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LETTER NO. PM-3153.2

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OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

Mr. Brian J. J. Choy  
Director  
Office of Environmental  
Quality Control  
220 South King Street, 4th Floor  
Honolulu, Hawaii 96813

Dear Mr. Choy:

Subject: Negative Declaration  
School of Architecture  
Permanent Classroom Facilities  
University of Hawaii at Manoa  
D.A.G.S. Job No. 02-31-3086

Pursuant to Chapter 343, HRS, and Title 11, DOH Administrative Rules, Chapter 200, we have reviewed the Environmental Assessment for the School of Architecture Permanent Classroom Facilities, University of Hawaii at Manoa, and have determined that this project will have no significant impact and, therefore, request publication of a negative declaration notice.

Form 91-1, Document for Publication in the OEQC Bulletin, is enclosed for your use.

Very truly yours,

*Teuane Tominaga*  
TSY TEUANE TOMINAGA  
State Public Works Engineer

WKK:ej  
Encl.

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1992-04-08-DA-FAA-UH School <sup>APP</sup> - 8 1992  
of Architecture

**SCHOOL OF ARCHITECTURE  
UNIVERSITY OF HAWAII AT MANOA**

**ENVIRONMENTAL ASSESSMENT**

**Applicant:**

Department of Accounting and General Services  
1151 Punchbowl Street  
P.O. Box 119  
Honolulu, Hawaii 96810-0119

**Prepared by:**

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April 1992

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EXHIBITS

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A	Tax Map Key: 2-8-23-3	46
B	Land Use and Zoning Map	47
C	School of Architecture University of Hawaii at Manoa	48
D	Architectural Program School of Architecture	49
E	Construction Documents (Selected Drawings) by Hara, Hara & Toyomura	Enclosed
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## 1.0 PURPOSE AND CONTENTS OF THE ENVIRONMENTAL ASSESSMENT

This Environmental Assessment (EA) has been prepared to identify and evaluate the existing conditions and potential impacts of the development of the School of Architecture on the natural and human environment. An EA must be filed because the project will be funded by the State of Hawaii and involves public lands of the University of Hawaii.

This document has been prepared in accordance with the provisions of Chapter 343, HRS and Title 11, Chapter 200 of the State Department of Health's Administrative Rules, which together set forth the requirements for the preparation of environmental assessments and impact statements. The Environmental Assessment (EA) has been prepared to identify and evaluate the existing conditions and potential impacts of the development of the School of Architecture on the natural and human environment.

## 2.0 PURPOSE AND NEED FOR PROJECT

The intent of the School of Architecture facility is to provide improved and expanded physical facilities to enhance its teaching and learning processes and to maintain accreditation of its bachelor's and master's programs. In formally extending the accreditation of the Bachelor of Architecture and Master of Architecture Degree programs, the National Architectural Accrediting Board (NAAB) in the Visiting Team Report accompanying its letter of 8 July 1991 had the following comments on the school's facilities:

"At the time of the visit, the School was still housed in the original, totally inadequate and further deteriorating physical facilities. Housing a major university professional school in such facilities is a disgrace and has been the primary concern of the past NAAB reports. The team was assured, however, that the new building project has been funded and the team reviewed the schematic design with the architects and University and State officials."

The NAAB indicated that it "voted to require the School to submit annually a report on the School's progress in addressing deficiencies and concerns. The Board will review the reports, and may reduce the School's term of accreditation and schedule a new visit if the deficiencies and concerns are not alleviated."

The impact of the loss of accreditation may be devastating to the School and the University. It will mean that graduates will have a very difficult time attaining a professional license in Hawaii and the Mainland, and the majority of students seeking the profession of Architecture will probably opt to leave Hawaii to attend an accredited school elsewhere if they can afford the high costs.

### 3.0 INTRODUCTION

#### 3.1 BACKGROUND

The University of Hawaii is a multi-campus system of post-secondary educational institutions serving the State of Hawaii. The University of Hawaii at Manoa, on the island of Oahu, is the system's major comprehensive graduate and research campus with more than 19,000 students and is commonly referred to as the Manoa Campus.

The University of Hawaii at Manoa, the founding campus of the system, began in 1907 as a land-grant college of agriculture and mechanic arts called the College of Hawaii. In 1912, the school moved to its permanent location in Manoa Valley, and with the addition of a College of Arts and Sciences in 1920, became the University of Hawaii. The campus took its present name in 1972, to distinguish it from the other units in the growing statewide university system.

In all, the University presently offers course work leading to bachelor's degrees in 89 fields of study, master's in 84, doctorates in 42, first professional degrees in law and medicine, and a number of certificates.

The University of Hawaii at Manoa is accredited by the Accrediting Commission for Senior Colleges and Universities of the Western Association of Schools and Colleges. Professional programs in curriculum, such as in the School of Architecture, are individually accredited by appropriate agencies.

### 3.2 SCHOOL OF ARCHITECTURE

The primary role of the School of Architecture at the University of Hawaii at Manoa is to prepare students to enter the profession of architecture in a manner that will assist in the continued development of that profession in serving society's needs. The program of architectural studies at the University of Hawaii at Manoa emphasizes the development of professional skills and knowledge in the context of university education which is supplemented by the multi-cultural environment of the State of Hawaii. To accommodate the broadest range of student background, the School offers both a Bachelor of Architecture as a first professional degree and a Master of Architecture as a first and as a second professional degree. These professional degree programs fulfill the academic credentials for entry into the profession of architecture and are the only such degree programs in the State.

The bachelor of architecture degree provides a structured curriculum which prepares students for professional careers in architecture. For most students, five years of full-time study are required. The bachelor of architecture is a professional degree accredited by the National Architectural Accrediting Board (NAAB).

The master of architecture program is intended for those who are interested in developing a specialization within the field of architecture. The Master of Architecture degree is offered in both Plan A (Thesis) and Plan B (Non-thesis) programs. The principal objective of this degree is to prepare students for professional careers in architecture. All students will be introduced to the professional practice of architecture and building technology in the United States. This degree is accredited by the National Architectural Accrediting Board (NAAB) when earned as the first professional degree.

## 4.0 PROJECT DESCRIPTION

### 4.1 OWNERSHIP AND PRESENT USE

The project encompasses some 2.5 acres of property located near the Mauka-Ewa corner of the Central Manoa Campus and is identified as a portion of Tax Map Key: 2-8-23-3 (See Exhibit "A"). The property is owned by the University's Board of Regents. The specific location of the site on the campus is shown on Exhibit "C", Location Plan.

The existing School of Architecture (now vacated) which occupies approximately one acre of land was comprised of a complex of one and two story wooden structures--most of which were constructed in 1967, some 25 years ago. Because of age, obsolescence and the general state of disrepair, the structures are no longer suitable for further use by the University and will be demolished under the project. A plot plan showing the locations of structures are show on Exhibit "E", Sheet No. C-2.

The adjoining 160 car parking lot which occupies approximately one and one-half acres is presently zoned for hourly parking and is one of the most popular and heavily used lots on the Manoa Campus. The replacement facility to be constructed under the School of Architecture project will be maintained as an hourly parking lot.

Both sites include a considerable amount of mature trees and they are shown on the enclosed landscape plans. These trees include Monkeypod, Kiawe, Formosan Koa, Paper Bark, and Pink Tecoma and others.

The project site is bordered by the College of Business Administration Complex on the Mauka side, the "old" Quadrangle on the Kokohead side, Campus Road and Sinclair Library on the Makai side and, University Ave. on the Ewa side. Directly across University Ave from the site are YMCA and YWCA facilities including a fast-foods restaurant, a campus related religious center and multi-family residences.

