



EXECUTIVE CHAMBERS

HONOLULU

GEORGE R. ARIYOSHI  
GOVERNOR

March 19, 1981

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

Dear Mr. Bremner:

Subject: Environmental Impact Statement for Makai Land Acquisition,  
Future Office Building and Parking, State Capital Complex

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

cc: Honorable Hideo Murakami

*Revised*  
ENVIRONMENTAL IMPACT STATEMENT  
FOR  
MAKAI LAND ACQUISITION  
FUTURE OFFICE BUILDING AND PARKING  
STATE CAPITAL COMPLEX

PREPARED BY  
PLANNING BRANCH

DIVISION OF PUBLIC WORKS  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
FEBRUARY 1981

ENVIRONMENTAL IMPACT STATEMENT  
FOR  
MAKAI LAND ACQUISITION  
FUTURE OFFICE BUILDING AND PARKING  
STATE CAPITAL COMPLEX

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ENVIRONMENTAL IMPACT STATEMENT  
FOR  
MAKAI LAND ACQUISITION  
FUTURE OFFICE BUILDING AND PARKING  
STATE CAPITAL COMPLEX

PROJECT DESCRIPTION

A. Location

The land proposed to be acquired in this project is located on the corner of South and Halekauwila Streets. See Figure 1, Makai Land Acquisition-Location Plan. The individual parcels to be acquired are the remaining parcels of land on the block where land was acquired for the future Judiciary complex. The parcels are identified as TMK: 2-1-30: parcels 6 to 15, 17 and a portion of Reed Lane. See Figure 2 for the parcel map.

B. Statement of Objectives

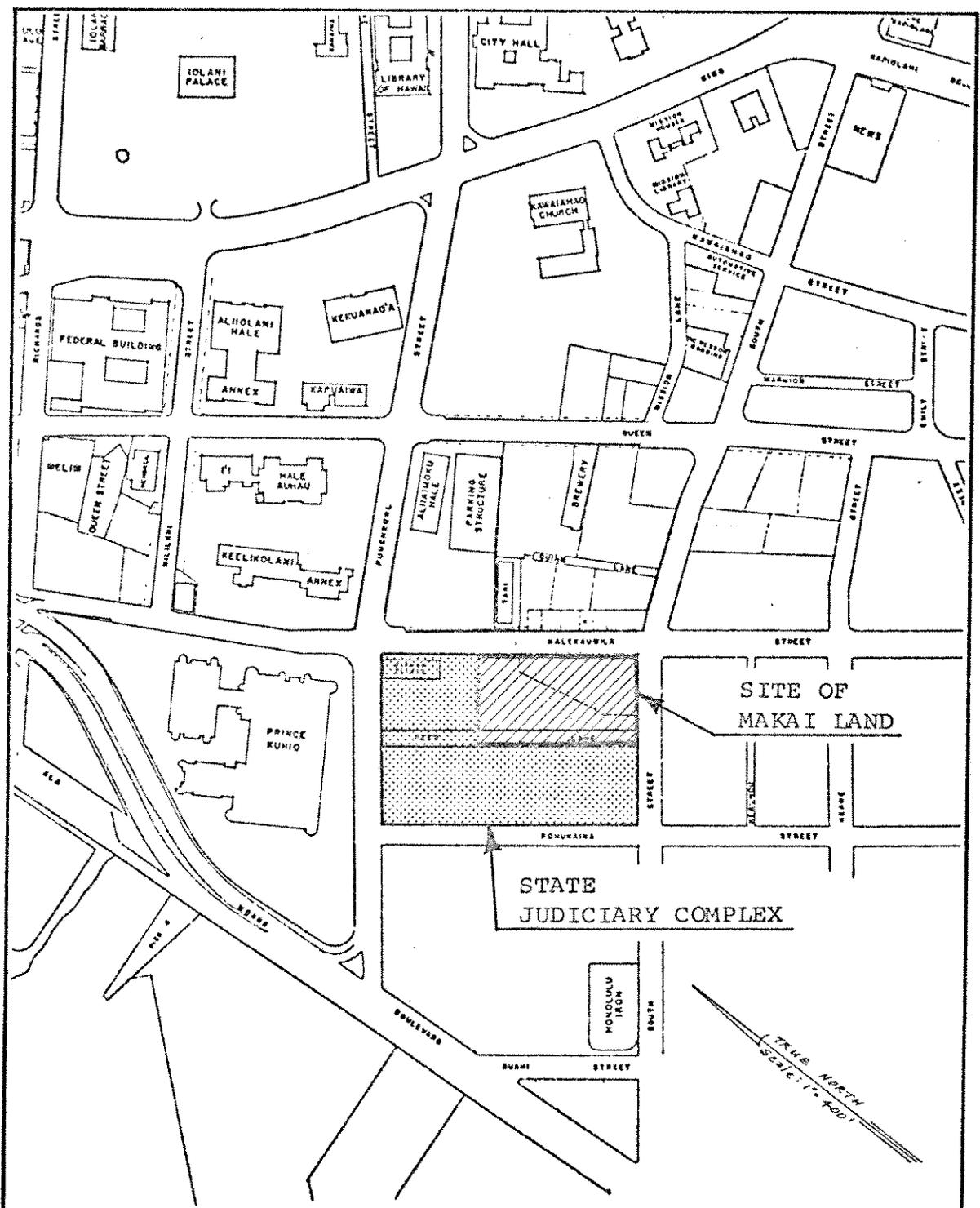
The objective of the project is to obtain additional land for a future State facility in the State Capital Complex to meet the increasing space needs of State agencies.

C. General Characteristics

1. Technical

The State is following the guidelines of the Hawaii State Capitol Civic Center Master Plan prepared by John Carl Warnecke and Associates for the development of State property in the State Capital Complex. One of the objectives of the master plan was that the civic center should encompass major governmental structures. After the State Office Building No. 2 (expansion of the Labor Building) is constructed, State-owned land for a new State Office Building will not be available except for the parking lot area mauka of Kinau Hale (Health Building). In the Kinau Hale area, there are many restrictions that severely limit the amount of space and the type of building that could be constructed in a future project. Thus, for all practical purposes, State-owned land for a new major office building is not presently available in the existing State Capital Complex.

The City and County of Honolulu adopted the Hawaii Capital District Ordinance No. 77-60 to guide, identify and protect the development of the State Capital Complex.



**FIGURE 1**      **MAKAI LAND ACQUISITION - LOCATION PLAN**

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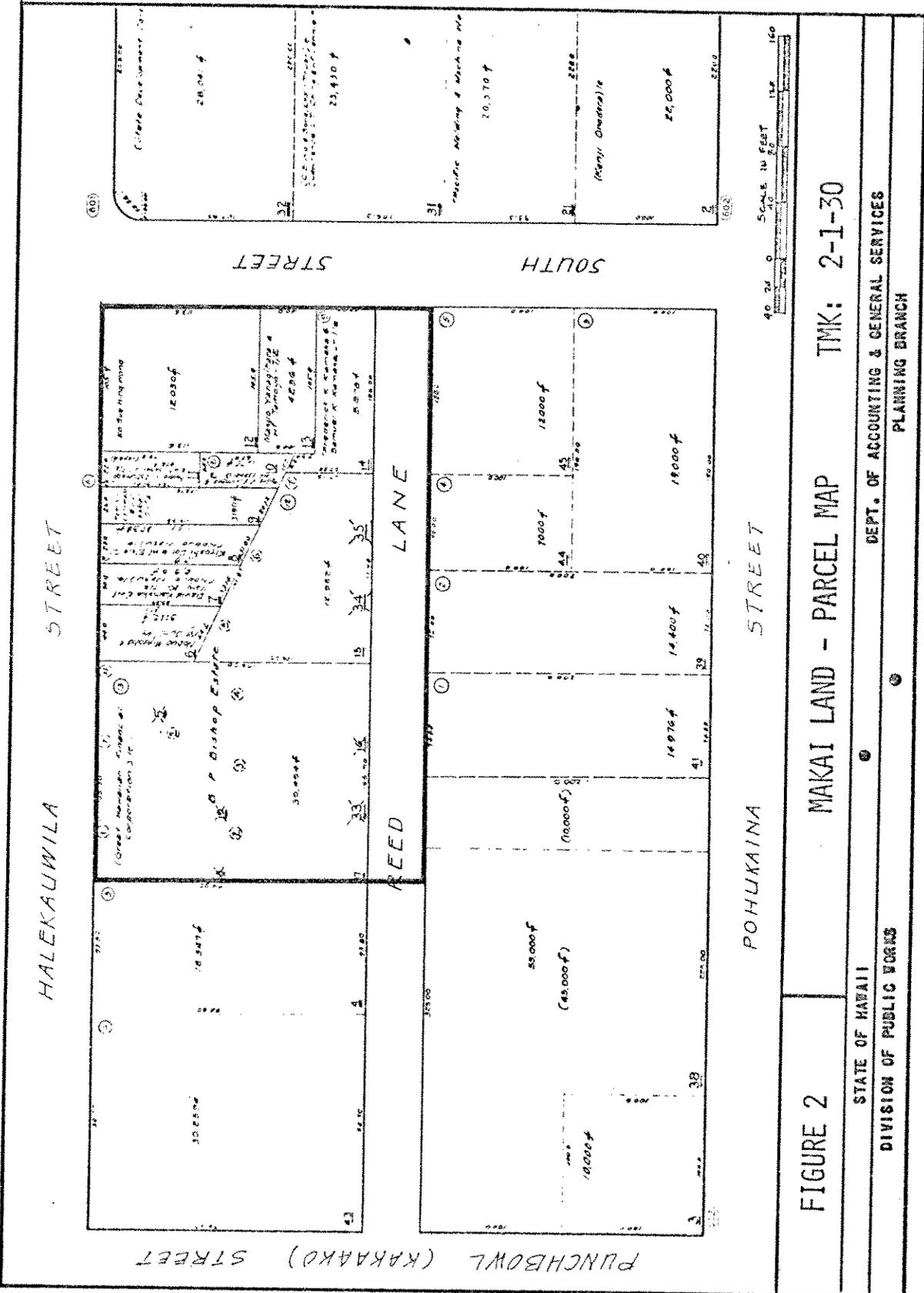


FIGURE 2

MAKAI LAND - PARCEL MAP TMK: 2-1-30

STATE OF HAWAII  
DIVISION OF PUBLIC WORKS

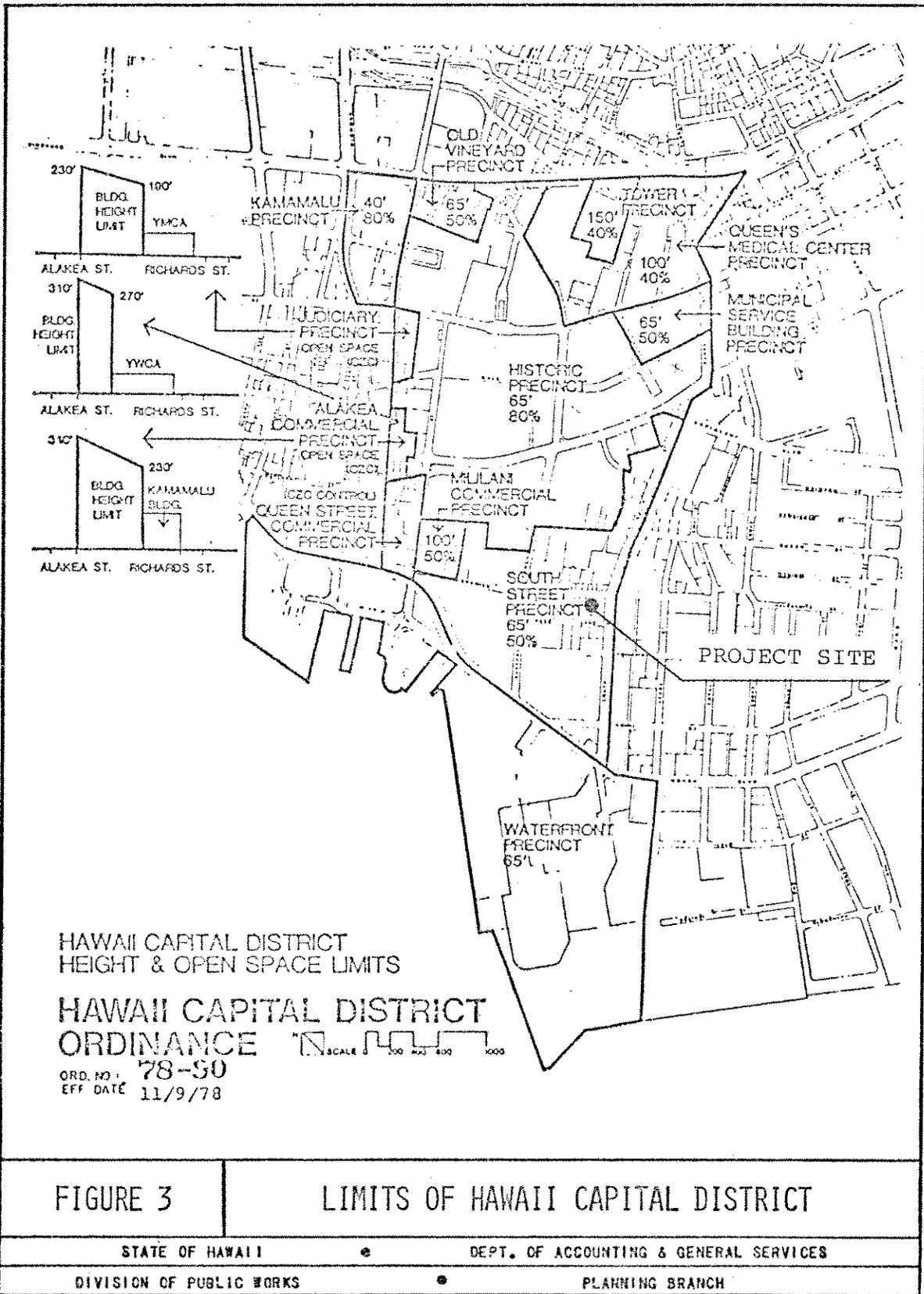
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See Figure 3 for the limits of the district and Appendix A for a statement of purpose and objectives of the Hawaii Capital District Ordinance. Within the district boundaries, this site is one of the few remaining areas that is underdeveloped and is suited for office building use. The other potential expansion areas are either too small or extensively developed and may not be economical to consider as sites for a State building in the civic center. The site is large enough to accommodate an office building with 100,000 sq. ft. of office space. See Appendix B. Four or five floors are being proposed for the future office building.

DAGS' long-range office space projections for the State Capital Complex indicate that if all Executive Branch department units with statewide concerns are located in the State Capital Complex, an additional 259,000 sq. ft. of space must be acquired over present State-owned space to satisfy the needs. See Appendix C for the projected space deficit in the State Capital Complex for 1985 after adjustments were made to reflect the effects of other new State office building projects. Building space net gains will reduce the 259,000 sq. ft. shortage to approximately 100,000 sq. ft. in 1985. The gains in buildings will be the Kekuanaoa Building (to be vacated by the Judiciary) and the State Office Building No. 2 (to be constructed).

It is difficult to estimate how much of the new building will be filled by agencies in existing State office buildings because of the constant changes in State and Federal sponsored programs that agencies such as the Department of Education, Department of Health, Department of Labor and Industrial Relations, and Department of Social Services and Housing must administer.

As these agencies acquire new programs or are authorized an increase in staff for an existing program, they will look for leased space to accommodate their office space needs. There will, however, be a few agencies that will tolerate overcrowded working conditions while the new building is under design and construction. These agencies may have a program moved into the building, depending on the space assignment to be made by DAGS. We estimate that approximately 10% to 15% of the space will be assigned to occupants that will be overcrowded in existing State buildings. The rest of the occupants will come from leased space in commercial buildings.



## 2. Economics

### a. Economic Activity

This project will displace approximately 24 businesses. No attempt was made to estimate the annual gross income of the businesses. However, Table 1 contains data on parcel size, ownership, use and building area.

It is assumed that most of these businesses will be able to obtain adequate replacement facilities and will continue to operate at the present income levels. In accordance with Chapter 111, Hawaii Revised Statutes, the State will make assistance payments to displaced firms for relocation costs or payments for damages if a decision is made to discontinue their business.

The Area Development Manager of the Bishop Estate has indicated that when the State deposits the condemnation money, the lessee is released from his commitment to future rent to the Bishop Estate. To this extent, the displacees will be able to fulfill the lease agreement after the condemnation action is filed without incurring an economic loss. The displacees, however, that do have equity in the buildings they occupy, will have an economic loss, in that they cannot get the full term usage of the buildings after the State purchases the property. The amount of the loss is not known at this time.

### b. Employment

During the design and construction phases, it will provide additional employment for the design consultant and construction forces.

### c. Removing Land from Tax Base

The project will remove approximately 80,600 sq. ft. of light industrial zoned land from the tax base. The property tax losses total approximately \$250,000/year.

## 3. Social

### a. Relocation

The parcels of land to be acquired support a variety of uses: shops, offices, restaurants, warehouses, and housing. One of the significant impacts of this project is the displacement off-site of the businesses and the tenants living on the site.

TABLE 1  
DATA ON SITE

<u>TMK</u>	<u>Land Area</u>	<u>Owner</u>	<u>Existing Use</u>	<u>Building Area</u>
2-1-30:17	30,494	B. P. Bishop Estate	Office and Restaurant Building	5,780 <u>10,136</u> 15,916
2-1-30:15	12,982	B. P. Bishop Estate	Warehouse Whse/Office	11,832
2-1-30:14	5,278	B. P. Bishop Estate	Shop/Office	3,486
2-1-30:13	4,236	Masuo Yanagihara	Restaurant Office	2,874
2-1-30:12	12,030	K. S. H. Wong	Restaurant Apartment	2,599/downstairs
			Apartment Cottages (5)	2,415/upstairs 540-754 sf/ea
2-1-30:11	1,872	Pedro Estomago & wf	Pool Hall Apartment	960/downstairs 960/upstairs
2-1-30:10	1,609	Pedro Estomago & wf	Parking	
2-1-30:9	3,190	Pedro Estomago & wf	Parking	
2-1-30:8	3,038	Kiyoshi Doi & wf	Whse/Shop	1,127
2-1-30:7	2,815	David Kamaka & wf	Office/Stor- age Whse/Shop (connected to 1,127 sf above)	400 840
2-1-30:16	3,112	Nobuo Miyaoka & wf	Dwelling/ Office	660

Demographic data from a study prepared for the Hawaii Community Development Authority is reproduced in Appendix D. The characteristics of the resident population of Kakaako are statistically described and summarized in this appended data. The makai land acquisition project site is within Area 4 of the demographic study. Findings from background research, findings from the HCDA survey for the entire Kakaako area and findings from the HCDA survey for Area 4 only are discussed in Appendix D. Only tables that provide the statistical data for different characteristics of the resident population in Area 4 are included in Appendix D.

An estimate of the number of possible tenants was made after a visual inspection of the site and from data obtained from other sources. The approximate number of businesses and residents that will be displaced by this project is presented in the following table:

TABLE 2

ESTIMATE OF DISPLACED

<u>OCCUPANTS</u>	<u>NO. DISPLACED</u>
BUSINESS ACTIVITY	
Restaurants	3
Recreational Facilities	1
Offices	16
Warehouses	2
Shops	2
	<u>24</u>
RESIDENTS	
Families	6
Singles	8
	<u>14</u>

Approximately 24 businesses and 14 families or individuals will need to be relocated off-site in this project. Approximately 14 of the businesses are small office-type operations and can readily obtain replacement office space in existing or planned commercial buildings. The other ten businesses will require additional time to locate suitable locations. The project will be scheduled to provide the time needed to relocate these businesses off-site.

The information in Table 2 was obtained from data collected by the Hawaii Community Development Authority in their survey for their Kakaako Community Development Planning Project. The count may vary at any one time due to possible movement of families, individuals and business. The exact count of tenants will be fixed at the time that the State obtains possession of the site through condemnation action or negotiation. This will probably occur in late 1981 or early 1982. At that time, the State will take a survey to identify each family, individual and business. This information will be used to verify and assist each affected party in the submittal and processing of relocation assistance claims for State action.

The State will provide relocation assistance to the authorized occupants of the site as required by Chapter 111 of the Hawaii Revised Statutes. The occupants of the site will be advised of the relocation assistance to be provided by the State. Generally, the families will qualify for assistance in replacement housing expenses, moving expenses and referral service. See Appendix E for draft relocation assistance brochure.

b. Public Safety

The expansion site will be used for office-type activities and parking, thereby making the replacement activities less hazardous than the current activities being conducted in the area. Most of the structures used for housing are sub-standard and do not meet building code requirements. Extensive structural damage was visually detected by inspection of the structures from the public street. The purchase of this site and subsequent construction of a State Office Building will remove the old structures in this area and continue the development of the block. The industrial activity currently conducted on the site will be replaced by office-type activity. The design of the new State facility will comply with all State and City building codes. Provisions for accessibility by the handicapped will be included.

The new activities to be carried out and the replacement of the old structures with new ones, will improve the public safety in the area.

c. Traffic

The proposed project site is conveniently located to public transportation services which provide direct or connecting bus service to almost all areas of Honolulu and Oahu. The current bus routes are shown on Figure 4 and are provided on the following roadways:

- Ala Moana Boulevard
- Queen Street
- King Street-Beretania Street

Route 8 (Waikiki-Airport-Hickam) and the Windward Oahu commuter routes provide service along Ala Moana Boulevard. Route 8 provides service between Waikiki, Ala Moana Center, the central business district (CBD), and the Airport/Hickam area. The Windward Oahu commuter routes provide service between Ala Moana Center, the CBD, and Windward Oahu.

Route 4 (Waikiki-Nuuanu) and Route 6 (Pauoa-Woodlawn) provide service along Queen Street. Route 4 buses provide service between Waikiki, Moiliili, Makiki, lower Punchbowl, the CBD, and upper and lower Nuuanu. Route 6 buses provide service between Pauoa, lower Punchbowl, the CBD, Moiliili, University of Hawaii, and Manoa-Woodlawn.

The most frequent bus service is provided on the King-Beretania couplet. The majority of the mainline urban Honolulu routes (1, 2, 3, 9) and all the Leeward/Central Oahu routes provide eastbound service on King Street and westbound service on Beretania Street. These routes provide direct or connecting service to almost all areas of Honolulu and Leeward/Central Oahu.

Future improvement of the public transit system would tend to reduce the amount of traffic generated by this project.

The State Judiciary Complex project was recently issued a Hawaii Capital District certificate of appropriateness by the City. The plans submitted with the application for certificate of appropriateness included provisions for 720 off-street parking stalls. Since this Makai Land Acquisition project will give the State the ownership of

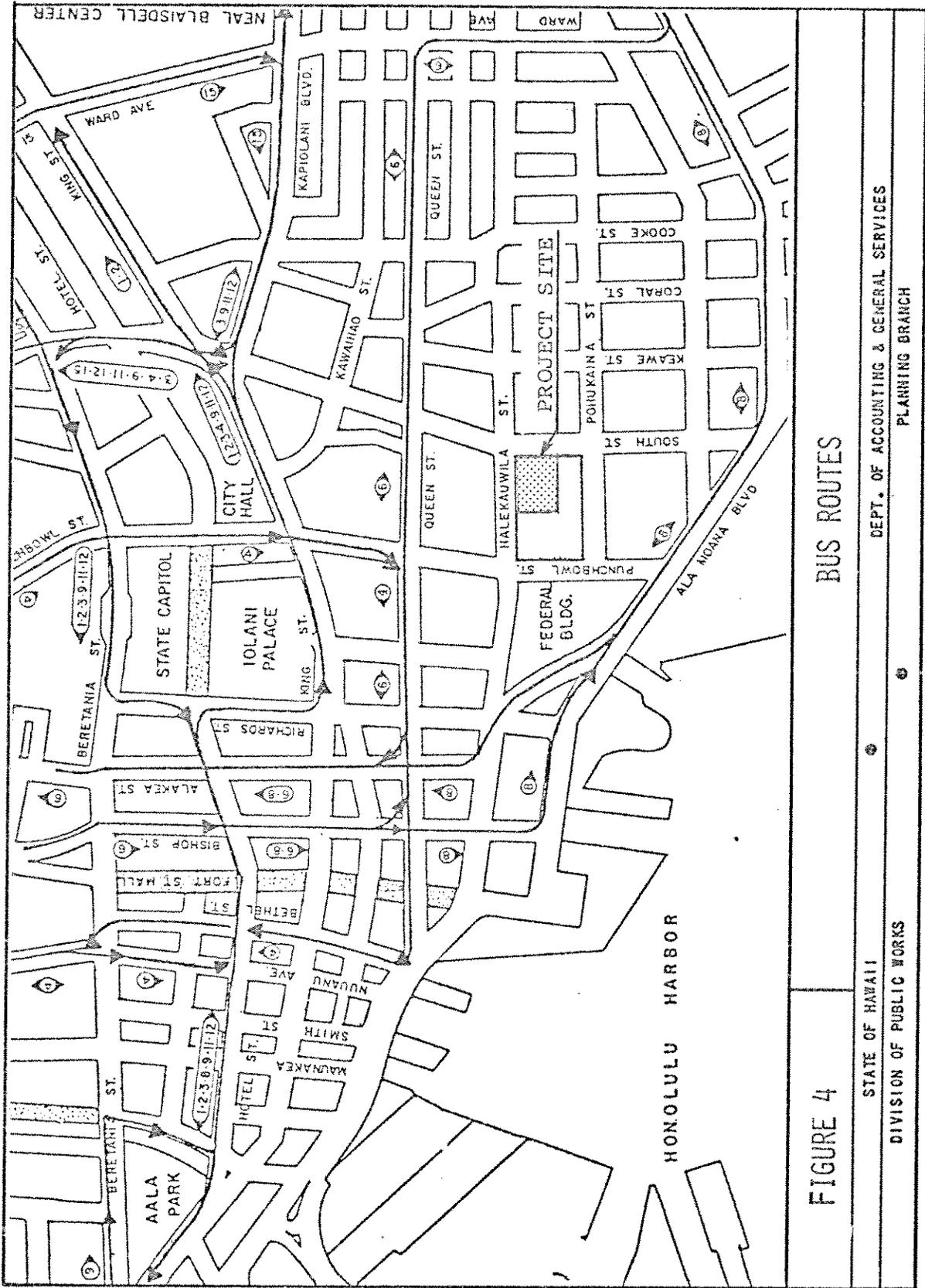


FIGURE 4

BUS ROUTES

STATE OF HAWAII  
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the entire block, the CZC parking requirement will be considered on the basis of the entire block which will include the State Judiciary Complex. Adding the future State Office Building to the development of the Judiciary Complex project will result in an increase in the amount of State constructed, off-street parking stalls in the block from 720 to 871 to meet the Comprehensive Zoning Code.

The traffic impact study prepared by Alan M. Voorhees and Associates, Inc. for the State Judiciary Complex, analyzes the traffic at four intersections of this block, including the driveway accesses to the proposed parking garage to be located on the corner of South and Pohukaina Streets. The traffic impact study shows that the four intersections are expected to operate well below the level of service C capacities after the State Judiciary Complex project is completed. Also, the driveways to the parking garage and the underground parking in the Judiciary Building will also be below the level of service C capacities. Appendix F describes the critical movement method used by Alan M. Voorhees and Associates, Inc. Based on this traffic impact study and the fact that the makai lands project only will add 36 additional parking stalls (151 additional stalls - 115 existing stalls in the area), it was concluded that a traffic impact study for this project was not needed.

A further analysis of the peak hour traffic using the information from the Voorhees study shows that the 151 additional stalls in the proposed parking structure will not have an adverse effect on the traffic.

Based on the assumption that 66% of the additional stalls will contribute towards the peak hour traffic count on the street system, the future office building will add 100 vehicles to the traffic at peak hours. There are two general directions traffic can egress and ingress to this site. Punchbowl Street is one way makai and will carry traffic heading in the makai direction and South Street is one way mauka and will carry traffic heading in the mauka direction. The 100 vehicle increase can be assigned equally to both directions or 50 vehicles to South Street and 50 to Punchbowl Street.

