that your concerns relating to existing and changed travel patterns within the affected State Capitol parking areas will be discussed in the EIS. Mitigative measures will be proposed and made available for your staff review to insure compliance with applicable code requirements. A traffic consultant has been retained to prepare a traffic impact study for the proposed project and these items will be discussed in this report.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

GEORGE F. ARNYOSHI  
GOVERNOR





XI. EIS REVIEW PERIOD - REVIEWING AGENCIES' COMMENTS AND RESPONSES  
TO COMMENTS RECEIVED

The EIS was distributed to a total of thirty seven (37) agencies, see pages 70-73, by the State Environmental Quality Commission. The review period was between December 8, 1979 and January 7, 1980. As of January 11, 1980, twenty three (23) agencies provided responses to the EIS, copies of these letters are provided in this section. After each comment, the written response sent back to the agency by the Department of Accounting and General Services is provided. Those agencies indicated by an asterisk (\*) did not provide any comments, therefore, no response were made to these agencies.

The agencies commenting, with the date of their comments in parentheses and the pages on which the copies appear are provided below.

<u>AGENCIES</u>	<u>PAGE NO.</u>
<u>City &amp; County Agencies</u>	
Department of General Planning (December 12, 1979)	74
Department of Public Works (December 13, 1979)	76
* Department of Parks and Recreation (December 17, 1979)	77
* Board of Water Supply (December 18, 1979)	78
* Building Department (December 19, 1979)	78
* Department of Housing and Community Development (December 28, 1979)	79
Department of Transportation Services (January 7, 1980)	79
<u>State Agencies</u>	
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* Department of Defense (December 11, 1979)	81
* Environmental Center, UH (December 12, 1979)	81
* Department of Planning and Economic Development (December 17, 1979)	82
* Department of Land and Natural Resources (December 18, 1979)	82

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Hawaiian Electric Company, Inc. (December 17, 1979)	89
* American Lung Association of Hawaii (January 7, 1980)	90
* Department of the Air Force (January 9, 1980)	91

GEORGE R. ANTONIO  
GOVERNOR



STATE OF HAWAII  
ENVIRONMENTAL QUALITY COMMISSION  
OFFICE OF THE GOVERNOR

550 HANAKOHALE AVE  
ROOM 301  
HONOLULU, HAWAII 96813

December 4, 1979

Mr. Hideo Murakami  
State Comptroller  
Department of Accounting  
and General Services  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Murakami:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR THE  
PROPOSED VINEYARD STREET GARAGE PROJECT

The EIS will officially be received by the EQC on December 5, 1979. We have sent copies of the Statement to the agencies, libraries, and organizations indicated on the attached distribution list.

Availability of the EIS will be published in the December 8, 1979, EQC Bulletin. To allow for a 30-day public review period, the deadline date for comments is January 7, 1980. We have requested that all written comments be directed to the Office of Environmental Quality Control, with a copy to the Department of Accounting and General Services.

Feel free to contact me should you have any questions regarding this matter.

Sincerely,

*Ken Takahashi*

Ken Takahashi  
Executive Secretary

Attachment  
cc: EQC (w/attachment)  
Environmental Communications, Inc. (w/attachment)

DEC 6 1979

DONALD A. BREMNER  
Chairman  
KENT T. TAKAHASHI  
Executive Secretary  
TELEPHONE NO.  
(808) 548-8915

EQC DISTRIBUTION LIST

( ) E.A. ( ) EIS ( ) APPLICANT ACTION (x) AGENCY ACTION

Title: PROPOSED VINEYARD STREET PARKING GARAGE PROJECT

Location: Honolulu

Proposing Agency/Applicant: Dept. of Accounting and General Services

Accepting Authority/Approving Agency: Governor

Deadline for Comments: January 7, 1980

Date Sent:

By:

STATE AGENCIES

Agency	Amount Sent	Remarks
OEQC	1	
Dept. of Agriculture	1	
Dept. of Land and Natural Resources (3)	3	
Dept. of Health	1	
Dept. of Planning and Economic Development	1	
Dept. of Defense	1	
Dept. of Accounting and General Services	1	
Dept. of Social Services and Housing	3	
Dept. of Transportation (3)	3	
Dept. of Education	1	
DNR State Historic Preservation Officer	1	
Dept. of Hawaiian Home Lands*	1	
State Energy Office	1	
UNIVERSITY OF HAWAII	1	
Environmental Center (4)	4	
Water Resources Research Center	1	
Marine Programs*	1	
FEDERAL		
Environmental Protection Agency*	1	
U.S. Army Corps of Engineers	1	
U.S. Fish and Wildlife Service	1	
Soil Conservation Service	1	
15th ABW/DEE	1	
Navy	1	
Army DAFB	1	
U.S. Coast Guard	1	
U.S. Geological Survey*	1	

NEWS MEDIA	Amount Sent	Remarks
Honolulu Star Bulletin	1	Dep't
Advertiser	1	✓
The Sun Press - Oahu	1	✓
Ka Leo O Hawaii - O'H	1	✓
Hawaii Tribune - Hawaii	1	✓
West Hawaii Today - Kona	1	✓
Lahaina Sun - Maui	1	✓
Hawi News - Maui	1	✓
Ka Mo'okai - Mo'okai	1	✓
The Garden Island Newspaper - Kauai	1	✓
<b>HONOLULU - CITY &amp; COUNTY AGENCIES</b>		
Dept. of General Planning	1	Table - Dept. of Gen. Pl.
Dept. of Land Utilization	1	✓
Dept. of Transportation Services	1	✓
Dept. of Parks and Recreation	1	✓
Dept. of Public Works	1	✓
Board of Water Supply	1	✓
Dept. of Housing & Community Development	1	✓
Mass Transit Division*	1	✓
Building Department	1	✓
<b>HAWAII - COUNTY AGENCIES</b>		
Planning Department	1	✓
Dept. of Public Works	1	✓
Dept. of Parks and Recreation	1	✓
Dept. of Water Supply	1	✓
Dept. of Research and Development	1	✓
University of Hawaii - Hilo Campus Library	1	✓
<b>HAUAI - COUNTY AGENCIES</b>		
Planning Department (2)	1	✓
Dept. of Public Works	1	✓
Dept. of Parks and Recreation	1	✓
Dept. of Water Supply	1	✓
Economic Development Agency	1	✓
Hauai Community College Library	1	✓
<b>KAUAI - COUNTY AGENCIES</b>		
Planning Department	1	✓
Dept. of Public Works	1	✓
Dept. of Water Supply	1	✓
Kauai Community College Library	1	✓

LIBRARIES	Amount Sent	Remarks
State Main Branch (2)	2	Table - Dept. of Gen. Pl.
Regional:	1	✓
Kaimuki Regional Library	1	✓
Kaunoe Regional Library	1	✓
Pearl City Regional Library	1	✓
Hilo Regional Library	1	✓
Waikuku Regional Library	1	✓
Lihue Regional Library	1	✓
Branch:	1	✓
OAHU	1	✓
Aiea Library	1	✓
Aiea Haina Library	1	✓
Ewa Beach Community-School Library	1	✓
Hawaii Kai Library	1	✓
Kahuku Community-School Library	1	✓
Kaliua Library	1	✓
Kalihi-Palama Library	1	✓
Liliha Library	1	✓
Manoa Library	1	✓
McCully-Ho'iliili Library	1	✓
Hillman Library	1	✓
Wahiawa Library	1	✓
Wai'alua Library	1	✓
Wahiata Library	1	✓
Waipahoehoe Library	1	✓
Waikiki-Kapahuu Library	1	✓
Waianalo Community-School Library	1	✓
Waipahu Library	1	✓
<b>HAWAII</b>		
Bond Memorial Library (Kohala)	1	✓
Holualua Library	1	✓
Honokaa Library	1	✓
Kailua-Kona Library	1	✓
Keaua Community-School Library	1	✓
Kealahou Library	1	✓
Laupahoehoe Community-School Library	1	✓
Maunaloa View Community-School Library	1	✓
Pahala Community-School Library	1	✓
Pahoa Community-School Library	1	✓
Thelma Parker Memorial Library	1	✓
Waimea Library	1	✓
<b>MAUI</b>		
Kahului Library	1	✓
Lahaina Library	1	✓
Makawao Library	1	✓
<b>MOLOKAI</b>		
Mo'okai Library	1	✓
<b>LANAI</b>		
Lanai Community-School Library	1	✓