#### 4.2 SCHOOL OF ARCHITECTURE MISSION

The primary mission of the School of Architecture at the University of Hawaii is to offer a program that will provide each student, an excellent general and professional educational experience, and one that will assist the graduate and architectural intern to become a competent, thoughtful, ethical, responsible and humane professional. The program is designed to prepare the graduate to rapidly assume his chosen role in the architectural profession, and to furnish him with a comprehensive background on which to build additional skills and expertise as they mature and grow. It also strives to develop a life long desire for learning, and a commitment to excellence, so that the graduate can continually enjoy his chosen profession, and serve society as a competent design professional.

It is the School's intention to provide this worthwhile general and professional education for the residents of Hawaii, as well as for those residents of the Pacific Basin and the US Mainland that seek such an education. The quality of this education will enable the graduate to practice with equal ease within the State, on the U.S. Mainland or throughout the Pacific Basin.

The School intends to strive to become, within the scope of its goals and objectives, one of the best schools of Architecture in the United States.

#### 4.3 LONG-RANGE DEVELOPMENT PLAN

The University of Hawaii, in 1987, updated its Long Range Development Plan (LRDP) for the Manoa Campus. The primary goal of this LRDP was to create a plan which would guide the development of the campus through the next two decades. This LRDP addresses the disparate aspects of the campus within its urban context to provide a unifying vision for the development of the Manoa Campus through the year 2010.

Much of the opportunity that exists for the Manoa Campus to become a more beautiful and cohesive campus is due to the fact that several key building sites are proposed to be developed in the 1987-1993 CIP. The challenge to the LRDP was to define a system of architectural design guidelines that accomplished the following:

- a. Identifies exterior architectural improvements that fully integrate existing buildings into a visually cohesive campus.
- b. Provides design criteria that allow new buildings to become compatible with a newly developed Manoa Campus architectural style.
- c. Establishes a sense of heritage and tradition in buildings through conscious design considerations of key building components.

The School of Architecture Facility as are others in the CIP are key buildings located adjacent to proposed gateways. These buildings, by their proximity to the major gateways, should be designed to enhance the gateway experience and should provide the first positive impression to visitors to the Manoa Campus.

The Associated Architects for the project, Hara, Hara & Toyomura has prepared plans for the project following the recommendations of the LRDP. These plans have been enclosed as Exhibit "E".

The only significant variance with the recommendations of the LRDP has resulted from a decision by the University to construct one level of basement parking rather than two levels. The elimination of 160 parking spaces from this location will have to be made up in the construction of future parking facilities on the Manoa Campus.

#### 4.4 THE SCHOOL OF ARCHITECTURE

##### 4.41 The Project

The School of Architecture, as proposed, calls for the construction of facilities containing 58,081 gross square feet (gsf) of space. This compares to its current inventory of about 22,000 gsf. The project also includes new parking facilities for 160 cars, the same number that currently exist in the adjoining parking lot.

The Architectural Program for the School is attached hereto as Exhibit "D". The spaces being provided under the project other than parking are the minimums required by the NAAB to maintain accreditation.

##### 4.42 Interim Facilities

To make way for construction of the new School of Architecture, the School was relocated in January 1992 to other temporary buildings located behind the Korean Studies Center.

##### 4.43 The Construction

The construction activities will involve the demolition of all existing structures as well as the adjoining parking lot. Because numerous trees exist on both sites, it will be necessary to remove and/or relocate many trees to make way for the construction of the School of Architecture. The trees to be maintained, removed or relocated are shown on Sheet No. C-2, Demolition Plan.

The grading operations will involve the entire site with excavations required for the parking areas as well as for foundations and utilities systems. Approximately 3,400 cubic yards of material will be excavated. The grading operations will conform with the City's requirements for grading, soil erosion and sediment control under Chapter 23, Revised Ordinances of Honolulu. Because of the poor subsoil conditions, much of the excavated material may be removed from the site and new material brought in for backfill.

The construction of facilities will largely involve reinforced concrete structure with CMU and gypsum board partitions and built-up roofing. The landscape work will involve, in addition to the relocation of existing trees, the addition of 14 new trees. Ground cover and shrubs will be planted around the complex as indicated in the landscape plans.

## UH SCHOOL OF ARCHITECTURE ENVIRONMENTAL ASSESSMENT

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### 4.44 Project Schedule

The construction of the project will take approximately 18 months. It is scheduled to start in June 1992 and to be completed in December 1993.

### 4.45 Project Costs

The estimated total construction cost of the School of Architecture facility is \$12.3 million.

## 5.0 DESCRIPTION OF THE ENVIRONMENTAL SETTING, ANTICIPATED IMPACTS, AND MITIGATIVE MEASURES

### 5.1 CLIMATE

#### A. EXISTING CONDITIONS

Average daily minimum and maximum temperatures range from the low 70's (degrees Fahrenheit) to the low 90's, depending on the time of day and the season. Average daily temperatures vary by about 6.5 degrees between winter and summer seasons, and 15 to 20 degrees between day and night.

Precipitation is seasonal. The adjusted median annual rainfall for this location is approximately 30 inches. The months December through April typically have the most rainfall.

#### B. ANTICIPATED IMPACTS AND MITIGATIVE MEASURES

The proposed project will have no effect on climatic conditions, and no mitigative measures are proposed.

5.2 TOPOGRAPHY

A. EXISTING CONDITIONS

Elevations on the site range from approximately 83 feet above mean sea level (msl) on the Makai side at Campus Road, to approximately 116 feet above msl in the Mauka side of the site near the Business Administration Complex. The existing topography of the School of Architecture site is indicated on Exhibit "E", Sheet No. C-2, Demolition Plan.

The development will not require substantial alteration of the existing grades. As discussed in Section 4.42, grading will occur to prepare the lands for the construction of the new building and parking facilities, sidewalks and driveways and the installation of utilities. The entire site of approximately 2.5 acres will be graded for construction. The finish grades are shown on Exhibit "E", Sheet C-4, Grading Plan.

All grading operations will be conducted in a manner which will ensure full compliance with dust and erosion control and other requirements of the City and County of Honolulu (City). A Grading Permit must first be obtained from the City to modify the topography of the site. The grading plans for the site are reviewed in this process and specific conditions may be attached to the permit issued by the City Department of Public Works.

### 5.3 SOILS

#### A. EXISTING CONDITIONS

The Geotechnical Engineering Exploration for the building site was performed by Harding Lawson Associates, Engineering and Environmental Services, to obtain an overview of the subsurface conditions at the project site.

The borings generally encountered a surface layer of Dark Gray-Brown Fat Clay and Dark Gray-Brown Elastic Silt to depths up to 41.5 ft., stiff to very stiff and moist. And, variable groundwater levels were noted but groundwater is not expected to affect the project since the water levels were over 15 feet deep.

#### B. ANTICIPATED IMPACTS AND MITIGATIVE MEASURES

Preparation of the land for construction will involve clearing and grading. Clearing and grubbing activities will temporarily disturb the soil retention values of the existing vegetation, exposing the soil to erosion forces. The impact of construction activities on soils will be mitigated by conducting construction activities following strict erosion control measures, particularly those specified in the following:

- City and County of Honolulu, Grading Ordinance
- State of Hawaii, Department of Health, Water Quality Standards, Public Health Requirements (1968);
- USDA Soil Conservation Service, Erosion and Sediment Control Guide for Hawaii (1968).