The traffic study for the proposed Judiciary Complex projected the following critical movement ratios for 1982:

<u>Intersection</u>	<u>Projected Critical Movements/ No. of Critical Movements Corresponding to Level C Service</u>
South St. and Halekauwila St.	0.61
Punchbowl St. and Halekauwila St.	0.44

This indicates that the projected volumes after the completion of the proposed Judiciary Complex are within the level of service C capacities. Each of the intersections would experience an increase in traffic volumes but would continue to operate below their capacities.

Assuming a 3% a year increase in traffic and the 50 additional vehicles generated by the future office building, the following critical movement ratios were projected for 1988:

<u>Intersection</u>	<u>Projected Critical Movements/ No. of Critical Movements Corresponding to Level C Service</u>
South St. and Halekauwila St.	0.74
Punchbowl St. and Halekauwila St.	0.52

This indicates that after the completion of the future office building each of the intersections would experience an increase in traffic volumes but would continue to operate below their capacities.

Conceptual plans for the Judiciary Complex call for a parking structure on the corner of South and Pohukaina Streets with two access driveways, one on South Street and the other on Pohukaina Street. There would also be a basement parking garage beneath the new Judiciary Complex Building with a driveway connection to Pohukaina Street. Each of the three driveways would be two-way for entry and exit. These driveways were also analyzed by Alan M. Voorhees and Associates, Inc. in their traffic study.

The traffic study for the proposed Judiciary Complex projected the following critical movement ratios for 1982:

<u>Driveway</u>	<u>Projected Critical Movements/ No. of Critical Movements Cor- responding to Level C Service</u>
South Street access to parking structure	0.36
Pohukaina Street access to parking structure	0.23
Pohukaina Street access to basement garage	0.27

The critical movement ratio indicates that after completion of the proposed Judiciary Complex each of the driveways are expected to be able to operate well below the level of service C capacities; hence, their operations are not expected to have any major impact on the local street system.

Assuming a 3% a year increase in local street traffic and 50 additional vehicles generated by the future office building assigned to the peak traffic at each driveway in the parking structure, the following critical movement ratios were projected for 1988:

<u>Driveway</u>	<u>Projected Critical Movements/ No. of Critical Movements Cor- responding to Level C Service</u>
South Street access to parking structure	0.45
Pohukaina Street access to parking structure	0.31
Pohukaina Street access to basement garage	0.31

Each of the driveways are expected to operate well below the level of service C capacities. No major impact on the local street system is expected however, several parking prohibitions will be proposed to facilitate movement into and out of the driveways serving the parking facilities.

The additional vehicular traffic from the future office building will not create a major congestion in the local street network. To mitigate the impact of the additional traffic which would be generated by this project, a traffic study will be initiated to address the traffic situation at South, Queen, Halekauwila, Pohukaina and Punchbowl Streets in conjunction with one of DAGS' projects in this area or with the design phase of this project, whichever comes earlier. All modes of traffic including pedestrian and bicycle activities will be considered during the preparation of the traffic impact study. Adjustments will be made at that time to mitigate any problems by working with the City and County of Honolulu to improve the traffic system.

In February 1978, the Policy Committee of the Cahu Metropolitan Planning Organization stated the following position on the improvement of the makai boulevard: "That the capacity of the existing makai facility between Middle Street, along Nimitz Interchange, be increased with some grade separation along the way, but not to full freeway standards." The Department of Transportation has made a preliminary study of various alternatives and made a report to the 1979 Legislature with recommendations.

Some of the long-range improvements recommended are:

1. Left turn restrictions.
2. Additional lanes for Nimitz Highway in the downtown district.
3. Grade separation at the Bishop Street intersection.
4. Elevated viaduct from Punchbowl Street to the vicinity of Ward Avenue or grade separation of the Keawe Street or Cooke Street intersection.
5. Improve channelization at all at-grade intersections and widen travel lanes in the Ala Moana district.

Funds to improve the makai boulevard from Middle Street to Pier 18 are available but the 1979 Legislature did not fund any of the improvements in the vicinity of this project. At this time, the Department of Transportation does not have an implementation schedule.

If and when implemented, these improvements will provide additional traffic-carrying capacity to absorb increases in traffic generated by development of the project site.

d. Recreation

This project will not have any effect on any public recreational facility such as parks, swimming areas, playfields, etc. The expansion itself will not generate a need for any recreational facility.

e. Community Institutions

This project will not have any significant detrimental effect on any community institution such as hospitals, schools, libraries, churches, etc.

4. Environmental

a. Aesthetics

The expansion site is almost flat and does not have any natural terrain features that should be preserved. The existing improvements on the site do not warrant preservation and are detrimental to the appearance of the civic center.

The project will be designed in accordance with the height limitations and open space requirements of the Hawaii Capital District Ordinance. As shown in Figure 3, there is a 65' height limitation on buildings and a 50% open space requirement on development of this site. The architectural design will be one which will be compatible with the existing new structures in the area.

b. Natural Resources

The civic center expansion will not deplete any natural resources found within the expansion site or surrounding area. The expansion site and the surrounding area does not contain any valuable mineral resources. The site does not contain any endangered species of flora or fauna.

c. Air, Noise, and Water Pollution

Some dust, noise and silting will be inevitable during the construction phase. However, these polluting conditions will be controlled by the implementation of pollution control measures. The project will be designed to comply with the following requirements of the State Department of Health:

The proposed project must be designed to comply with the provisions of Public Health Regulations Chapter 44B, Community Noise Control for Oahu. Noise from equipment such as air conditioning/ventilation units and exhaust units must be attenuated to meet the allowable noise levels of the regulations based on zoning districts.

Proposed off-street parking areas should be designed to minimize noise, specifically from tire squeals and vehicular noise emissions.

The structure should be designed to provide adequate noise attenuation measures for its residents from both external and internal noise sources.

Construction activities must comply with the provisions of Public Health Regulations Chapter 44B, Community Noise Control for Oahu. The contractor must comply with the conditional use of the permit as specified in the regulations and the conditions issued with the permit.

Traffic noise from heavy vehicles travelling 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.

See Appendix G for specifications on environmental protection.

If pile driving is required, there is likely to be impulse noise of short duration, abrupt onset and rapid decay, and often changing spectral composition. It is estimated that if pile driving is required, it would occur during a three-month period. The amount of actual pile driving time will be reduced by predrilling through the upper layers of existing subsurface materials.

Surface runoff from the site will be directed to the existing drainage system. The amount of surface runoff is expected to be reduced since the landscaped areas of the project site will increase ground infiltration.

The sewage generated within this project will be discharged into the existing sewerage system. The sewage will eventually be treated at the Sand Island Sewage Treatment Plant.

d. Solid Waste Disposal

Solid waste generated from the operation of the future State building will be properly stored and removed for disposal. Collection of solid waste will be done by the State or private refuse collectors and disposed at the City and County's disposal site.

e. Historic Places

The existing structures on the land proposed to be acquired does not have any historic significance. The Hawaii Capital District Ordinance lists certain sites, structures and objects which have historic, scenic importance or architectural value and therefore, worthy of preservation. This block does not have any such sites, structures, or objects.

D. Site Description

The proposed site is situated in the makai section of the State Capital Complex.

The 97,191 sq. ft. (2.2 acre) site consists of 12 parcels of land, one of which is presently a portion of Reed Lane (16,535 sq. ft.). See Figure 2. This roadway parcel is included in the project site since Reed Lane will be eliminated or used as a private service driveway after all the parcels that are serviced by this road become State property. The other portion of Reed Lane is in the process of being abandoned to accommodate the State Judiciary Complex. The State Judiciary Complex will be located on the other parcels of the block bounded by Halekauwila, Punchbowl, Pohukaina and South Streets.

Thirteen structures occupy the site. Of these, seven are wood frame buildings which were built sometime in the 1930's. These wooden structures are in poor condition. The others are hollow tile/concrete or prefabricated steel structures.

E. Use of Public Funds or Lands

The project will be funded entirely by public funds. Presently, \$5,000,000 has been appropriated for land acquisition and tenant relocation. Additional funds will be requested to plan, design and construct the State office building after land acquisition is authorized by the Governor.

1. Direct Project Cost

The entire project including land acquisition, tenant relocation, design and construction is estimated to cost approximately \$21,000,000 broken down as follows:

Land Acquisition and Tenant Relocation	\$ 5,000,000
Demolition	100,000
Design	800,000
Building Construction	<u>15,000,000</u>
	\$20,900,000

## 2. Maintenance and Operational Costs

Based on the maintenance cost for other State buildings, it is estimated that the maintenance cost for a building of this size at today's prices will be approximately \$347,000 annually. The additional cost of maintaining certain City and County facilities (roadways, sewer system, water system) necessitated by the project would be difficult to determine and was not pursued.

Maximum effective use of the land and materials for the office building requires the design of a structure with bulk and dimensions that will probably preclude the use of natural ventilation. The Hawaii Capital District Ordinance adopted by the City and County limits the height of buildings in this area to 65 feet and land coverage of 50% of the lot. This restriction in building design will limit the design options for the new building. During the preliminary design stage, the architect will be instructed to review the energy requirements of the building and make recommendations for conserving energy. Some of the considerations are: 1) provide limited numbers of operable windows for natural ventilation; 2) a design energy consumption budget is specified for the office building not to exceed 55,000 BTU/sq. ft./year. To determine the projected amount of energy that will be consumed by the new buildings, energy computer programs have been utilized; 3) consultants are required to consider various possibilities from an energy savings opportunities checklist in their design and submit a report during the design. The energy saving opportunities checklist suggests minimizing of solar heat load by orientation, shielding by existing buildings and trees, window design, building materials. Other measures include but are not limited to: automatic timers, lighting levels, and switching controls; and 4) landscaping will also provide energy savings and thus result in maintenance and operational cost savings.

## F. Project Time Schedule

The schedule for completing the major work items for this project is as follows:

Acceptance of EIS - December 1980  
Land Acquisition - December 1981  
Design - June 1986  
Construction - June 1988

#### G. Project Background

In March 1979, a site for the State Judiciary Complex was acquired which consisted of more than 2/3 of the block on Halekauwila, South, Pohukaina and Punchbowl Streets. The tenants of this 190,922 sq. ft. site are being relocated in preparation for the construction of a circuit court building. See Figure 1 for the location of the State Judiciary Complex site in reference to the Makai Land to be acquired in this project.

During the 1979 Legislative session a CIP appropriation to purchase the land for this project was included in the appropriation budget. A concern expressed during Legislative hearings was that not acquiring the entire block would lead to land speculation and higher land price in the future years. It was felt that the price to buy this land would be prohibitive once the Judiciary Complex is constructed. Also, the site is one of the few left in the State Capital Complex for possible construction of a State office building.

#### DESCRIPTION OF ENVIRONMENTAL SETTING

The expansion site represents a cross-section of the activities that exist in the Kakaako area. The site contains shops, offices, restaurants, warehouses and housing units. The buildings are single or two-story and may vary in age from 20 to 50 years. These buildings are typical of what exists in the Kakaako area. The wooden structures are single dwelling frame houses and two-story rooming houses with businesses on the first floor. Some of the first floor store spaces were converted to living units. These wooden structures are generally in poor condition and are in need of major repair work. The substantial structures on the site are of masonry/steel and concrete type construction. These structures were constructed to make maximum use of the land and for this reason are generally not aesthetically compatible with the objectives of the State Capital Complex district. See Appendix A for the statement of purpose and objectives of the Hawaii Capital District Ordinance No. 77-60. The existing improvements have minimal setbacks, large paved open areas used for parking, minimum landscaping and minimum attention to architectural features of the structures.

As such, the existing improvements do not conform to the statement of purposes and objectives of the Hawaii Capital District Ordinance.

The surrounding blocks are similar in appearance except for the new Federal Complex, the proposed Judiciary Complex and the new Hawaii State Federal Credit Union Building which is under construction.

THE RELATIONSHIP TO LAND USE PLANS, POLICIES AND CONTROLS FOR THE AFFECTED AREA

A. State Land Use Designation

The State Land Use Designation for the area is urban.

B. County Master Plans

The General Plan, Development Plan, Central Business District was adopted by Ordinance No. 3217, July 5, 1968. The development plan does not show the area as a public facility. A request to amend the development plan will not be made since the City's response to a similar request for the State Judiciary Complex was interpreted to mean that an amendment was not required for a project with statewide concerns and interest.

After land acquisition is authorized, a request will be submitted to the Department of General Planning to verify our interpretation that a development plan amendment is not required for this project.

The project will respect the roadway setbacks for Halekai Street (8 feet) and Pohukaina Street (5 feet) as indicated in the CBD Development Plan.

C. County Zoning

The site is zoned I-1, light industry. Public buildings are a permitted use in this zoning district.

D. Hawaii Capital District Ordinance

The site is within the boundary of the Hawaii Capital District as established and controlled by ordinances 3947, 77-60, 78-59 and 78-90. The district was established for its protection, preservation, enhancement and orderly development and growth. The project will comply with the requirements of the district ordinances. As stated earlier, this ordinance limits the height of buildings in this area to 65 feet and land coverage of 50% of the lot. Based on this restriction, the building will be only four or five stories in height.

E. Kakaako Development Plan

1. State

The site is within the boundary of the Kakaako Community Development District. The Hawaii Community

Development Authority (HCDA) is preparing a development plan that is scheduled to be completed in draft form by June 1981. The HCDA will be consulted to insure that the requirements of this project will be considered in the review stages of the development plan. The Department of Accounting and General Services (DAGS) is in contact with HCDA and is on the mailing list of agencies that review the work products prepared for the Kakaako Community Development Plan project. The HCDA has informed DAGS that DAGS' concerns will be considered in the Authority's planning.

Plans for the development of the site will be submitted for HCDA review in accordance with any future regulations that may result from their development plan.

## 2. City and County

The City and County Kakaako Development Ordinance is enforced by the City Department of Land Utilization (DLU). During the consultation phase, DLU indicated that they had no comments to offer. This letter is in Appendix I. Also, this site is not within the boundary of the Kakaako Special Design District Ordinance No. 80-58. DLU, however, will closely review designs for this building including landscaping, based on the applicable Hawaii Capital District Ordinance.

### THE PROBABLE ADVERSE IMPACT ON THE ENVIRONMENT

#### A. Short-term Effects

The construction activities will produce noise, dust and silt in the drainage system. During construction, minor traffic congestion and loss of street parking are expected. Utility services may be disrupted for a few hours when the water and electrical hookups are made. During construction, the site will be aesthetically unsightly like any typical construction project until the landscaping work is completed.

#### B. Long-term Effects

The project will increase the amount of office space available to the State. This will result in an increase in pedestrian and vehicular traffic in the vicinity. An increase in the amount of electricity used on the site is expected. The project will not utilize additional water or place additional demands on the solid waste disposal and sewage facilities.

Consumption records from the Board of Water Supply show a usage of approximately 4,570,000 gallons for a 12-month period by the existing occupants of the project site.

DAGS records for the Labor-Tax office buildings (net area of 100,000 sq. ft.) show a 12-month consumption of 3,309,000 gallons. On this basis, the proposed building will not create an additional demand for water. An inquiry was made to determine whether the Fire Department had any problems with water pressure for fighting fires in the area. The Fire Department responded that the Kakaako Fire Station and their records indicate that the project site will not have a problem due to the lack of water pressure.

The project will remove land from the property tax base and reduce the amount of land available in the Kakaako area that is zoned for light industrial use. The existing tenants must obtain replacement housing or business locations. The relocation of the residents and businesses will require some adjustments since replacement units and business locations may be in higher rent areas.

#### ALTERNATIVES

##### A. Lease Facilities (Status Quo or Do Nothing Alternative)

In this alternative, State agencies would continue to lease the existing amount of spaces and increase their annual operating budgets to allow for leasing of additional office spaces and for escalating rental rates.

Additional office space must be leased to relieve the State agencies in crowded State-owned buildings.

Agencies that should be located in the State Capital Complex are leasing approximately 150,000 sq. ft. now at a cost of \$103,000/month or \$1,233,000 a year. An area of 150,000 sq. ft. of the projected 1985 space need used to calculate the 1980 space deficit in Appendix C is based on this situation. The locations are in various areas of the central business district and generally are not in close proximity to the State buildings. When the special requirements of State facilities, the residual value of the improvements and land are considered, constructing State facilities has advantages over leasing.

##### B. Construct New Facilities Away from the State Capital Complex

This alternative involves decentralizing the departments away from the Capital Complex to other areas. Site selection and land acquisition activities requiring 3-6 years will have to be initiated. Design and construction of facilities must depend on the availability of funds. This alternative is dependent on policy and administrative changes by the State agencies which will be necessary before decentralization can be concluded.

C. Build on Available State-Owned Land in the State Capital Complex

The option of constructing on existing State-owned land is restricted by the limitations of the Hawaii Capital District Ordinance. In the present ordinance, no new office buildings are permitted in the Historic Precinct. With the exception of the new State Office Building No. 2 and the State Judiciary Complex, State land suitable for siting an office building are all within this Historic Precinct.

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

The adverse short-term effect of this action will be more than offset by the long-term effects on the ability of the State to provide the services required and the preservation of land for future use. The proposed action will be a positive step towards the implementation of the State Capital Complex Master Plan and the accomplishment of its goal to provide an attractive and functional complex from which the State government can provide central administrative, judicial and legislative services.

MITIGATION MEASURES PROPOSED TO MINIMIZE IMPACT

The dust, noise and siltation from the construction activities will be controlled by the pollution control measures that will be part of the construction specification.

The economic impact caused by the displacement of the businesses and living units off-site will be mitigated by the relocation assistance provided by State law to applicable tenants. Relocation costs such as replacement housing and/or moving costs may be claimed by authorized displacees. Also, the long lead time between the notification of the owner of the State's offer to purchase and the actual relocation date will provide the owners and tenants with ample time to locate replacement housing or business space. The State will urge tenants to relocate as early as possible to take advantage of the available opportunities to obtain space elsewhere. The maximum lead time for any tenant that requires special arrangements will be approximately four years.

The traffic will increase because of this project but the State will work with the City to improve the traffic system. The utilities in the area are sized to accommodate this improvement.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The civic center expansion will commit land, labor and construction materials. Should the civic center be abandoned in the future, the land could be put to other use. The building

can be renovated and put to a use that is best at that time. If the building is uneconomical to renovate or is not required under the new use for the land, the concrete structure could be demolished and used for land fills. This is also true for the asphaltic concrete pavements.

The site has no natural and cultural resources which can be lost or destroyed by the construction activities of this project.

#### OTHER INTERESTS AND CONSIDERATIONS OF GOVERNMENTAL POLICIES THAT ARE THOUGHT TO OFFSET THE ADVERSE ENVIRONMENTAL EFFECTS

The proposed project will be consistent with the State Capital Complex Master Plan and the Hawaii Capital District Ordinance. The land proposed to be acquired in the project has been designated as part of the Capital Complex and objectives are stated for the development of the lands in the Complex. Alternatives such as to continue leasing, or construct new facilities away from the State Capital Complex or building on available State land in the Hawaii Capital District will not negate the fact that the land proposed to be acquired is the best solution at this time from the standpoint of location, being within the State Capital Complex, and the land being due for future development.

#### ORGANIZATIONS AND PERSONS CONSULTED

The "EIS Preparation Notice for Makai Land Acquisition in the State Capital Complex" was filed with the Environmental Quality Commission on July 18, 1979. A description of this notice appeared in the July 23, 1979 EQC Bulletin. A letter was received from Honolulu Blueprint and Supply Co. as a result of this description in the EQC Bulletin. This letter and the response from the Department of Accounting and General Services are included in Appendix H of this report. Table 3 identifies the agencies contacted, agencies providing comments, and responses sent to agencies during the consultation period. Comments and responses are reproduced in Appendix I.

#### COMMENTS ON THE EIS DOCUMENT

The EIS document was filed with the Environmental Quality Commission on October 23, 1980. The document was listed in the November 8, 1980 EQC Bulletin with instructions regarding submitting written comments. Table 4 lists the agencies that submitted written comments and the agencies that received a DAGS response. Comments and responses are reproduced in Appendix J.

TABLE 3

LIST OF AGENCIES CONSULTED, COMMENTS AND RESPONSE DATES

<u>Agencies Consulted</u>	<u>No Response</u>	<u>No Comments</u>	<u>Comment Date</u>	<u>DAGS Response</u>
<u>Federal</u>				
Soil Conservation Service		x	July 16	
U.S. Army Corps of Engineers		x	July 17	
<u>State</u>				
Department of Health		x	July 1	
Department of Planning and Economic Development		x	July 23	
Hawaii Community Development Authority			July 17	Oct. 16
Department of Taxation		x	July 10	
Department of Land and Natural Resources			July 25	Oct. 17
Department of Transportation			July 28	Oct. 16
Hawaii Housing Authority		x	July 16	
<u>City and County of Honolulu</u>				
Department of General Planning		x	July 9	
Department of Land Utilization		x	July 14	
Department of Transportation Services			July 28	Aug. 20
Department of Public Works			July 28	Aug. 22
Board of Water Supply		x	July 16	
Department of Housing and Community Development		x	July 7	
<u>Utilities</u>				
Hawaiian Telephone Company		x	July 1	
Hawaiian Electric Company, Inc.		x	July 11	
Gasco, Inc. (PRI)		x	July 7	
<u>Community Groups</u>				
Downtown Improvement Association		x	July 7	
Outdoor Circle			July 25	Aug. 22
Oahu Development Conference	x			
Bishop Estate		x	Aug. 6	
Downtown Neighborhood Board			Aug. 19	Oct. 14
Honolulu Blueprint & Supply Co.			July 24	Oct. 15

TABLE 4

LIST OF COMMENTING AGENCIES & RESPONSE DATES  
 SUBSEQUENT TO RELEASE OF EIS IN NOVEMBER 8, 1980 EQC BULLETIN

<u>Commenting Agencies</u>	<u>Comment Date</u>	<u>No Response Required</u>	<u>DAGS Response</u>
<u>Federal</u>			
Naval Base Pearl Harbor	Nov. 6, 1980	x	
U.S. Fish and Wildlife Service	Nov. 6, 1980	x	
Soil Conservation Service	Nov. 10, 1980	x	
Department of the Army (Directorate of Engineering and Housing)	Nov. 14, 1980	x	
Corps of Engineers	Nov. 17, 1980	x	
U.S. Coast Guard	Dec. 8, 1980	x	
<u>State</u>			
State Energy Office	Nov. 5, 1980	x	
Department of Agriculture	Nov. 6, 1980	x	
Department of Land and Natural Resources	Nov. 14, 1980	x	
Department of Health	Nov. 17, 1980		Jan. 6, 1981
Hawaii Housing Authority	Nov. 19, 1980	x	
Department of Defense	Nov. 20, 1980	x	
Department of Planning and Economic Development	Nov. 25, 1980	x	
Department of Land and Natural Resources (Historic Preservation Office)	Nov. 26, 1980		Jan. 6, 1981
OEQC	Dec. 5, 1980		Jan. 12, 1981
Water Resources Research Center - UH	Nov. 25, 1980	x	
Environmental Center - UH	Dec. 8, 1980		Feb. 6, 1981
Department of Transportation	Dec. 8, 1980	x	
<u>City and County of Honolulu</u>			
Department of Public Works	Nov. 5, 1980	x	
Department of Housing and Community Development	Nov. 18, 1980	x	
Department of Parks and Recreation	Nov. 18, 1980	x	
Board of Water Supply	Nov. 24, 1980	x	
Department of Transportation Services	Dec. 3, 1980	x	
Department of General Planning	Dec. 1, 1980		Jan. 12, 1981
Department of Land Utilization	Dec. 5, 1980	x	
<u>Utilities</u>			
Hawaiian Telephone	Dec. 9, 1980	x	
Hawaiian Electric Co.	Dec. 15, 1980	x	

LIST OF NECESSARY APPROVALS

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

A. State Environmental Impact Statement

Any significant State project (utilizing State land or funds) 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.

The EIS has been reviewed and this page is a part of the revised EIS.

B. 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."

This certificate will be requested during the preliminary design stage.

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

APPENDIX A

Purpose and Objectives of the  
Hawaii Capital District Ordinance No. 77-60

## Appendix A

### Purpose and Objectives of the Hawaii Capital District Ordinance No. 77-60

#### A. Purpose

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.

#### B. Objectives. The objectives of this Ordinance are:

- (1) To provide for the orderly growth and development of governmental facilities, other public and private institutions, and private development located in the Hawaii Capital District;
- (2) To provide safeguards for the preservation, protection, enhancement and perpetuation of buildings and structures within the Hawaii Capital District which represent or reflect elements of the State's civic, aesthetic, cultural, social, economic, political and architectural heritage;
- (3) To establish the Hawaii Capital District and its landmarks as a source of education, pleasure and welfare for the people of the State of Hawaii and to foster civic pride in the beauty and accomplishments of the past;
- (4) To preserve, protect, enhance and perpetuate the natural environment and park-like setting of the Hawaii Capital District; and
- (5) To preserve, protect, enhance and perpetuate significant structures and landmarks and the existing park-like setting of the Hawaii Capital District as seen from all areas of the Punchbowl overlook.

APPENDIX B

Site Utilization Analysis

Appendix B

Site Utilization Analysis

The massing for the entire block, hereafter called Reed Lane Block, was considered in this analysis since, as a result of this project, the State will have possession of all the land bounded by Punchbowl, Pohukaina, South and Halekauwila Streets. The major parking facility planned for the State Judiciary Complex can be designed to serve both the Judiciary project and this office building project. Figure 5 shows the areas of each parcel in the Reed Lane Block. The total land area is:

<u>Parcels</u>	<u>Comments</u>
1 - 48,606 sq. ft.	Acquired for State Judiciary Complex
2 - 132,376	
3 - 9,940 (portion of Reed Lane)	
4 - 16,535 (portion of Reed Lane)	To be acquired in Makai Land Acquisition
5 - 80,656	
Total - 288,113 sq. ft.	

Providing the 50% open space allowance required by the Hawaii Capital District Ordinance and providing the 5' road setback on Pohukaina Street and 8' on Halekauwila Street will reduce the land area available for the building footprint to 139,754 sq. ft., say 139,000 sq. ft.