LIBRARIES	Amount Sent	Remarks
<b>KAUAI</b>		
Hanalei Library		
Kapa'a Library		
Koloa Community School Library		
Waimea Library		
<b>OTHERS</b>		
Hamilton Library, Hawaiian Collection		John DeGardis
State Archives		
LBH Library		
Municipal Reference Center (for Oahu EIS's)		
Windward Community College Library		W. J. J.
Honolulu Electric Co., Inc.		
P.O. 2158		
Honolulu, HI 96840		
James Murray		
American Library Association of Hawaii		
245 Nuuanu Kula St.		
Honolulu, HI 96817		1.50 Tech. Report
Hobbs / Lewis Postcard / Postcard Neighborhood Board # 10		
46 Makiki Library		
1577 Keolu Dr.		
Honolulu, HI 96812		
Honolulu Postcard Neighborhood Board No. 12		
46 Makiki Library		
City Hall		
Honolulu, HI 96813		

\*Optional

PARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU

630 SOUTH KING STREET  
HONOLULU, HAWAII 96813



GEORGE S. MORIGUCHI  
CHIEF PLANNING OFFICER

DCP12/79-3800 (CT)

December 12, 1979

Mr. Richard L. O'Connell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Suite 301  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

Environmental Impact Statement for the Proposed  
Vineyard Street Parking Garage Project,  
November 1979--Comments Requested, December 6, 1979

We offer the following comments.

Vineyard Street Abandonment

Vineyard Street abandonment on the makai side of the proposed structure is indicated (pp. vii and 17). A reviewer's first reaction to this might be questions as to ownership of the street and procedures for abandonment.

It should be pointed out that the street abandonment is consistent with the adopted Development Plan for the area under the old Charter (Ordinance 3217, July 5, 1968). Following City procedures for street abandonment, the City decided the property to the State on May 9, 1979. The State is subsequently seeking consolidation of the entire project site as indicated in the EIS (p. 17).

Access to Parking Structure

Access to the proposed parking structure will be provided from Vineyard Street from both Ewa and Koko Head directions. It is indicated that "traffic flow could be further facilitated by prohibiting left turns from Vineyard Street onto either Punchbowl, Miller, or Queen Emma Streets. An unrestricted right turn lane onto Queen Emma Street might also speed vehicle flow out of the area during the afternoon peak period" (p. 48).

Mr. Richard L. O'Connell  
Page 2

It is estimated that 60 percent of the 350 employees parking in the structure will enter by way of Punchbowl Street (p. 43). The mauka and makai splits of the estimated 210 vehicles in the morning peak hour traffic are not provided. Left turns from Punchbowl into Vineyard Street (via Beretania Street) could hinder the morning inbound (makai bound) traffic flow on Punchbowl Street. The intersection could be signalized (decreasing flow) or left turns could be prohibited. This should be discussed in the EIS.

The possibility of a direct entrance from the Vineyard thoroughfare into the parking structure should also be discussed. Since the upper floors of the parking structure will be for employees, without the need to issue parking tickets at the entrance, it may be possible to provide free flow, fast and safe entrance into the parking structure from the thoroughfare to lighten the flow from the Punchbowl Street approach.

Thank you for affording us the opportunity of reviewing the Impact statement.

Sincerely,

GEORGE S. MORIGUCHI  
Chief Planning Officer

GSM:fmt

cc:  DAGS



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 198 HONOLULU, HAWAII 96810

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

LETTER NO. PM-0034.0

Mr. George S. Moriguchi  
Letter No. PM-0034.0  
Page 2

Vineyard Boulevard would be too close to the major Punchbowl-Vineyard intersection; consequently, that consideration was ruled out.

We appreciate your concern on these matters.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

cc: EOC  
OEQC

Mr. George S. Moriguchi  
Director  
Department of General Planning  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Moriguchi:

Subject: Environmental Impact Statement for  
Proposed Vineyard Street Parking Garage  
D.A.G.S. Job No. 02-10-2180

Your response of December 12, 1979, to the above-mentioned EIS has been reviewed by my staff and project consultants. Information on the street abandonment procedures will be included in the Revised EIS. Regarding the access to the parking structure, we would like to provide the following information:

1. Left turns from Vineyard Street to Punchbowl, Miller and Queen Emma Streets. Left turns into Punchbowl Street from Vineyard Street will be prohibited, providing the appropriate agencies concur with this recommendation. Upon completion and use of the parking structure, left turns into Vineyard Street from Punchbowl Street will be observed to determine the extent of congestion. Should congestion occur, we will work with the appropriate City agency to install restricted turn movements on these streets.
2. A direct entrance into the parking structure from Vineyard Boulevard was considered during the initial planning stages of the project. The Highways Division of the State Department of Transportation felt that this entrance from

DEPARTMENT OF PUBLIC WORKS  
CITY AND COUNTY OF HONOLULU  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK P. CARI  
MAYOR



WALLACE MIYAHIRA  
DIRECTOR AND CHIEF ENGINEER

ENV 79-402

December 13, 1979

Office of Environmental Quality Control  
State of Hawaii  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Gentlemen:

Subject: EIS for the Proposed Vineyard Street  
Parking Garage Project, Honolulu, Hawaii

We have reviewed the subject EIS and have the following comments.  
1. The City Council's approval is required for the street closure of Vineyard Street.

2. Are there egress and ingress for that lot makai of Vineyard Street which is not proposed to be developed at this time? Will the lot require sewer service in the future?

3. As stated in our letter of August 24, 1977, the sewer line on Vineyard Street will still be required. No trees should be planted over it. Also, all unneeded sewer line(s) and lateral(s) should be properly disposed of and/or plugged.

4. There are no storm drains on Vineyard Street. What is the quantity (design Q) of the stormwater flow and how will it be disposed of?

Very truly yours,

*Wallace Miyahira*  
WALLACE MIYAHIRA  
Director and Chief Engineer

cc: Div. of Engineering (Drainage Section)  
Div. of Wastewater Management (Public Service Section)



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 119 HONOLULU HAWAII 96810

GEORGE R. ANIYOSHI  
GOVERNOR

LETTER NO. PM-0035.0

Mr. Wallace Miyahira  
Director and Chief Engineer  
Department of Public Works  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Miyahira:

Subject: Environmental Impact Statement for  
Proposed Vineyard Street Parking Garage  
D.A.G.S. Job No. 02-10-2180

We have received and reviewed your comments of December 13, 1979, on the above-mentioned EIS. A response to these comments is provided below:

1. Explanation on the procedures for the abandonment of Vineyard Street will be included on Page 438 of the Revised EIS.

2. No egress/ingress for the lot makai of Vineyard Street is planned. This area will be landscaped as shown on Figure 5, Page 7, of the EIS.

Sewer service in form of one watercloset may be needed for the makai lot. This would be necessary should a small caretaker building be built on that lot.

3. Easements for utility lines will be provided as required. When detailed design drawings are completed, all involved utility agencies will be contacted so that final agreements on these utilities (e.g., location, cost) can be reached. The unneeded sewer lines will be properly disposed of as required.

4. The surface runoff will be collected by on-site catch basins and funneled into the drainage

022

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FARI  
MAYOR



RAMON DURAN  
DIRECTOR

facilities along Punchbowl Street. On-site and off-site drainage facilities for the proposed project will be coordinated with your department.

Thank you for your response. We appreciate your concern in this matter.

Very truly yours,

*Ramón Duran*  
RAMON DURAN  
State Comptroller

December 17, 1979

cc: EOC  
OEQC

Mr. Donald A. Bremner, Chairman  
Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Dear Mr. Bremner:

SUBJECT: PROPOSED VINEYARD STREET PARKING GARAGE

We have no comments to render relative to the EIS for the proposed Vineyard Street parking structure.

Warm regards.

Sincerely,

*Ramón Duran*

RAMON DURAN, Director

RD:ls

BOARD OF WATER SUPPLY  
CITY AND COUNTY OF HONOLULU  
805 SOUTH BEECHER LANE  
HONOLULU, HAWAII 96813

FRANK F. FASI, Mayor  
YOSHIE H. FUJIMAKA, Chairman  
DAY GUEN PANG, Vice Chairman  
RYOKICHI HIGASHIMURA  
TERUMIDA R. JUBINSKY  
WALLACE S. MUYAHIRA  
ROBERT A. SOUZA  
CLAUDE T. YAMAMOTO

December 18, 1979

KAZU HAYASHIDA  
Manager and Chief Engineer

Mr. Richard L. O'Connell  
Director  
Office of Environmental  
Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

Subject: Proposed Vineyard Street Parking  
Garage Project

We do not have any comments to add to our letter on  
page 63 of the environmental impact statement.