In particular, an effective watering program will be used to minimize fugitive dust generation from the construction site. Other control measures include good housekeeping on the job site, and landscaping of bare soils areas as quickly as possible. Planting and landscaping of the unpaved sections of the site will generally return the soil retention values of the removed vegetation, and in some areas improve the site over current soil retention conditions.

## 5.4 DRAINAGE AND WATER QUALITY

### A. EXISTING CONDITIONS

The School of Architecture site lies in Zone X, outside the 500-year flood plain. No off-site stormwater runoff flows onto the School of Architecture site. The CBA complex located on higher Mauka lands, has a drainage system which intercepts water flowing in the Makai direction. The stormwater runoff from the site drains on the surface Makai towards Campus Road and onto the City's stormwater drainage system on University Ave. No major drainage problems have been encountered on the site under existing conditions.

### B. ANTICIPATED IMPACTS

In the short-term, runoff during construction is the only potentially significant concern. The project site is urban and an increase in turbidity could result from construction activities, especially if a heavy storm occurs during the period between the earth moving operation and exposed soil conditions.

On a long-term basis, the implementation of the School of Architecture project will not significantly alter the character of stormwater drainage on the project site. A storm drainage system will be installed around the building to carry stormwater runoff underground to the same City drainage system on University Avenue as indicated on Sheet No. C-3, Site Plan. This system is consistent with the 1990 Drainage Master Plan prepared by Fukunaga & Associates, Inc., Civil Engineers.

### C. MITIGATIVE MEASURES

To mitigate the potential problems, strict adherence to erosion control measures will minimize the impact of silt runoff on surface waters during construction activities.

5.5 FLORA

A. EXISTING CONDITIONS

The vegetation on the project site is entirely urban in character. One rare tree, the Teak (Tektona Brandis) exist on the site. It is being transplanted to the lawn area fronting the Andrews Ampitheater. The following varieties of trees are shown on the Demolition Plan:

Autograph Tree	Kiawe	Pink Tecoma
Banyan	Lignum Vitae	Plumeria
Eucalyptus	Money	Royal Poinciana
Formosan Koa	Monkeypod	Skunk Tree
Jacaranda	Paper Bark	

B. ANTICIPATED IMPACTS

While every effort is being made to relocate rather than remove existing mature trees, the abundance of trees on the site and other parts of the Manoa Campus will, according to the Landscape Consultant, require the removal of some 18 trees from the School of Architecture site. The trees proposed for removal include Kiawe (6), Formosan Koa trees (3), Eucalyptus (1), Banyan trees (2), Plumeria (1), Paper Bark (3), Autograph (1) and Jacaranda (1).

The trees to remain or to be relocated on the site (21) include Monkeypod trees (8), Pink Tecoma trees (4), Royal Poinciana (1), Skunk tree (1) and Lignum Vitae (7).

Appropriate barriers will be erected around the existing and relocated trees to preclude burial of soil around their root zones, or collisions with vehicles and equipment.

C. MITIGATIVE MEASURES

New trees, shrubs, and other landscape materials will be provided for the project according to a plan prepared by the landscape architect. New landscaped areas will be provided which may establish a new habitat.

5.6 FAUNA

A. EXISTING CONDITIONS

The sites for the existing School of Architecture facilities and the adjoining parking lot are urban in character and poor habitats for wildlife. Thus, no rare, endangered or threatened animal species presently exist on the project site.

Some bird species observed on the site include the Barred Dove, the Common English Sparrow, and the Mynah. Other animal species observed include feral cats and mice.

B. ANTICIPATED IMPACTS

Being an urban site, the proposed project is expected to have negligible impact on wildlife. Wildlife species currently utilizing the site will most likely be displaced into adjacent areas -- at least for the duration of construction.

C. MITIGATIVE MEASURES

New landscaped areas will be provided under the project which may establish a new habitat. This will allow some wildlife to repopulate the site.

**5.7 ARCHAEOLOGICAL/HISTORICAL RESOURCES**

**A. EXISTING CONDITIONS**

There are no known historic sites existing on the project site.

**B. ANTICIPATED IMPACTS AND MITIGATIVE MEASURES**

During project construction, there is the remote possibility of encountering unknown or unexpected cultural features, deposits, or burials. To insure their protection, clearing, grading, and excavation activities will be monitored for the possible presence of such features. In a situation where a burial or other potentially significant cultural feature is encountered on the site, work in the area will be suspended immediately, and the State's Historic Preservation Office will be notified to determine the appropriate action for its disposition.

## 5.8 ROADWAYS AND TRAFFIC

This section includes information about the existing roadways and traffic conditions at the project site and its surrounding area. The potential impact of the project on future traffic conditions is assessed, as well as the recommended mitigative measures to minimize adverse impacts. A detailed Traffic Impact Study was prepared for the 1987 LRDP update for the entire University of Hawaii/Manoa Campus by Austin, Tsutsumi & Associates, Inc. (October 1987). This report was later updated in June 1989.

A supplementary traffic assessment report focused on a specific project was subsequently issued. This report entitled "Traffic Assessment for Proposed Special Events Arena at University of Hawaii Makai Campus", also prepared by Austin, Tsutsumi & Associates, was issued in November 1989. A letter report updating and consolidating all information relating to the Special Events Arena from these reports was issued by Austin, Tsutsumi & Associates on 15 January 1992.

Since the number of parking spaces (160) provided by the School of Architecture project is the same as that which presently exist in the adjoining parking lot, there will be no change in the traffic volumes to the street systems serving the University as a result of the construction of this project. This will be confirmed by the Traffic Consultant in communications with the City Department of Transportation services. See Exhibit "F" for a copy of report.

### A. EXISTING CONDITIONS

The existing 160 car parking lot adjoining the School of Architecture is an hourly parking zone (Zone 2) -- one of three on the Manoa Campus. Because of its strategic location near the heart of the campus, it is one of the most popular parking zones for students and visitors with several vehicles waiting to enter the lot for most of the school day and during the start of evening school.

**B. ANTICIPATED IMPACTS**

1. General

There will be no long-term impact generated by the replacement of the present parking lot under the School of Architecture project since it will provide the same number of parking spaces (160) and since it will continue to be operated as a hourly parking zone.

2. Short-term Impacts

The short-term impacts will occur as a result of (1) the loss of 160 hourly parking spaces for a construction period of approximately 18 months; and, (2) the construction related traffic entering and exiting the project site.

While the number of parking spaces to be temporarily lost are not many compared to the total existing inventory of about 5,000 spaces, the loss will create some inconvenience during this period because of the central location of the parking lot. These cars may be temporarily accommodated in one of the other two hourly parking zones.

Traffic generated by construction workers will occur during the early morning hours (6:30 to 7:00 am) and when workers leave the project in the afternoon (3:30 to 4:00 pm). All earth moving operations will be confined to the project site. Truck traffic in and out of the project site and along University Avenue will be controlled to the extent possible during peak traffic hours. All construction related vehicles including workmen's cars will be required to be parked within the project site.

3. Long-term Impacts

The 1987 LRDP Update for the Manoa Campus called for a two-level parking facility to be constructed with the School of Architecture project which would have doubled the parking capacity of the new lot to approximately 320 cars. Because of limited funds available for capital improvements, the University made a decision to simply replace the present parking on a one-to-one basis. The parking stalls eliminated here may be replaced in other locations to maintain the projected parking inventory for the ultimate campus.