288,113 sq. ft.
less 3,309 (5 x 661.88) road setback
less 5,295 (8 x 661.88)
<u>279,509</u> sq. ft.
less <u>139,755</u> for 50% open space
<u>139,754</u> sq. ft. available for building

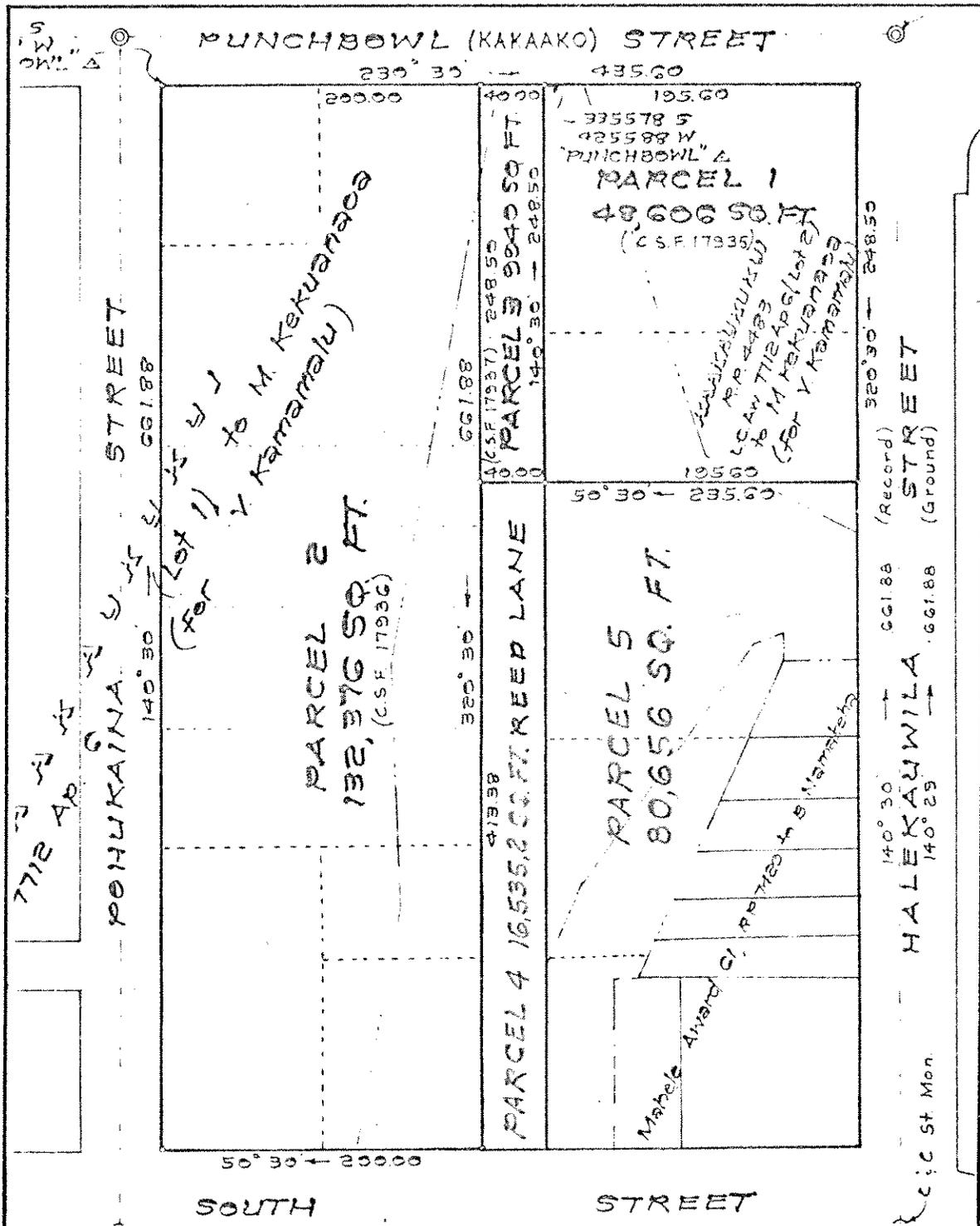
The building footprints are as follows:

1. Judiciary building from construction drawings 69,000 sq. ft.
2. Future office building 100,000 net sq. ft.  
x 1.5 ÷ 4 floors = 38,000 sq. ft.
3. Future parking structure  
705 stalls<sup>a/</sup> x 350 sq. ft./stall ÷ 8 floors = 31,000 sq. ft.

Total building footprint 138,000 sq. ft.

Therefore, the maximum net area of the future office building is 100,000 sq. ft.

<sup>a/</sup> CZC off-street parking requirements to be provided in parking structure. See attached table for CZC off-street parking.



**FIGURE 5** REED LANE BLOCK-PARCEL AREAS

STATE OF HAWAII • DEPT. OF ACCOUNTING & GENERAL SERVICES  
 DIVISION OF PUBLIC WORKS • PLANNING BRANCH

CZC Off-Street Parking Requirements  
for Reed Lane Block

<u>Items</u>	<u>Judiciary Building</u>	<u>Future Office Building</u>	<u>Block Totals</u>
Gross Building Area	198,594 sq. ft. space tabulation from plans	150,000 (estimated)	
CZC Off-Street Parking	1 stall/400 gross sq. ft.	1 stall/400 gross sq. ft.	
No. of stalls required for CZC	496	375	871 total

The Judiciary building will have 166 stalls in the basement. The parking structure must provide  $871 - 166 = 705$  stalls.

APPENDIX C

Projected Space Deficit in  
State Capital Complex

Appendix C

Projected Space Deficit in State Capital Complex <sup>1/</sup>  
1985

1. Projected 1985 Space Need for Executive Branch departments	965,930 sq. ft.
2. Existing Assignable State-Owned Space in State Capital Complex	- <u>706,810</u>
Subtotal	259,120
3. Buildings to be Vacated for Other Uses:	
I'i	6,969 sq. ft.
Kanaina	<u>3,905</u>
	+ <u>10,874</u>
Subtotal	269,994
4. New Space or Usable Space to be Vacated by Others:	
Kekuanaoa (vacated by Judiciary)	35,726
State Office Building No. 2	<u>130,000</u>
	<u>165,726</u>
1985 Projected Space Deficit 104,268 sq. ft.	

1/ Does Not Include the Judiciary or the Legislature

APPENDIX D

Demographic Survey

Extracted from a Report Prepared for the  
Hawaii Community Development Authority  
Dated September 5, 1979, Entitled  
Human Resources and Demographics

## FINDINGS

### Findings Derived from Background Research

In order to obtain other information about Kaka'ako's resident population, previous studies and data sources relevant to the Kaka'ako project area were reviewed. Although within the past decade a number of studies have examined Kaka'ako and analyzed its future role within the larger community, most have not featured any useful statistical information about the area's residential population.

The most accurate data concerning housing in Kaka'ako are contained in the block statistics from the 1970 U.S. Census of Population.<sup>1</sup> However, these data are now nine years old. They show that in 1970 there were 1,162 year-round housing units within the Kaka'ako project area.<sup>2</sup> A total of 1,055 housing units were occupied. The total residential population of the area was 2,325, for an average of 2.2 person per occupied unit. A total of 294 units were owner occupied, while the bulk of all housing units (761) were rented. The average rent in 1970 was \$123. More than one-third of all units (382) were occupied by one person, while fewer than 10% (69) were headed by females. Single family structures were a small proportion of all housing units in the project area as a whole (105 out of 1,162 total units), and most had complete plumbing facilities (only 161 lacked some or all plumbing facilities).

The Kaka'ako project area included some districts with fairly new apartment and condominium buildings. Therefore, it is also useful to present statistics for the remainder of Kaka'ako excluding newer apartment areas. The following census block data are for the older portions of Kaka'ako excluding the 1350 Ala Moana condominium, and adjacent apartment buildings ewa of that

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<sup>1</sup> U.S. Bureau of the Census, Census of Housing: 1970, Block Statistics, Final Report HC(3)-62 Honolulu, Hawaii Urbanized Area, U.S. Government Printing Office, Washington, D.C., 1971, p.14.

<sup>2</sup> The Kaka'ako project area includes the following census area designations: census tract 36.02, blocks 108-111 and 205-208; census tract 37, blocks 101-111; census tract 38, blocks 101-128, 201, 208-214, 217-220; census tract 39, blocks 119-129.

condominium, and excluding structures in the area bounded by King Street, Kapiolani Boulevard, Piikoi Street, and Pensacola Street.<sup>3</sup> There were 365 year-round housing units, of which 313 were occupied. A total of 658 persons occupied those units, for an average of 2.1 persons per unit. Almost all of the units (296 out of 313) were rented, for an average rent of only \$68 per month. More than 60% of the units in the remainder of Kaka'ako were occupied by only one person (196 out of 313), but only 18 were headed by females. About 15% (48 out of 313) were single family structures. Facilities were generally inadequate in these housing units -- over half of all occupied units (157 out of 313) did not have complete plumbing facilities.

The only other useful source of statistics concerning the Kaka'ako resident population is a 1975 study of Kaka'ako conducted by the Department of Planning and Economic Development.<sup>4</sup> The focus of the statistics provided in this report is the central Kaka'ako area bounded by Punchbowl Street, Piikoi Street, King Street and Ala Moana Boulevard. The study reports that an estimated total of 2,600 persons resided in about 1,250 living units in central Kaka'ako in 1970. About 700 of these residents lived in 350 living units in the 1350 Ala Moana condominium. Ninety-three percent of the units outside of the 1350 Ala Moana condominium were rented. The study reports that the 1970 Census of Housing for Honolulu indicated that 68 units lacked all or some plumbing facilities and 41% were of wooden construction, 30 to 40 years old and in a poor or dilapidated condition.

Socio-economic statistics for the central Kaka'ako area's population are also presented in this study. However, the source of these data is a 1972 estimate of the characteristics of Oahu precincts by Daniel W. Tuttle, Jr.<sup>5</sup> The data are estimates of the

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<sup>3</sup> Excludes census tract 36.02 and block 106 in census tract 37.

<sup>4</sup> State of Hawaii Department of Planning and Economic Development, Kakaako: An Urban Design Demonstration Study, December, 1975, pp. F-3 to F-5.

<sup>5</sup> Daniel W. Tuttle, Jr., Hawaii Voting Behavior: A Guide to Estimated Social and Economic Characteristics of Honolulu (Oahu's) 139 Precincts, University of Hawaii, 1972.

characteristics of the population of the 14th District, 5th Precinct, which does not coincide precisely with the Kaka'ako project area.<sup>6</sup> Estimates for the 5th Precinct indicated that 54% of the residents were female, 84% were 18 years or older, almost three-fourths (73%) were high school graduates, and 11% had lived in the same house since 1965. Almost half of the population (49%) was Caucasian, and another 23% was of Japanese ancestry, while Chinese constituted about 10% of the population and Filipinos and Hawaiians were 6% each. Economic data indicated that 80% of the employed population worked in the private sector; 22% of employed residents were clerical and kindred workers, and 15% had professional or technical occupations. The average family income was \$15,231 in 1969 and the median family income was \$13,753 in 1969; 7% of all families were below the poverty level. The median gross rent for rented units was \$201 a month. About 72% of the residents had moved into their present units within the previous five years.

Two other sources provide some data on the population or housing of Kaka'ako, but the data are not useful. A study of Kaka'ako which was the product of a Planning Practicum of the Pacific Urban Studies and Planning Program, University of Hawaii,<sup>7</sup> included a brief survey of Kaka'ako residents as part of the study project. A small sample size and uncertainties concerning the data collection methodology rule out the use of the survey's results. As part of its support of the citizen participation structure on Oahu, the Department of General Planning of the City and County of Honolulu prepared a data book for the Kaka'ako area.<sup>8</sup> While this source does contain some information about dwelling units as of 1975, the definition of the Kaka'ako area that is used (census tracts 36.01, 36.02, 37, and 38) includes too much territory outside of the Kaka'ako project area to provide meaningful statistics.

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<sup>6</sup> Boundaries of the 14th District, 5th Precinct at that time were: Keawe Street mauka to Queen Street, Ewa to South Street, mauka to King Street, Diamond Head to Sheridan Street, makai to Kapiolani Boulevard, Ewa to Piikoi Street, makai to ocean.

<sup>7</sup> Pacific Urban Studies and Planning Program, University of Hawaii, Kakaako Solved? (A Socio-Economic-Political Profile and Some Implications for Redevelopment), 1975.

<sup>8</sup> Department of General Planning, City and County of Honolulu, Data Book for the Kakaako Neighborhood No. 11, September, 1977.

A number of other studies of the Kaka'ako area or related areas were found not to be useful for the purpose of describing the area's population. A team from the American Institute of Architects provided a very general overview of urban design and policy considerations for Kaka'ako.<sup>9</sup> Several planning studies have been commissioned by Kaka'ako landowners.<sup>10, 11, 12, 13</sup> The Oahu Development Conference has completed a waterfront study.<sup>14</sup> And students of the Architecture/Planning 642 Practicum at the University of Hawaii completed a study of Kaka'ako as a followup to an earlier Practicum report, Kakaako Solved? (fn. 7).<sup>15</sup>

Housing and population data for Oahu census tracts are available on an annual basis.<sup>16</sup> However, since these data are not available at the block level within census tracts, useful statistics for the Kaka'ako project area cannot be generated from them.

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- <sup>9</sup> Regional/Urban Design Assistance Team, Honolulu R/UDAT 1974, American Institute of Architects, Honolulu, Hawaii, 1974.
  - <sup>10</sup> Chester Rapkin, Donald Wolbrink and John Child, An Analysis of Redevelopment Potential of the Dillingham Corporation Lands in the West Kewalo Area of Honolulu, Honolulu, Hawaii, 1970.
  - <sup>11</sup> Chester Rapkin and Jacquelin Robertson, An Analysis of Redevelopment Potential of the Land Owned by the Bernice P. Bishop Estate in the Kakaako District of Honolulu, Honolulu, Hawaii, 1970.
  - <sup>12</sup> West Kewalo Plan, Prepared for Victoria Ward, Ltd. and the Dillingham Corporation, Honolulu, Hawaii, 1970.
  - <sup>13</sup> Wong and Wong Associates, Inc., Palmer and Turner, and Myer R. Wolfe and Associates, Kakaako Development Plan, Phase I, Prepared for Bernice P. Bishop Estate, Honolulu, Hawaii, 1974.
  - <sup>14</sup> Oahu Development Conference, Urban Design Study of the Honolulu Waterfront, Honolulu, Hawaii, 1968.
  - <sup>15</sup> Department of Architecture and Pacific Urban Studies and Planning Program, University of Hawaii, Kakaako Tomorrow: A Perspective on Urban Redevelopment, 1978.
  - <sup>16</sup> Census Statistical Areas Committee, State of Hawaii, Population and Housing Unit Estimates for Oahu Census Tracts, 1970-1978, Report CTC-41, April 6, 1979.

The sources used in the background research which was conducted in order to prepare for the fieldwork included the City and County of Honolulu Detailed Land Use File and Survey and Marketings Services' system of base maps. In addition, the Survey and Marketing Services' field staff made a preliminary canvass throughout the Kaka'ako area in order to obtain information necessary for planning the fieldwork.

Information from the City and County Detailed Land Use File was studied, and the number of residences on each parcel of every tax key was noted from that source and recorded on work sheets. Survey and Marketing Services staff members then did a field check throughout Kaka'ako to check the accuracy of these preliminary estimates of numbers of housing units. Finally, the resulting estimates were compared with the housing unit counts featured on Survey and Marketing Services' base maps for the Kaka'ako area. The corrected base maps became the sampling frame for the survey. Any further discrepancies were noted and corrected in the field by interviewers conducting the Human Resources Survey.

For the purpose of conducting the survey sampling, the Kaka'ako project area was divided into four areas:

Area 1 - 1350 Ala Moana Condominium

Area 2 - 920 Ward Avenue, Royal Court Condominium

Area 3 - The predominantly apartment region bounded by Pensacola Street, Piikoi Street, King Street and Kapiolani Boulevard

Area 4 - The remainder of Kaka'ako, the area not covered in areas 1, 2, or 3. The outer boundaries of this area are Piikoi Street, King Street, Punchbowl Street and Ala Moana Boulevard.

This allowed the areas to be sampled at different rates; a sample of housing units was selected from the population of all housing units in each of the first three areas, while an enumeration of all housing units was designated for area 4. This divided Kaka'ako into four areas with different types of housing stock and a likelihood of differences in socio-economic characteristics, lifestyles and concerns among the residents living in that housing.

Table L-1 shows the results of the preliminary research and also the corrected totals found during the course of survey fieldwork.



The most substantial revision of the estimate of the number of housing units occurred in the remainder of Kaka'ako (area 4), where there has evidently been some demolition of housing units over time. The first area, consisting of the 1350 Ala Moana condominium, had an initial estimate of 353 housing units; one more was found during the course of the field checking and survey, for a total of 354. Area 2, the Royal Court Condominium at 920 Ward Avenue, had an initial and a final estimate of 112 housing units. In area 3, the apartment area bounded by Piikoi Street, Pensacola Street, King Street and Kapiolani Boulevard, the initial and final estimate was the same: 396 housing units. After field checking and field work, the estimated number of housing units in area 4, the remaining portion of the Kaka'ako project area, decreased from 265 to 211.

Findings Derived from Survey: The Total Kaka'ako District

Enumeration Data

Factual information sought in the Human Resources and Demographics Survey included extensive data on the characteristics of Kaka'ako residents and their households, including age, sex, marital status, relationship to household head, place of birth, years lived in Hawaii and Kaka'ako, ethnicity, education, income, employment, and household size. Information about the current residential population of Kaka'ako was generated in order to provide a demographic base that will serve as input to the process of formulating alternative futures for the Kaka'ako project area.

Estimates of the resident population of Kaka'ako derived from the survey are as follows:

Area 1 and 2	-	926 residents
Area 3	-	911 residents
Area 4	-	<u>440</u> residents
Kaka'ako Total	-	2,277 residents

Two-fifths of Kaka'ako's resident population live in the two large condominiums (areas 1 and 2), while another two-fifths live in the predominantly residential area bounded by King, Kapiolani, Pensacola, and

FIELDING RESULTS FOR THE KAKAAKO HUMAN RESOURCES SURVEY

Area	Initial Estimate of Number of Residential Housing Units <sup>1</sup>	Number of Units Found During the Survey	Number of Occupied Units	Percent of Units to be Surveyed*	Number of Units Actually Surveyed	Weight <sup>2</sup>
1350 Ala Moana	354	354 <sup>3</sup>	354 <sup>3</sup>	20%	68 <sup>4</sup>	5.2059
920 Ward Avenue (Royal Court)	112	112	112	33%	31	3.6129
Piikoi-Pensacola/King-Kapiolani	396	396	391 <sup>3</sup>	50%	166 <sup>4</sup>	2.3554
Remainder of Kakaako	254	211 <sup>5</sup>	197	100%	120 <sup>6</sup>	1.6417 <sup>7</sup>
Total	1,115	1,073	1,054	-----	385	-----

<sup>1</sup>From Sanborn maps and 1976 City and County of Honolulu Land Use Inventory.

<sup>2</sup>Number of occupied units divided by number of units actually surveyed.

<sup>3</sup>Estimate only. Since only a portion of all residential units were to be surveyed, it was not possible to determine the number of vacant units in the portion not surveyed.

<sup>4</sup>In some clusters, it was not possible to complete the required number of interviews after three or more callbacks because of refusals or occupants not at home. In the third area, two of the clusters marked on the map did not exist.

<sup>5</sup>Does not include 13 units which were businesses and one unit which was a manager's office.

<sup>6</sup>Interviews were not completed with 77 of the 197 units for the following reasons (number of units to which the reason applies is included in parentheses): not at home after three or more attempts (53); refused interview (21); unable to approach dwelling (2); foreign speaking (1).

<sup>7</sup>Since a preliminary count of the number of units actually surveyed was made in order to calculate the weights and that preliminary count showed only 115 surveyed units in the remainder of Kakaako, the weight used for that area was 1.7043 when the tables for Kakaako as a whole (Tables 2 through 23 in this report) were calculated. As a result, the total household count (number of occupied units) is 1,060 rather than 1,054 in these tables, and the total person count is also higher (by 34 persons) than it would have been if the more precise weight for the remainder of Kakaako had been used.

\* In the 3 predominantly condominium and apartment areas, housing units were sampled on a one out of five, one out of three and one out of two basis respectively. A complete enumeration of all housing units was designated for the remainder of Kakaako. See the discussion under "Sampling Techniques" in this report.

Findings Derived from Survey: Area 4 Only

Tables L-24 through L-45 present information about the residents of area 4 - those residents not located in areas 1, 2 or 3.

Table L-24 shows that, in the remainder of Kaka'ako (excluding the apartment and condominium areas), only about one-third of all households (65 out of a total of 197 in the area) have both a head and a spouse present. Unrelated persons living in the same household constitute less than 6% of the population.

As can be seen in Table L-25, the largest age group in the population consists of persons between the ages of 20 and 29. There are also noticeably more males than females in the population of the remainder of Kaka'ako.

Among persons 14 years old and older, unmarried residents outnumber married ones, and unmarried males outnumber unmarried females by a ratio of about two to one (Table L-26).

Table L-27 provides some information about the origin of the population in the remainder of Kaka'ako. About 60% were born outside of Oahu--15% came from a Neighbor Island, while only 11% were born in another state and over 30% were born outside the 50 states. Thus, migrants from other countries or U.S. territories substantially outnumber migrants from the Mainland. Persons 25 to 64 years old were more likely to have been born somewhere other than Oahu.

There is substantial mobility among residents in area 4; Table L-28 shows that over 45% of residents over 17 have moved to their present address within the last two years. Over 60% moved to their present homes within the past five years. Mobility of the population is also shown by Table L-29, which reveals that over one-fourth of all residents over 17 have moved to Hawaii within the last five years; about one-third have moved to the state within the last ten years. About 41% of all residents over 17 years of age have lived in the state for 30 years or more.

The ethnic composition of the population of this area of Kaka'ako is somewhat distinctive, as Table L-30 shows. The largest ethnic group is Filipino, followed

by Japanese; each of these groups constitutes a bit less than one-fourth of the population; only about 11% of all residents are Caucasian. There are more Samoans than Chinese in the area.

Less than one-fourth of the population over 17 have attended college (Table L-31), while almost one-third did not complete high school and 37% are high school graduates who received no further schooling.

Individual incomes are somewhat low in the remainder of Kaka'ako--over half of all residents 14 years old or older have incomes of under \$9,000 a year (Table L-32). Very few make over \$15,000 a year. Personal income information was refused for 28% of the individuals in area 4. Income questions usually experience higher refusal rates than other questions do. Since both high and low income respondents generally tend to refuse more often than other respondents, it is difficult to say whether the actual incomes of residents of area 4 are typically higher or lower than the income statistics from the survey.

As shown by Table L-33, over half of the population over 13 is currently employed. Almost twice as many men as women are employed. Only about 4% are unemployed and seeking work, but another 16% are unemployed and not looking for work--most of these are women. Most employment is year-round (Table L-34), and over 60% of those jobs are full time, with 40 or more hours of work a week (Table L-35). The unemployment rate for area 4, computed as the percentage of the civilian labor force unemployed but looking for work, is 6%.

Table L-36 points to a potentially significant employment problem among those who are presently unemployed--about one-third have been without work for longer than two years. However, the extent of this problem also depends on whether those who are unemployed are actively looking for work at the present time. About 5% of the unemployed are now receiving compensation (Table L-37).

Table L-38 shows that about three out of every eight employed residents of the remainder of Kaka'ako work in white collar (professional, technical, management; clerical or sales) jobs. The largest occupation category is service, with over one-fourth of all jobs in that category. Somewhat less than 20% work in the

manual trades (processing, machine trade, structural work or bench work).

The dominant category of industry of employment for residents of the remainder of Kaka'ako is consumer services, with over 40% having jobs in that type of industry (Table L-39). Retail trade is the next largest category, involving about 29% of all jobs. Less than 14% of all employed residents work in manufacturing or industrial non-manufacturing services or warehousing.

Table L-40 reveals that over 40% of all employed residents work at places which are in or near to the Kaka'ako project area (zip codes 96813 or 96814 for place of work). More than three-fourths of the jobs of residents in the remainder of Kaka'ako are located somewhere in the Honolulu urban core.

About two-thirds of all households in this area consist of one or two persons; about one-fourth are two-person households, and a substantial 43% are single-member households (Table L-41).

Almost 80% of the persons declared to be heads of households are male; the remaining households are headed by females. (Table L-42).

Table L-43 shows that a majority of households in the remainder of Kaka'ako contain no persons dependent on the head.

According to Table L-44, almost half of all households in this area have incomes of under \$10,000 a year; when households who refused information are excluded, this proportion becomes more than half. This reinforces the conclusion (from Table L-32) that the incomes of residents in the remainder of Kaka'ako are rather low.

Table L-45 presents some key summary statistics for this portion of Kaka'ako. The median age of the population is only 32, and the median household size is less than 2. Median household income is only about \$7,400 a year. The total number of households is estimated to be 197, and the total resident population of this area is estimated to be 425 persons.

In summary, the remainder of Kaka'ako (excluding the

apartment and condominium areas) features a fairly distinctive population profile. Resident income tends to be low. The largest occupational category is service related, and the dominant category of industry of employment is consumer services.

Although the median age of the population is not old and the largest age category is 20 to 29 years, household size tends to be small and almost half of all households are single member households. The predominant ethnic groups are Filipino, Japanese, and Hawaiian/part Hawaiian. Within the population, migrants from foreign nations or U.S. territories substantially outnumber migrants from the Mainland U.S. There is high mobility within the population, and over 45% of all residents 18 years or older have moved to their present address with Kaka'ako within the last two years.

Table L-24

RELATIONSHIP TO HEAD OF HOUSEHOLD FOR AREA 4<sup>1</sup>

<u>Relationship to Head</u>	<u>No. of Persons<sup>2</sup></u>	<u>Percent of Total</u>
Head of the Household <sup>3</sup>	195	46.0
Spouse of the Head	65	15.4
Son or Daughter of the Head or Spouse	102	23.9
Grandchild of the Head of Spouse	3	0.8
Parent of Head of Spouse	10	2.3
Son or Daughter-In-Law of Head or Spouse	2	0.4
Brother or Sister of Head or Spouse	16	3.9
Other Relative of Head (Only)	7	1.5
Unrelated Individual (Equal Sharing)	<u>25</u>	<u>5.8</u>
Total	425	100.0

<sup>1</sup>Area 4 is the Kakaako project area remaining when the following areas are excluded: 1350 Ala Moana (Condominium), 920 Ward Avenue (Royal Court Condominium), and the area bounded by King Street, Kapiolani Boulevard, Piikoi Street, and Pensacola Street.

<sup>2</sup>Data in table are weighted.

<sup>3</sup>The person named as "head of household" was so designated by the respondent.

Table L-25

AGE AND SEX FOR AREA 4

<u>Age</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
Under 5 Years	26	10	16	6.2
5-9 Years	25	9	16	5.8
10-14 Years	13	10	3	3.1
15-19 Years	29	16	13	7.0
20-24 Years	42	26	16	10.0
25-29 Years	46	25	21	10.8
30-34 Years	31	21	10	7.3
35-39 Years	18	16	2	4.3
40-44 Years	10	5	5	2.3
45-49 Years	23	13	10	5.4
50-54 Years	33	20	13	7.7
55-59 Years	28	13	15	6.6
60-64 Years	15	8	7	3.5
65-69 Years	23	13	10	5.4
70-74 Years	10	7	3	2.3
75-79 Years	10	8	2	2.3
80-84 Years	3	0	3	0.8
85+	7	5	2	1.5
Refused/Don't Know	<u>33</u>	<u>18</u>	<u>15</u>	<u>7.7</u>
Total	425	243	182	100.0

<sup>1</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-26

MARITAL STATUS BY SEX FOR AREA 4  
(Persons 14 Years Old and Older)

<u>Marital Status</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
Now Married	134	72	62	40.6
Widowed	20	7	13	6.0
Divorced	25	13	12	7.6
Separated	0	0	0	0.0
Never Married	<u>151</u>	<u>105</u>	<u>46</u>	<u>45.8</u>
Total	330	197	133	100.0

<sup>1</sup>Data in table are weighted.

Table L-27

PLACE OF BIRTH, TOTAL AND BY AGE GROUP FOR AREA 4

<u>Place</u>	<u>Number of Persons<sup>1</sup></u>				<u>Percent of Total</u>
	<u>Total All Ages</u>	<u>0-24 Years</u>	<u>25-64 Years</u>	<u>65+ Years</u>	<u>Total All Ages</u>
Big Island-Hawaii	35	0	25	10	8.1
Maui	11	0	5	6	2.7
Molokai	5	0	2	3	1.2
Oahu	172	79	67	26	40.5
Kauai, Niihau	13	2	8	3	3.1
Other U.S. State	48	16	32	0	11.2
U.S. Possession or Territory	39	10	24	5	9.3
Other Country	94	28	41	25	22.0
Refused/Don't Know	<u>8</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>1.9</u>
Total	425	136	204	85	100.0

<sup>1</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-28

YEARS LIVED AT PRESENT ADDRESS FOR AREA 4  
(Persons 18 Years or Older)

<u>Years</u>	<u>No. of Persons<sup>1</sup></u>	<u>Percent of Total</u>
Less Than 2 Years	145	45.6
2-4 Years	53	16.6
5-9 Years	26	8.3
10-19 Years	57	18.1
20-29 Years	8	2.6
30+ Years	<u>28</u>	<u>8.8</u>
Total	317	100.0

<sup>1</sup>Data in table are weighted.