Should you have questions or require additional  
information, please call Lawrence Whang at 548-5221.

Very truly yours,



for KAZU HAYASHIDA  
Manager and Chief Engineer

RECEIVED  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
2920

PB 79-067

December 19, 1979

Office of Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Gentlemen:

Subject: Proposed Vineyard Street Parking  
Garage Project

We have reviewed the E.I.S. relating to the proposed  
parking structure and have no comments to offer.

Thank you for the opportunity to review this E.I.S.

Very truly yours,

HOWARD M. SHIMA  
Director and Building Superintendent

AF:jo  
cc: J. Harada  
State Dept. of Accounting  
& General Services



GEORGE R. ARYUSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 119, HONOLULU, HAWAII 96810

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TOKIMAGA  
DEPUTY COMPTROLLER

LETTER NO PM-0036.0

Mr. Akira Fujita  
Acting Director  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Fujita:

Subject: Environmental Impact Statement for  
Proposed Vineyard Street Parking Garage  
D.A.G.S. Job No. 02-10-2180

Thank you for your response of January 7, 1980, on the  
above-mentioned EIS. We have reviewed your concerns and  
would like to provide the following dispositions:

1. The intent of the proposed action is to replace  
parking spaces which will be eventually phased  
out. The timing and specific number of spaces  
to be phased out will be determined based on  
(1) need, (2) availability of comparable  
parking spaces, and (3) land development of  
these existing parking areas.

2. A copy of the EIS will be sent to the State  
Energy Office-Transportation Committee, Energy  
Conservation Council, for their information.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

cc: EQC  
OEQC

GEORGE R. ARYUSHI  
GOVERNOR



DEPARTMENT OF AGRICULTURE

STATE OF HAWAII  
DEPARTMENT OF AGRICULTURE  
1435 SO. KING STREET  
HONOLULU, HAWAII 96814

December 11, 1979

TO: HONOLULU

RE: Environmental Quality Control  
Office of the Governor

SUBJECT: Proposed Vineyard Street Parking Garage Project

The Department of Agriculture has no comments regarding the above  
applicant.

Enclosed herewith please find the EIS for the subject project.

Thank you for the opportunity to comment.

JOHN FARJAS, JR.  
Chairman, Board of Agriculture

Enclosure

cc: SAC, Public Works

JOHN FARJAS, JR.  
CHAIRMAN, BOARD OF AGRICULTURE  
YUKIO KITAHARA  
DEPUTY TO THE CHAIRMAN



# University of Hawaii at Manoa

Environmental Center  
Crawford 317 • 2550 Campus Road  
Honolulu, Hawaii 96822  
Telephone (808) 948-7301

December 12, 1979  
RE: 0294

Office of the Director

Mr. Richard O'Connell  
Office of Environmental Quality Control  
550 Halekauwila Street  
Room 301  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

Draft Environmental Impact Statement  
Vineyard Street Parking Garage Project  
Honolulu, Hawaii

The Environmental Center has reviewed the above cited DEIS. We have found the DEIS adequate in addressing the possible environmental impacts for the proposed parking structure. We have no further comments to offer at this time.

Thank you for providing us with the opportunity to review this document.  
Yours very truly,

*Doak C. Cox*  
Doak C. Cox  
Director

DCC/dh

cc: Hideo Kurakami, DAGS  
Barbara Vogt

AN EQUAL OPPORTUNITY EMPLOYER

RECEIVED  
DEC 17 8 00 AM '79  
STATE OF HAWAII  
DEPARTMENT OF DEFENSE  
OFFICE OF THE ADJUTANT GENERAL  
3949 Diamond Head Road  
Honolulu, Hawaii 96816  
DIV. OF GENERAL WORKS  
ATTN: CIVILIAN WORKS  
250A

11 DEC 1979

BIENG

Office of Environmental Quality Control (for Gov)  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Gentlemen:

Vineyard Street Parking Garage Project

Thank you for sending us a copy of the "Vineyard Street Parking Garage Project" Environmental Impact Statement. We have no comments to offer at this time. The attached document is returned for your use.

Sincerely,



WAYNE R. TOMIYASU  
Major, CE, HARRG  
Contr & Engr Officer

Enclosure

cc: Department of Accounting  
and General Services

STATE OF HAWAII  
DEPARTMENT OF PLANNING AND  
ECONOMIC DEVELOPMENT  
P. O. Box 2424  
Honolulu, Hawaii 96811

PPHES 1 01010  
December 18, 1979  
2040

Ref. No. 0420

Mr. Richard L. O'Connell  
Director  
Office of Environmental Quality  
Control  
550 Halekaunila Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

Subject: Environmental Impact Statement, Vineyard Street  
Parking Garage Project, Honolulu, Hawaii

We have reviewed the subject EIS and find that it has adequately  
assessed the major environmental impacts which can be anticipated from the  
implementation of this project.

Thank you for the opportunity to review and comment upon this  
document.

Sincerely,

Hideo Kono

Enclosure

cc: Hon. Hideo Murakami, State Comptroller  
Department of Accounting and General  
Services



GEORGE R. ANYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P. O. BOX 921  
HONOLULU, HAWAII 96809

December 18, 1979

REF NO.: APO-1184

Environmental Quality Commission  
550 Halekaunila Street  
Honolulu, HI 96813

Gentlemen:

We have reviewed the draft EIS for the Vineyard garage.

We have nothing to add to our August 30, 1977 letter to  
the Comptroller on this matter, except that we have assisted  
him in the acquisition of the site and will have an executive  
order readied at the appropriate time.

Very truly yours,

SUSUMU ONO, Chairman  
Board of Land and Natural Resources

11/27/79  
SUSUMU ONO, CHAIRMAN  
BOARD OF LAND & NATURAL RESOURCES  
BERNARD A. HANAUSS  
SECRETARY TO THE CHAIRMAN

DIVISIONS:  
CONSERVATION AND  
RECREATION  
CONSERVATION & ENFORCEMENT  
CONSERVATION  
FISH AND GAME  
FORESTRY  
LAND ACQUISITION  
LAND MANAGEMENT  
WATER AND LAND DEVELOPMENT

We realize that the statements are general in nature due to preliminary plans being the sole source of discussion. We, therefore, reserve the right to impose future environmental restrictions on the project at the time final plans are submitted to this office for review.

*James S. Kuraagat*  
For JAMES S. KURAGAT, Ph.D.

cc: Office of Environmental Quality Control



GEORGE P. ARIOUSHI  
GOVERNOR OF HAWAII

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P. O. Box 339  
HONOLULU, HAWAII 96809

December 21, 1979

GEORGE A. YUEN  
DIRECTOR OF HEALTH  
Audrey M. Mertz, M.D., M.P.H.  
Deputy Director of Health

Henry M. Thompson, M.A.  
Deputy Director of Health  
James S. Kuraagat, Ph.D., P.E.  
Deputy Director of Health

In reply, please refer to  
File # EH79-55

MEMORANDUM

To: Department of Accounting and General Services  
From: Deputy Director for Environmental Health  
Subject: Environmental Impact Statement (EIS) for the Proposed Vineyard Street Parking Garage Project

Thank you for allowing us to review and comment on the subject EIS. On the basis that the project will comply with all applicable Public Health Regulations, please be informed that we have no objections to this project.

We submit the following comments for your information:

1. We concur with the applicant's recognition that tire squeal noise will be audible to neighboring residents and may generate complaints and the mitigative measures in the design of the garage to reduce tire squeals, reference to page 50, Items 6 - 10. In addition, consideration should be directed toward the reduction of noise from vehicles, such as vehicle start-up.
2. The provisions of Public Health Regulations, Chapter 44B, Community Noise Control for Oahu, must be considered in the design of the parking garage. Equipment noise, such as air conditioning/ventilation units, must be attenuated to meet the allowable levels of the regulation based on zoning districts.
3. To Appendix B, Section 1B, Environmental Protection, Subsection 3, Noise, supplement with Item E, "The contractor must comply with the conditional use of permit as specified in the regulations and the conditions of the permit."
4. Traffic noise from heavy vehicles traveling to and from the construction site must be minimized in residential areas and must comply with the provisions of Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu.