C. MITIGATIVE MEASURES

A number of mitigative measures will be generally employed to minimize the short-term and long-term impacts of the construction of University projects. While the School of Architecture project will not add to the current traffic and parking problems on the Manoa Campus, various improvements and programs are being implemented that will provide relief to the overall problem.

Some of these improvements and programs are as follows:

1. University Ave., Dole St. and Lower Campus Road are being widened to facilitate the flow of traffic into the Makai Campus (Quarry) during the morning peak hours and the during evening sports events.
2. A second 1,800 car parking structure is being constructed in the Quarry in two increments -- each containing spaces for about 900 cars.
3. Vehicles exiting from the present Parking Structure are being encouraged to use the Waiālae Ave. gate for exit to relieve the congestion at the University Ave./Dole St. intersection.
4. The City has recently installed a computerized traffic signal system along Dole St. and University Ave. to maximize traffic flow under existing traffic conditions.
5. The City bus service to the University is being upgraded as increased ridership warrants improvements to schedules.
6. The Commuter Plan developed by the University in January 1991 calls for more car-pooling, the extensive use of public transportation, and the implementation of a campus shuttle service. The Plan now is being implemented in stages.
7. On a long-term basis, more student and faculty housing facilities are being constructed on campus which would reduce the demands for more parking and the traffic loads on existing street systems.
8. Also on a long-term basis, the University is supporting the development of the City's Rapid Transit System to encourage more students, faculty and staff to begin utilizing public transportation systems.

## 5.9 UTILITIES

The utilities systems for the School of Architecture would follow the Utilities Master Plan for the University of Hawaii, Manoa Campus, developed by Fukunaga & Associates, Inc. in March 1982 and updated in December 1990.

The electrical system would follow the Exterior Electrical Distribution System Study for the University of Hawaii, Manoa Campus, prepared by Ronald N.S. Ho & Associates, Inc. dated 23 October 1991.

### A. WATER SYSTEM

The present 6" temporary service to the existing School of Architecture from the Old Quadrangle area would generate high losses in fire flow conditions and is not adequate to serve the new facilities. It will be cut and plugged.

The new School of Architecture will be served by a new 4" domestic water service line, and a new 6" fire line, both of which are connected to the high pressure line at an existing tee on University Ave., as indicated on Sheet No. C-3, Site Plan. The 4" domestic line will serve the buildings peak water demands, while the 6" fire line will serve the wet standpipes and a new fire hydrant. The design of the water system will meet the Board of Water Supply, Water System Standards.

### B. SEWER SYSTEM

The existing School of Architecture does not contain any sanitary facilities and is not served by a sewer system.

The new School of Architecture wastewater system will be connected to an existing manhole located north of Sinclair Library just Makai of the building site, as indicated on Sheet No. C-3, Site Plan. This existing 8" sewer is adequate to handle the projected flows. The design of the sewer system will meet the City and County of Honolulu Sewer Standards.

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### C. DRAINAGE SYSTEM

The existing School of Architecture site is presently naturally drained to inlets off the kokohead side of the site along the Ewa end of the Old Quadrangle and Makai towards Campus Road and the University Avenue storm drain system.

The new School of Architecture storm drain system will utilize swales to divert water away from the buildings to the existing inlets on the kokohead side and to new inlets on the Ewa side. A trench drain would be added to the parking area at the building edge to keep water from entering the covered parking area. See Sheet Numbers C-3, Site Plan and C-4, Grading Plan.

### D. ELECTRICAL POWER SYSTEM

The existing School of Architecture is presently temporarily served by power from adjoining buildings - Gartley Hall and George Hall. These services would no longer be adequate to serve the new facilities.

The new School of Architecture will be served from an existing electrical manhole (Station No. 55) from Substation "M" pursuant to the Exterior Electrical Distribution System Study. See Sheet No. E-3, Site Electrical Plan.

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The new School of Architecture storm drain system will utilize swales to divert water away from the buildings to the existing inlets on the kokohead side and to new inlets on the Ewa side. A trench drain would be added to the parking area at the building edge to keep water from entering the covered parking area. See Sheet Numbers C-3, Site Plan and C-4, Grading Plan.

### D. ELECTRICAL POWER SYSTEM

The existing School of Architecture is presently temporarily served by power from adjoining buildings - Gartley Hall and George Hall. These services would no longer be adequate to serve the new facilities.

The new School of Architecture will be served from an existing electrical manhole (Station No. 55) from Substation "M" pursuant to the Exterior Electrical Distribution System Study. See Sheet No. E-3, Site Electrical Plan.

## 5.10 NOISE

### A. EXISTING CONDITIONS

Noise conditions have not been monitored in the vicinity of the existing School of Architecture. Excessive noise, especially from heavy vehicular traffic on University Ave., have not been a problem at the existing School of Architecture facility because of its distance (145 ft.) from University Ave. and because of its separation by the generous growth of trees and shrubs. Traffic noise from the adjoining parking lot are generally not disruptive because of the low vehicle speeds and because of the limited number of parking spaces available. The noise problems on campus are generally discussed in the Noise Impact Study by Y. Ebisu & Associates, October 1989, prepared for the HPE Facility, Alternatives Study.

### B. ANTICIPATED IMPACTS

The construction activities of the School of Architecture will generate significant amounts of noise during the 18 month period of construction. However, it will not seriously affect the teaching and learning processes in the adjoining buildings -- College of Business Administration Complex, George Hall, Gartley Hall and the Sinclair Library -- as these buildings are substantially enclosed and air conditioned.

On a long-term basis, the reconstruction of the parking lot will result in the noise levels from vehicular traffic returning to current levels. And, the construction of the new School of Architecture facilities 100 ft closer to University Ave. will result in higher noise levels reaching the facilities. The installation of mechanical equipment required for air conditioning will also result in increased noise levels within and without the complex.

UH SCHOOL OF ARCHITECTURE ENVIRONMENTAL ASSESSMENT

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C. MITIGATIVE MEASURES

The construction noise should not seriously affect the adjoining residential neighborhood – being separated from the School of Architecture site by wide and heavily trafficked University Ave. The Contractor will be required to fully meet the State Department of Health noise regulations for maximum noise levels.

The new School of Architecture facilities will be enclosed and air conditioned which would reduce the impact of increased noise levels from University Ave. traffic as a result of its closer proximity. The mechanical equipment will be installed in mechanical rooms facing the parking lot to keep the noise directed inward— away from neighbors. The noise from mechanical equipment, by proper placement and housing construction, will be kept to a minimum.

## 5.11 AIR QUALITY

### A. EXISTING CONDITIONS

Present air quality in the project area is mostly affected by air pollutants exhausted from motor vehicles, with carbon monoxide being the most abundant of the air pollutants emitted. No recent air pollutant monitoring data are available for the University area. However, a 1989 Air Quality Assessment for the UH Arena project at the Makai Campus by Barry D. Root and Barry D. Neal made reference to records of carbon monoxide concentrations at the DOH monitoring station in Waikiki, at Kalakaua Avenue, near the intersection with Saratoga Avenue. Their report stated that carbon monoxide concentrations recorded at the Waikiki station "are likely indicative of concentrations that occur at traffic congested locations in the project area due to the relatively short distance between the two locations and the similarity of dispersal conditions."

"No exceedances of the State 1-hour or 8-hour AAQS for carbon monoxide were recorded during 1986 and 1987."

### B. ANTICIPATED IMPACTS

There will be two types of short-term air quality impacts that will result from the proposed project: 1) fugitive dust generation and 2), on-site emissions from construction equipment. Fugitive dust emissions may arise from grading activities associated with site preparation. On-site mobile and stationary construction equipment will emit some air pollutants in the form of engine exhausts.