Table L-29

YEARS LIVED IN HAWAII FOR AREA 4  
(Persons 18 Years or Older)

<u>Years</u>	<u>No. of Persons<sup>1</sup></u>	<u>Percent of Total</u>
Less Than 2 Years	46	14.5
2-4 Years	36	11.4
5-9 Years	28	8.8
10-19 Years	36	11.4
20-29 Years	41	13.0
30+ Years	<u>130</u>	<u>40.9</u>
Total	317	100.0

<sup>1</sup>Data in table are weighted.

Table L-30

ETHNICITY FOR AREA 4

<u>Ethnicity</u>	<u>No. of Persons</u> <sup>1</sup>	<u>Percent of Total</u>
Black, Negro	2	0.4
Caucasian, Not Portuguese	46	10.8
Caucasian, Portuguese	26	6.2
Chinese	3	0.8
Filipino	104	24.3
Hawaiian	16	3.9
Part Hawaiian	66	15.4
Japanese	100	23.5
Korean	0	0.0
Puerto Rican	5	1.2
Samoan	18	4.2
Mixed (Not Part Hawaiian)	34	8.1
Other	2	0.4
Refused/Don't Know	3	0.8
Total	425	100.0

<sup>1</sup>Data in table are weighted.

Table L-31

HIGHEST GRADE COMPLETED FOR AREA 4  
(Persons 18 Years or Older)

<u>Grade</u>	<u>No. of Persons</u> <sup>1</sup>	<u>Percent of Total</u>
Never Attended School	5	1.6
Grades 1 Through 8	49	15.5
Grades 9 Through 11	49	15.5
Grade 12	119	37.3
Some College	46	14.5
Completed B.A. Requirements	15	4.7
Some Graduate Work	3	1.0
Received Graduate Degree	13	4.2
Attended Business or Trade School	13	4.2
Refused/Don't Know	5	1.6
Total	317	100.0

<sup>1</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-32

ANNUAL INCOME OF PERSONS FOR AREA 4  
(Persons 14 Years or Older)

<u>Income</u> <sup>1</sup>	<u>No. of Persons</u> <sup>2</sup>	<u>Percent of Total</u>
None	21	6.5
Under \$2,000	28	8.5
\$2,000-\$2,999	21	6.5
\$3,000-\$3,999	20	6.0
\$4,000-\$4,999	16	5.0
\$5,000-\$5,999	15	4.5
\$6,000-\$6,999	20	6.0
\$7,000-\$7,999	13	4.0
\$8,000-\$8,999	16	5.0
\$9,000-\$9,999	10	3.0
\$10,000-\$11,999	15	4.5
\$12,000-\$14,999	10	3.0
\$15,000-\$19,999	16	5.0
\$20,000-\$24,999	7	2.0
\$25,000-\$29,999	8	2.5
\$30,000-\$34,999	0	0.0
\$35,000-\$39,999	0	0.0
\$40,000 or More	0	0.0
Refused/Don't Know	<u>94</u>	<u>28.4</u>
Total	330	100.0

<sup>1</sup>Includes income from wage or salary income, self-employment income, Social Security income, public assistance income, and income from all other sources.

<sup>2</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-33

EMPLOYMENT STATUS BY SEX FOR AREA 4  
(Persons 14 Years Old and Older)

<u>Employment Status</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
Employed	197	128	69	59.7
Employed, But on Temporary Leave	6	3	3	2.0
Unemployed, Looking for Work	13	10	3	4.0
Unemployed, Not Looking for Work	53	18	35	15.9
Active Duty Military Service	0	0	0	0.0
Retired	56	35	21	16.9
Refused/Don't Know	<u>5</u>	<u>3</u>	<u>2</u>	<u>1.5</u>
Total	330	197	133	100.0

<sup>1</sup>Data in table are weighted.

Table L-34

LENGTH OF EMPLOYMENT DURING THE PAST 12 MONTHS BY SEX FOR AREA 4  
(Employed Persons 14 Years Old and Older)

<u>Number of Weeks</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
13 Weeks or Less	18	10	8	8.9
14 to 26 Weeks	15	15	0	7.3
27 to 39 Weeks	17	10	7	8.1
40 to 47 Weeks	16	8	8	8.1
48 to 49 Weeks	15	10	5	7.3
50 to 52 Weeks	112	69	43	54.8
Refused/Don't Know	<u>11</u>	<u>10</u>	<u>1</u>	<u>5.6</u>
Total	204	132	72	100.0

<sup>1</sup>Date in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-35

HOURS WORKED THE PREVIOUS WEEK BY SEX FOR AREA 4  
(Employed Persons 14 Years Old or Older  
Who Worked the Previous Week)

<u>Number of Hours</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
1 to 14 Hours	18	11	7	9.1
15 to 34 Hours	28	18	10	14.1
35 to 39 Hours	12	7	5	5.8
40 Hours	102	64	38	51.2
41 Hours or More	26	17	9	13.2
Refused/Don't Know	<u>13</u>	<u>11</u>	<u>2</u>	<u>6.6</u>
Total	199	128	71	100.0

<sup>1</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-36

LENGTH OF UNEMPLOYMENT BY SEX FOR AREA 4  
(Unemployed Persons 14 Years Old and Older)

<u>Length of Unemployment</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
1 Day to 1 Week	5	3	2	7.5
2 to 3 Weeks	2	2	0	2.5
4 to 13 Weeks	11	8	3	17.5
14 to 26 Weeks	3	2	1	5.0
27 to 52 Weeks - 1 Year	0	0	0	.0
53 to 104 Weeks - 2 Years	2	0	2	2.5
Longer Than 2 Years	23	8	15	35.0
Never Employed	18	3	15	27.5
Refused/Don't Know	<u>2</u>	<u>2</u>	<u>0</u>	<u>2.5</u>
Total	66	28	38	100.0

<sup>1</sup>Data in table are weighted.

Table L-37

UNEMPLOYMENT COMPENSATION BY SEX FOR AREA 4  
(Unemployed Persons 14 Years Old or Older)

<u>Receiving Compensation</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
Yes	3	3	0	5.0
No	55	20	35	82.5
Refused/Don't Know	<u>8</u>	<u>5</u>	<u>3</u>	<u>12.5</u>
Total	66	28	38	100.0

<sup>1</sup>Data in table are weighted.

Table L-38

OCCUPATION BY SEX FOR AREA 4  
(Persons 14 Years Old or Older Who  
Have Worked in the Last 5 Years)

<u>Occupation</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
Professional, Technical, and Management	40	30	10	15.0
Clerical and Sales	59	21	38	22.5
Service	67	46	21	25.6
Agriculture, Fishery, and Forestry	16	16	0	6.3
Processing	7	2	5	2.5
Machine Trade	7	5	2	2.5
Bench Work	8	3	5	3.1
Structural Work	26	26	0	10.0
Miscellaneous	20	13	7	7.5
Refused/Don't Know	<u>13</u>	<u>10</u>	<u>3</u>	<u>5.0</u>
Total	263	172	91	100.0

<sup>1</sup>Data in table are weighted.

Table L-39

INDUSTRY OF EMPLOYMENT BY SEX FOR AREA 4  
(Persons 14 Years Old or Older Who  
Have Worked in the Last 5 Years)

<u>Industry</u>	<u>Number of Persons<sup>1</sup></u>			<u>Percent of Total</u>
	<u>Both Sexes</u>	<u>Male</u>	<u>Female</u>	<u>Both Sexes</u>
Manufacturing	11	5	6	4.4
Industrial Non-Manufacturing Services & Warehousing	23	23	0	8.8
Retail Trade	76	36	40	28.8
Consumer Services	112	80	32	42.6
Personal Development	8	6	2	3.1
Recreation-Public	0	0	0	.0
Agriculture	15	10	5	5.6
Transportation	2	2	0	.6
Refused/Don't Know	16	10	6	6.2
<b>Total</b>	<b>263</b>	<b>172</b>	<b>91</b>	<b>100.0</b>

<sup>1</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-40

AREA OF PLACE OF EMPLOYMENT FOR AREA 4

<u>Zip Code</u>	<u>No of Persons<sup>1</sup></u>	<u>Percent of Total</u>
Honolulu Urban Core		
96813	54	26.6
96814	34	16.9
96815	24	12.1
96816	2	0.8
96817	13	6.4
96818	14	7.3
96819	7	3.2
96821	2	0.8
96822	2	0.8
96826	2	0.8
Outside Honolulu		
96701	3	1.6
96706	3	1.6
96734	5	2.4
96762	2	0.8
Numerous Locations on Oahu	7	3.2
Neighbor Islands	2	0.8
Out of State	2	0.8
Refused/Don't Know	<u>26</u>	<u>12.9</u>
Total	204	100.0

<sup>1</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-41

NUMBER OF PERSONS IN HOUSEHOLD FOR AREA 4  
(Household Size)

<u>Household Size</u>	<u>Number of Households</u> <sup>1</sup>	<u>Percent of Total</u>
1 Person	85	43.3
2 Persons	51	25.8
3 Persons	26	13.3
4 Persons	23	11.7
5 Persons	8	4.2
6 Persons	2	0.8
10 Persons	<u>2</u>	<u>0.8</u>
Total	197	100.0

<sup>1</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-42

SEX OF HEAD OF HOUSEHOLD FOR AREA 4

<u>Sex of Head</u>	<u>Number of Households</u> <sup>1</sup>	<u>Percent of Total</u>
Male	156	79.2
Female	<u>41</u>	<u>20.8</u>
Total	197	100.0

<sup>1</sup>Data in table are weighted.

Table L- 43

NUMBER OF DEPENDENTS OF HOUSEHOLD HEAD FOR AREA 4

<u>Number of Dependents</u>	<u>Number of<sup>1</sup> Households</u>	<u>Percent of Total</u>
0 Dependents	110	55.8
1 Dependent	38	19.2
2 Dependents	24	12.5
3 Dependents	13	6.7
4 Dependents	5	2.5
5 Dependents	2	0.8
Refused/Don't Know	<u>5</u>	<u>2.5</u>
Total	197	100.0

<sup>1</sup>Data in table are weighted.

Table L-44

HOUSEHOLD INCOME FOR AREA 4

<u>Income</u> <sup>1</sup>	<u>Number of Households</u> <sup>2</sup>	<u>Percent of Total</u>
Under \$2,000	23	11.7
\$2,000-\$2,999	11	5.8
\$3,000-\$3,999	7	3.3
\$4,000-\$4,999	8	4.2
\$5,000-\$5,999	5	2.5
\$6,000-\$6,999	10	5.0
\$7,000-\$7,999	10	5.0
\$8,000-\$8,999	8	4.2
\$9,000-\$9,999	3	1.7
\$10,000-\$11,999	5	2.5
\$12,000-\$14,999	11	5.8
\$15,000-\$19,999	13	6.7
\$20,000-\$24,999	5	2.5
\$25,000-\$29,999	7	3.3
\$30,000-\$34,999	3	1.7
\$35,000-\$39,999	5	2.5
\$40,000 or More	0	0.0
Refused/Don't Know	<u>63</u>	<u>31.7</u>
Total	197	100.0

<sup>1</sup>Includes income from wage or salary income, self-employment income, Social Security income, public assistance income, and income from all other sources.

<sup>2</sup>Data in table are weighted.

Note: Percentages may not add up to 100% due to rounding.

Table L-45

OTHER POPULATION STATISTICS FOR AREA 4

Total Resident Population	425 <sup>1</sup>
Total Number of Households	197 <sup>1</sup>
Age	
Mean	36 <sup>2</sup>
Median	32
Personal Income	
Mean	\$ 7,300
Median	\$ 5,800
Household Income	
Mean	\$10,400
Median	7,400
Household Size	
Mean	2.2
Median	1.8
Mean Number of Dependents	0.8

<sup>1</sup>Data in table are weighted.

<sup>2</sup>In calculating the estimate, 90 was arbitrarily selected as the midpoint value for ages of 85 or more.

Note: Income estimates rounded to the nearest \$100.

APPENDIX E

Draft Relocation Assistance Brochure

# DRAFT

## RELOCATION ADVISORY ASSISTANCE

and

## RELOCATION PAYMENTS

\*\*\*\*\*

This brochure briefly answers some of the questions most often asked about the assistance that is available to provide a uniform policy for the fair and equitable treatment of owners, tenants, other persons and business concerns displaced by the acquisition of real property for public purposes by the Department of Accounting and General Services.

It also briefly describes the Relocation Assistance Program available under Chapter III, Hawaii Revised Statutes. The Department of Accounting and General Services has authorized the Department of Transportation to make the relocation program available to those tenants who are now located in the area described by Tax Map Key 2-1-30, which the State will be acquiring.

## INTRODUCTION

There are two services which have been authorized by State Laws to aid persons who must be relocated from their residences and businesses because of a State project. The first service is RELOCATION ADVISORY ASSISTANCE, and the second service is RELOCATION PAYMENTS.

Both are briefly described in this brochure so that you may know the benefits which persons, businesses and farm operations may be entitled to receive and how they are obtained.

We hope that this brochure answers some of the questions you may have about Relocation Advisory Assistance and Relocation Payments. This is a general information brochure only and is not intended to give a detailed description of either the laws or regulations pertaining to Relocation Advisory Assistance and Relocation Payments.

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## RELOCATION ADVISORY ASSISTANCE

Relocation Advisory Assistance Service is available to families (and to individuals who are not members of families), businesses (including the operation of a farm), and nonprofit organizations that must relocate because a State project requires that their residences or businesses be acquired.

On this particular project, this service is being provided by representatives of the Right-of-Way Branch, Land Transportation Facilities, Department of Transportation, located at 869 Punchbowl Street, Honolulu, Hawaii.

DISPLACEMENT CERTIFICATES will be issued by the Department of Transportation to all eligible persons or businesses. These certificates must be presented to the Right-of-Way Branch, Land Transportation Facilities, Department of Transportation, as soon as possible, so that representatives of the branch may provide you with rehousing referrals, advisory assistance and instructions for claiming Relocation Payments.

## RELOCATION PAYMENTS

The second service the Department of Transportation offers is RELOCATION PAYMENTS. Such Relocation Payments are authorized by State laws and are available to displaced individuals, families, business concerns (including the operation of a farm), and nonprofit organizations. Both owners and tenants are eligible for Relocation Payments.

All payments received under Chapter II, Hawaii Revised Statutes shall not be considered as income for the purpose of the State of Hawaii Income Tax Law.

The following is a discussion concerning Relocation Payments. It answers various questions concerning moving expenses and supplementary payments for purchase or rental of replacement housing generally asked by displacees.

Nor shall such payments be considered as income to any recipient of public assistance and such payment shall not be deducted from the amount of aid to which the recipient would otherwise be entitled under a State welfare program.

What are "Relocation Payments?"

Relocation payments are payments for actual or reasonable moving expenses and for other expenses necessary for eligible persons to obtain replacement housing.

#### MOVING EXPENSES

What are "Moving Cost Payments?"

Moving cost payments are allowances to reimburse the expense of moving personal property including temporary storage of personal property, if necessary, for a reasonable time not to exceed one year, when persons or enterprises are displaced because of the need for their premises to construct a State project.

The cost of such storage shall be considered as part of the moving cost. Such costs shall be paid only after a showing of necessity for such storage and approval by the displacing State agency. No payment for the cost of temporary storage shall be made to any business that elects to accept an "In Lieu" payment.

Who is eligible for a "Moving Cost Payment?"

Any individual, family, business, farm operation or nonprofit organization who moves as a result of acquisition of a property for a State project is eligible for a moving cost payment when:

- A. He is in occupancy at the initiation of negotiations for the acquisition of the real property in whole or in part; or
- B. He is in occupancy at the time he is given a written notice by the State of its intent to acquire the property by a given date; and
- C. He moves from the real property or moves his personal property from the real property subsequent to the earliest date established in A or B above; and
- D. The real property is subsequently acquired; and

E. He files an application for moving cost payment on a form provided by the Department of Transportation within 18 months from the date of his move from the real property.

If the move occurs after a written order to vacate is issued, the occupant is eligible even though the property is not acquired.

"Moving Cost Payment" to Displaced Individual or Family

Individuals or families displaced from their residential dwellings may choose to receive a moving cost payment by either the "Room Count" method for self moves or by the "Actual Cost" method.

"Room Count" Method of Payment for Self Move

The "Room Count" payment provides for a flat payment according to a fixed schedule based on the number of rooms (or room equivalents) of furniture and personal belongings in the house.

If the "Room Count" method is chosen, no more than \$200 moving costs can be paid no matter how large the home may be. However, in addition, displacees will receive a DISLOCATION PAYMENT of \$100 regardless of the number of rooms.

"Actual Cost" Method of Payment

The "Actual Cost" method provides for payment of actual and reasonable cost of a move accomplished by a commercial mover to a displaced individual (who is not a member of a family), or family within a 50 mile radius of the point from which the move is made. If the "Actual Cost" method is chosen, displacees are not allowed the additional \$100 dislocation allowance.

"Moving Cost Payment" to Business, Farm Operation or Nonprofit Organization

The owner of a displaced business or farm operation and, also, a displaced nonprofit organization, if eligible, may receive a payment for:

Actual reasonable moving expense.

"In Lieu" Payment to Owner of Business or Farm or to Nonprofit Organization

In lieu of actual reasonable moving and related expenses, owners of displaced businesses or farm operations and, also, some displaced nonprofit organizations may be eligible to receive a fixed payment in an amount equal to the average annual net earnings of the business or farm operation or nonprofit organization or \$5,000, whichever is lesser.

What are Average Annual Net Earnings?

"Average annual net earnings" are one-half of any net earnings of the business or farm operation before Federal, State and local income taxes, during the two taxable years immediately preceding the taxable year in which the business or farm operation is displaced.

Notification of Intended Moving Date

A business concern (1) should submit to the Right-of-Way Branch a written notice of its intention to move at least 30 days, but not earlier than 90 days, prior to the intended move, and the new address; and (2) shall permit at all reasonable times, the inspection by Right-of-Way Agents of the Right-of-Way Branch, Highways Division, of all property to be moved from the project site.

What Help is Available?

Your Highways Division can help you to find replacement housing, business premises or agricultural land. It can provide you with FHA, VA and conventional home financing information. It can direct you to other agencies which provide services that may be of help to you.

#### SUPPLEMENTAL PAYMENTS

Supplemental payments are payments made to certain residential property owners or tenants in addition to moving expenses. These payments are called "replacement housing payments" and "rental replacement housing payments".

What is a Replacement Housing Payment?

A replacement housing payment is an additional payment to an eligible displaced homeowner or tenant who purchases and occupies decent, safe and sanitary replacement housing.

What is a Rental Replacement Housing Payment?

A rental replacement housing payment is the amount paid to an eligible displaced homeowner or tenant to enable such displaced person to lease or rent decent, safe and sanitary replacement housing for a period not to exceed two years.

Who is Eligible?

If you have legally occupied residential premises as either an owner-occupant or tenant for a specified period of time, and purchased or rented a decent, safe and sanitary replacement housing and occupied the same within a limited period of time, you are eligible for a replacement housing payment.

Owner-Occupant

A displaced owner-occupant of a dwelling who purchases and occupies, or rents and occupies, a decent, safe and sanitary dwelling and who meets other eligibility requirements may receive the following:

A. If he purchases:

An amount, if any, as replacement housing payment, the combined total payment of which shall not exceed \$5,000 for the additional cost necessary:

1. To purchase comparable replacement dwelling which is adequate for him and his family;
2. To reimburse him for incidental expenses incident to the purchase of his replacement dwelling when such costs are incurred by him.

Eligibility requirement for an owner-occupant to receive replacement housing payment

The owner-occupant is eligible for such payments when:

1. He is in occupancy at the initiation of negotiations for the acquisition of the real property, in whole or in part; or
2. He is in occupancy at the time he is given a written notice by the State that it is their intent to acquire the property by a given date; and
3. Such occupancy has been for at least one year immediately prior to the date of vacation or initiation of negotiations, whichever is earlier; and
4. The property was acquired from him by the State; and
5. He purchased and occupied a decent, safe and sanitary dwelling within a 1-year period beginning on the later of the following dates:

- (a) The date on which he receives from the State final payment for all costs of the acquired dwelling in negotiated settlements; or in the case of condemnation, the date on which the State deposits the required amount in court for his benefit; or

Owner-Occupant (con't)

- (b) The date on which he is required to move by the State's written notice to vacate; or
- (c) The date on which he moves, if earlier than the date on which he is required to move.

6. He files an application for replacement housing payment on a form provided by the Department of Transportation no later than 6 months after the expiration of the 1-year period as specified above, except that, in condemnation cases, such period shall be extended to 6 months after final adjudication.

If otherwise eligible, the owner-occupant may receive this payment if the State issued an order to vacate even though the property is not acquired. However, if he has previously received a rental replacement housing payment described immediately next hereunder in B. "if he rents", the amount of such rental replacement housing payment shall be deducted from the amount of replacement housing payment, if any, which he is eligible to receive.

B. If he rents:

An amount, if any, as rental replacement housing payment for him to rent a decent, safe and sanitary replacement dwelling adequate for him and his family for the next two years, only if he is eligible for a replacement housing payment described on pages 5 and 6 of this brochure. The rental replacement housing payment, if any, shall not exceed \$1,500 nor the maximum which he would have received had he elected to receive a replacement housing payment.

A displaced owner-occupant of a dwelling who is otherwise eligible under the eligibility requirements for a replacement housing payment, as specified on pages 5 and 6, except that he has owned and occupied the dwelling for less than one year more than 90 days prior to the initiation of negotiations, may receive the following:

Owner-Occupant (con't)

A. If he purchases:

The full amount of the downpayment must be applied to the purchase price and such downpayment and incidental costs claimed must be shown in the closing statement. Certified copies must be submitted in triplicate with his claim therefor.

B. If he rents:

An amount, if any, as rental replacement housing payment for him to rent a decent, safe and sanitary replacement dwelling adequate for him and his family for the next two years. In no event shall the rental replacement housing payment that he may receive exceed \$1,500.

Tenant-Occupant  
and tenant of a  
sleeping room

A displaced tenant-occupant of a dwelling or a tenant of a sleeping room who rents and occupies, or purchases and occupies, a decent, safe and sanitary dwelling and who is otherwise eligible, may receive the following:

A. If he rents:

An amount, if any, as rental replacement housing payment for him to rent a decent, safe and sanitary replacement dwelling adequate for him and his family for the next two years. In no event shall the rental replacement housing payment that he may receive exceed \$1,500.

Eligibility require-  
ment for a tenant-  
occupant and a tenant  
of a sleeping room to  
receive rental replace-  
ment housing payment

The tenant-occupant of a dwelling, or tenant of a sleeping room, is eligible for a rental replacement housing payment, when:

1. He is in occupancy at the beginning of negotiations for the acquisition of the real property, in whole or in part; or
2. He is in occupancy at the time he is given a written notice by the State that it is their intent to acquire the property by a given date; and
3. Such occupancy has been for at least 90 consecutive days immediately prior to the date of vacation or initiation of negotiations, and

4. The property was subsequently acquired; and
5. He rented and occupied a decent, safe and sanitary dwelling within a 1-year period beginning on the later of the following dates:
  - (a) The date on which the property owner receives from the State final payment for all costs of the acquired dwelling in negotiated settlements; or in the case of condemnation, the date on which the State deposits the required amount in court for his benefit; or
  - (b) The date on which he is required to move by the State's written notice to vacate; or
  - (c) The date on which he moves, if earlier than the date on which he is required to move.
6. He files an application for rental replacement housing payment on a form provided by the Department of Transportation no later than 6 months after the expiration of the 1-year period as specified above, except that, in condemnation cases, such period shall be extended to 6 months after final adjudication.

B. If he purchases:

An amount, if any, as replacement housing payment to enable him to make a downpayment on the purchase of a replacement dwelling including the eligible expenses incurred by him incident to such purchase only if he is eligible for a rental replacement housing payment, as described immediately preceding this paragraph under A. "if he rents". The amount, if any, shall be the total of the downpayment determined as necessary by the State for a decent, safe and sanitary comparable dwelling if such purchase was financed with a conventional loan and the eligible expenses incurred by him incident to such purchase. In no event shall the amount of replacement housing payment that he may receive exceed \$1,500.

The full amount of the downpayment must be applied to the purchase price and such downpayment and incidental costs claimed must be shown in the closing statement, the certified copies of which in triplicate, are required to be submitted with his claim therefor.

All rental replacement housing payments described heretofore in this brochure, will be made in one lump sum payment.

A supplemental payment shall not be made unless the Department has established, by inspection, that the property acquired has been vacated and the replacement dwelling meets the standards of decent, safe and sanitary housing.

All relocatees, whether owner-occupants or tenant-occupants are cautioned not to make any commitments to relocate or purchase any replacement housing until they are personally contacted by Relocation Assistance Personnel of the Highways Division to assure themselves of not jeopardizing their eligibility to receive benefits as displacees of a State project.

#### What are the Standards for Decent, Safe and Sanitary Housing?

A decent, safe and sanitary dwelling is one which meets all of the following minimum requirements:

1. Conforms with all applicable provisions for existing structures that have been established under State or local building, plumbing, electrical, housing and occupancy codes and similar ordinances or regulations.
2. Has a continuing and adequate supply of potable safe water.
3. Has a kitchen or an area set aside for kitchen use which contains a sink in good working condition and connected to hot and cold water, and an adequate sewage system. A stove and refrigerator in good operating condition shall be provided when required by local codes, ordinances or custom. When these facilities are not so required by local codes, ordinances or custom, the kitchen area or area set aside for such use shall have utility service connections and adequate space for the installation of such facilities.
4. Has a bathroom, well lighted and ventilated and affording privacy to a person within it, containing a lavatory basin and a bathtub or stall shower, properly connected to an adequate supply of hot and cold running water, and a flush closet, all in good working order and properly connected to a sewage disposal system.
5. Has an adequate and safe wiring system for lighting and other electrical services.

6. Is structurally sound, weathertight, in good repair and adequately maintained.
7. Each building used for dwelling purposes shall have a safe unobstructed means of egress leading to safe open space at ground level. Each dwelling unit in a multidwelling building must have access either directly or through a common corridor to a means of egress to open space at ground level. In multi-dwelling buildings of three stories or more, the common corridor on each story must have at least two means of egress.
8. Has 150 square feet of habitable floor space for the first occupant in a standard living unit and at least 100 square feet (70 square feet for mobile home) of habitable floor space for each additional occupant. The floor space is to be subdivided into sufficient rooms to be adequate for the family. All rooms must be adequately ventilated. Habitable floor space is defined as that space used for sleeping, living, cooking or dining purposes and excludes such enclosed places as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries and unfurnished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

The standards for decent, safe and sanitary housing as applied to rental of sleeping rooms shall include the minimum requirements contained in paragraphs 1, 5, 6, 7 and the following:

1. At least 100 square feet of habitable floor space for the first occupant and 50 square feet of habitable floor space for each additional occupant.
2. Lavatory, bath and toilet facilities that provide privacy including a door that can be locked if such facilities are separate from the room.

How are Relocation Payments Claimed?

Applications for relocation payments are filed directly with the Right-of-Way Branch, Highways Division, Department of Transportation. Their Property Management Section will provide you with proper claim forms and assist you in filling them out.

All claims submitted shall be reviewed by the Department of Accounting and General Services. Upon approval of your claim, you should be receiving your payment within a month.

Where Can Detailed Information Concerning Relocation Payment Procedures and Regulations be Obtained?

This information can be obtained by contacting the RIGHT-OF-WAY BRANCH, HIGHWAYS DIVISION, DEPARTMENT OF TRANSPORTATION located at 969 Punchbowl Street, Honolulu, Hawaii.

#### APPEAL PROCEDURE

Any displaced person aggrieved by a determination as to his eligibility for payment or the amount of such payment, may request in writing, that his application be reviewed by the Director of the Hawaii Housing Authority. Such a request shall be filed with the Head, Right-of-Way Branch, Highways Division, Department of Transportation and must contain all necessary data and information in support of the applicant's position for disagreeing with the Department's initial ruling.