GEORGE R. ARYOSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 110, HONOLULU, HAWAII 96810

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. YOKUNAGA  
DEPUTY COMPTROLLER

LETTER NO. PH-0037.0



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
RENTAHOLOLO STREET  
HONOLULU, HAWAII 96813

WORKER HIGASHIYAMA LTD  
TRUCKER  
RENTAHOLOLO STREET  
HONOLULU, HAWAII 96813  
JAMES B. MCCORMICK  
DIRECTOR

January 7, 1980

STP 8.5942

Dr. James S. Kumagai  
Deputy Director  
Department of Health  
P. O. Box 3378  
Honolulu, Hawaii 96801

Attention: Mr. Brian Choy  
Dear Dr. Kumagai:

Subject: Environmental Impact Statement for  
Proposed Vineyard Street Parking Garage  
D.A.G.S. Job No. 02-10-2180

We have received your comments of December 21, 1979,  
on the above-mentioned EIS and would like to provide the  
following responses:

1. Vehicle start-up will be included in con- sidering mitigative measures for noise.
2. This information will be included in the Revised EIS (Page 49).
3. The project consultants have indicated that this provision will be included in the project specifications.
4. This information is included on Page 49 of the EIS.

Your concern on these matters is appreciated.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

cc: EQC  
OEQC

Office of Environmental  
Quality Control  
550 Halekauwila St., Room 301  
Honolulu, Hawaii 96813

Gentlemen:

Subject: Environmental Impact Statement  
Vineyard Street Parking  
Garage Project

Thank you for giving us the opportunity to review and  
comment on the above-captioned Statement. We have no sub-  
stantive comments to offer which could improve the document  
other than to express a concern that the exit to Queen Emma  
Street will be troublesome during the p.m. peak.

Very truly yours,

*Ryobich Higashiyama*  
Ryobich Higashiyama  
Director of Transportation



STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
OFFICE OF THE GOVERNOR  
501 MALDEN PLACE, 51  
ROOM 701  
HONOLULU, HAWAII 96813

RICHARD O'CONNELL  
DIRECTOR  
TELEPHONE NO.  
546-8815

January 7, 1980

MEMORANDUM

TO: Mr. Hideo Murakami, Comptroller  
Department of Accounting and General Services

FROM: Richard L. O'Connell, Director  
Office of Environmental Quality Control

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR  
VINEYARD STREET PARKING GARAGE PROJECT

We have reviewed the subject EIS and offer the following comments for your consideration:

Traffic Impacts, Page 42-43

How will the closing of Vineyard Street to through traffic affect traffic conditions on surrounding streets? A more complete discussion should be included in the revised EIS. What is the present daily traffic volume on Vineyard Street? Will the adjacent road systems be able to absorb this additional traffic volume when movement on Vineyard Street is restricted?

There are enclosed a list of commenting agencies and organizations and copies of those comments addressed to this Office.

The EIS regulations allow the accepting authority to consider responses received beyond the fourteen day response period. We intend to consider such responses to comments on this EIS.

We thank you for the opportunity to review the subject EIS and look forward to the revised statement.

Enclosures

JAN 11 1980

LIST OF COMMENTING AGENCIES

FEDERAL

U.S. Army Engineer, District Honolulu  
Headquarters, Naval Base Pearl Harbor,  
\*Soil Conservation Service  
\*U.S. Fish and Wildlife Service  
\*Headquarters, U.S. Army Support Command,  
Hawaii

December 27, 1979  
December 26, 1979  
December 13, 1979  
December 17, 1979  
December 14, 1979

STATE

\*Dept. of Health  
\*Dept. of Land and Natural Resources  
\*Dept. of Planning and Economic Development  
\*University of Hawaii, Environmental Center  
\*Dept. of Agriculture  
\*Dept. of Defense

December 21, 1979  
December 18, 1979  
December 17, 1979  
December 12, 1979  
December 11, 1979  
December 11, 1979

COUNTY

Dept. of Parks and Recreation  
Board of Water Supply  
\*Building Department  
\*Dept. of Land Utilization  
Dept. of Public Works  
\*Dept. of General Planning

December 17, 1979  
December 18, 1979  
December 19, 1979  
December 17, 1979  
December 13, 1979  
December 12, 1979

PRIVATE

\*Hawaiian Electric Company, Inc.

December 17, 1979

\*Denotes comment forwarded directly to DAGS.

GEORGE N. ARYOSH  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 119, HONOLULU, HAWAII 96810

HIKED MURAKAMI  
COMPTROLLER  
MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

LETTER NO. PH-0040-0

Mr. Richard L. O'Connell  
Director  
Office of Environmental Quality Control  
550 Halekaunila Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

Subject: Environmental Impact Statement for  
Proposed Vineyard Street Parking Garage  
D.A.G.S. Job No. 02-10-2180

We have reviewed your comments on traffic impact and specifically the need to address the dead-ending of Vineyard Street. In order to provide the information in the Revised EIS, we will provide the following new section in the Revised EIS:

Impact on Dead-ending Vineyard Street. Vineyard Street will not be closed. It will be dead-ended at the entrance/exit of the proposed parking structure. This means that through traffic will be prohibited on Vineyard Street. The current average daily traffic is estimated to be approximately 1,000 cars - 80 percent of these vehicles are generated by state employees parking, or being dropped off and picked up from work. The remaining traffic is generated by business and residential uses Ewa of Queen Liliuokalani Building. Subsequently, vehicular traffic generated by those activities will be restricted to using Queen Emma Street. Because of the low number of vehicles involved (200 APT), and the lower anticipated use of garage traffic on Queen Emma Street, it is not felt that the dead-ending of Vineyard Street will have a significant or adverse impact.

Thank you for your comments.

Very truly yours,

HIKED MURAKAMI  
State Comptroller

CC: EQC

United States Department of Agriculture  
Soil Conservation Service  
P. O. Box 50004  
Honolulu, Hawaii 96850

December 13, 1979

Mr. Richard L. O'Connell  
Director, Office of Environmental Control  
550 Halekaunila Street, Rm. 301  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

Subject: Proposed Vineyard Street Parking Garage Project  
Honolulu, Hawaii - DAGS Job No. 02-10-2180

We have reviewed the subject environmental impact statement and have no comments to offer.

Thank you for the opportunity to review this document.

Sincerely,

Jack P. Kanalz  
State Conservationist

Copy:

Department of Accounting and General Services  
Division of Public Works  
P. O. Box 119  
Honolulu, Hawaii 96810



United States Department of the Interior

FISH AND WILDLIFE SERVICE

ES

Room 6307

300 ALA MOANA BOULEVARD

P. O. BOX 50187

HONOLULU, HAWAII 96800

December 17, 1979

DEPARTMENT OF THE ARMY  
HEADQUARTERS UNITED STATES ARMY SUPPORT COMMAND, HAWAII  
FORT SHAFTER, HAWAII 96858

AFZV-EHE-E

23AU 14 DEC 1979

AFZV-EHE-E

Office of Environmental Quality Control  
Office of the Governor  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Office of Environmental Quality Control  
State of Hawaii  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Re: EIS - Vineyard Street Parking  
Garage Project, Honolulu,

Hawaii

Dear Sir:

We have reviewed the referenced EIS dated November 1979.

The proposed project will have little or no adverse impact on fish and wildlife resources in the area, therefore we have no additional comments to offer.

We appreciate this opportunity to comment.

Sincerely yours,

*Maurice H. Taylor*

Maurice H. Taylor  
Field Supervisor  
Division of Ecological Services

cc: NMFS  
HDF&G  
EPA, San Francisco  
DPW, Attn: Acct. & Gen. Svc.



Save Energy and You Serve America!

Gentlemen:

The Environmental Impact Statement (EIS) for the Proposed Vineyard Street Parking Garage Project, Honolulu, Hawaii, has been reviewed and we have no comments to offer. There are no Army installations or activities in the vicinity of the proposed project.

The EIS is returned in accordance with your request.