Long-term air quality impacts will remain at current levels from normal, day-to-day operations after the construction of the proposed project since the capacity of the parking lot will remain unchanged. The parking areas under cover will be naturally ventilated through openings on the mauka and ewa sides.

C. MITIGATIVE MEASURES

Strict compliance with State of Hawaii Pollution Control Regulations regarding establishment of a regular dust-watering program and covering of dirt-hauling trucks will mitigate fugitive dust emissions from construction activities. Increased vehicular emissions due to disruption of traffic by construction equipment and/or commuting construction workers will be alleviated by moving equipment and personnel to the site during off-peak traffic hours to the extent possible.

Beyond the improvements at the intersection of University Avenue and Dole Street, no additional public roadway improvements should be required to maintain air quality on the Manoa Campus for the near future. Monitoring of traffic conditions in this area will be conducted periodically by the City. This information will be available for use in assessing the potential for any adverse air quality conditions occurring in the area.

Aside from improving roadways, air pollution impacts from vehicular emissions can also be mitigated by reducing traffic through the use of car pooling, public transit (buses), and rapid transit (fixed rail).

## 5.12 VISUAL RESOURCES

### A. EXISTING CONDITIONS

The existing School of Architecture facility comprises of a complex of one and two story temporary wooden buildings located at the Ewa end of the historic old Quadrangle, which was a part of the original Manoa Campus. It sits on a one-acre site sandwiched between an existing parking lot (1 1/2 acres) and the old Quadrangle.

The original buildings were erected over 20 years ago as "temporary" buildings and age, obsolescence and disrepair have taken their toll. The buildings are now scheduled to be demolished under the new School of Architecture facility project.

### B. ANTICIPATED IMPACTS

The height of the School of Architecture facility as designed is about 139 ft above msl -- or at the height of adjoining George Hall. The enclosed building plans indicate efforts by the architect to design the building to reflect the neo-classical character of other buildings of the Quadrangle as called for in the design criteria included in the 1987 LRDP.

The School of Architecture facility as designed has only one level of basement parking (160 cars) contrary to the design criteria in the 1987 LRDP which calls for two levels (320 cars). This reduction of one level was made because of the unavailability of State financial resources to construct two levels.

### C. MITIGATION MEASURES

Mitigative measures are proposed to minimize the short-term, construction-related impacts on views of the site. Solid fences will be constructed to minimize views of sheds, equipment, supplies and debris during construction.

The elimination of one level of parking (160 cars) in this strategic location on the campus is unfortunate but unavoidable under the present circumstances. The spaces eliminated here will be picked up in other locations when the LRDP for the Manoa Campus is updated in the near future.

**5.13 LAND USE DESIGNATIONS**

**A. EXISTING CONDITIONS**

The project site is located within the State's Urban land use district, as is all of the surrounding area. The project site is comprised of lands which are designated as "Public Facility" in the City's Development Plan; the underlying zoning is R-5, single-family residential. There is a height limit of 25 feet for R-5 districts, but this limit is amended by the City Council-approved PRU/LRDP which states that the height of the School of Architecture facility "should not exceed the height of other buildings in the Quadrangle." See Exhibit "B", Land Use and Zoning Map.

**B. ANTICIPATED IMPACTS AND MITIGATIVE MEASURES**

No changes in land use classification or zoning are required to implement the proposed action. The proposed School of Architecture facility as shown on the enclosed plans conform to the LRDP design criteria for the School of Architecture except for the number of parking spaces.

## 5.14 SOCIO-ECONOMIC CHARACTERISTICS

### A. EXISTING CONDITIONS

The Manoa community surrounding the UH Manoa Campus is an older, stable neighborhood of mostly large single family residences. Most homes were built in the first quarter of this century, and are still maintained in good condition. The neighborhood gets its name from the valley formed by two mountain ridges of the Koolau mountain chain. The Waahila Ridge borders the University on the east, and residential properties and private educational institutions border much of the rest of the perimeter. Manoa is generally regarded as a very desirable place to live, and hence, home values are extremely high. Many University students, faculty, and staff live in the surrounding community.

### B. ANTICIPATED IMPACTS AND MITIGATIVE MEASURES

The proposed project will have several beneficial social and economic impacts, and no anticipated long term adverse impacts. There will be a short term loss of parking revenues during the construction period. No mitigative measures are necessary for social or economic consequences.

The most important impact will be the improvement in the quality of architect training at UH/Manoa. The proposed physical improvements which are necessary to maintain the accreditation of the UH School of Architecture will substantially improve the School's physical facilities. These improvements can be expected to have a long-term, overall positive economic return to the State's capital investment, as better trained architects will be more competent professionals and productive citizens.

## 6.0 UNAVOIDABLE ADVERSE IMPACTS

The construction of the School of Architecture facility and the demolition of existing structures will create limited adverse environmental impacts which cannot be fully mitigated by the measures planned to be implemented. The following list includes those short-term and long-term impacts that are expected to be unavoidable, including those that are minor in significance.

1. Soils will be temporarily disturbed by grading, excavation, and backfilling activities at the site.
2. Temporary increases in soil erosion may result from construction operations, and minor amounts of soil may be carried off-site in surface runoff water.
3. Eighteen (18) trees will be removed and 8 trees relocated from within the 2 1/2 acre site to allow for construction of the new buildings including utilities improvements.
4. Wildlife utilizing the site and adjoining areas will be forced onto nearby properties. Construction operations will temporarily discourage wildlife from feeding at or migrating through the site. However, none of these species of wildlife are endangered or threatened.
5. Operation of construction equipment, trucks and worker vehicles may, on occasions, impede traffic in the area during the construction period.
6. Negligible releases of air contaminants will occur from construction equipment. Emissions of fugitive dust may occur during dry periods as a result of construction operations despite efforts to control dust per DOH regulations.
7. The visual character of the area will be affected by construction activities and by the presence and operation of construction equipment.
8. Increases in noise levels will result from construction activities.

The only noteworthy long-term impact will be the removal (18) and relocation (8) of many trees — including the rare Teak tree. This will forever alter the existing natural physical environment of the area. Fourteen (14) new trees will be planted to restore and enhance this environment.

## 7.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The construction and maintenance of the School of Architecture facility will involve the irretrievable commitment of certain natural and fiscal resources. The major resource commitment will be the 2.5 acres of land required for the development of the project. Financial resources, construction materials, manpower, and energy will all be expended to complete construction and to maintain these facilities. These labor and materials are nonrenewable and irretrievable resources.

The impact of utilizing these resources should, however, be weighed against the benefits of providing better trained architects, of their contributions in enhancing our physical environment, and of furthering the advancement of our society.

## 8.0 ALTERNATIVES

### 8.1 GENERAL

Four (4) alternatives to the proposed School of Architecture project are discussed in this section. They are as follows:

#### 8.11 No-Action Alternative:

Maintain the School of Architecture at its current location at its present state.

#### 8.12 Renovate Existing Facilities:

Repair and refurbish existing facilities at its present location.

#### 8.13 Expand Existing Complex:

Expand existing complex by the addition of more wooden buildings and repair and refurbish existing facilities.

#### 8.14 Relocate to Other Campus Buildings:

Relocate the School of Architecture to other existing building(s) on the Manoa Campus.

## 8.2 NO-ACTION ALTERNATIVE

The no-action alternative would result in the maintenance of the School of Architecture at its current location at its present state. The current programs, enrollment, staffing and facilities would be maintained as it is today.