The Head, Right-of-Way Branch shall first review such a request, then forward it with his recommendation to the Comptroller for his review. After his review, the Comptroller shall then forward such a request with his recommendation to the Director of the Hawaii Housing Authority for his review and final decision.

Any aggrieved applicant who is not satisfied with the decision of the Director of the Hawaii Housing Authority may appeal the Director's determination to the Circuit Court of the Circuit in which he then resides. The appeal shall be made pursuant to the Administrative Procedure Act set forth in Chapter 91, Hawaii Revised Statutes, and the Rules of Practice and Procedure of the Authority.

APPENDIX F

CRITICAL MOVEMENT SUMMARY METHOD

Extracted From November 1979  
A Traffic Impact Study For  
The Proposed State Judiciary Complex  
by Alan M. Voorhees & Assoc., Inc.

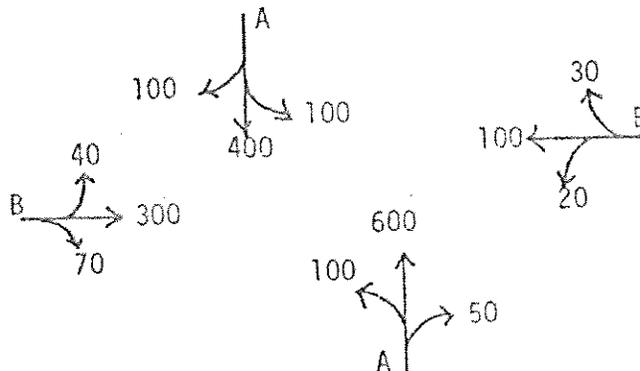
## CRITICAL MOVEMENT SUMMARY METHOD

The "Critical Movement" method for intersection capacity analysis is similar to the "Moskowitz" method in that it is based on required green times of the heaviest conflicting traffic movements within an intersection. The critical movement method, refined by Petersen and McInerney<sup>1</sup>, relates this procedure to the levels of service criteria found in the Highway Capacity Manual.

Briefly, the method is based on experimental findings that an intersection handling 1,200 critical movements (per hour) is operating at level of service C; similarly, 1350 critical movements correspond to level of service D, 1,450 correspond to level of service E, and over 1,500 correspond to level of service F. These levels of service are more fully defined in Table A-1.

The critical movement(s) in each phase are identified and the total critical movements are calculated. The result may be expressed in terms of level of service or percent of capacity as in the "Moskowitz" method.

For example, assume the volumes shown below where each approach has one lane for each of left, through, and right movements:



<sup>1</sup>"Intersection Capacity Measurement Through Critical Movement Summation: A Planning Tool," by Henry B. McInerney and Stephen G. Petersen, Traffic Engineering, January 1971.

The major conflict for the A phase is  $600 + 100 = 700$ .

The major conflict for the B phase is  $300 + 20 = 320$ .

The total intersection critical movement is  $700 + 320 = 1,020$ . This is less than 1,200 so this volume represents level of service B. Capacity is about 1,500 movements per hour so,

$\frac{1,020}{1,500} = .68$  shows that the intersection is operating at 68 percent of capacity.

This method is used where movements through the intersection itself are the limiting factors. Where approach width or other factors limit approach volume the standard Highway Capacity Manual procedure should be applied.

Certain cases require special handling. Where a double-turn lane is needed, the 80 percent efficiency factor in the Highway Capacity Manual is applied by dividing the total turn volume by 1.8.

Where heavy turn volumes are encountered on one-lane approaches without room for through and right-turn vehicles to "squeeze by" the left turner, the entire approach volume should be taken as the critical movement.

The values relating critical movements to levels of service are average or mid-range figures for an average intersection having adequate dimensions in lane width, lateral clearance, and sight distance as well as signal timing appropriate to the volumes encountered. For working purposes, the following ranges have been established relating volumes to service levels at such an intersection. Appropriate reductions in ranges should be made where intersections have less than adequate dimensions or signal performance.

<u>Service<sup>1</sup> Level</u>	<u>Critical Movements</u>
A	Less than 850
B	800 to 1,125
C	1,075 to 1,325
D	1,275 to 1,450
E	1,425 to 1,500
F	Over 1,500

<sup>1</sup>Level of service is a term which denotes the different operating conditions that occur on a given lane or roadway when accommodating various traffic volumes. Six levels of service have been established, designated by the letters A through F, from best to worst.

TABLE A-1 .  
LEVEL OF SERVICE DEFINITIONS<sup>1</sup>

Roadway and traffic conditions, ranging from "ideal" to forced flow, have been divided by traffic engineers into six levels of service for qualitative evaluation. For uninterrupted flow, the levels are defined as follows:

Level A -- free flow, low volumes and densities, high speeds. Drivers can maintain their desired speeds with little or no delay.

Level B -- stable flow, operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed. Suitable for rural design standards.

Level C -- stable flow, but speeds and maneuverability are more closely controlled by higher volumes. Suitable for design standards.

Level D -- approaches unstable flow, tolerable operating speeds which are, however, considerably affected by operating conditions. Drivers have little freedom to maneuver.

Level E -- unstable flow, with yet lower operating speeds and, perhaps, stoppages of momentary duration. Volumes at or near capacity.

Level F -- forced flow, low volumes. Both speed and volumes can drop to zero. Stoppages may occur for short or long periods. These conditions usually result from queues of vehicles backing up from a restriction downstream.

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<sup>1</sup>Source: Fundamentals of Traffic Engineering - 7th Edition. The Institute of Transportation and Traffic Engineering, University of California: 1969 Berkeley, California.

APPENDIX G

Specifications on Environmental Protection

## 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 on-site vehicular 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.

APPENDIX H

Comment and Response  
to EIS Preparation Notice

(P)1790.9

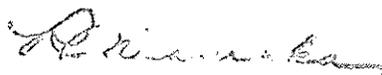
Ms. Anna C. Kaohelauii  
Office Manager  
Honolulu Blueprint & Supply Co.  
556 Reed Lane  
Honolulu, Hawaii 96813

Dear Ms. Kaohelauii:

Subject: Makai Land Acquisition in the  
State Capital Complex

Attached is a copy of the EIS Preparation Notice for  
the subject project. We will consult your organization  
during the preparation of environmental impact statement.

Very truly yours,



RIKIO NISHIOKA  
State Public Works Engineer

WK:kew  
Attach.



HONOLULU BLUEPRINT & SUPPLY CO. 556 Reed Lane / Honolulu, HI 96813 / 321-1405

August 1, 1979

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

Dear Mr. Kagawa;

We would like to request copies of pertinent papers and proposals for the following EIS Preparation Notice which appeared in the Environmental Quality Commission Bulletin 7/23/79:

MAKAI LAND ACQUISITION IN THE STATE CAPITOL COMPLEX, OAHU

We would like to be a consulted party.

Thank you very much.

Yours truly,

Anna C. Kaohelaulii  
Office Manager  
HONOLULU BLUEPRINT & SUPPLY CO.

APPENDIX I

Comments and Responses  
to Draft EIS During  
Consultation Stage



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

P. O. Box 50004  
Honolulu, Hawaii  
96850

July 16, 1980

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

Dear Mr. Nishioka:

Subject: Draft EIS - Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase)

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

Thank you for the opportunity to review this document.

Sincerely,

JACK P. KANALZ  
State Conservationist





DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
BUILDING 230  
FT. SHAFTER, HAWAII 96858

PODED-PV

17 July 1980

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

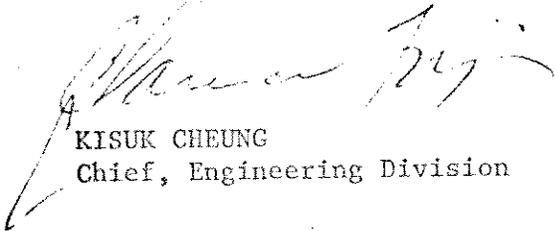
Dear Mr. Murakami:

We have reviewed your "Draft Environmental Impact Statement (DEIS) for Makai Land Acquisition - Future Office Building and Parking, State Capital Complex (Consultation Phase)." We have prepared the following comments.

There are no U.S. Army Corps of Engineers Civil Works programs that would be affected if the land were acquired. There are no Corps regulatory requirements that are applicable to the land acquisition.

The proposed acquisition site is not situated in a designated floodplain area, but in an area of minimal flooding (Zone C) according to the flood insurance study for the island of Oahu. Thank you for the opportunity to comment on the DEIS.

Sincerely,

  
KISUK CHEUNG  
Chief, Engineering Division

GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. BOX 3378  
HONOLULU, HAWAII 96801

July 1, 1980

GEORGE A. L. YUEN  
DIRECTOR OF HEALTH

VERNE C. WAITE, M.D.  
DEPUTY DIRECTOR OF HEALTH

HENRY N. THOMPSON, M.A.  
DEPUTY DIRECTOR OF HEALTH

JAMES C. KUMAGAI, PH.D., P.E.  
DEPUTY DIRECTOR OF HEALTH

TADAO BEPPU  
DEPUTY DIRECTOR OF HEALTH

In reply, please refer to:  
File: EPHS-SS

MEMORANDUM

To: Mr. Hideo Murakami, State Comptroller  
Department of Accounting & General Services

From: Deputy Director for Environmental Health

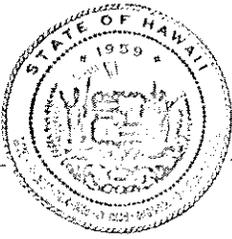
Subject: Environmental Impact Statement (EIS) for Makai Land Acquisition -  
Future Office Building and Parking

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 do not have any objections to this project.

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.

For Melvin K. Koizumi  
MELVIN K. KOIZUMI

cc: OEQC



DEPARTMENT OF PLANNING  
AND ECONOMIC DEVELOPMENT

GEORGE R. ARIYOSHI  
Governor

HIDETO KONO  
Director

FRANK SKRIVANEK  
Deputy Director

Kamamalu Building, 250 South King St., Honolulu, Hawaii • Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

July 23, 1980

Ref. No. 1830

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

Dear Mr. Murakami:

Subject: Draft Environmental Impact Statement for Makai Land  
Acquisition - Future Office Building and Parking

We have reviewed the above document 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,

*Frank Skrivaneck*  
for Hideto Kono

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



State of Hawaii  
Hawaii Community Development Authority

George R. Ariyoshi  
Governor

Kenneth F. Brown  
Chairman

Raymond H. Siefuji  
Executive Director

680 Ala Moana Boulevard, Suite 318 Honolulu, Hawaii 96813  
(808) 548-7180

July 17, 1980

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

Dear Mr. Murakami:

Re: Environmental Impact Statement for  
Makai Land Acquisition - Future Office  
Building and Parking (Draft)

We have reviewed the above-referenced EIS and offer the following comments for your consideration.

1. The focus of the EIS is the land acquisition for the proposed State office building. Insofar as the land acquisition is a necessary precedent to the office building project, it would seem that these component actions should be assessed as a single undertaking. Will a separate environmental assessment be prepared on the office building after it is designed? Furthermore, why are the State office building, its land acquisition, and the proposed Judiciary Complex all being considered independently for environmental assessment purposes? This makes it difficult to understand the overall impacts of these closely located and functionally related projects.
2. No mention was made in the EIS of the fact that the land proposed to be acquired is

The Honorable Hideo Murakami  
Page Two  
July 17, 1980

located within the Kaka'ako Community Development District boundaries. Nor is there any indication of the extent to which coordination is occurring between the Department of Accounting and General Services and the Hawaii Community Development Authority in the planning and development of this site. While the EIS notes that the HCDA is in the process of preparing a development plan for Kaka'ako, it did not discuss how and the extent to which the activities of the DAGS are being considered in the HCDA's planning.

3. The EIS erroneously indicated that the Kaka'ako Development Plan is scheduled to be completed in draft form by June, 1980. The correct date is June, 1981.
4. In the discussion on relocation assistance to be provided to the authorized occupants of the site, it was not clear what the costs of relocation would be to the State, the timing of the relocation, and the locational, spatial, and logistical requirements associated with the relocation. In addition, why weren't the concerns of the residents and businesses to be displaced addressed?
5. Regarding traffic impacts, what are the cumulative impacts of the total off-street parking stalls provided by both the future State office building project and the proposed Judiciary Complex? What about the provision of on-site parking and concomitant impacts?
6. In the discussion on drainage, the EIS notes that surface runoff from the site

The Honorable Hideo Murakami  
Page Three  
July 17, 1980

will be directed to the existing drainage system. Please note that our Phase I study of Kaka'ako's drainage system indicated that flooding occurs on occasion in this area, particularly along South Street from King Street to Halekauwila Street. Based on this finding, what measures will be taken to alleviate the potential flooding problem that may occur near the site?

7. To what extent are the capacities of the existing infrastructure adequate to accommodate the requirements of the proposed State office building? Will the existing infrastructure be improved? If so, to what extent and at what costs to the State?
8. What is the relationship of the makai land acquisition to the overall State governmental offices Master Plan?

Thank you for providing us the opportunity to review this EIS. Should you have any questions regarding these comments, feel free to contact us.

Very truly yours,



Raymond H. Suefuji  
Executive Director

RHS/KT:cw



GEORGE R. ARIYOSHI  
GOVERNOR

GEORGE FREITAS  
DIRECTOR OF TAXATION  
WALLACE AOKI  
STANLEY D. BUYAT  
DEPUTY DIRECTOR

DEPARTMENT OF TAXATION  
STATE OF HAWAII

Honolulu, Hawaii  
July 10, 1980

TO: Honorable Hideo Murakami, Comptroller  
Department of Accounting & General Services

FROM: Director of Taxation

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT  
FOR MAKAI LAND ACQUISITION - FUTURE  
OFFICE BUILDING AND PARKING  
(CONSULTATION PHASE)

In response to your letter dated June 26, 1980, we have no comments on your draft of the Environmental Impact Statement for Makai Land Acquisition.

If there are any questions, please contact Gilbert Chang at 548-7575.

A handwritten signature in cursive script, reading "George Freitas".

GEORGE FREITAS  
Director of Taxation

GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



SUSUMU ONO, CHAIRMAN  
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU  
DEPUTY TO THE CHAIRMAN

DIVISIONS:  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FISH AND GAME  
FORESTRY  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

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

July 25, 1980

REF. NO.: APO-1897  
Your REF. NO.: (P) 1610.0

Honorable Hideo Murakami  
Comptroller  
Dept. of Accounting & General Services  
P. O. Box 119  
Honolulu, Hawaii 96816

Dear Sir:

We have reviewed the draft EIS to acquire 1 1/2 acres of land in Kakaako for a future State office building.

We note that mitigation measures do not specifically provide for relocation of residents and businesses within the project area. If this is not feasible, the EIS should say so and the impact upon residents and businesses described. Availability of alternative might also be included in the section on mitigation.

Very truly yours,

SUSUMU ONO, Chairman  
Board of Land and Natural Resources





RYOKICHI HIGASHIYONNA, Ph.D.  
DIRECTOR

DEPUTY DIRECTORS  
JACK K. OJIMA  
JAMES R. CARRAS  
JAMES B. MCCORMICK  
JONATHAN K. SHIMADA, Ph.D.

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
660 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813

IN REPLY REFER TO

STP 8.6436

July 28, 1980

MEMORANDUM

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

FROM: Director of Transportation

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT  
MAKAI LAND ACQUISITION - FUTURE OFFICE  
BUILDING AND PARKING

Thank you for the opportunity to review the subject draft report. We offer the following comments:

1. The EIS could include upgrading of Ala Moana by our Highways Division since it may offer some traffic relief for the project.
2. Suggest checking on the disposition of the proposed installation of a one-way couplet system for Queen and Halekauwila Streets with the City's Department of Transportation Services. The parcel in question does front Halekauwila Street and the couplet could help alleviate any adverse traffic generated in the area.
3. Suggest researching the proposed occupancy for the proposed State Office Building. If a great portion of the new occupants are now existing State employees housed in existing structures within the civic center, they may already be included in existing traffic and, as such, will not be adding to future traffic congestion.

The Honorable Hideo Murakami  
July 28, 1980  
Page 2

STP 8.6436

4. Finally, check with the Kakaako Improvement District people regarding scheduling. It may be that this project will be completed prior to its redevelopment, thereby, eliminating dual traffic congestion during the construction phase.

*Ryokichi Higashionna*  
Ryokichi Higashionna

GEORGE R. ARIYOSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF SOCIAL SERVICES AND HOUSING  
HAWAII HOUSING AUTHORITY  
P. O. BOX 17907  
HONOLULU, HAWAII 96817

FRANKLIN Y. K. SUNN  
EXECUTIVE DIRECTOR

WILLIAM A. HALL  
ASST. EXEC. DIRECTOR

IN REPLY REFER

July 16, 1980

0-158.1/1713

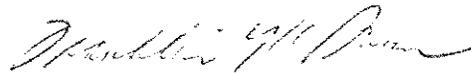
Department of Accounting and General Services  
Division of Public Works  
P.O. Box 119  
Honolulu, HI 96810

Gentlemen:

SUBJECT: Draft Environmental Impact Statement  
for Makai Land Acquisition - Future  
Office Building and Parking  
(Consultation Phase)

Thank you for providing us the opportunity to review the  
subject EIS. We have no comments to make.

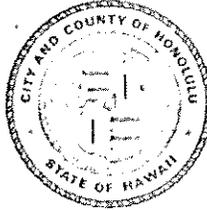
Sincerely,

  
FRANKLIN Y. K. SUNN  
Executive Director

DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



GEORGE S. MORIGUCHI  
CHIEF PLANNING OFFICER

DGP6/80-1888 (CT)

July 9, 1980

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

Gentlemen:

Makai Land Acquisition for Future Office Building  
and Parking, EIS Consultation Phase (Preparation  
Notice), Comments Requested June 26, 1980  
DAGS Ref. No. (P)1610.0

We have reviewed your proposed Environmental Impact Statement  
and have no comments.

Thank you for affording us the opportunity of reviewing it.

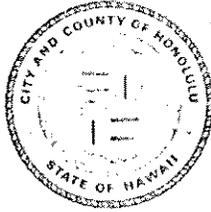
Sincerely,

A handwritten signature in cursive script, appearing to read "George S. Moriguchi".

GEORGE S. MORIGUCHI  
Chief Planning Officer

GSM:ws

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813 • (808) 523-4411



FRANK F. FASI  
MAYOR

TYRONE T. KUSAO  
DIRECTOR

80/EC-2(SE)  
LU6/80-2911

July 14, 1980

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

Dear Mr. Murakami:

Draft Environmental Impact Statement  
For Makai Land Acquisition  
Future Office Building and Parking  
(Consultation Phase)

We have reviewed the above, and have no comments to offer.

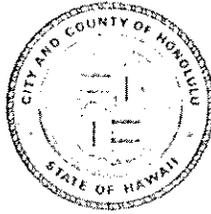
Very truly yours,

  
TYRONE T. KUSAO  
Director of Land Utilization

TTK:sl

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



FRANK F. FASI  
MAYOR

DIRECTOR  
TE6/80-1929

July 28, 1980

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

Dear Mr. Murakami:

Subject: Your Letter dated June 26, 1980 Regarding Draft Environmental  
Impact Statement for Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase) Ref: (P)1610.0

We have reviewed the draft EIS and present the following comments:

1. The paragraph on Route 4 should be revised to read "Route 4 buses provide service between Waikiki, Moiliili, Makiki, lower Punchbowl, the CBD and upper and lower Nuuanu."
2. The sentence that reads "The westbound and eastbound buses travel ewa on Queen Street while the eastbound buses travel Koko Head on King Street" does not make sense and should be rewritten.
3. The sentence on Route 6 should be revised to read "Route 6 buses provide service between Pauoa, lower Punchbowl, the CBD, Moiliili, University of Hawaii and Manoa-Woodlawn."
4. The traffic impact study should also address all modes including pedestrian and bicycle activities as related to the existing and future transportation system.
5. The project must respect the roadway setbacks for Halekauwila Street (8 feet) and Pohukaina Street (5 feet) as indicated on the CBD Development Plan (Ord. No. 3217, July 5, 1968).

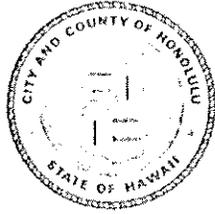
We thank you for providing us this opportunity to review and comment on the project.

Very truly yours,

Handwritten signature of Akira Fujita in cursive.  
AKIRA FUJITA  
Acting Director

DEPARTMENT OF PUBLIC WORKS  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



FRANK F. FASI  
MAYOR

WALLACE MIYAHIRA  
DIRECTOR AND CHIEF ENGINEER

ENV 80-228

July 28, 1980

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

Gentlemen:

Subject: Draft EIS for Makai Land Acquisition -  
Future Office Building and Parking  
Honolulu, Oahu, Hawaii (TMK 2-1-30)

We have reviewed the draft statement for the subject project  
and have the following comments.

1. The drainage problem at the project site will be corrected when the construction by the State of the storm drainage system serving the adjacent State judiciary complex is completed.
2. Sewers are available and adequate to serve the proposed office building. The lateral connection should be to the 8-inch sewer on Reed Lane (see attached map).

Very truly yours,

*Wallace Miyahira*  
WALLACE MIYAHIRA  
Director and Chief Engineer

Attach.

cc: Div. of Engineering  
Div. of Wastewater Management



BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU

630 SOUTH BERETANIA

HONOLULU, HAWAII 96843



FRANK F. FASI, Mayor  
YOSHIE H. FUJINAKA, Chairman  
DAT QUON PANG, Vice Chairman  
RYOKICHI HIGASHIONNA  
TERESITA R. JUBINSKY  
WALLACE S. MIYAHIRA  
ROBERT A. SOUZA  
CLAUDE T. YAMAMOTO

July 16, 1980

KAZU HAYASHIDA  
Manager and Chief Engineer

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

Attention: Mr. Walter Kagawa  
Division of Public Works

Dear Mr. Murakami:

Subject: Your Letter of June 26, 1980  
on the Draft Environmental  
Impact Statement for Makai  
Land Acquisition - Future  
Office Building and Parking

We have no comments regarding your environmental impact statement. However, should you proceed with the project, a determination on water commitment would only be made under the following conditions:

A. Zoned Lands:

1. Upon submission of building permits and construction drawings.
2. Upon submission of applications to the Board of Water Supply (BWS) to install laterals and meters.

B. Proposed Subdivisions, Cluster and Planned Unit Developments:

When applications submitted to the Department of Land Utilization (DLU) are referred to us for our review.



Mr. Hideo Murakami

-2-

July 16, 1980

C. Rezoning Requests to DLU:

When arrangements are made with BWS prior to submission of rezoning requests to DLU. Applicants must submit their building permit and/or construction drawings to BWS within two years after approval of their rezoning request by DLU, otherwise the water commitment shall be canceled.

The water system serving your project site has a limited amount of reserve pumping capacity which we are committing water under the conditions stated above. However, we cannot guarantee you that water will be available when we review your project. The availability of water at that time will depend upon the status of the reserve pumping capacity of our water system.

If you decide to proceed with your project, please contact us before you prepare your construction drawings to determine the water system improvements that may be necessary for your project to meet our water system standards.

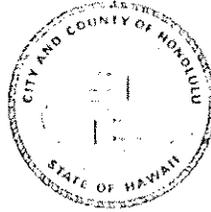
Should you have questions or require additional information, please call Lawrence Whang at 548-5221.

Very truly yours,

KAZU HAYASHIDA  
Manager and Chief Engineer

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
PHONE 523-4161



FRANK F. FASI  
MAYOR

EDWARD Y. HIRATA  
MANAGING DIRECTOR

BARRY CHUNG  
DIRECTOR

MYRA M. TAKASAKI  
DEPUTY DIRECTOR

July 7, 1980

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

Gentlemen:

Subject: Draft Environmental Impact Statement  
for Makai Land Acquisition - Future  
Office Building and Parking  
(Consultant Phase)

We have reviewed the Draft Environmental Impact Statement  
for Makai Land Acquisition - Future Office Building and Parking  
(Consultant Phase) and have no comment.

Thank you for forwarding the draft for our review and  
comment.

Very truly yours,

  
Barry Chung

# HAWAIIAN TELEPHONE COMPANY

P. O. BOX 2200 • HONOLULU, HAWAII 96841 • TELEPHONE (808) 537-7111 • CABLE: TELHAWAII

July 1, 1980

Mr. Hideo Murakami  
State Comptroller  
Department of Accounting and General Services  
P. O. Box 119  
Honolulu, Hawaii 96819

Dear Mr. Murakami:

Draft Environmental Impact Statement  
for Makai Land Acquisition - Future  
Office Building and Parking  
(Consultation Phase)

This acknowledges receipt of the draft report concerning the subject matter.  
We have no objections nor comments to offer on the contents of the report  
or on the project itself.

Sincerely,

*R. Mau*

Richard Mau  
Engineering and Construction  
Staff Manager

HAWAIIAN ELECTRIC COMPANY, INC.

Box 2750 / Honolulu, Hawaii / 96840

July 11, 1980



JOHN C. McCAIN, Ph.D.  
MANAGER, ENVIRONMENTAL DEPARTMENT

ENV 2-1  
NV/G

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

Dear Mr. Murakami:

Subject: Comments on Draft Environmental Impact Statement  
for Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase)

Thank you for the opportunity to review the draft Environmental Impact Statement for Makai Land Acquisition - Future Office Building and Parking (Consultation Phase). Several members of the staff of Hawaiian Electric Company have reviewed this draft EIS, and this project does not appear to have a significant impact on our facilities.

Yours truly,

JCMc:cm

July 7, 1980

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

Dear Mr. Murakami:

Subject: Draft Environmental Impact Statement  
for Makai Land Acquisition - Future  
Office Building and Parking  
(Consultation Phase)

Thank you for allowing us the opportunity to review your Draft  
Environmental Impact Statement for the above mentioned subject.

We have no comments at this time.

Very truly yours,



Francis T. Tanaka  
Government Affairs Coordinator

FTT:skk



DOWNTOWN IMPROVEMENT ASSOCIATION 1000 BISHOP STREET/SUITE 602 HONOLULU, HAWAII 96813 PHONE 531-2081

July 7, 1980

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

Dear Mr. Murakami:

Thank you for sending us a copy of the Draft EIS  
on the land acquisition proposed at South and Halekawila  
Streets.

We have no specific comments.

Very truly yours,



William A. Grant, AIA, APA  
Executive Director

jb



THE OUTDOOR CIRCLE 200 No. Vineyard, Honolulu, Hawaii 96817

July 25, 1980

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

Subject: Draft Environmental Impact Statement  
for Makai Land Acquisition - Future  
Office Building and Parking  
(Consultation Phase)

Dear Mr. Murakami,

After reviewing your draft E.I.S. on June 26, 1980 The Outdoor Circle notes the project will comply with the requirements of the Hawaii Capital District Ordinances. Although landscaping plans are not specifically addressed in the draft we assume they will comply with Ordinance No. 77-60.

It is The Outdoor Circle's belief that the value of landscaping must be recognized - its impact on climate control, as well as its contribution to the beauty of the island.

Yours sincerely,

Mrs. William McKeever  
President

SMCK/nw

567 South King Street  
Suite 200  
P.O. Box 3466  
Honolulu, Hawaii 96801  
Telephone 523-6200

KAMEHAMEHA SCHOOLS / BERNICE PAUAI BISHOP ESTATE

August 6, 1980

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

Attention: Mr. Walter Kagawa  
Project Coordinator  
Division of Public Works

Gentlemen:

Draft of Environmental Impact Statement for Makai Land Acquisition - Kakaako

This is in response to your letter dated June 26, 1980 under which was transmitted a draft copy of the Environmental Impact Statement for the proposed acquisition of the makai lands.

We have reviewed the draft of the Environmental Impact Statement and have no special comment to make. Since this proposed acquisition involves the taking of three parcels of land encumbered by long-term leases we have notified the respective lessees of the proposed acquisition of their respective leasehold properties. (Enclosed is a copy of a typical letter sent to our lessees.