Sincerely,

1 Incl  
As stated  
PETER D. STEARNS  
COL, EN  
Director of Engineering and Housing

Department of Accounting and  
General Services  
Division of Public Works  
P.O. Box 119  
Honolulu, Hawaii 96810

RECEIVED  
Dec 17 8 12 AM '79  
DIV. OF PUBLIC WORKS  
DAGS

RECEIVED HEADQUARTERS  
NAVAL BASE PEARL HARBOR  
BOX 110  
PEARL HARBOR, HAWAII 96840

IN REPLY REFER TO:  
602A-DWC-2888

DEC 20 7 58 AM '79

DIR. OF PUBLIC WORKS  
DWGS

BY MAIL ROOM 2631

24 NOV 1979 12 26 DEC 1979



DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
BUILDING 230  
FT. SHAFTER, HAWAII 96838

FODED-PV

27 December 1979

Office of Environmental Quality Control  
State of Hawaii  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Gentlemen:

Environmental Impact Statement  
Proposed Vineyard Street Parking Garage Project

The Environmental Impact Statement for the proposed Vineyard Street Parking Garage Project forwarded by the Environmental Quality Commission has been reviewed and the Navy has no comments to offer.

Per their request, the subject EIS is returned.

The opportunity to review the EIS is appreciated.

Sincerely,

J. W. CARL  
DEUTSCHANF COMMANDER, CEC, USN  
DEPUTY FACILITIES ENGINEER  
BY DIRECTION OF THE COMMANDER  
BY [Signature]

Encl

Copy to:  
DWGS

Mr. Richard O'Connell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

We have reviewed your "Environmental Impact Statement for the Proposed Vineyard Street Parking Garage Project, Honolulu, Hawaii" and provide the following comments:

- a. There are no applicable Corps of Engineers requirements.
- b. The proposed project site lies in an area of minimal flooding (Zone C) and is therefore not subject to flooding from the 100-year storm, which is an event having a one percent chance of being equalled or exceeded in any given year. Under the National Flood Insurance Program, restrictions are not placed on development in the designated area.

Thank you for allowing us to comment on this Environmental Impact Statement.

Sincerely yours,

[Signature]  
KIMBER CHEUNG  
Chief, Engineering Division



STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P O BOX 118 HONOLULU, HAWAII 96810

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TOKURAGA  
DEPUTY COMPTROLLER

LETTER NO. PH-0030.0

HAWAIIAN ELECTRIC COMPANY, INC.  
Box 2750 / Honolulu, Hawaii / 96803  
December 17, 1979

ENV 2-1  
NV/G

RECEIVED  
DEC 19 08 12 AM '79  
DIV. OF PUBLIC WORKS  
SAS

Mr. Kisuk Cheung  
Chief, Engineering Division  
Department of the Army  
U.S. Army Engineer District, Honolulu  
Building 320  
Fort Shafter, Hawaii 96858  
Dear Mr. Cheung:

Subject: Environmental Impact Statement for  
Proposed Vineyard Street Parking Garage  
D.A.G.S. Job No. 02-10-2180

We have received and reviewed your response of December 27, 1979, on the above-mentioned EIS. The information provided on the designation of the project site lying in the minimal flood zone will be included in the revised EIS. We appreciate your concern in this matter.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

cc: EQC  
OEQC

Office of Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Dear Sirs:

Subject: Environmental Impact Statement for the Proposed  
Vineyard Street Parking Garage Project

Several members of the staff of Hawaiian Electric Company (HECO) have reviewed the EIS for the proposed Vineyard Street Parking Garage Project and have the following comments to offer:

On page 55 of the EIS is a letter from HECO to the Division of Public Works wherein we state that utility undergrounding will probably be required and that the costs for this relocation should be borne by the State. Mention of utilities is made on pages 15 and 40 but not specifically who will bear the cost of utility relocation. We feel that the State should bear this cost and that the EIS should state this.

Yours truly,

*John P. McRae*

JCMc:cm

cc: Department of Accounting & General Services  
Division of Public Works



GEORGE R. ARRYISHI  
GOVERNOR

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 118, HONOLULU, HAWAII 96809

HIDEO MURAKAMI  
COMPTROLLER  
MIKE N. TOKURAGA  
DEPUTY COMPTROLLER

LETTER NO. PH-0039.0

245 North Kukui Street, Honolulu, Hawaii 96817, Telephone (808) 537-5966

# AMERICAN LUNG ASSOCIATION of Hawaii

January 7, 1980

Hawaiian Electric Company, Inc.  
Box 2750  
Honolulu, Hawaii 96803

Attention: Mr. John McCain  
Gentlemen:

Subject: Environmental Impact Statement for  
Proposed Vineyard Street Parking Garage  
D.A.G.S. Job No. 02-10-2180

Your response of December 17, 1979, to the above-mentioned EIS has been reviewed by my staff and project consultants. We find that it is premature to commit the State at this time to fund the utility relocation. Detailed design and electrical engineering plans are not prepared, but when such plans become available, we will meet with HECB representatives in order to reach an agreement as to final electrical work and costs sharing.

Thank you for your concern in this matter.

Very truly yours,

*Hideo Murakami*  
HIDEO MURAKAMI  
State Comptroller

cc: EOC  
OEQC

Mr. Richard O'Connell  
Director  
Office of Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Bear Mr. O'Connell:

Subject: Environmental Impact Statement for the  
Proposed Vineyard Street Parking Garage

We have reviewed the subject EIS and found that it adequately addresses the proposed project's impact on air quality.

Thank you for providing the opportunity to review this document.

Sincerely yours,

*James W. Morrow*  
James W. Morrow, Director  
Environmental Health

JWM:jm

cc: DAGS

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 15TH AIR BASE WING (PACAF)  
HICKAM AIR FORCE BASE, HAWAII 96853



9 JAN 1980

TO: DEEV (Mr. Shiroma, 449-1831)

FROM: EIS for Proposed Vineyard Street Parking Garage Project

RE: Office of Environmental Quality Control  
550 Halekawaia Street  
Honolulu, Hawaii 96813

1. This office has reviewed the subject EIS and has no comment to render relative to the proposed project. Attached is the copy of the EIS for your further use.
2. We greatly appreciate your cooperative efforts in keeping the Air Force apprised of your project and thank you for the opportunity to review the document.

Original signed by

NEIL E. PRINCE, Colonel, USAF  
Director of Civil Engineering

1 Atch  
EIS

Cy to:

Dept. of Accounting & General  
Services  
Division of Public Works  
P. O. Box 119  
Honolulu, Hawaii 96810  
(without attachment)

Copy for Dept of Accounting & General Services



## XII. SUMMARY OF UNRESOLVED ISSUES

At this time, there are no unresolved issues that have been raised.

## XIII. LIST OF NECESSARY APPROVALS

The proposed project must obtain the following approvals/permits/certificates prior to its construction:

1. State Environmental Impact Statement. Any significant State project (utilizing State land or noise) is subject to the preparation of an Environmental Impact Statement. This document constitutes part of the Environmental Impact Statement process (HRS, Chapter 343). Upon review of the EIS and revision of the document (Revised EIS), the Governor can accept the document if it provides an objective evaluation of the probable impacts of the proposed project.

2. Certificate of Appropriateness, Ordinance 77-60, relating to the Hawaii Capital District. A Certificate of Appropriateness in accordance with Ordinance 77-60 and Article 12 of the Comprehensive Zoning Code, City and County of Honolulu, must be obtained from the Director of the Department of Land Utilization, City and County of Honolulu. As stated in Section 21-1204 (c) (1), relating to the issuance of the Certificate:

"The Director of Land Utilization shall issue a certificate of appropriateness only if he finds that the proposal is in fact appropriate to the character, appearance, and efficient functioning of the district and meets the requirements and objectives established by City Council in creating the district."

3. Other permits related to construction rather than planning, include the Grading Permit and Building Permit.



#### REFERENCES

1. Hawaii State Capitol Civic Center Master Plan, John Carl Warnecke and Associates, February 20, 1968.
2. Ordinance No. 77-60, City and County of Honolulu, relating to the Hawaii Capital District (1976). See Appendix B.
3. Soil Survey of (the) Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, U.S. Department of Agriculture, Soil Conservation Service in cooperation with the University of Hawaii Agricultural Experiment Station, issued August, 1972.
4. Local Climatological Data, Annual Summary with Comparative Data: Honolulu, Hawaii, U.S. Department of Commerce, 1976.
5. "Air Quality Impact Analysis for the Proposed Vineyard Street Parking Garage, Honolulu, Oahu, Hawaii," prepared by Barry D. Root, MA, MPH, RS, Air Pollution Consultant, November 5, 1979.
6. "Noise Impact Study for the Proposed Vineyard Street Parking Garage," prepared by Darby-Ebisu & Associates, Inc., Acoustical Consultants, October 30, 1979.
7. "Traffic Impact Statement for the Proposed Vineyard Street Parking Garage, Tax Map Key 2-1-19 and 2-1-18," prepared by Henry Tuck Au, Consulting Engineer, October, 1979.