This no-action alternative would result in no change to the present environmental characteristics of the project site; to employment, to government expenditures, to infrastructure services, to public services, and to traffic congestion. It will, however, have serious adverse social and economic impacts as indicated below.

This no-action alternative would have disastrous effects on the School of Architecture. Based on the latest Visiting Team Report by the National Architectural Accrediting Board (NAAB), the School will likely lose its accreditation if the new facility is not constructed. The report of 10-13 March 1991 said, in part:

"At the time of the visit the School was still housed in the original, totally inadequate and further deteriorating physical facilities. Housing a major university professional school in such facilities is a disgrace and has been the primary concern of the past several NAAB reports."

The loss of accreditation may mean the architectural program on the Manoa Campus may be considered for downgrading or elimination for lack of enrollment in the future as students will be reluctant to enroll in a school without proper accreditation. Because of the high cost of education on the Mainland, this may result in fewer local residents entering the profession of Architecture.

Additionally, architecture students will continue to be housed in inadequate rundown facilities contrary to general university goals and policies. The present facilities are an eyesore and architecturally incompatible with the Quadrangle which is a historic and highly visible part of the campus.

### 8.3 RENOVATE EXISTING FACILITIES

The renovation and refurbishing of the existing School of Architecture facilities would not be cost effective nor provide additional spaces to meet NAAB standards.

The NAAB Visiting Team Report of 5-8 February 1989 said, in part:

"The Team was appalled by the continuing deterioration of the temporary physical facilities. The Team observed leaking roofs and completely deteriorated sheet metal gutters, termite damage and rotting floors."

"It appears to this Team that there is a serious life safety issue that needs to be addressed in these deteriorating, temporary physical facilities."

"The current facilities do not provide adequate square footage to meet the minimum space requirements required by the NAAB to conduct the program as defined in the APR."

Because of the advanced state of deterioration of the existing facilities and because spending large sums of monies to upgrade the facilities would still not provide adequate square footage to meet minimum space requirements required by the NAAB to maintain accreditation, this alternative was found not to be feasible. The existing facilities contain some 22,000 gsf of space; the new School of Architecture as proposed will provide some 58,081 gsf of space.

This renovation alternative, like the no-action alternative, would have negligible impact on environmental characteristic. Employment for construction work and government expenditures will increase with this alternative. It will have little effect on existing campus infrastructure services or on public service offerings. It will have adverse social and economic impacts.

Because of the considerable shortfall in program spaces identified in the NAAB report, the renovation and refurbishing of existing spaces is not likely to affect the NAAB position on the probable loss of accreditation.

#### 8.4 EXPAND EXISTING COMPLEX

This alternative provides for the expansion of the School of Architecture with the addition of more temporary buildings and the repair and refurbishing of existing facilities. The temporary buildings would be constructed on the existing parking lot Ewa of the existing complex.

The construction of more temporary buildings to meet a substantial portion of the program requirements of the School of Architecture would fill the entire adjoining 160 car parking lot. Building more temporary wooden buildings when the current ones cannot be properly maintained is not likely to be looked to favor by the School of Architecture or the NAAB. Also, one and two-story buildings spread over a 2 1/2 acre site would not result in the most efficient operations of the School because of the separation of related functions and the distances between various activities.

In terms of environmental characteristics, this alternative would result in somewhat more serious environmental impacts than the proposed new facility. The buildings would cover more of the site area-- impacting to a greater extent surface water runoffs, vegetation and wildlife. The confusing and disturbing visual impact of the collection of temporary wooden buildings from without the site -- especially from University Ave.-- would substantially detract from the image of the School of Architecture. This conglomeration of buildings may impact employment, government expenditures, infrastructure and public services somewhat less initially but more substantially in the long run.

A serious impact of this alternative would be the long-term loss of 160 parking spaces on the Manoa Campus. With only three hourly parking zones on the campus, the loss of one would substantially impact the parking program.

More temporary facilities and the loss of nearby parking facilities may not satisfy the NAAB on continuing accreditation -- especially after the School was housed in temporary facilities for so long with many promises for timely improvements remaining unfulfilled. The loss of accreditation would have adverse social and economic impacts as described earlier.

### 8.5 RELOCATE TO OTHER CAMPUS BUILDINGS

This alternative is highly improbable because of the continuing critical space deficit on the Manoa Campus. The School of Architecture is but one of many programs on the Manoa Campus functioning in a fraction of the space necessary to meet appropriate standards. Other programs with serious problems include the Asian, Pacific and Hawaiian Studies, the Library System, Student Services, and Ocean and Earth Sciences.

In terms of environmental characteristics, this alternative would have the least impact of the alternatives considered. It would not additionally impact topography, soils, surface water runoffs, vegetation or wildlife. It would impact employment, government expenditures, infrastructure, and public services somewhat less than the proposed new facility -- the extent being dependent upon the renovations required and upon the permitted expansion of programs. There would, of course, be no visual impact if this alternative was selected.

This would be a new scenario for the NAAB to consider and whether or not it would be favorably considered would be dependent upon how much space is being provided, what is the quality of spaces, how contiguous are the spaces and what part of the campus are they located. If accepted by the NAAB, the social and economic impacts of this alternative would be minimal.

## 9.0 SUMMARY OF UNRESOLVED ISSUES

### 9.1 REPLACEMENT OF PARKING FACILITIES ELIMINATED

The 160 parking spaces eliminated from the School of Architecture project will have to be replaced elsewhere on the Manoa Campus to meet the ultimate parking needs of the Manoa Campus as established in the 1987 LRDP.

9.2 RELOCATION SITES FOR TREES TO BE REMOVED

The University should continue its efforts to find relocation sites for some of the eighteen (18) trees proposed to be removed under the construction project.

## 10.0 RELATIONSHIP TO EXISTING POLICIES AND PLANS

### 10.1 THE UNIVERSITY OF HAWAII, MANOA CAMPUS LRDP

The School of Architecture project is consistent with the current University of Hawaii, Manoa Campus LRDP (1987). In addition to the project site, it meets the general design criteria and the specific design criteria in terms of height (not to exceed that of other buildings in the Quadrangle), exterior design (neo-classical character), and basement parking (in part). It does not fully meet the basement parking criteria in that the LRDP calls for two levels (320 cars) while the proposed design calls for one level (160 cars). Cost constraints on the project prohibited the addition of another level at this time. The 160 spaces lost in this location will be made up in other locations in the long range development of the Manoa Campus.

**10.2 THE CITY AND COUNTY OF HONOLULU LAND USE REGULATIONS**

The City's Development Plan Land Use Map designates the site of the School of Architecture for Public Facility. The existing zoning of the site is R-5. Since a public facility is a permitted use within such zoning district, the School of Architecture may be developed on the site.

The Plan Review Use (PRU) Application approved by the City Council in August 1989 via Resolution No. 89-411, CD-2 incorporates this project.

### 10.3 THE HAWAII STATE PLAN

The School of Architecture project is in conformance with the Hawaii State Plan objectives and policies for socio-cultural advancement in education. More specifically, it is in conformance with provisions of the Plan relating to educational opportunities, educational services and facilities, and educational programs.

Other objectives and policies of the plan to which the project relates less directly but is in conformance nevertheless involves the physical environment, facility systems, communications and energy.

**11.0 DETERMINATION, FINDINGS, AND REASONS  
SUPPORTING DETERMINATION**

**11.1 DETERMINATION**

Based upon the findings presented in this Environmental Assessment and supporting technical studies, the potential impacts of the construction and operation of the new School of Architecture have been sufficiently examined and discussed. With the execution of mitigative measures recommended in the EA, the action is not expected to result in significant adverse effects on the natural and human environment. Further consideration of the project's impacts through preparation of a Draft Environmental Impact Statement is not necessary.