Very truly yours,



A. K. Wood  
Area Development Manager

Enclosure

BISHOP ESTATE  
GENERAL CORRESPONDENCE

August 6, 1980

Kapaka Hawaii, Inc.  
350 South Street  
Honolulu, Hawaii 96812

Gentlemen:

Proposed Acquisition of Property Devised by Lease No. 11,257 -  
Kakaako

This is to apprise you of the notification we have recently received from the State of Hawaii on its proposed acquisition of the property devised by the captioned lease. This is in conjunction with the acquisition of eleven (11) privately-owned properties located on the makai/Ewa corner of South and Halekiauwi Streets.

The objective of the project is to obtain additional land for a future State facility in the State Capitol Complex to meet the increasing space needs of State agencies.

The State's tentative schedule indicates that the land acquisition process may commence shortly after December, 1980 and be completed within the next twelve (12) months, or by December, 1981.

We will keep you apprised of any further developments relative to this matter; however, should you wish to make direct inquiry of the State's plans, please call the project coordinator, Mr. Walter Kagawa, of the Division of Public Works at 548-4578.

Very truly yours,

A. K. Wood  
Area Development Manager

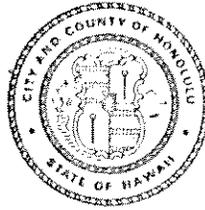
Also sent to:

Mr. Robert Wo, et al.  
P. O. Box 1417  
Honolulu, Hawaii 96806

Great Hawaiian Financial Corp.  
547 Halekiauwi Street  
Honolulu, Hawaii 96806

**DOWNTOWN NEIGHBORHOOD BOARD NO. 13**

c/o NEIGHBORHOOD COMMISSION OFFICE  
CITY HALL  
HONOLULU, HAWAII 96813



August 19, 1980

To: Hideo Murakami, State Comptroller  
From: Planning and Zoning Committee, Neighborhood Board No. 13  
Subject: Comments on Draft EIS for Makai Land Acquisition - Future Office Building for the State of Hawaii.

In general the proposed use of this parcel is consistent both with the HI Capital District ordinance and the urban design guidelines proposed by Neighborhood Board No. 13 in connection with the Development Plans.

We point out the following areas of specific concern:

1. The project will have a major effect upon the Kakaako area. Plans for the surrounding area should not be threatened by this project nor should this project be threatened by inappropriate land use of the adjacent parcels.
2. Further study is necessary regarding the social and financial relocation costs of the 24 businesses and 14 residents currently occupying the proposed site. However the eventual relocation of these people and offices due to the redesign of the Kakaako area should not be overlooked.
3. The fact that the infrastructure in this particular area of the Kakaako is sufficient to accommodate the proposed facility ignores the notion of treating Kakaako as a whole entity. Kakaako must be considered as an entirety and the infrastructural needs of the whole area should be apportioned to all who benefit by the redesign and upgrading of the area.
4. As is mentioned by the draft impact statement bus service to this parcel is readily available. The assignment of and charges for parking stalls should be designed to discourage individuals commuting by car and to encourage car pools.
5. We disagree that the facility will not generate a need for recreational facilities. It is becoming common practice for businesses to provide some sort of recreational facilities for employees. The state, as an employer should not be remiss in providing for the recreation needs of its employees.
6. More should be demanded of the architectural design than that it merely "be compatible with the existing new structures in the area." The design should be environmentally sound. It should exploit rather than shut out the tradewinds and sunshine (both from the standpoint of light and solar radiation.) Many of the surrounding building exhibit no Hawaiian influence. They are of a cold international style which bears no relationship to their physical location and placement.
7. No mention is made of how long the disturbance due to construction will last. Nor is any tentative sequence of construction offered.
8. Appendix C should be expanded to show the cost differential between the "status quo" alternative, i.e. the cost of maintaining and conducting business in current agency facilities; relative to the cost of the proposed facility, including loss

Downtown Neighborhood Board No. 13  
Makai Land Acquisition

of tax revenue, amortized costs associated with land acquisition, construction and lifetime maintenance of new facilities.

We request an opportunity to discuss in greater detail some of the issues outlined above. In particular we are concerned with the urban design aspect of the project as well as the generation of traffic in an area so close to the already congested Capital Business District.

cc: Downtown Sub-committee, City Council  
Department of General Planning  
Department of Transportation Services  
Department of Land Utilization  
Downtown Improvement Association  
Hawaii Community Development Authority

July 24, 1980

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

Subject: Draft Environmental Impact Statement for  
Makai Land Acquisition-Future Office Building  
and Parking (Construction Phase)

Gentlemen:

The following are our comments on the above mentioned  
Environmental Impact Statement:

#1 On the very first page under B. Statement of Objec-  
tives we take exception to increasing the space needs of  
State agencies. As taxpayers and concerned citizens we would  
like to encourage a reduction in governmental agencies and  
services. It is our feeling that agencies of the State of  
Hawaii should have an objective of reducing governmental costs  
in all areas of government.

#2 The lack of pagination in the draft makes it a bit  
difficult to reference the comments.

#3 C. General Characteristics

2. Economics

a. Economic Activity

Why was no attempt made to estimate the annual gross income  
of the 24 businesses to be displaced? What will be the total  
figures when the annual gross income tax, the property tax  
losses of approximately \$250,000.00/year and the assistance  
payments to displaced firms for relocation costs are added  
up?

#4 3. Social

a. Relocation

Our type of business can not be accomodated in office space  
in existing or planned commercial buildings. We need to be  
located in a light industrial -zoned area. Our clientele  
is composed of architects and engineers who are located in  
the Downtown Honolulu area and the Waikiki, Kapiolani and  
South King St. areas. It is going to be difficult for us  
to locate space that will fill our requirements as to total  
square footage and location for convenience to our clientele.

#5 c. Traffic

We feel that the impact caused by the additional traffic  
which will be generated by this project and the State Judic-  
ial Complex project has not been adequately addressed. At



Page 2

the present time the land acquired for the State Judiciary Complex is being used for State employees parking. As tenants of the area for the past 3 years, we have noticed an impact on the vehicular traffic and on on-street parking since the lots were installed. Traffic on Punchbowl St. and on South St. is very heavy at 4:30 p.m. Most of the traffic is generated by the Federal Building and the other State agency buildings in the area. As you travel mauka on South St. and approach the Honolulu Municipal Building and State Office Building, the traffic gets even heavier as those two lots empty onto South, Beretania and Punchbowl Streets.

What is the State doing to conserve energy? Building 871 off-street parking stalls in the Reed Lane Block in the future seems to be in conflict with the State's energy self-sufficiency objectives.

How will public transit systems in the area be able to accommodate the increase in numbers of people? Will State employees continue to drive to work? That must be the assumption if 871 parking stalls are being planned for the future. Is future improvement to public transit really going to reduce the amount of traffic generated by this project?

#6 4. Environmental  
c. Air, Noise and Water Pollution

The surface run-off from the site being directed to the existing drainage system should prove to be quite interesting during a rainstorm. Paved parking lot run-off will add to an already inadequate existing drainage system. The rainstorm in January 1980 resulted in flooding of businesses along South St.

#7 F. Project Time Schedule

Can it be assumed that demolition of existing buildings will take place in early 1988? Will provisions be made for the existing tenants to continue to lease their present location from the State until the project is started?

#8 B. Long Term Effects

If Honolulu Blueprint & Supply Co. and several other small businesses located in the area could become tenants of the



Page 3

State after the land is acquired, at least some of the impact of the loss of gross income would be reduced and replacement locations could be secured in the meantime.

Thank you for the opportunity to comment.

Yours truly,

Lawrence A. Heim, President  
HONOLULU BLUEPRINT & SUPPLY CO.

LAH/ack

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P)1903.0

Mr. Raymond H. Suefuji  
Executive Director  
Hawaii Community Development  
Authority  
680 Ala Moana Boulevard  
Suite 318  
Honolulu, Hawaii 96813

OCT 16 1980

Dear Mr. Suefuji:

Subject: Draft Environmental Impact Statement  
for Makai Land Acquisition -  
Future Office Building and Parking  
(Consultation Phase)

This is in response to your letter of July 17, 1980 commenting on the subject draft EIS. Our responses are presented immediately after each comment:

1. *The focus of the EIS is the land acquisition for the proposed State office building. Insofar as the land acquisition is a necessary precedent to the office building project, it would seem that these component actions should be assessed as a single undertaking. Will a separate environmental assessment be prepared on the office building after it is designed?*

The EIS is an assessment of the entire undertaking. A thorough discussion on land acquisition is presented because this action is the earliest practical time that the State can determine the significance of various environmental impacts. Sufficient information concerning the future State office building is presented in the EIS so that the total action of the project can be assessed at this time. A separate environmental assessment will not be prepared on the office building after it is designed.

2. *Furthermore, why are the State office building, its land acquisition, and the proposed Judiciary Complex all being considered independently for environmental assessment purposes?*

The Makai Land Acquisition Future Office Building and Parking EIS is based on the condition that the

Judiciary Complex project is underway, therefore only relevant information about the Judiciary Complex is included.

The EIS for the Judiciary Complex was approved in April 1975. It was not our intent to resubmit the Judiciary Complex project. The acquisition of the remaining lands in the block was only authorized by the Legislature in 1979.

3. *No mention was made in the EIS of the fact that the land proposed to be acquired is located within the Kaka'ako Community Development District boundaries.*

THE RELATIONSHIP TO LAND USE PLANS, POLICIES AND CONTROLS FOR THE AFFECTED AREA, Paragraph E. Kaka'ako Development Plan, will reflect that: The site is located in the Kaka'ako Community Development District. Plans for the development of the site will be submitted for HCDA review in accordance with any future regulations that may result from this development plan.

4. *Nor is there any indication of the extent to which coordination is occurring between the Department of Accounting and General Services and the Hawaii Community Development Authority in the planning and development of this site.*

The Department of Accounting and General Services (DAGS) submittal of the draft EIS (consultation) to your agency on June 26, 1980 for comments is the start of the coordination. The site is also in the Hawaii Capital District. This district is designated by ordinance and has established procedures for controlling development. In respect to this site, the objectives and procedures of the ordinance for this district that encompass the major governmental buildings are in accord with the State Capital Complex master plan and the ordinance has been useful in controlling the development in the State Capital Complex.

You can be assured that we will coordinate this project with your agency.

5. *While the EIS notes that the HCDA is in the process of preparing a development plan for Kaka'ako, it did not discuss how and the extent to which the activities of the DAGS are being considered in the HCDA's planning.*

THE RELATIONSHIP TO LAND USE PLANS, POLICIES AND  
CONTROLS FOR THE AFFECTED AREA, Paragraph E.

Kaka'ako Development Plan, will include the following:

The DAGS is in contact with HCDA and is on the mailing list for agencies that reviews the work products prepared for the Kaka'ako Community Development Plan project. The HCDA has informed DAGS that DAGS' concerns will be considered in the Authority's planning.

6. *The EIS erroneously indicated that the Kaka'ako Development Plan is scheduled to be completed in draft form by June, 1980. The correct date is June, 1981.*

The date has been corrected.

7. *In the discussion on relocation assistance to be provided to the authorized occupants of the site, it was not clear what the costs of relocation would be to the State, the timing of the relocation, and the locational, spatial, and logistical requirements associated with the relocation. In addition, why weren't the concerns of the residents and businesses to be displaced addressed?*

The estimated cost for relocation is \$358,000. The other information will depend on the conditions and decision by each relocated business, family or individual. The tenant's concerns we foresee are: funds to move, finding an adequate location, having adequate time to relocate, loss of local business, loss of low and moderate rental facilities, loss of neighborhood friends, etc. DAGS will arrange for relocation assistance and moving funds for the tenants with a target date of early 1986 to completely vacate the site.

8. *Regarding traffic impacts, what are the cumulative impacts of the total off-street parking stalls provided by both the future State office building project and the proposed Judiciary Complex? What about the provision of on-site parking and concomitant impacts?*

To mitigate the impact of the additional traffic which would be generated by this project, a traffic study will be initiated to address the traffic situation at South, Queen, Halekauwila, Pohukaina and Punchbowl Streets in conjunction with one of DAGS projects in this area or with the design phase of this project, whichever comes earlier.

Off-street and on-site parking are the same and will be provided in a structure. The parking requirements of the Judiciary Complex and the State Office Building will be combined.

9. *In the discussion on drainage, the EIS notes that surface runoff from the site will be directed to the existing drainage system. Please note that our Phase I study of Kaka'ako's drainage system indicated that flooding occurs on occasion in this area, particularly along South Street from King Street to Halekauwila Street. Based on this finding, what measures will be taken to alleviate the potential flooding problem that may occur near the site?*

No direct measures are planned for the drainage system other than the improvements included in the State Judiciary Complex project. However, this project will reduce the amount of runoff by replacing a significant amount of paved area with planted surfaces that will retain a portion of the rainfall and allow percolation into the ground.

The Department of Public Works, City and County of Honolulu had the following comment after reviewing the draft EIS: "The drainage problem at the project site will be corrected when the construction by the State of the storm drainage system serving the adjacent State Judiciary Complex is completed."

10. *To what extent are the capacities of the existing infrastructure adequate to accommodate the requirements of the proposed State office building? Will the existing infrastructure be improved? If so, to what extent and at what costs to the State?*

Comments from the City agencies and utility companies are included in the appendix of the EIS. The following comments indicate that there are no obvious deficiencies to be corrected by the State in conjunction with this project.

Hawaiian Telephone Co. - No comments.

Hawaiian Electric - "...this project does not appear to have a significant impact on our facilities."

Gasco, Inc. - No comments.

Department of Transportation Services - "The traffic impact study should also address all modes including pedestrian and bicycle activities as related to the existing and future transportation system.

The project must respect the roadway setbacks for Halekauwila Street (8 feet) and Pohukaina Street (5 feet) as indicated on the CBD Development Plan (Ord. No. 3217, July 5, 1968)."

Department of Public Works - "The drainage problem at the project site will be corrected when the construction by the State of the storm drainage system serving the adjacent State Judiciary Complex is completed.

Sewers are available and adequate to serve the proposed office building. The lateral connection should be to the 8 inch sewer on Reed Lane."

Board of Water Supply - No comments regarding EIS.

11. *What is the relationship of the makai land acquisition to the overall State governmental offices Master Plan?*

This acquisition is consistent with the master plan for the State Capital Complex. Some of the master plan goals are:

- a. The civic center shall encompass the major government structures.
- b. Have adequate parking facilities provided near the periphery of the complex.
- c. Provide adequate room for civic center expansion.

A special report on the Honolulu Civic Center Master Plan submitted to the Civic Center Policy Committee on February 3, 1965 proposed, "The State government can conserve its resources if it acts now to acquire the land that is clearly needed in the foreseeable future." This site was included in the acquisition plan recommended in the special report.

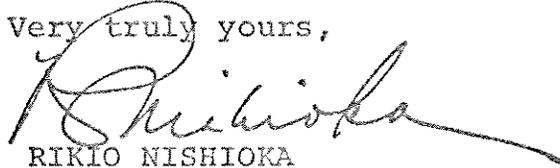
Mr. Raymond Suefuji  
Page 6

Letter No. (P)1903.0

We also foresee a need for additional office space within the State Capital Complex. This site will provide the land on which a State Office Building can be built.

We hope that our replies have adequately answered the concerns you expressed about the project.

Very truly yours,



RIKIO NISHIOKA  
State Public Works Engineer

WK:jm

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P)1884.0

OCT 17 1980

Honorable Susumu Ono  
Chairman  
Department of Land and  
Natural Resources  
State of Hawaii  
Honolulu, Hawaii

Dear Mr. Ono:

Subject: Draft Environmental Impact Statement for  
Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase)

This is in response to your letter of July 25, 1980 which  
contained the following comment:

*"We note that mitigation measures do not specifically  
provide for relocation of residents and businesses  
within the project area. If this is not feasible, the  
EIS should say so and the impact upon residents and  
businesses described."*

The EIS has been modified to explicitly state that the  
relocation of existing tenants must be off-site.

Very truly yours,

  
HIDEO MURAKAMI  
State Comptroller

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P) 1886.0

OCT 16 1980

Honorable Ryokichi Higashionna  
Director  
Department of Transportation  
State of Hawaii  
Honolulu, Hawaii

Dear Mr. Higashionna:

Subject: Draft Environmental Impact Statement  
Makai Land Acquisition - Future Office  
Building and Parking (Consultation)

This is in response to your letter of July 28, 1980 commenting on the subject draft EIS. Our responses are presented immediately after each comment:

1. *The EIS could include upgrading of Ala Moana by our Highways Division since it may offer some traffic relief for the project.*

PROJECT DESCRIPTION, subparagraph C3c, will include a description of some of the improvements recommended by your department to implement the Makai Boulevard concept.

2. *Suggest checking on the disposition of the proposed installation of a one-way couplet system for Queen and Halekauwila Streets with the City's Department of Transportation Services. The parcel in question does front Halekauwila Street and the couplet could help alleviate any adverse traffic generated in the area.*

The City has verbally informed us that they have no plans for the implementation of this couplet. Their six-year CIP budget does not include any funds for this project.

3. *Suggest researching the proposed occupancy for the proposed State Office Building. If a great portion of the new occupants are now existing State employees housed in existing structures within the civic center, they may already be included in existing traffic and, as such, will not be adding to future traffic congestion.*

We concur that some State employees to be housed in the future office building will be from existing buildings within the civic center. However, the future office building must be supported by off-street parking as prescribed by the comprehensive zoning code. The off-street parking requirement is based on the amount of floor space in the future office building and will generate traffic.

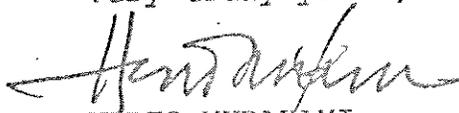
We anticipate that some of the State agencies will be overcrowded in their buildings and would want to relocate certain units into this proposed building after it is constructed. However, we believe that the majority of the occupants will come from leased buildings in the downtown area. Also, not all of the employees, moving into the proposed building, who apply for parking space will be assigned a space. There will be only a limited supply of parking spaces and we anticipate a continuous waiting list for parking spaces.

4. Finally, check with the Kakaako Improvement District people regarding scheduling. It may be that this project will be completed prior to its redevelopment, thereby, eliminating dual traffic congestion during the construction phase.

We have been informed by the Hawaii Community Development Authority that no tentative completion dates are available for the redevelopment of the area in the vicinity of this project. In 1981 development plans will be completed and redevelopment funds will be requested from the Legislature.

Since information is not available concerning the schedule of the redevelopment work, we are not able to state that the construction work for the future office building will be completed earlier.

Very truly yours,



HIDEO MURAKAMI  
State Comptroller

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P) 1855.0

AUG 20 1980

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: Draft Environmental Impact Statement for  
Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase)

This is in response to your letter of July 28, 1980 commenting on the subject draft EIS. Our responses are presented immediately after each comment:

1. The paragraph on Route 4 should be revised to read "Route 4 buses provide service between Waikiki, Moiliili, Makiki, lower Punchbowl, the CBD and upper and lower Nuuanu."

PROJECT DESCRIPTION, subparagraph C3c, will reflect the new wording.

2. The sentence that reads "The westbound and eastbound buses travel ewa on Queen Street while the eastbound buses travel Koko Head on King Street" does not make sense and should be rewritten.

PROJECT DESCRIPTION, subparagraph C3c, will be changed to eliminate this sentence since Figure 4 shows the bus route in this area.

3. The sentence on Route 6 should be revised to read "Route 6 buses provide service between Pauoa, lower Punchbowl, the CBD, Moiliili, University of Hawaii and Manoa-Woodlawn."

PROJECT DESCRIPTION, subparagraph C3c, will be changed to reflect this new wording.

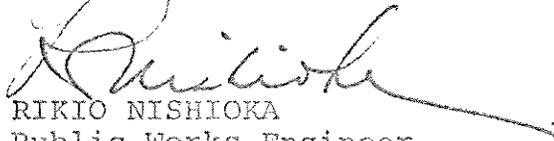
4. *The traffic impact study should also address all modes including pedestrian and bicycle activities as related to the existing and future transportation system.*

PROJECT DESCRIPTION, subparagraph C3c, will reflect that these modes will be considered during the schematic design phase.

5. *The project must respect the roadway setbacks for Halekauwila Street (8 feet) and Pohukaina Street (5 feet) as indicated on the CBD Development Plan (Ordinance No. 3217, July 5, 1968).*

THE RELATIONSHIP TO LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AFFECTED AREA, subparagraph B, will reflect this new wording.

Very truly yours,



RIKIO NISHIOKA  
State Public Works Engineer

WK:ck

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER  
  
MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P)1853.0

AUG 22 1980

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

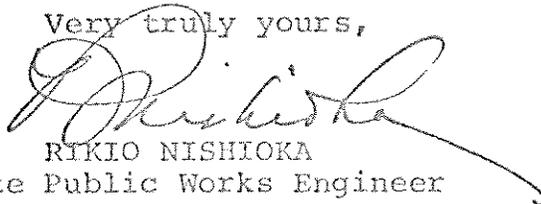
Dear Mr. Miyahira:

Subject: Draft Environmental Impact Statement for  
Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase)

This is in response to your letter of July 28, 1980  
commenting on the subject draft EIS.

Please be assured that your letter will be included in  
the appendix of the EIS and the comment therein will be con-  
sidered in the design of the facility.

Very truly yours,



RIKIO NISHIOKA  
State Public Works Engineer

WK:ck

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P)1854.0

AUG 22 1980

Mrs. Suzanne W. McKeever  
President  
The Outdoor Circle  
200 North Vineyard  
Honolulu, Hawaii 96817

Dear Mrs. McKeever:

Subject: Draft Environmental Impact Statement for  
Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase)

This is in response to your letter of July 25, 1980  
commenting on the subject draft EIS.

Please be assured that your letter will be included in  
the appendix of the EIS and the comment therein will be con-  
sidered in the design of the facility.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Rikio Nishioka".

RIKIO NISHIOKA  
State Public Works Engineer

WK:ck

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P) 2006.0

OCT 14 1980

Planning and Zoning Committee  
Downtown Neighborhood Board No. 13  
c/o Neighborhood Commission Office  
City Hall  
Honolulu, Hawaii 96813

Gentlemen:

**Subject:** Draft Environmental Impact Statement for  
Makai Land Acquisition - Future Office  
Building and Parking (Consultation Phase)

This is in response to your memorandum of August 19, 1980 commenting on the subject draft EIS. Our responses are presented immediately after each comment:

1. *The project will have a major effect upon the Kakaako area. Plans for the surrounding area should not be threatened by this project nor should this project be threatened by inappropriate land use of the adjacent parcels.*

The project will have a positive effect on the Kakaako area. The deteriorated buildings will be removed as soon as possible and the entire site will be redeveloped for a State office building. This State building project will result in landscaped open space over more than 50% of the entire site and will complete the orderly development of the block where the new Judiciary Complex Building will be constructed. The comprehensive zoning code, the Hawaii Capital District Ordinance, and the Kakaako Special Design District Ordinance are the controls that will protect the surrounding area and this project. Furthermore, the design of the project will be coordinated with the Hawaii Community Development Authority. Since the adjacent parcels were acquired for the State Judiciary Complex, the State will coordinate both projects such that inappropriate use of the parcels immediately adjacent is not a problem.

2. *Further study is necessary regarding the social and financial relocation costs of the 24 businesses and 14 residents currently occupying the proposed site. However the eventual relocation of these people and offices due to the redesign of the Kakaako area should not be overlooked.*

The estimated cost for relocation is \$358,000. The concerns of the tenants that we foresee are: funds to move, finding an adequate location, having adequate time to relocate, loss of local business, loss of low and moderate rental facilities, loss of neighborhood friends, etc. DAGS will, as provided by law, arrange for relocation assistance and moving funds for all the tenants. Families and individuals residing on the parcels will receive additional assistance from the State to reduce the initial impact of higher rents. The tentative target date for completely vacating the site is early 1986. We believe this will provide time to successfully complete the relocation.

We concur that the redesign and redevelopment of the Kakaako area by private developers or other government agencies would result in the eventual relocation of the families, individuals and some of the businesses. We note that the existing industrial zoning of the parcels does not include dwelling as a permitted use.

- 3. The fact that the infrastructure in this particular area of the Kakaako is sufficient to accommodate the proposed facility ignores the notion of treating Kakaako as a whole entity. Kakaako must be considered as an entirety and the infrastructural needs of the whole area should be apportioned to all who benefit by the redesign and upgrading of the area.*

The section titled "THE RELATIONSHIP TO LAND USE PLANS, POLICIES AND CONTROLS FOR THE AFFECTED AREA, Paragraph E Kaka'ako Development Plan" in the EIS will indicate the following:

The site is located in the Kaka'ako Community Development District. Plans for the development of the site will be submitted for Hawaii Community Development Authority (HCDA) review in accordance with any future HCDA regulations. DAGS is in contact with HCDA and is on the mailing list of agencies that review the work products prepared for the Kaka'ako Community Development Plan project. The HCDA has informed DAGS that DAGS' concerns will be considered in the Authority's planning. The Department of Accounting and General Services (DAGS) submitted the draft EIS (consultation) to HCDA for review and comments.

The site is in the Hawaii Capital District. This district is designated by ordinance and has established procedures for controlling development. In respect to this site, the objectives and procedures of the ordinance for this district that encompass the major governmental buildings are in accord with the State

Capital Complex master plan and the ordinance has been useful in controlling the development in the State Capital Complex.

We agree that the infrastructural needs of the whole area should be apportioned to all who benefit by the redesign and upgrading of the area but only on the condition that the redesign will allow more density than the present zoning.

4. *As is mentioned by the draft impact statement bus service to this parcel is readily available. The assignment of and charges for parking stalls should be designed to discourage individuals commuting by car and to encourage car pools.*

We assume that your concern in this comment is aimed at energy conservation. An improved public transit system and the rising costs of private vehicle use will make public transportation more attractive to the individuals that would be housed or visit the future State building. In State parking structures, car pool automobiles have reserved parking spaces. Further, car pools are given a preference for obtaining spaces which become available. Also, in planning parking garages, we intend to provide more compact parking spaces.

5. *We disagree that the facility will not generate a need for recreational facilities. It is becoming common practice for businesses to provide some sort of recreational facilities for employees. The state, as an employer should not be remiss in providing for the recreation needs of its employees.*

The use of prime land in the Hawaii Capital District and State office building space primarily for recreational purposes is not efficient use of State funds. The open space provided in this project will support limited individual recreation activity such as walking, etc., but recreation activity that requires special facilities must be directed to the available parks and established organizations such as the YMCA, YWCA, health clubs, etc.

6. *More should be demanded of the architectural design than that it merely "be compatible with the existing new structures in the area". The design should be environmentally sound. It should exploit rather than shut out the tradewinds and sunshine (both from the standpoint of light and solar radiation). Many of the surrounding building exhibit no Hawaiian influence. They are of a cold international style which bears no relationship to their physical location and placement.*

Maximum effective use of the land and materials for the office building requires the design of a structure with bulk

and dimensions that will probably preclude the use of natural ventilation. Natural light will benefit the office spaces along the exterior walls of the building but the internal spaces must rely on artificial lighting. Compatibility with the existing major structures in the area is only one of the considerations of the future architectural design. The height limitation, open space and the landscaping objectives of the Hawaii Capital District are other major considerations.

7. *No mention is made of how long the disturbance due to construction will last. Nor is any tentative sequence of construction offered.*

The project schedule included in the EIS shows that the estimated building design completion is June 1986 and construction completion is June 1988. Based on this schedule, it can be anticipated that heavy equipment work for the foundation and concrete work for the building shell will take approximately one year. The finish work within the building will take another year. That type of work should create only minimal disturbances, if any, in the area.

The contractor will follow all applicable codes and safety standards so as not to endanger the public or their employees in the progress of this project. Disturbance to traffic will be kept to a minimum. However, at times, the traffic may have to be reduced to one lane on Halekaiwila Street to permit construction activities to proceed.