APPENDIX A

24-HOUR TRAFFIC VOLUMES OF STREETS ADJACENT  
TO VINEYARD STREET

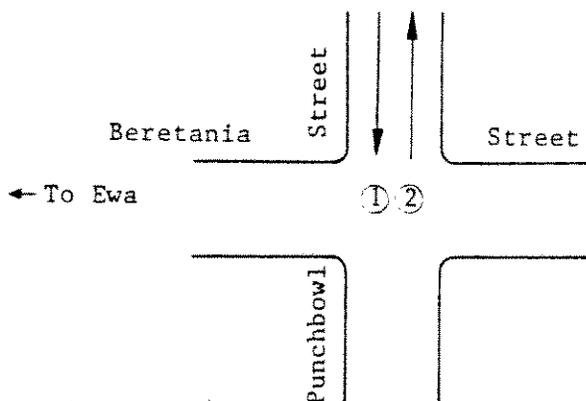
TABLES 1 TO 7

Source: Reference 7



Table 1

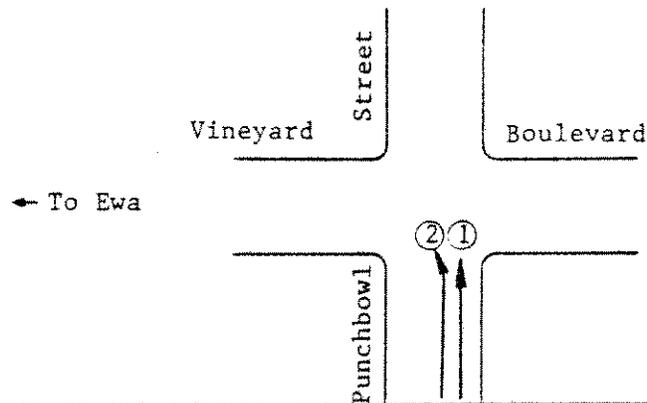
24 Hour Traffic Volumes - 1979 & 1973  
Punchbowl Street At S. Beretania Street



Time	No. of Vehicles				Total		Percent of 24 Hour Volume	
	Movement ①		Movement ②		1979	1973	1973	1979
	1979	1973	1979	1973				
4:00 - 5:00 A.M.	154	100	35	42	189	142	0.56	0.68
5:00 - 6:00 A.M.	674	411	83	68	757	479	1.88	2.73
6:00 - 7:00 A.M.	1,544	1,295	226	218	1,770	1,513	5.94	6.37
7:00 - 8:00 A.M.	1,732	1,667	442	517	2,174	2,184	8.58	7.83
8:00 - 9:00 A.M.	1,532	1,377	560	561	2,092	1,938	7.61	7.50
9:00 - 10:00 A.M.	1,292	1,027	582	521	1,874	1,548	6.08	6.75
10:00 - 11:00 A.M.	1,283	994	636	686	1,919	1,680	6.60	6.91
11:00 - 12:00 N.	1,262	1,118	638	707	1,900	1,825	7.17	6.84
12:00 - 1:00 P.M.	1,256	933	625	651	1,881	1,584	6.22	6.77
1:00 - 2:00 P.M.	1,202	973	652	626	1,854	1,599	6.28	6.68
2:00 - 3:00 P.M.	1,170	929	701	676	1,871	1,605	6.30	6.74
3:00 - 4:00 P.M.	1,222	969	777	750	1,999	1,719	6.75	7.20
4:00 - 5:00 P.M.	1,123	1,086	713	805	1,836	1,891	7.43	6.61
5:00 - 6:00 P.M.	679	614	763	800	1,442	1,414	5.55	5.19
6:00 - 7:00 P.M.	571	500	518	537	1,089	1,037	4.07	3.92
7:00 - 8:00 P.M.	395	479	380	385	775	864	3.39	2.79
8:00 - 9:00 P.M.	280	324	313	336	593	660	2.59	2.13
9:00 - 10:00 P.M.	214	183	293	343	507	526	2.07	1.82
10:00 - 11:00 P.M.	175	166	234	227	409	393	1.54	1.47
11:00 - 12:00 P.M.	118	124	184	202	302	326	1.28	1.09
12:00 - 1:00 A.M.	56	56	143	143	199	199	0.78	0.71
1:00 - 2:00 A.M.	43	40	81	95	124	135	0.53	0.45
2:00 - 3:00 A.M.	48	30	59	74	107	104	0.41	0.38
3:00 - 4:00 A.M.	58	58	45	34	103	92	0.36	0.37
24 Hour Volume	18,083	15,453	9,683	10,004	27,766	25,457	100.00	100.00

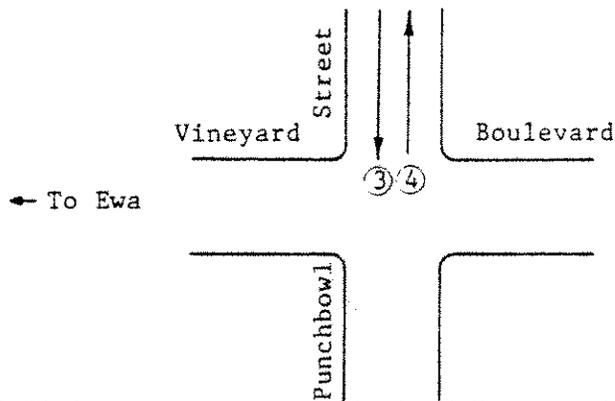
Table 2

24 Hour Traffic Volume - 1979  
Punchbowl Street At Vineyard Boulevard



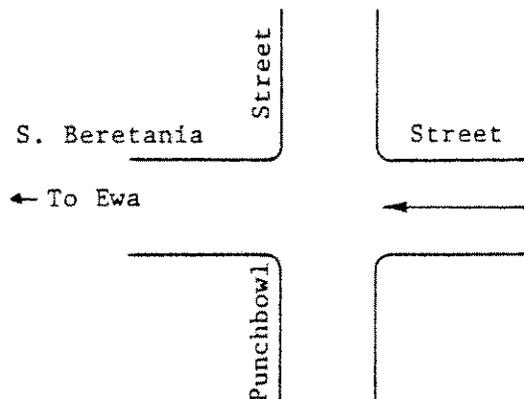
Time	No. of Vehicles		Total	Percent of 24 Hour Volume
	Movement ①	Movement ②		
4:00 - 5:00 A.M.	47	8	55	
5:00 - 6:00 A.M.	102	8	110	
6:00 - 7:00 A.M.	227	36	263	
7:00 - 8:00 A.M.	373	56	429	
8:00 - 9:00 A.M.	377	73	450	
9:00 - 10:00 A.M.	420	90	510	
10:00 - 11:00 A.M.	497	108	605	
11:00 - 12:00 N.	495	128	623	
12:00 - 1:00 P.M.	478	100	578	
1:00 - 2:00 P.M.	508	125	633	
2:00 - 3:00 P.M.	581	116	697	
3:00 - 4:00 P.M.	654	167	821	
4:00 - 5:00 P.M.	670	188	858	
5:00 - 6:00 P.M.	650	121	771	
6:00 - 7:00 P.M.	465	70	535	
7:00 - 8:00 P.M.	368	62	430	
8:00 - 9:00 P.M.	383	45	428	
9:00 - 10:00 P.M.	323	28	351	
10:00 - 11:00 P.M.	316	26	342	
11:00 - 12:00 P.M.	216	27	243	
12:00 - 1:00 A.M.	143	14	157	
1:00 - 2:00 A.M.	105	6	111	
2:00 - 3:00 A.M.	47	2	49	
3:00 - 4:00 A.M.	24	5	29	
24 Hour Volume	8,469	1,609	10,078	