## 12.0 REFERENCES (Not Enclosed)

### 12.1 GENERAL

- A. 1991-93 General and Graduate Information Catalog  
University of Hawaii at Manoa

### 12.2. SCHOOL OF ARCHITECTURE

A. National Architectural Accrediting Board (NAAB)

1. Letter of 8 July 1991 from John A. Busby, Jr., FAIA President  
National Architectural Accrediting Board  
(formally extending accreditation for a period of five (5) years.)

2. The University of Hawaii  
NAAB Visiting Team Report 10-13 March 1991

3. Letter response of 30 April 1991 to Draft Visiting Team Report from Barry John Baker, AIA,  
Interim Dean, School of Architecture, University of Hawaii at Manoa

4. Architectural Program Report including Previous NAAB Visiting Team Report, 5-8  
February 1989, School of Architecture, University of Hawaii at Manoa, July 1990

B. Geotechnical Investigation Report

School of Architectural Building  
University of Hawaii at Manoa  
Honolulu, Hawaii 96822

by Harding Lawson Associates  
August 1, 1991

12.3. Utilities Master Plan (Update)  
University of Hawaii at Manoa  
by Fukunaga & Associates, Inc.  
December 1990

Exterior Electrical Distribution Study  
at the University of Hawaii, Manoa Campus  
by Ronald N.S. Ho & Associates, Inc.  
23 October 1991

12.4. University of Hawaii, Manoa Campus  
Health and Physical Education (HPE) Facility  
Alternatives Study  
Volume II  
November 1989

A. Traffic Assessment for Proposed Special Events Arena at  
University of Hawaii Manoa, Makai Campus  
by Austin, Tsutsumi & Associates, Inc.  
November 1989

B. Air Quality Assessment for the  
University of Hawaii-Manoa Sports Arena Alternatives Study  
by Root & Neal  
October 1989

C. Noise Impact Study  
University of Hawaii, Manoa Campus  
HPE Facility Alternatives  
Y. Ebisu & Associates

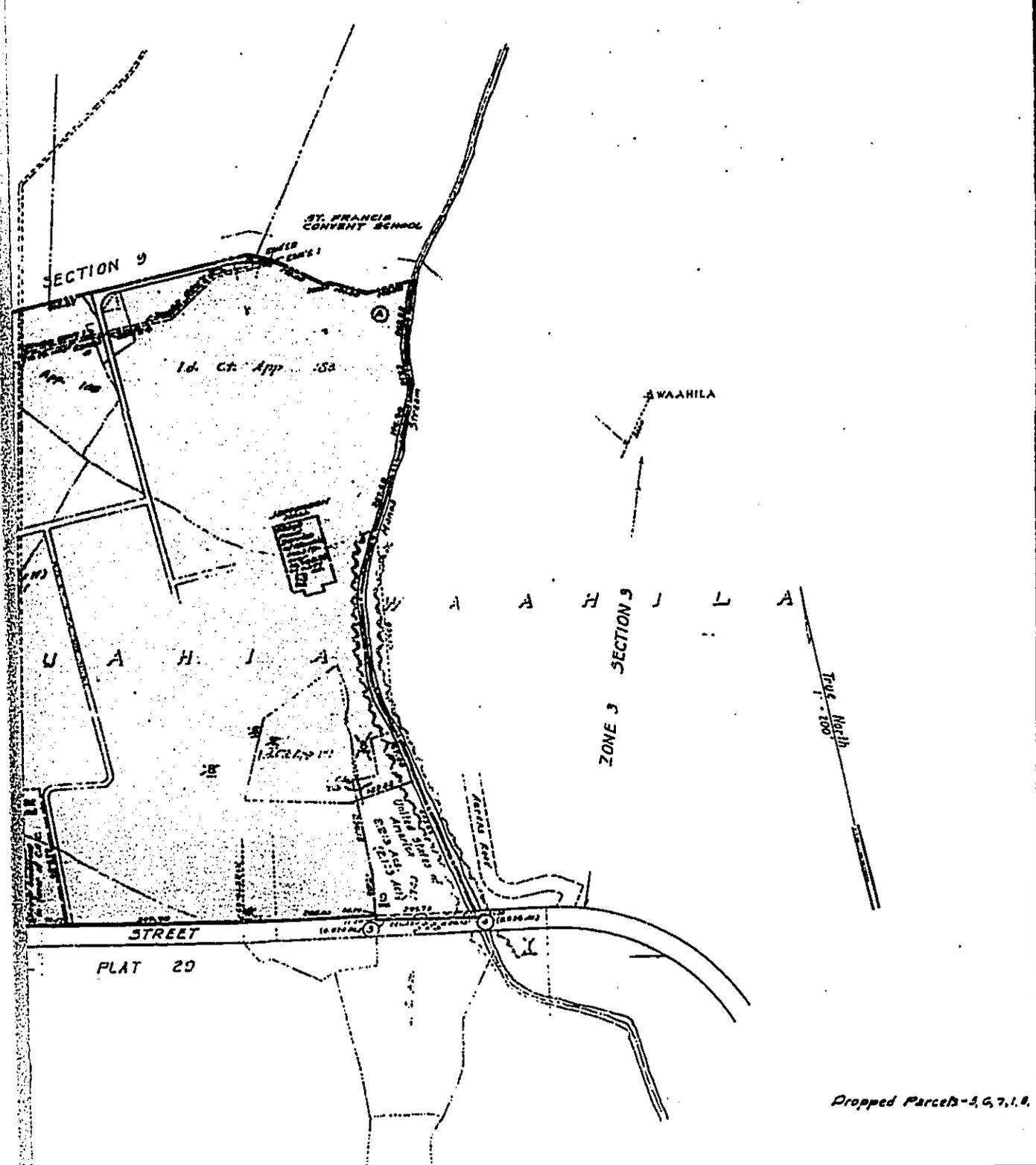
**12.5. Plan Review Use Application For**  
Long Range Development Plan  
University of Hawaii, Manoa Campus  
By Office of Vice President of Finance and Operations  
March 1988

Long Range Development Plan  
University of Hawaii, Manoa Campus  
By Group 70  
December 1987

Utilities Master Plan  
University of Hawaii, Manoa Campus  
by Fukunaga & Associates, Inc.  
March 1982

13.0 EXHIBITS





Dropped Parcels-5,6,7,8

FIRST DIVISION	
ZONE	SEC. PLATS
2	8 23
CONTAINING PARCELS	
Scale- lin. = 200ft.	