8. *Appendix C should be expanded to show the cost differential between the "status quo" alternative, i.e. the cost of maintaining and conducting business in current agency facilities; relative to the cost of the proposed facility, including loss of tax revenue, amortized costs associated with land acquisition, construction and lifetime maintenance of new facilities.*

The reason we did not perform an economic analysis for this project is that some previous studies have shown that the construction option over the long run has an economic advantage over long-term leasing. The economic analysis of other projects show that the construction option has an economic advantage for the following reasons:

1. Land cost can be left out of the calculations because the land inflation has always been and it is assumed that in the future it will continue to be higher than the discount rate for government bonds. In the current situation, the State will make a profit if it sells the lands it bought 20 years ago.

2. Office buildings have a high residual value. After 20 years, a reinforced concrete building will have a residual value of at least 70 to 75% of its original cost.
3. The cost of maintaining and operating the building will increase annually because of inflation.
4. The tax revenue loss would primarily be from property tax. Corporate taxes are not considered since the business firms have the option to relocate. Property tax will increase annually because of inflation.
5. Leases paid by State agencies because of the lack of State office buildings was estimated at \$1,233,000 per year. This amount will increase annually because of inflation and the high market demand for office space in the Central Business District.

After considering the above factors it can be concluded that the purchase of land and constructing a State office building is a better alternative than the "status quo" alternative.

*We request an opportunity to discuss in greater detail some of the issues outlined above. In particular we are concerned with the urban design aspect of the project as well as the generation of traffic in an area so close to the already congested Capital Business District.*

We welcome any further discussion on the urban design, traffic or any other concerns you may have. Please call me at 548-3050 so that a meeting can be arranged.

Very truly yours,



HIDEO MURAKAMI  
State Comptroller

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P)1898.0

OCT 15 1980

Mr. Lawrence A. Heim, President  
Honolulu Blueprint & Supply Co.  
556 Reed Lane  
Honolulu, Hawaii 96813

Dear Mr. Heim:

Subject: Draft Environmental Impact Statement  
for Makai Land Acquisition -  
Future Office Building and Parking  
(Consultation Phase)

This is in response to your letter of July 24, 1980  
commenting on the subject draft EIS. Our responses are pre-  
sented immediately after each comment:

1. *On the very first page under B. Statement of Objectives we take exception to increasing the space needs of State agencies.*

The State currently lacks office space for State agencies in the State Capital Complex. State agencies are, therefore, leasing office space to accommodate their space needs. This project is one of several building projects necessary to accommodate State agencies' building space needs.

2. *The lack of pagination in the draft makes it a bit difficult to reference the comments.*

The submitted environmental impact statement to the Office of Environmental Quality Control will have numbered pages.

3. *Why was no attempt made to estimate the annual gross income of the 24 businesses to be displaced? What will be the total figures when the annual gross income tax, the property tax losses of approximately \$250,000.00/year and the assistance payments to displaced firms for relocation costs are added up?*

The annual gross income of the 24 businesses would be a relevant factor only if all of the businesses are discontinued. Since this is not probable, the estimate was not made. Based on past experience, most business relocate, although some terminate.

4. *Our type of business cannot be accommodated in office space in existing or planned commercial buildings. We need to be located in a light industrial-zoned area.*

We recognize that your company has special requirements. You will have ample time to secure a replacement location if you begin looking upon being notified that the State has acquired the property.

5. *We feel that the impact caused by the additional traffic which will be generated by this project and the State Judicial Complex project has not been adequately addressed.*

Attached for your information are pages from the revised draft EIS to which we have made additions subsequent to the date we have received your comment.

A traffic impact study will be prepared during the massing design of the future office building and parking or earlier. If the traffic conditions at that time indicate that the office building and parking project will overload the roadway system, adjustments will be made. The traffic study will be reviewed by the City and County and we will work with them to mitigate any adverse traffic condition.

6. *What is the State doing to conserve energy? Building 871 off-street parking stalls in the Reed Lane Block in the future seems to be in conflict with the State's energy self-sufficiency objectives.*

We assume your comment is directed at the parking provided. The State's efforts in conserving energy will not be jeopardized because of our off-street parking plan. The off-street parking is a zoning code requirement that must be met for any project within the City and County of Honolulu. We will, however, take energy conservation measures by providing as many compact and tandem parking spaces as we can through waiver procedures in the zoning code. We believe that our office building design

and parking plan for the State Capital Complex will comply with the energy conservation objectives.

7. *How will public transit systems in the area be able to accommodate the increase in numbers of people? Will State employees continue to drive to work? That must be the assumption if 871 parking stalls are being planned for the future. Is future improvement to public transit really going to reduce the amount of traffic generated by this project?*

An improved transit system and the rising costs of private vehicle use will make public transportation more attractive to the individuals that would be housed or visit the future State building.

Yes, State employees will continue to drive to work. The 871 parking stalls planned are the result of meeting the zoning code requirement for off-street parking.

Also, we would like to emphasize again that we intend to eliminate most of the on-surface parking within the State Capital Complex after this parking structure is constructed. The parking structures would accomplish the State Capital Complex master plan goals of providing parking structures on the periphery of the Complex and to eliminate on-surface parking which will accommodate office building additions and create landscaped open space to add to the park like setting of the Complex.

8. *The surface run-off from the site being directed to the existing drainage system should prove to be quite interesting during a rainstorm. Paved parking lot run-off will add to an already inadequate existing drainage system. The rainstorm in January 1980 resulted in flooding of businesses along South St.*

This project will reduce the amount of run-off by replacing a significant amount of paved area with planted surfaces that will retain a portion of the rainfall and allow percolation into the ground.

The Department of Public Works, City and County of Honolulu made the following comment after reviewing the draft EIS: "The drainage problem at the project site will be corrected when the construction by the

State of the storm drainage system serving the adjacent State Judiciary Complex is completed."

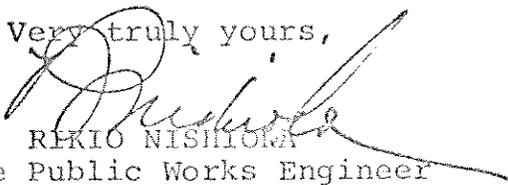
9. *Can it be assumed that demolition of existing buildings will take place in early 1988? Will provisions be made for the existing tenants to continue to lease their present location from the State until the project is started?*

Demolition of existing buildings will be carried out on a building-by-building basis as the occupants are relocated. The existing tenants will be allowed to continue leasing until replacement locations are obtained. Our tentative schedule shows that design of the State Office Building will be completed in 1986 and construction will start in 1986. This schedule may be accelerated, depending on the availability of funds.

10. *If Honolulu Blueprint & Supply Co. and several other small businesses located in the area could become tenants of the State after the land is acquired, at least some of the impact of the loss of gross income would be reduced and replacement locations could be secured in the meantime.*

The State will issue revocable permits to the tenants who are existing on the site at the time that the State makes an offer to purchase the property. This should allow time for these tenants to secure replacement locations. We will, however, urge tenants to relocate as early as possible to take advantage of the available opportunities to obtain space. The impact of the relocation would be greater if the replacement location is not secured at an early date. Normal business growth in the city area would make it more difficult to obtain space if a concentrated effort is not made without undue delay.

Very truly yours,

  
RIKIO NISHIOKA  
State Public Works Engineer

WK:jm  
Attachment

APPENDIX J

Comments and Responses  
to EIS

HEADQUARTERS  
NAVAL BASE PEARL HARBOR  
BOX 110  
PEARL HARBOR, HAWAII 96860

IN REPLY REFER TO:

002A:amn  
Ser 2087

6 NOV 1980

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

Gentlemen:

Environmental Impact Statement  
for Makai Land Acquisition  
Future Office Building and Parking  
State Capital Complex

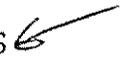
The Environmental Impact Statement for the Makai Land  
Acquisition Future Office Building and Parking, State Capitol  
Complex has been reviewed and the Navy has no comments to  
offer. As requested, the EIS is returned.

The opportunity to review the subject EIS is appreciated.

Sincerely,

R. L. ELSBERND  
Lieutenant Commander, CEC, USN  
Deputy Facilities Engineer  
By direction of the Commander

Encl

Copy to:  
State DAGS 



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

300 ALA MOANA BOULEVARD  
P. O. BOX 50167  
HONOLULU, HAWAII 96850

IN REPLY REFER TO:

ES  
Room 6307

November 6, 1980

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

Re.: Makai Land Acquisition  
Future Office Building  
and Parking, State  
Capitol Complex, Oahu

Dear Sir:

We have reviewed the subject Environmental Impact Statement (EIS) and have no additional comments to offer at this time.

We appreciate this opportunity to comment.

Sincerely yours,

*Gerald W. Behm*

for Nevin D. Holmberg  
Deputy Project Leader for  
Ecological Services

cc: DPW, Hawaii





United States  
Department of  
Agriculture

Soil  
Conservation  
Service

P. O. Box 50004  
Honolulu, Hawaii  
96850

November 10, 1980

Office of Environmental Quality Control  
Department of Health  
550 Halekauwila St., Room 301  
Honolulu, HI 96813

Gentlemen:

Subject: Makai Land Acquisition - Future Office Building and  
Parking - State Capitol Complex, Oahu, Hawaii

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

Thank you for the opportunity to review this document.

Sincerely,

  
JACK P. KANALZ  
State Conservationist

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



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

APZV-EHE-E

14 NOV 1980

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

Gentlemen:

The Environmental Impact Statement (EIS) for Makai Land Acquisition, Future Office Building and Parking, State Capital Complex 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,

original signed by

ADOLPH A. HIGHT  
COL, EN  
Director of Engineering and Housing

1 Incl  
As stated

CF:

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



DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
BUILDING 230  
FT. SHAFTER, HAWAII 96858

PODED-PV

17 November 1980

Mr. Donald Bremner, Acting Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. Bremner:

Since your Environmental Impact Statement (EIS) for Makai Land Acquisition, Future Office Building and Parking, State Capitol Complex, is for land acquisition only, no Corps regulatory requirements are applicable. The proposed office building and parking lot site is not situated in any designated flood plain, but in an area of minimal flooding. This determination was based on the Flood Insurance Study for the Island of Oahu performed by the Federal Insurance Administration. Thank you for the opportunity to comment on your EIS.

Sincerely,

19  
HOWARD S. KOBAYASHI  
Acting Chief, Engineering Division

LCF:

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



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

COMMANDER (dpl)  
Fourteenth Coast Guard District  
Prince Kalaniana'ole Federal Bldg.  
300 Ala Moana Blvd.  
Honolulu, Hawaii 96850

Serial 565  
11000  
8 December 1980

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

Dear Sir:

The Coast Guard has reviewed the Environmental Impact Statement for the Makai Land Acquisition - Future Office Building and Parking and has no objection or constructive comments to offer at the present time.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. E. Schwartz".

J. E. SCHWARTZ  
Commander, U. S. Coast Guard  
District Planning Officer  
Fourteenth Coast Guard District  
By Direction of the District Commander

GEORGE R. ARIYOSHI  
GOVERNOR



DONALD A. BREMNER  
Chairman  
Executive Secretary  
TELEPHONE NO.  
(808) 548-5915

STATE OF HAWAII  
ENVIRONMENTAL QUALITY COMMISSION  
OFFICE OF THE GOVERNOR  
850 HALEKAUWILA ST.  
ROOM 301  
HONOLULU, HAWAII 96813

OCT 30 1980

Dear Reviewer:

Attached for your review is an Environmental Impact Statement (EIS) that was prepared pursuant to Chapter 343, Hawaii Revised Statutes and the Rules and Regulations of the Environmental Quality Commission:

Title: MAKAI LAND ACQUISITION  
Future Office Building & Parking

Location: State Capitol Complex, Oahu

Classification: Agency

Your comments or acknowledgement of no comments on the EIS are welcomed. Please submit your reply to the accepting authority or approving agency:

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

Please send a copy of your reply to the proposing party:

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

Your comments must be received or postmarked by: December 8, 1980.

If you have no further use for this EIS, please return it to the Commission.

Thank you for your participation in the EIS process.

November 5, 1980

80:1097

The State Energy Office has no comments to make regarding this EIS.

Alfred S. Harris, Manager, State Energy Office

GEORGE R. ARIYOSHI  
GOVERNOR



JOHN FARIAS, JR.  
CHAIRMAN, BOARD OF AGRICULTURE

YUKIO KITAGAWA  
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII  
DEPARTMENT OF AGRICULTURE  
1428 SO. KING STREET  
HONOLULU, HAWAII 96814

November 6, 1980

MEMORANDUM

To: Office of Environmental Quality Control  
Subject: EIS for Makai Land Acquisition - Future Office  
Building and Parking, State Capitol Complex, Oahu

The Department of Agriculture has no comments to offer on  
the subject EIS.

Thank you for the opportunity to review the statement. The  
EIS is herewith returned for your further use.

John Farias, Jr.  
Chairman, Board of Agriculture

att.

cc: DAGS ✓

GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



SUSUMU ONO, CHAIRMAN  
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU  
DEPUTY TO THE CHAIRMAN

DIVISIONS:  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FISH AND GAME  
FORESTRY  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 621  
HONOLULU, HAWAII 96809

NOV 14 1980

REF. NO.: APO-2329

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

Dear Sir:

Thank you for sending us a copy of the EIS for the "makai land acquisition" to accommodate a new State office building.

We note that the concern raised by our July 25 letter has been addressed by the proposed mitigation measures.

Very truly yours,

SUSUMU ONO, Chairman  
Board of Land and Natural Resources

cc: DAGS  
Land Management



GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. BOX 3378  
HONOLULU, HAWAII 96801

November 17, 1980

GEORGE A. L. YUEN  
DIRECTOR OF HEALTH

JOHN F. CHALMERS, M.D.  
DEPUTY DIRECTOR OF HEALTH

HENRY N. THOMPSON, M.A.  
DEPUTY DIRECTOR OF HEALTH

MELVIN K. KOIZUMI  
DEPUTY DIRECTOR OF HEALTH

ABELINA MADRID SHAW, M.A., J.D.  
DEPUTY DIRECTOR OF HEALTH

MEMORANDUM

In reply, please refer to:  
File: EPHSD-SS

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

From: Deputy Director for Environmental Health

Subject: Environmental Impact Statement (EIS) for Makai Land Acquisition,  
Future Office Building & Parking

Thank you for allowing us to review and comment on the subject EIS. We submit the following comments for your information and consideration:

1. The proposed project must be designed to comply with the provisions of Public Health Regulations Chapter 44B, Community Noise Control for Oahu. Noise from equipment such as air conditioning/ventilation units and exhaust units must be attenuated to meet the allowable noise levels of the regulations based on zoning districts.
2. Proposed off-street parking areas should be designed to minimize noise, specifically from tire squeals and vehicular noise emissions.
3. The structure should be designed to provide adequate noise attenuation measures for its residents from both external and internal noise sources.
4. Construction activities must comply with the provisions of Public Health Regulations Chapter 44B, Community Noise Control for Oahu. The contractor must comply with the conditional use of the permit as specified in the regulations and the conditions issued with the permit.
5. In the requirements for noise pollution control on page E-2 of the report, the hours of pile driving operation should read "9:00 a.m. to 5:30 p.m."
6. Traffic noise from heavy vehicles travelling 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.

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.

*for Brian A. Choy*  
\_\_\_\_\_  
MELVIN K. KOIZUMI

cc: Office of Environmental Quality Control

GEORGE R. ARIYOSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF SOCIAL SERVICES AND HOUSING  
HAWAII HOUSING AUTHORITY  
P. O. BOX 17907  
HONOLULU, HAWAII 96817

Paul A. Tom  
~~XXXXXXXXXXXX~~  
EXECUTIVE DIRECTOR

WILLIAM A. HALL  
ASSISTANT EXEC. DIRECTOR

IN REPLY REFER

TO: 4-105/2820

November 19, 1980

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

Gentlemen:

SUBJECT: Environmental Impact Statement for Makai Land  
Acquisition, Future Office Building and Parking,  
State Capitol Complex

We have reviewed subject Environmental Impact Statement and  
have no significant comments to make.

Thank you for affording us the opportunity to review and  
comment on this matter.

Sincerely,

PAUL A. TOM, Original Signed

PAUL A. TOM  
Executive Director

cc: Dept. of Accounting  
and General Services /  
Division of Public Works  
1151 Punchbowl Street  
Honolulu, Hawaii 96813

AA/co

DSSH

State of Hawaii  
DEPARTMENT OF DEFENSE  
OFFICE OF THE ADJUTANT GENERAL  
3949 Diamond Head Road  
Honolulu, Hawaii 96816

20 NOV 1980

HIENG

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

Gentlemen:

Makai Land Acquisition

We have received a copy of the "Makai Land Acquisition" Environmental Impact Statement and have no comments to offer at this time. The Environmental Impact Statement is being forwarded to the Environmental Quality Commission under separate cover.

Sincerely,



JERRY M. MATSUDA  
Captain, HANG  
Contr & Engr Officer

cc: Dept of Accounting ✓  
and General Services

STATE OF HAWAII  
DEPARTMENT OF PLANNING AND  
ECONOMIC DEVELOPMENT  
P. O. Box 2259  
Honolulu, Hawaii 96804

Ref. No. 2423

November 25, 1980

Mr. Harry Akagi  
Acting Director  
Office of Environmental Quality  
Control  
550 Halekaiwila Street, Room 301  
Honolulu, Hawaii 96813

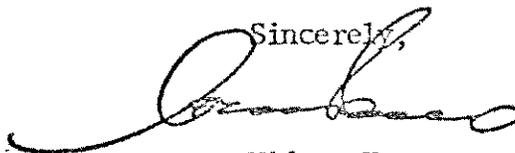
Dear Mr. Akagi:

Subject: Environmental Impact Statement for Makai Land  
Acquisition, Future Office Building and Parking,  
State Capitol Complex

We have reviewed the subject document 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 on this matter.

Sincerely,



Hideto Kono

cc: ✓ Dept. of Accounting & General Services

GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 621  
HONOLULU, HAWAII 96809

NOV 26 1980

SUSUMU ONO, CHAIRMAN  
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU  
DEPUTY TO THE CHAIRMAN

DIVISIONS:  
CONSERVATION AND ENFORCEMENT  
CONVEYANCES  
FISH AND GAME  
FORESTRY  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

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

Dear Sir:

SUBJECT: Environmental Impact Statement--Makai Land  
Acquisition for the Future Office Building  
and Parking Within the State Capitol Complex  
Kakaako, Oahu, TMK 2-1-30:6-15, 17, and  
Reed Lane

Please accept additional comment to my letter of November 14,  
1980, regarding the subject project.

Your proposed undertaking will involve a property with some  
historic value, namely, 9 two-story woodframe commercial  
structures with adjacent cottages in the rear. In an inter-  
view earlier this year, we were told by some of the long-time  
occupants of this building that part of this complex was used  
as a training facility for filipino boxers as early as c. 1935.  
A dormitory, as well as a training room, existed and remains  
on this site. Some of the now retired boxers and trainers  
still reside there. At the time of our site inspection, photo-  
graphs were taken to visually document the area. These photo-  
graphs are sufficient mitigative measures for your project.

We do not have any reservations for your project to proceed  
with as planned. Our staff has some reservations concerning  
the potential for adverse impact on buried archaeological  
deposits likely to exist in the Kakaako area. Historic trash  
deposits containing antique bottles and other items of archaeo-  
logical significance have been uncovered by construction  
projects throughout the downtown area of Honolulu. Our office  
would like to be given the opportunity to visit the project  
site during early phases of construction and conduct salvage  
operations as appropriate.

Sincerely yours,

Susumu Ono  
Chairman of the Board and  
State Historic Preservation  
Officer

GEORGE R. ARIYOSHI  
GOVERNOR



HARRY Y. AKAGI  
Acting Director

TELEPHONE NO.  
548-6915

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
DEPARTMENT OF HEALTH  
550 HALEKAUWILA ST.  
ROOM 301  
HONOLULU, HAWAII 96813

December 5, 1980

MEMORANDUM

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

FROM: Harry Y. Akagi, Acting Director 

SUBJECT: Environmental Impact Statement for Makai Land  
Acquisition, Kakaako, Honolulu, Oahu

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

RELOCATION (page 7)

The EIS states, "One of the significant impacts of this project is the displacement off-site of the businesses and tenants living on the site." The EIS further indicates that a detailed direct survey of tenants was not taken because the state does not own the land. It is important to recognize that preparation of an EIS requires more than the preparation of the document. It involves obtaining various relevant data and conducting necessary studies (EIS regulation 1:40). Moreover, the EIS should discuss all relevant and feasible consequences of the action (EIS regulation 1:42). In view of the fact that displacement is one of the significant impacts of the proposed action, it is appropriate to adequately address and survey the problem of relocation and the number of persons to be affected by it.

The issue of relocation needs further discussion. What are the qualifications needed for families to qualify for assistance in replacement housing expenses, moving expenses

Mr. Hideo Murakami  
December 5, 1980  
Page 2

and referral services? Will these displaced families be able to qualify for such assistance? Will individuals who will be displaced also qualify for relocation assistance?

#### MAINTENANCE AND OPERATIONAL COSTS (page 15)

The proposed action should consider the use of energy saving designs such as natural ventilation, water conservation, and landscaping to aid to cooling the area. We recommend a discussion on this topic.

#### RELATIONSHIP WITH STATE AND COUNTY PLANS

Although the EIS indicates coordination with the Hawaii Community Development Authority for the Kakaako Development Plan, there should be discussion of the proposed action in relationship to the City and County of Honolulu's Kakaako development plan.

#### PAGE 19

The EIS states, ". . . the long lead time between the notification of the owner of the State's offer to purchase and the actual relocation date will provide the owners and tenants with ample time to locate replacement housing or business space." How long is the lead time?

#### PROJECT DESCRIPTION

The EIS should indicate how many stories are being proposed for the state office building. In addition, at least preliminary engineering data should be discussed. If building size and load-bearing capabilities of soil at the site necessitate pile driving, then noise impact should be further discussed.

#### STATE OFFICE BUILDING

Although the state office building is to locate state agencies which are leasing space from commercial area, the EIS should discuss how many, if any, will move out of existing state office buildings to the proposed project.

#### LIST OF APPROVALS

EIS regulation 1:42 o. requires a list of approvals

Mr. Hideo Murakami  
December 5, 1980  
Page 3

for the action from governmental agencies, boards, or commissions. The status of each approval shall also be identified.

#### UNRESOLVED ISSUES

EIS regulation 1:42 n. requires a discussion of unresolved issues. The Board of Water Supply does not guarantee water for the proposed action. How will this issue be resolved?

In addition, it is important to consider the impact of water for fire protection. Kakaako has had problems with the lack of adequate water pressure for treating fires. Therefore, full consideration should be given to the question of water availability.

We hope that these comments will be helpful to you in preparing the revised EIS. For your convenience, we have listed the commentors on an attached sheet.

If you should have any questions regarding this matter, please do not hesitate to contact me.

Thank you for the opportunity to comment on this EIS. We look forward to the revised EIS.

Attachment

LIST OF COMMENTING AGENCIES AND ORGANIZATIONS

FEDERAL

*Naval Base Pearl Harbor	November 6, 1980
U.S. Fish and Wildlife Service	November 6, 1980
*Soil Conservation Service	November 10, 1980
*Department of the Army (Directorate of Engineering & Housing)	November 14, 1980
*Corps of Engineers	November 17, 1980

STATE

State Energy Office	November 5, 1980
*Department of Agriculture	November 6, 1980
*Department of Land and Natural Resources	November 14, 1980
*Department of Health	November 17, 1980
*Hawaii Housing Authority	November 19, 1980
*Department of Defense	November 20, 1980
*Department of Planning and Economic Development	November 25, 1980
Department of Land and Natural Resources (Historic Preservation Office)	November 26, 1980

CITY AND COUNTY OF HONOLULU

*Department of Public Works	November 5, 1980
*Department of Housing and Community Development	November 18, 1980
*Department of Parks and Recreation	November 18, 1980
*Board of Water Supply	November 24, 1980

UNIVERSITY OF HAWAII

*Water Resources Research Center	November 15, 1980
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\* Denotes comments forwarded to DAGS by reviewer.

# UNIVERSITY OF HAWAII

Water Resources Research Center

25 November 1980

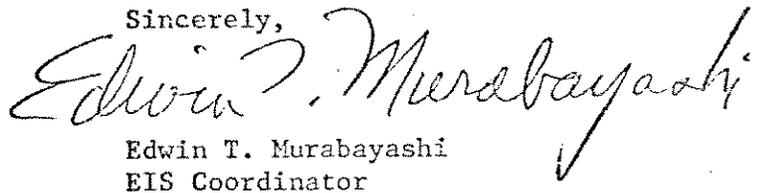
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, HI 96813

Gentlemen:

Subject: EIS Makai Land Acquisition, Future Office  
Building and Parking Complex

We have reviewed the Makai Land Acquisition EIS and have no comments. Thank you for the opportunity to review the subject. This EIS was reviewed by WRRRC and affiliate personnel.

Sincerely,



Edwin T. Murabayashi  
EIS Coordinator

ETM:jm

cc: C. Liu  
H. Gee  
Y.S. Fok  
DAGS

J-20

AN EQUAL OPPORTUNITY EMPLOYER

2540 Dole Street - Honolulu, Hawaii 96822



# University of Hawaii at Manoa

**Environmental Center**  
Crawford 317 • 2550 Campus Road  
Honolulu, Hawaii 96822  
Telephone (808) 948-7361

Office of the Director

December 8, 1980

RE:0317

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

Dear Sir:

**Draft Environmental Impact Statement  
Makai Land Acquisition  
Honolulu, Oahu**

The Environmental Center has reviewed the Draft Environmental Impact Statement for the Makai Land Acquisition Future Office Building and Parking State Capital Complex with the assistance of Donald Bell, Real Estate and Finance; Barbara Vogt, Alexis Cheong Linder, and Jacquelin Miller of the Environmental Center staff.

We are concerned with the inadequacy of this document with respect to its address to impacts on economic activity through the displacement of businesses; to the displacement of residents; and to drainage, flood control and traffic. We recognize that adequate evaluation of the environmental impacts with respect to appearance and operations of the structure is not possible without plot plans and architectural schematics of the proposed building.

With respect to the discussion of economic impacts, it is noted that three of the businesses to be displaced are tenants of the Bishop Estate. Will the tenants be able to fulfill the lease agreements (with respect to the duration of the individual leases) without suffering economic loss? If this is not the case, has allotment for this loss been estimated in the necessary relocation costs? How does the State propose to allocate the relocation funds between businesses and residents of the area? Will the State aid these individuals in finding other suitable accommodations?

The discussion of mitigation measures for drainage and flood control seems to be confined to the response to Mr. Raymond Suefuji's very pertinent questions rather than incorporated into the text. What is the State's estimated completion date of the storm drainage system for the judiciary complex? Heavy equipment work for the State office building is scheduled to begin in 1986 and expected to continue for a year. Are there mitigative measures to accommodate the run off generated from this project during the construction phase if the State does not plan to complete the drainage system for the judiciary building?

December 8, 1980

Because the State Capitol complex involves a centralization of offices and services the traffic impacts will be cumulative. We would like to see the forthcoming traffic impact analysis address this issue. Are there plans to submit this study as part of the final EIS? What are the entrance and exit designs for traffic impact evaluation? Were they considered in the traffic analysis studies? What are the results of the traffic evaluation of existing similar state office complexes and how were the estimated parking needs of this building determined?

We recognize the CZC parking requirements are being met. However, in the case of this particular complex we question whether these requirements are appropriate. Since the State is not required to comply with the CZC, was some other information available upon which it was determined that the proposed 871 parking stalls would be adequate. What was the basis for this determination? The number of parking stalls allotted should be based on the needs of the building and not solely on the basis of the comprehensive zoning code.