Table 3  
24 Hour Traffic Volume - 1979  
Punchbowl Street At Vineyard Boulevard



Time	No. of Vehicles		Total	Percent of 24 Hour Volume
	Movement ③	Movement ④		
4:00 - 5:00 A.M.	81	48	129	0.61
5:00 - 6:00 A.M.	393	98	491	2.34
6:00 - 7:00 A.M.	1,056	211	1,267	6.04
7:00 - 8:00 A.M.	1,081	478	1,559	7.44
8:00 - 9:00 A.M.	1,068	488	1,556	7.42
9:00 - 10:00 A.M.	802	471	1,273	6.07
10:00 - 11:00 A.M.	753	534	1,287	6.14
11:00 - 12:00 N.	742	571	1,313	6.26
12:00 - 1:00 P.M.	708	548	1,256	5.99
1:00 - 2:00 P.M.	674	553	1,227	5.85
2:00 - 3:00 P.M.	744	614	1,358	6.48
3:00 - 4:00 P.M.	786	776	1,562	7.45
4:00 - 5:00 P.M.	698	859	1,557	7.43
5:00 - 6:00 P.M.	428	823	1,251	5.97
6:00 - 7:00 P.M.	392	631	1,023	4.88
7:00 - 8:00 P.M.	291	380	671	3.20
8:00 - 9:00 P.M.	186	352	538	2.57
9:00 - 10:00 P.M.	166	368	534	2.55
10:00 - 11:00 P.M.	147	257	404	1.93
11:00 - 12:00 P.M.	98	247	345	1.64
12:00 - 1:00 A.M.	35	186	221	1.05
1:00 - 2:00 A.M.	23	30	53	0.25
2:00 - 3:00 A.M.	24	0	24	0.11
3:00 - 4:00 A.M.	36	27	63	0.30
24 Hour Volume	11,412	9,550	20,962	100.00

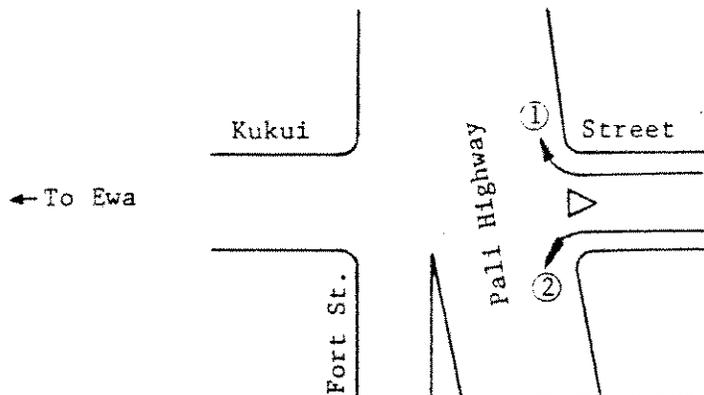
Table 4  
24 Hour Traffic Volume - 1979  
S. Beretania Street AT Punchbowl Street



Time	No. of Vehicles		Total	Percent of 24 Hour Volume
	Movement	Movement		
4:00 - 5:00 A.M.	207			0.47
5:00 - 6:00 A.M.	587			1.35
6:00 - 7:00 A.M.	1,510			3.47
7:00 - 8:00 A.M.	3,363			7.72
8:00 - 9:00 A.M.	3,220			7.39
9:00 - 10:00 A.M.	3,002			6.89
10:00 - 11:00 A.M.	3,205			7.36
11:00 - 12:00 N.	3,200			7.35
12:00 - 1:00 P.M.	2,589			5.95
1:00 - 2:00 P.M.	2,494			5.73
2:00 - 3:00 P.M.	2,630			6.04
3:00 - 4:00 P.M.	2,961			6.80
4:00 - 5:00 P.M.	3,738			8.58
5:00 - 6:00 P.M.	2,655			6.10
6:00 - 7:00 P.M.	1,553			3.57
7:00 - 8:00 P.M.	1,160			2.66
8:00 - 9:00 P.M.	1,100			2.53
9:00 - 10:00 P.M.	1,100			2.53
10:00 - 11:00 P.M.	993			2.28
11:00 - 12:00 P.M.	757			1.74
12:00 - 1:00 A.M.	552			1.27
1:00 - 2:00 A.M.	309			0.71
2:00 - 3:00 A.M.	452			1.04
3:00 - 4:00 A.M.	192			0.44
24 Hour Volume	43,539			100.00

Table 5

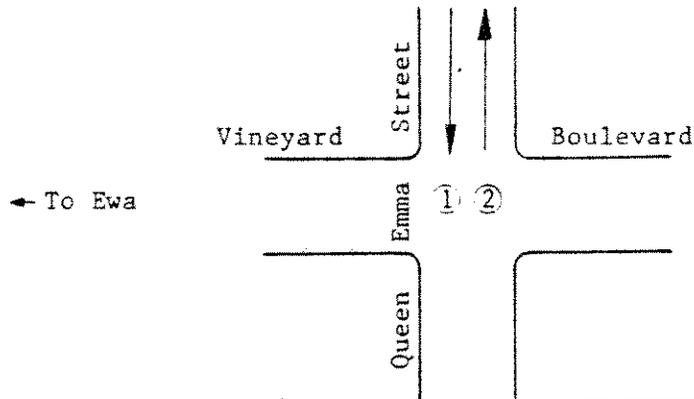
24 Hour Traffic Volumes - 1977  
Kukui Street At Pali Highway



Time	No. of Vehicles		Total	Percent of 24 Hour Volume
	Movement ①	Movement ②		
4:00 - 5:00 A.M.	17	8	25	0.27
5:00 - 6:00 A.M.	49	13	62	0.66
6:00 - 7:00 A.M.	89	81	170	1.82
7:00 - 8:00 A.M.	229	257	486	5.21
8:00 - 9:00 A.M.	242	359	601	6.44
9:00 - 10:00 A.M.	242	214	456	4.89
10:00 - 11:00 A.M.	333	214	547	5.86
11:00 - 12:00 N.	441	177	618	6.63
12:00 - 1:00 P.M.	347	133	480	5.15
1:00 - 2:00 P.M.	334	183	517	5.54
2:00 - 3:00 P.M.	435	168	603	6.46
3:00 - 4:00 P.M.	667	164	831	8.91
4:00 - 5:00 P.M.	1,112	232	1,344	14.41
5:00 - 6:00 P.M.	779	113	892	9.56
6:00 - 7:00 P.M.	399	58	457	4.90
7:00 - 8:00 P.M.	210	66	276	2.96
8:00 - 9:00 P.M.	227	51	278	2.98
9:00 - 10:00 P.M.	206	36	242	2.59
10:00 - 11:00 P.M.	133	24	157	1.68
11:00 - 12:00 P.M.	88	14	102	1.09
12:00 - 1:00 A.M.	75	11	86	0.92
1:00 - 2:00 A.M.	30	10	40	0.43
2:00 - 3:00 A.M.	23	2	25	0.27
3:00 - 4:00 A.M.	15	6	21	0.22
24 Hour Volume	6,732	2,594	9,326	100.00

Table 6

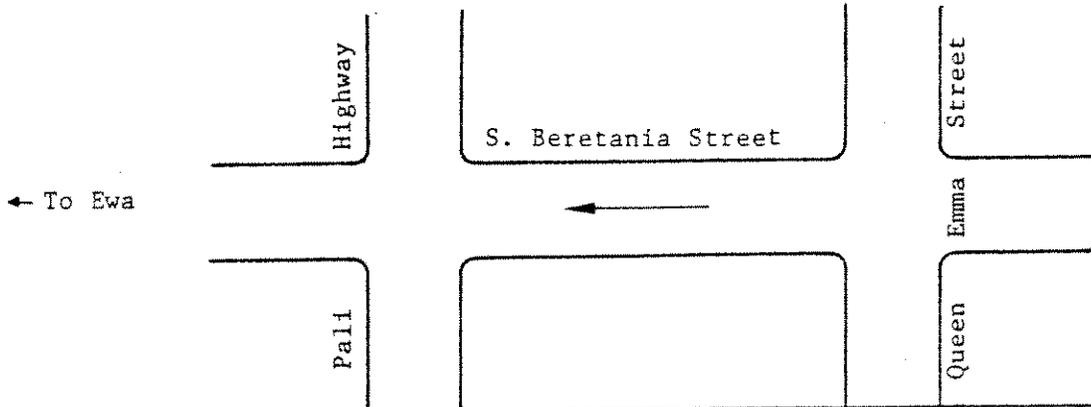
24 Hour Traffic Volume - 1978  
Queen Emma Street At Vineyard Boulevard