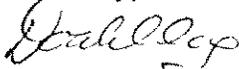
We would hope that a public office building such as is planned would take advantage of Hawaii's environmental characteristics by such means as trade-wind ventilation and solar-energy utilization. Although we realize that architectural plans are costly at this point in project development we feel that inclusion of the building design and landscaping would enable us to formulate a more comprehensive assessment of the project. The following areas of concern should be discussed fully.

What are the sight lines and views plans from the proposed structure and what are their relationships to adjacent structures? What effect will its construction have on views from other places? What effects will the building design have on the physical environment of adjacent or nearby establishments, i.e. wind deflection, solar shading or reflection? What type of architectural design is proposed and what will be the potential reflectivity of exterior surfaces? What environmental engineering will be initiated to achieve maximum use of natural features for energy conservation, i.e. tradewinds vs. air conditioning?

We understand the cost factor in providing architectural plans at the land acquisition stage. It may not be economically reasonable to require detailed plans prior to actual approval and acquisition of the land. However, if such plans are not provided at the land acquisition stage then certainly a Supplemental EIS should be required with the detailed architectural plans of the office building prior to the project construction stage.

Certainly the acceptance of EIS covering only the land acquisition phase of such a major project as an office building in the Capital District without any review of the plans or functional impacts, and without recognition of the need for a Supplemental EIS when such plans are available, would establish a serious precedent in terms of environmental evaluation of future hotel-resort developments in the State.

Yours truly,

  
Doak C. Cox  
Director

DCC/ck

cc: OEQC  
Donald Bell  
Barbara Vogt  
Jacquelin Miller

J-22

December 8, 1960

STP 8.6886

MEMORANDUM:

TO: The Honorable Harry Akagi, Acting Director  
Office of Environmental Quality Control

FROM: Director of Transportation

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT, MAKAI LAND  
ACQUISITION, STATE CAPITOL COMPLEX, OAHU

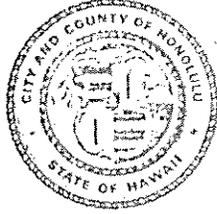
Thank you for the opportunity to review the subject EIS.  
We have no further substantive comments to offer which could  
improve the document.

*Ryokichi Higashionna*  
Ryokichi Higashionna

cc: DAGS

DEPARTMENT OF PUBLIC WORKS  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



FRANK F. FASI  
MAYOR

WALLACE MIYAHIRA  
DIRECTOR AND CHIEF ENGINEER

ENV 80-333

November 5, 1980

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

Gentlemen:

Re: EIS for Makai Land Acquisition,  
Future Office Building and Parking  
Complex, State Capitol Complex,  
Honolulu, Oahu

We do not have any additional comments to make.

Very truly yours,

A handwritten signature in black ink, appearing to read "Wallace Miyahira", is written over a large, stylized oval shape.

FOR WALLACE MIYAHIRA  
Director and Chief Engineer

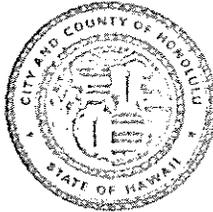
7 cc: Dept. of Accounting and  
General Services

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
PHONE 523-4161

FRANK F. FASI  
MAYOR

EDWARD Y. HIRATA  
MANAGING DIRECTOR



BARRY CHUNG  
DIRECTOR

MYRA M. TAKASAKI  
DEPUTY DIRECTOR

November 18, 1980

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

Gentlemen:

Subject: Makai Land Acquisition  
Future Office Building & Parking Complex  
Environmental Impact Statement

We have reviewed the environmental impact statement for the subject project and have no comment.

Thank you for forwarding the statement for our review and comment.

Very truly yours,

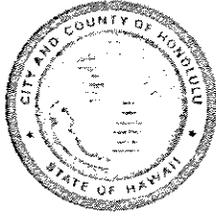
  
Barry Chung

cc: Department of Accounting and  
General Services,  
Division of Public Works

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



RAMON DURAN  
DIRECTOR

November 18, 1980

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

Dear Mr. Bremner:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR  
MAKAI LAND ACQUISITION AND FUTURE  
OFFICE BUILDING AND PARKING

We have no comments on the Makai Land Acquisition Environmental Impact Statement.

Thank you for the opportunity to review this EIS.

Warm regards.

Sincerely,

  
RAMON DURAN, Director

RD:lm

cc: Department of Accounting and General Services ✓



COPY

November 24, 1980

Mr. Harry Akagi  
Acting Director  
Office of Environmental  
Quality Control  
Room 301  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Dear Mr. Akagi:

Subject: Environmental Impact Statement (EIS)  
for Makai Land Acquisition (Future  
Office Building and Parking Complex)

We have no objections to your proposed land acquisition. However, as mentioned in our letter on Pages G-18 and 19 of the EIS, we are not making any advance water commitments and cannot guarantee that water can be made available when we review the project.

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

Very truly yours,

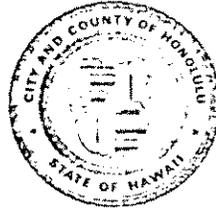
KAZU HAYASHIDA  
Manager and Chief Engineer

cc: Department of Accounting  
and General Services

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



AKIRA FUJITA  
ROBERT A. WAY  
DIRECTOR

TE11/80-3137

December 3, 1980

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

Gentlemen:

Subject: Environmental Impact Statement for  
Makai Land Acquisition

We have no comments on the Environmental Impact Statement for the  
Makai Land Acquisition project.

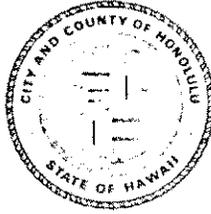
Very truly yours,

  
AKIRA FUJITA  
Director

cc: Dept. of Accounting &  
General Services

DEPARTMENT OF GENERAL PLANNING  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



FRANK F. FASI  
MAYOR

GEORGE S. MORIGUCHI  
CHIEF PLANNING OFFICER

DGP11/80-3224 (CT/LP)

December 1, 1980

Mr. Harry Y. Akagi, Acting Director  
Office of Environmental Quality Control  
State of Hawaii  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. Akagi:

Environmental Impact Statement for Makai Land  
Acquisition - Future Office Building and Parking,  
State Capitol Complex, Dated October 1980  
Comments Requested October 30, 1980

We have reviewed your impact statement and have no comments with respect to land acquisition. In order to initiate a timely dialog on the design impacts of the new building, however, we urge that the Department of Accounting and General Services prepare a supplement to the EIS when alternative design concepts have been identified.

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

Sincerely,

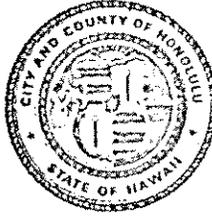
A handwritten signature in cursive script, reading "George S. Moriguchi".

GEORGE S. MORIGUCHI  
Chief Planning Officer

GSM:fmt

cc: ✓ DAGS

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813 • (808) 523-4411



FRANK F. FASI  
MAYOR

TYRONE T. KUSAO  
DIRECTOR  
80/EC-2(SM)  
LU11/80-5092

December 5, 1980

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

Gentlemen:

Revised Environmental Impact Statement  
For Makai Land Acquisition  
Future Office Building and Parking  
Tax Map Keys: 2-1-30: 6-15, 17, portion Reed Lane

We have reviewed the above and find that it adequately addresses the potential impacts of this project. We have no further comments to offer.

If there are any further questions, please contact Sampson Mar of our staff at 523-4077.

Very truly yours,

*Donald A. Cluff*  
for TYRONE T. KUSAO  
Director of Land Utilization

TTK:sl

# HAWAIIAN TELEPHONE COMPANY

P. O. BOX 2200 • HONOLULU, HAWAII 96841 • TELEPHONE (808) 537-7111 • CABLE: TELHAWAII

December 9, 1980

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

Dear Commissioners:

ENVIRONMENTAL IMPACT STATEMENT (EIS)  
MAKAI LAND ACQUISITION FOR  
FUTURE OFFICE BUILDING AND PARKING  
STATE CAPITOL COMPLEX, OAHU

Thank you for the opportunity to review the subject EIS. We have no objections to the project nor comments to offer on the contents of the report.

Sincerely,

*R. Mau*

Richard Mau  
Engineering and Construction  
Staff Manager

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

HAWAIIAN ELECTRIC COMPANY, INC.

Box 2750 / Honolulu, Hawaii / 96840



December 15, 1980

ENV 2-1  
NV/G

RICHARD L. O'CONNELL, P.E.  
MANAGER, ENVIRONMENTAL DEPARTMENT

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

Dear Mr. Murakami:

Subject: Comments on the Final Environmental Impact Statement  
for Makai Land Acquisition - Future Office Building  
and Parking (Consultation Phase)

Thank you for the opportunity to review the final Environmental Impact Statement for Makai Land Acquisition - Future Office Building and Parking (Consultation Phase). Several members of the staff of Hawaiian Electric Company have reviewed this EIS, and this project does not appear to have a significant impact on our facilities.

Sincerely,

Richard L. O'Connell  
Manager, Environmental Department

RL0:ca1

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P) 3216.0

JAN 6 1981

Mr. Melvin K. Koizumi  
Deputy Director for  
Environmental Health  
Department of Health  
State of Hawaii  
Honolulu, Hawaii

Dear Mr. Koizumi:

Subject: Environmental Impact Statement  
for Makai Land Acquisition -  
Future Office Building & Parking  
Within the State Capital Complex

Thank you for reviewing the EIS for our proposed project. Your November 17, 1980 letter will be appended to the revised environmental document. The corrections and additions recommended in your letter will be incorporated in the text of the EIS document under 4. Environmental, c. Air, Noise, and Water Pollution.

Very truly yours,

RIKIO NISHIOKA  
State Public Works Engineer

WK:ck

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P) 3212.0

JAN 6 1981

Honorable Susumu Ono  
Chairman  
Department of Land and  
Natural Resources  
State of Hawaii  
Honolulu, Hawaii

Dear Mr. Ono:

Subject: Environmental Impact Statement for  
Makai Land Acquisition - Future Office  
Building and Parking Within the State  
Capital Complex

Thank you for reviewing the EIS for our proposed project.  
Your November 26, 1980 letter will be appended to the revised  
environmental document.

We will give your office the opportunity to visit the  
project site during the early phases of construction and  
conduct salvage operations as appropriate.

Very truly yours,

  
HIDEO MURAKAMI  
State Comptroller

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

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

LETTER NO. (P) 3215.0

JAN 12 1981

Mr. Harry Akagi  
Acting Director  
Office of Environmental  
Quality Control  
State of Hawaii  
Honolulu, Hawaii

Dear Mr. Akagi:

Subject: Environmental Impact Statement for  
Makai Land Acquisition  
Future Office Building & Parking  
State Capital Complex

This is in response to your memorandum of December 5, 1980 commenting on the subject EIS. Our responses are presented immediately after each comment.

1. *In view of the fact that displacement is one of the significant impacts of the proposed action, it is appropriate to adequately address and survey the problem of relocation and the number of persons to be affected by it.*

The information in Table 2 "Estimate of Displacees" was obtained from data collected by the Hawaii Community Development Authority in their survey for their Kakaako Community Development Planning Project. The count may vary at any one time due to possible movement of families, individuals and business. The exact count of tenants will be fixed at the time that the State obtains possession of the site through condemnation action or negotiation. This will probably occur in late 1981 or early 1982. At that time, the State will take a survey to identify each family, individual and business. This information will be used to verify and assist each affected party in the claims for State action. A draft relocation assistance brochure is attached to describe the assistance that the State will provide. This brochure will be included in Appendix E of the EIS.

Subparagraph 3.a., Relocation, of the EIS will be revised to indicate the following:

Demographic data from a study prepared for the Hawaii Community Development Authority is reproduced in Appendix D. The characteristics of the resident population of Kakaako are statistically described and summarized in this appended data. The makai land acquisition project site is within Area 4 of the demographic study. Findings from background research, findings from the HCDA survey for the entire Kakaako area and findings from the HCDA survey for Area 4 only are discussed in Appendix D. Only tables that provide the statistical data for different characteristics of the resident population in Area 4 are included in Appendix D.

A copy of Appendix D is attached for your information.

2. *The issue of relocation needs further discussion. What are the qualifications needed for families to qualify for assistance in replacement housing expenses, moving expenses and referral services? Will these displaced families be able to qualify for such assistance? Will individuals who will be displaced also qualify for relocation assistance?*

The qualifications are described in the attached draft relocation assistance brochure. Yes, these displaced families and individuals will be able to qualify for the assistance described in the brochure. This brochure will be included in Appendix E of the EIS.

3. MAINTENANCE AND OPERATIONS COSTS (page 15)  
*The proposed action should consider the use of energy saving designs such as natural ventilation, water conservation, and landscaping to aid to cooling the area. We recommend a discussion on this topic.*

Paragraph E, Use of Public Funds or Lands, of the EIS will be revised to indicate the following:

Maximum effective use of the land and materials for the office building requires the design of a structure with bulk and dimensions that will probably preclude the use of natural ventilation. The Hawaii Capital District Ordinance adopted by the City and County limits the height of buildings in this area to 65 feet and land coverage of 50% of the lot. This restriction in building design will limit the design options for the new building. During the preliminary design stage, the architect will be instructed to review the energy requirements of the building and make recom-

mendations for conserving energy. Some of the considerations are:

- a. Provide operable windows for natural ventilation;
- b. A design energy consumption budget is specified for the office building not to exceed 55,000 BTU/sq. ft./year. To determine the projected amount of energy that will be consumed by the new buildings, energy computer programs have been utilized;
- c. Consultants are required to consider various possibilities from an energy savings opportunities checklist in their design and submit a report during the design. The energy saving opportunities checklist suggests minimizing of solar heat load by orientation, shielding by existing buildings and trees, window design, and building materials. Other measures include but are not limited to: automatic timers, lighting levels, and switching controls; and
- d. Landscaping will also provide energy savings and thus, result in maintenance and operational cost savings.

4. RELATIONSHIP WITH STATE AND COUNTY PLANS

*Although the EIS indicates coordination with the Hawaii Community Development Authority for the Kakaako Development Plan, there should be discussion of the proposed action in relationship to the City and County of Honolulu's Kakaako development plan.*

The City and County Kakaako Development Ordinance is enforced by the City Department of Land Utilization (DLU). During the consultation phase, DLU indicated that they had no comments to offer. This letter is in Appendix I. Also, this site is not within the boundary of the Kakaako Special Design District Ordinance No. 80-58. DLU, however, will closely review designs for this building including landscaping, based on the applicable Hawaii Capital District Ordinance. This discussion will be included in the EIS.

5. PAGE 19

*The EIS states, "...the long lead time between the notification of the owner of the State's offer to purchase and the actual relocation date will provide the owners and tenants with ample time to locate replacement housing or business space." How long is the lead time?*

The State will urge tenants to relocate as early as possible to take advantage of the available opportunities to obtain space elsewhere. The approximate lead time for any tenant that requires special arrangements will be four years.

6. PROJECT DESCRIPTION

*The EIS should indicate how many stories are being proposed for the State Office Building. In addition, at least preliminary engineering data should be discussed. If building size and load-bearing capabilities of soil at the site necessitate pile driving, then noise impact should be further discussed.*

Paragraph D, Hawaii Capital District Ordinance, of the EIS will be revised to indicate the following:

The building will be only four or five stories in height.

Also, Subparagraph d., Environmental, will be revised to indicate the following:

If pile driving is required, there is likely to be impulse noise of short duration, abrupt onset and rapid decay, and often changing spectral composition. It is estimated that if pile driving is required, it would occur during a three month period. The amount of actual pile driving time will be reduced by predrilling through the upper layers of existing subsurface materials.

7. STATE OFFICE BUILDING

*Although the State Office Building is to locate State agencies which are leasing space from commercial areas, the EIS should discuss how many, if any, will move out of existing State office buildings to the proposed project.*

DAGS' projections show that by 1985 there will be a space deficit of at least 100,000 sq. ft. in the State Capital Complex.

It is difficult to estimate how much of the new building will be filled by agencies in existing State office buildings because of the constant changes in State and Federal sponsored programs that agencies such as the Department of Education, Department of Health, Department of Labor and Industrial Relations, and Department of Social Services and Housing must administer.

As these agencies acquire new programs or are authorized an increase in staff for an existing program, they will look for leased space to accommodate their office

space needs. There will, however, be a few agencies that will tolerate overcrowded working conditions while the new building is under design and construction. These agencies may have a program moved into the building, depending on the space assignment to be made by DAGS.

We estimate that approximately 10% to 15% of the space will be assigned to occupants that will be overcrowded in existing State buildings. The rest of the occupants will come from leased space in commercial buildings. This discussion will be included in the EIS.

8. LIST OF APPROVALS

*EIS regulation 1:42 o. requires a list of approvals for the action from governmental agencies, boards, or commissions. The status of each approval shall also be identified.*

A section titled "List of Approvals" is added to the EIS. A copy of this section is attached.

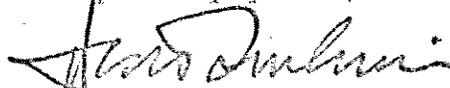
9. UNRESOLVED ISSUES

*EIS regulation 1:42 n. requires a discussion of unresolved issues. The Board of Water Supply does not guarantee water for the proposed action. How will this issue be resolved? In addition, it is important to consider the impact of water for fire protection. Kakaako has had problems with the lack of adequate water pressure for treating fires. Therefore, full consideration should be given to the question of water availability.*

Consumption records from the Board of Water Supply show a usage of 4,570,000 gallons for a 12-month period by the existing occupants of the project site. DAGS records for the Labor-Tax office buildings (net area of 100,000 sq. ft.) show a 12-month consumption of 3,309,000 gallons. On this basis, the proposed building will not create an additional demand for water. Water supply for this project is therefore not an unresolved issue.

An inquiry was made to determine whether the Fire Department had any problems with water pressure for fighting fires in the area. Chief Zablan responded that the Kakaako Fire Station and their records indicate that the project site will not have a problem due to the lack of water pressure. This discussion will be included in the EIS.

Very truly yours,



HIDEO MURAKAMI  
State Comptroller  
J-39

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
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LETTER NO. (P) 1093.1

FEB 6 1981

Mr. Doak C. Cox, Director  
Environmental Center  
University of Hawaii  
2550 Campus Road, Crawford 317  
Honolulu, Hawaii 96822

Dear Mr. Cox:

Subject: Environmental Impact Statement  
for Makai Land Acquisition  
Future Office Building and Parking  
State Capital Complex

This is in response to your letter of December 8, 1980 commenting on the subject EIS. Our responses are presented immediately after each comment:

1. *With respect to the discussion on economic impacts, it is noted that three of the businesses to be displaced are tenants of the Bishop Estate. Will the tenants be able to fulfill the lease agreements (with respect to the duration of the individual leases) without suffering economic loss?*

The Area Development Manager of the Bishop Estate has indicated that when the State deposits the condemnation money, the lessee is released from his commitment to future rent to the Bishop Estate. To this extent, the displacees will be able to fulfill the lease agreement after the condemnation action is filed without incurring an economic loss. This statement will be included in the EIS.

2. *If this is not the case, has allotment for this loss been estimated in the necessary relocation costs? How does the State propose to allocate the relocation funds between businesses and residents of the area? Will the State aid these individuals in finding other suitable accommodations?*

Chapter III of the Hawaii Revised Statutes requires equitable treatment of all displacees of State projects. Funds needed to provide the assistance required by

the approved rules and regulations for tenant relocation must be included in the project funding. The amount of assistance given to the displaced businesses and residents of this project will not depend on the allocation of funds set aside for tenant relocation but is determined by the rules and regulations established by the Hawaii Housing Authority in accordance with the mandate of the State statutes.

The State will assist individuals displaced by the project in finding other suitable accommodations.

3. *What is the State's estimated completion date of the storm drainage system for the Judiciary Complex? Are there mitigative measures to accommodate the runoff generated from this project during the construction phase if the State does not plan to complete the drainage system for the Judiciary building?*

The estimated completion date of the storm drainage system for the Judiciary Complex is early 1982. Mitigative measures are not necessary because the State will complete the drainage system for the Judiciary Building.

4. *Because the State Capital Complex involves a centralization of offices and services the traffic impacts will be cumulative. We would like to see the forthcoming traffic impact analysis address this issue. Are there plans to submit this study as part of the final EIS? What are the entrance and exit designs for traffic impact evaluation? Were they considered in the traffic analysis studies? What are the results of the traffic evaluation of existing similar State office complexes and how were the estimated parking needs of this building determined?*

There are no plans to submit another traffic impact analysis with this EIS. The traffic impact study prepared by Alan M. Voorhees & Associates, Inc. for the State Judiciary Complex analyzes the traffic at four intersections of this block, including the driveway accesses to the proposed parking garage to be located on the corner of South and Pohukaina Streets. The traffic impact study shows that the four intersections are expected to operate well below the level of service C capacities after the State Judiciary Complex project is completed. Also, the driveways to the parking garage and the under-

ground parking in the Judiciary Building will also be below the level of service C capacities. Based on this traffic impact study prepared by Alan Voorhees & Associates, Inc. and the fact that the makai lands project will only add 36 additional parking stalls (151 additional stalls - 115 existing stalls in the area), it was concluded that a traffic impact study for this project was not needed. Additional comments on the traffic impact of the driveways are included in the EIS.

Section 3.C., Traffic, has a statement that a traffic study will be initiated to address the traffic situation at South, Queen, Halekauwila, Pohukaina and Punchbowl Streets in conjunction with one of DAGS' projects in this area or with the design phase of this project, whichever comes earlier.

Your question on the results of the traffic evaluation of existing similar State office complexes can be answered by referring to the Alan Voorhees study which was discussed in the EIS. Also, a traffic impact study was made on the Vineyard Street Garage project. This study concluded that the entrances and exits to this parking facility were placed far from the intersections, thus the driveway to the garage will serve as an adequate street reservoir. These two studies were the only current traffic impact studies made for State facilities in the State Capital Complex.

The question on the estimated parking needs will be discussed in conjunction with Question No. 5.

5. *We recognize the CZC parking requirements are being met. However, in the case of this particular complex, we question whether these requirements are appropriate. Since the State is not required to comply with the CZC, was some other information available upon which it was determined that the proposed 871 parking stalls would be adequate. What was the basis for this determination? The number of parking stalls allotted should be based on the needs of the building and not solely on the basis of the Comprehensive Zoning Code.*

Based on good planning criteria established in the Hawaii Capital District Ordinance, the State has chosen to conform with the Hawaii Capital District Ordinance. The Governor has approved the requirements and objectives

of the Hawaii Capital District Ordinance which includes a detailed statement of the controls generally described in the CZC.

The parking plan for the State Capital Complex is to provide parking garages, preferably on the periphery of the complex and to eliminate on-surface parking. The State is moving in this direction and the Reed Lane parking garage will conform to the parking plan. As part of the plan, on-surface parking next to existing buildings will be eliminated and converted to landscaped and open areas to add to the park-like setting which is one of the goals of the State Capital Complex. The State has a large waiting list of employees seeking parking in the complex and there is no way that the State can keep up with the parking demands. Therefore, instead of overbuilding parking spaces in this garage, the State will consider the CZC requirement as the maximum parking requirement.

Public parking is handled differently. At the time of design, an estimate is made of the public parking demands of surrounding State buildings. The initial metered area for public parking is based on this estimate. However, surveys are continually taken during the first year of building operation and additional stalls are metered if the demand is high. The number of stalls indicated above includes employee as well as visitor parking.

6. *We would hope that a public office building such as is planned would take advantage of Hawaii's environmental characteristics by such means as trade-wind ventilation and solar-energy utilization. Although we realize that architectural plans are costly at this point in project development, we feel that inclusion of the building design and landscaping would enable us to formulate a more comprehensive assessment of the project. The following areas of concern should be discussed fully.*

*What are the sight lines and views plans from the proposed structure and what are their relationships to adjacent structures? What effect will its construction have on views from other places? What effects will the building design have on the physical environment of adjacent or nearby establishments, i.e. wind deflection, solar shading or reflection? What type of architectural design is proposed and what will be the potential reflectivity of exterior surfaces? What environmental engineering will be initiated to achieve maximum use of natural features for energy conservation, i.e. tradewinds vs. air conditioning?*

Maximum effective use of the land and materials for the office building requires the design of a structure with bulk and dimensions that will probably preclude the use of natural ventilation. The Hawaii Capital District Ordinance adopted by the City and County limits the height of buildings in this area to 65 feet and land coverage of 50% of the lot. This restriction in building design will limit the design options for the new building. During the preliminary design stage, the architect will be instructed to review the energy requirements of the building and make recommendations for conserving energy. Some of the considerations are: 1) provide operable windows for limited natural ventilation; 2) a design energy consumption budget will be specified for the office building not to exceed 55,000 BTU/sq. ft./year. To determine the projected amount of energy that will be consumed by the new buildings, energy computer programs will be utilized; 3) consultants are required to consider various possibilities from an energy savings opportunities checklist in their design and submit a report during the design. The energy saving opportunities checklist suggests minimizing of solar heat load by orientation, shielding by existing buildings and trees, window design, and building materials. Other measures include but are not limited to: automatic timers, controlled lighting levels, and switching controls; and 4) landscaping will also provide energy savings.

The areas of concern suggested for discussion are controlled during the review required by the Hawaii Capital District Ordinance. The City's Department of Land Utilization arranges for a review and a public hearing to obtain comments on the design of the project. During the massing design these concerns will be studied by the architect. He will be required to prepare a design for a building that is efficient in function, energy use and that is aesthetically and environmentally acceptable in the State Capital Complex area.

7. *We understand the cost factor in providing architectural plans at the land acquisition stage. It may not be economically reasonable to require detailed plans prior to actual approval and acquisition of the land. However, if such plans are not provided at the land acquisition stage then certainly a Supplemental EIS should be required with the detailed architectural plans of the office building prior to the project construction stage.*

Mr. Doak C. Cox  
Page 6

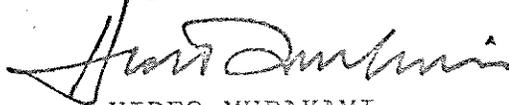
Letter No. (P)1093.1

Unless the approval of the EIS and authority to acquire are given, expenditure of State funds for design of the future office building is premature. Acceptance of a required statement shall be a condition precedent to the use of State funds in implementing the proposed action.

A supplemental EIS will be prepared if the proposed project is substantially changed and the following conditions established in the EIS regulations are applicable:

SUPPLEMENTAL STATEMENT. Proposing agencies shall prepare for public review Supplemental Statements whenever the proposed action for which a statement was accepted has been modified to the extent that new or different environmental impacts are anticipated. A supplement would be warranted when the scope of an action has been substantially increased, when the intensity of environmental impacts will be increased, when the mitigating measures originally planned are not to be implemented, or where new circumstances or evidence have brought to light different or likely increased environmental impacts, not previously dealt with.

Very truly yours,



HIDEO MURAKAMI  
State Comptroller

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DEPUTY COMPTROLLER

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DIVISION OF PUBLIC WORKS  
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LETTER NO. (P) 1002.1

JAN 12 1981

Mr. Willard Chow  
Director  
Department of General Planning  
City & County of Honolulu  
Honolulu, Hawaii

Dear Mr. Chow:

Subject: Environmental Impact Statement  
for Makai Land Acquisition  
Future Office Building & Parking  
State Capital Complex

Thank you for reviewing the EIS for our proposed project. Your December 1, 1980 letter and this response will be appended to the revised environmental document.

A supplemental EIS will be prepared if the proposed project is substantially changed and the following conditions established in the EIS regulations are applicable:

"Supplemental Statement. Proposing agencies shall prepare for public review Supplemental Statements whenever the proposed action for which a Statement was accepted has been modified to the extent that new or different environmental impacts are anticipated. A Supplement would be warranted when the scope of an action has been substantially increased, when the intensity of environmental impacts will be increased, when the mitigating measures originally planned are not to be implemented, or where new circumstances or evidence have brought to light different or likely increased environmental impacts, not previously dealt with."

Very truly yours,

RIKIO NISHIOHARA

State Public Works Engineer

WK:jm