Time	No. of Vehicles		Total	Percent of 24 Hour Volume
	Movement ①	Movement ②		
4:00 - 5:00 A.M.	17	26	43	0.39
5:00 - 6:00 A.M.	42	108	150	1.38
6:00 - 7:00 A.M.	148	345	493	4.53
7:00 - 8:00 A.M.	369	698	1,067	9.82
8:00 - 9:00 A.M.	230	465	695	6.39
9:00 - 10:00 A.M.	204	250	454	4.18
10:00 - 11:00 A.M.	265	247	512	4.71
11:00 - 12:00 N.	262	263	525	4.83
12:00 - 1:00 P.M.	336	253	589	5.42
1:00 - 2:00 P.M.	314	316	630	5.79
2:00 - 3:00 P.M.	384	249	633	5.82
3:00 - 4:00 P.M.	598	272	870	8.00
4:00 - 5:00 P.M.	853	318	1,171	10.77
5:00 - 6:00 P.M.	608	288	896	8.24
6:00 - 7:00 P.M.	344	269	613	5.64
7:00 - 8:00 P.M.	197	194	391	3.60
8:00 - 9:00 P.M.	184	108	292	2.69
9:00 - 10:00 P.M.	221	97	318	2.92
10:00 - 11:00 P.M.	127	75	202	1.86
11:00 - 12:00 P.M.	85	44	129	1.19
12:00 - 1:00 A.M.	59	14	73	0.67
1:00 - 2:00 A.M.	24	19	43	0.39
2:00 - 3:00 A.M.	26	12	38	0.35
3:00 - 4:00 A.M.	23	20	43	0.39
24 Hour Volume	5,920	4,950	10,870	100.00

Table 7

24 Hour Traffic Volumes - 1979 & 1972  
S. Beretania Street At Queen Emma Street



Time	No. of Vehicles		Total	Percent of 24 Hour Volume	
	Movement	Movement		1979	1972
	1979	1972			
4:00 - 5:00 A.M.	119	100		0.43	0.46
5:00 - 6:00 A.M.	293	293		1.05	1.34
6:00 - 7:00 A.M.	955	934		3.43	4.27
7:00 - 8:00 A.M.	2,129	1,826		7.65	8.35
8:00 - 9:00 A.M.	1,639	1,250		5.89	5.72
9:00 - 10:00 A.M.	1,577	1,286		5.67	5.88
10:00 - 11:00 A.M.	1,644	1,455		5.91	6.66
11:00 - 12:00 N.	1,754	1,452		6.31	6.64
12:00 - 1:00 P.M.	1,757	1,417		6.32	6.48
1:00 - 2:00 P.M.	1,726	1,395		6.21	6.38
2:00 - 3:00 P.M.	1,831	1,403		6.58	6.42
3:00 - 4:00 P.M.	2,150	1,586		7.73	7.26
4:00 - 5:00 P.M.	2,832	2,098		10.18	9.60
5:00 - 6:00 P.M.	2,079	1,159		7.47	5.30
6:00 - 7:00 P.M.	1,105	777		3.97	3.55
7:00 - 8:00 P.M.	862	735		3.10	3.36
8:00 - 9:00 P.M.	803	688		2.89	3.15
9:00 - 10:00 P.M.	807	576		2.90	2.63
10:00 - 11:00 P.M.	538	472		1.93	2.16
11:00 - 12:00 P.M.	464	324		1.67	1.48
12:00 - 1:00 A.M.	305	253		1.10	1.16
1:00 - 2:00 A.M.	192	158		0.69	0.72
2:00 - 3:00 A.M.	169	135		0.61	0.62
3:00 - 4:00 A.M.	82	84		0.29	0.38
24 Hour Volume	27,812	21,856		100.00	100.00



APPENDIX B

DIVISION 1 -- GENERAL

SECTION 1B - ENVIRONMENTAL PROTECTION

The Contractor shall comply with the following requirements for pollution control in performing all construction activities:

1. RUBBISH DISPOSAL

- A. No burning of debris and/or waste materials shall be permitted on the project site.
- B. No burying of debris and/or waste material except for materials which are specifically indicated elsewhere in these specifications as suitable for backfill shall be permitted on the project site.
- C. All unusable debris and waste materials shall be hauled away to an appropriate off-site dump area. During loading operations, debris and waste materials shall be watered down to allay dust.
- D. No dry sweeping shall be permitted in cleaning rubbish and fines which can become airborne from floors or other paved areas. Vacuuming, wet mopping or wet or damp sweeping is permissible.
- E. Enclosed chutes and/or containers shall be used for conveying debris from above to ground floor level.
- F. Cleanup shall include the collection of all waste paper and wrapping materials, cans, bottles, construction waste materials and other objectionable materials, and removal as required. Frequency of cleanup shall coincide with rubbish producing events.

2. DUST

- A. Dust shall be kept within acceptable levels at all times including non-working hours, weekends and holidays in conformance with Chapter 43 - Air Pollution Control, as amended, of the State Department of Health Public Health Regulations.
- B. The method of dust control and all costs incurred therefor shall be the responsibility of the Contractor.
- C. The Contractor shall be responsible for all damage claims in accordance with Section 7.16 - "Responsibility for Damage Claims", of the General Conditions.

3. NOISE

- A. Noise shall be kept within acceptable levels at all times in conformance with Chapter 44B - Community Noise Control for Oahu, State Department of Health, Public Health Regulations. The Contractor shall obtain and pay for community noise permit from the State Department of Health when the construction equipment or other devices emit noise at levels exceeding the allowable limits.
- B. All internal combustion engine-powered equipment shall have mufflers to minimize noise and shall be properly maintained to reduce noise to acceptable levels.
- C. Pile driving operations shall be confined to the period between 9:00 a.m. and 5:30 p.m., Monday through Friday. Pile driving will not be permitted on weekends and legal State and Federal holidays.

In the event the Contractor's operations require the State's inspectional and engineering personnel to work overtime, the Contractor shall reimburse the State for the cost of such services in accordance with Section 7.9 of the General Conditions.

- D. Starting up of construction equipment meeting allowable noise limits shall not be done prior to 6:45 a.m. without prior approval of the Engineer. Equipment exceeding allowable noise limits shall not be started up prior to 7:00 a.m.

4. EROSION

During interim grading operations the grade shall be maintained so as to preclude any damages to adjoining property from water and eroding soil. Temporary berms, cut-off ditches, and other provisions which may be required because of the Contractor's method of operation shall be installed at no cost to the State. Drainage outlets and silting basins shall be constructed and maintained as shown on the plans to minimize erosion and pollution of waterways during construction.

5. OTHERS

- A. Wherever trucks and/or vehicles leave the site and enter surrounding paved streets, the Contractor shall prevent any material from being carried onto the pavement. Waste water shall not be discharged into existing streams, waterways, or drainage systems such as gutters and catch basins unless treated to comply with Department of Health water pollution regulations.
- B. Trucks hauling debris shall be covered as required by PUC Regulation. Trucks hauling fine materials shall be covered.

- C. No dumping of waste concrete will be permitted at the job site unless otherwise permitted in the Special Provisions.
- D. Except for rinsing of the hopper and delivery chute, and for wheel washing where required, concrete trucks shall not be cleaned on the job site.
- E. Except in an emergency, such as a mechanical breakdown, all vehicle fueling and maintenance shall be done in a designated area. A temporary berm shall be constructed around the area when runoff can cause problems.
- F. When spray painting is allowed under Section 9A - Painting, such spray painting shall be done by the 'airless spray' process. Other types of spray painting will not be allowed.

6. SUSPENSION OF WORK

Violation of any of the above requirements or any other pollution control requirements which may be specified in the Technical Specifications herein shall be cause for suspension of the work creating such violation. No additional compensation shall be due the Contractor for remedial measures to correct the offense. Also, no extension of time will be granted for delays caused by such suspensions.

If no corrective action is taken by the Contractor within 72 hours after a suspension is ordered by the Engineer, the State reserves the right to take whatever action is necessary to correct the situation and to deduct all costs incurred by the State in taking such action from monies due the Contractor.

The Engineer may also suspend any operations which he feels are creating pollution problems although they may not be in violation of the above mentioned requirements. In this instance, the work shall be done by force account as described in Subsection 4.2a "ADDITIONAL WORK" of the General Conditions and paid for in accordance with Subsection 3.4b "FORCE ACCOUNT WORK" therein. The count of elapsed working days to be charged against the contract in this situation shall be computed in accordance with Subsection 7.18 "CONTRACT TIME" of the General Conditions.