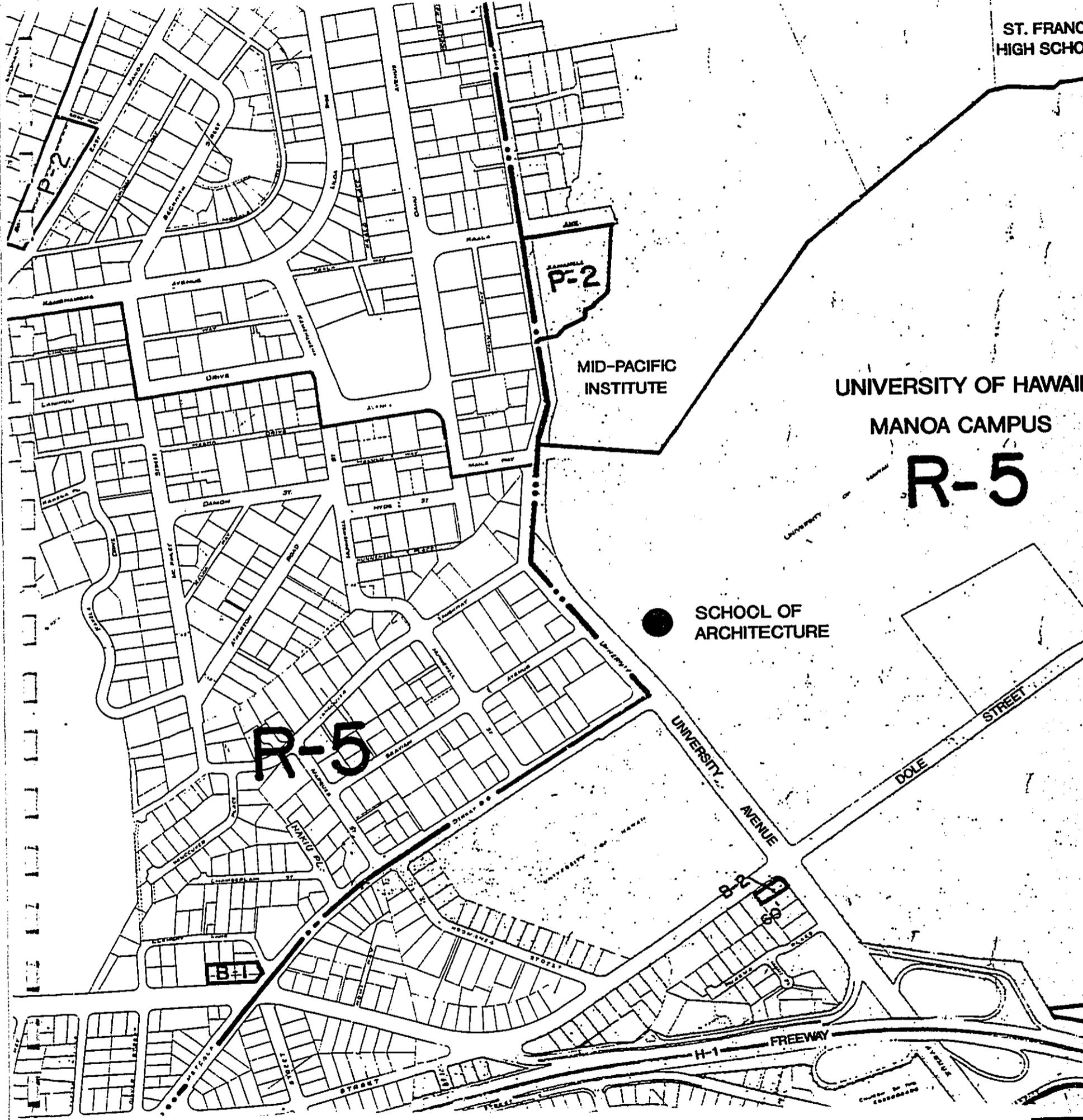
ADVANCE SHEET  
SUBJECT TO CHANGE

PRINTED

# EXHIBIT A

## TAX MAP KEY

ST. FRANCIS  
HIGH SCHOOL



UNIVERSITY OF HAWAII  
MANOA CAMPUS

R-5

SCHOOL OF  
ARCHITECTURE

MID-PACIFIC  
INSTITUTE

R-5

B-1

UNIVERSITY AVENUE

DOLE STREET

H-1 FREEWAY

ST. FRANCIS  
HIGH SCHOOL

R-5

P-2

UNIVERSITY OF HAWAII

IOA CAMPUS

R-5

P-2

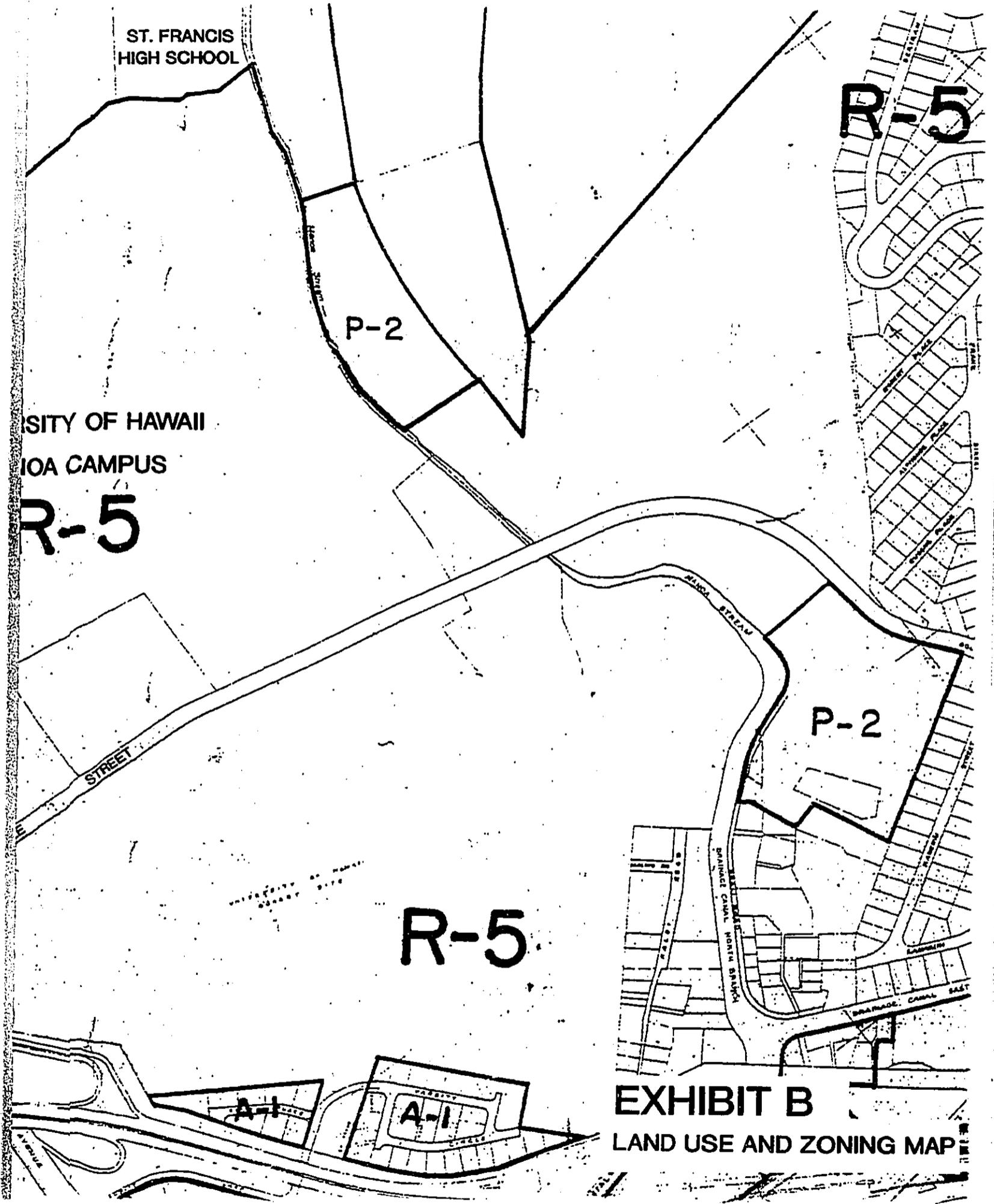
R-5

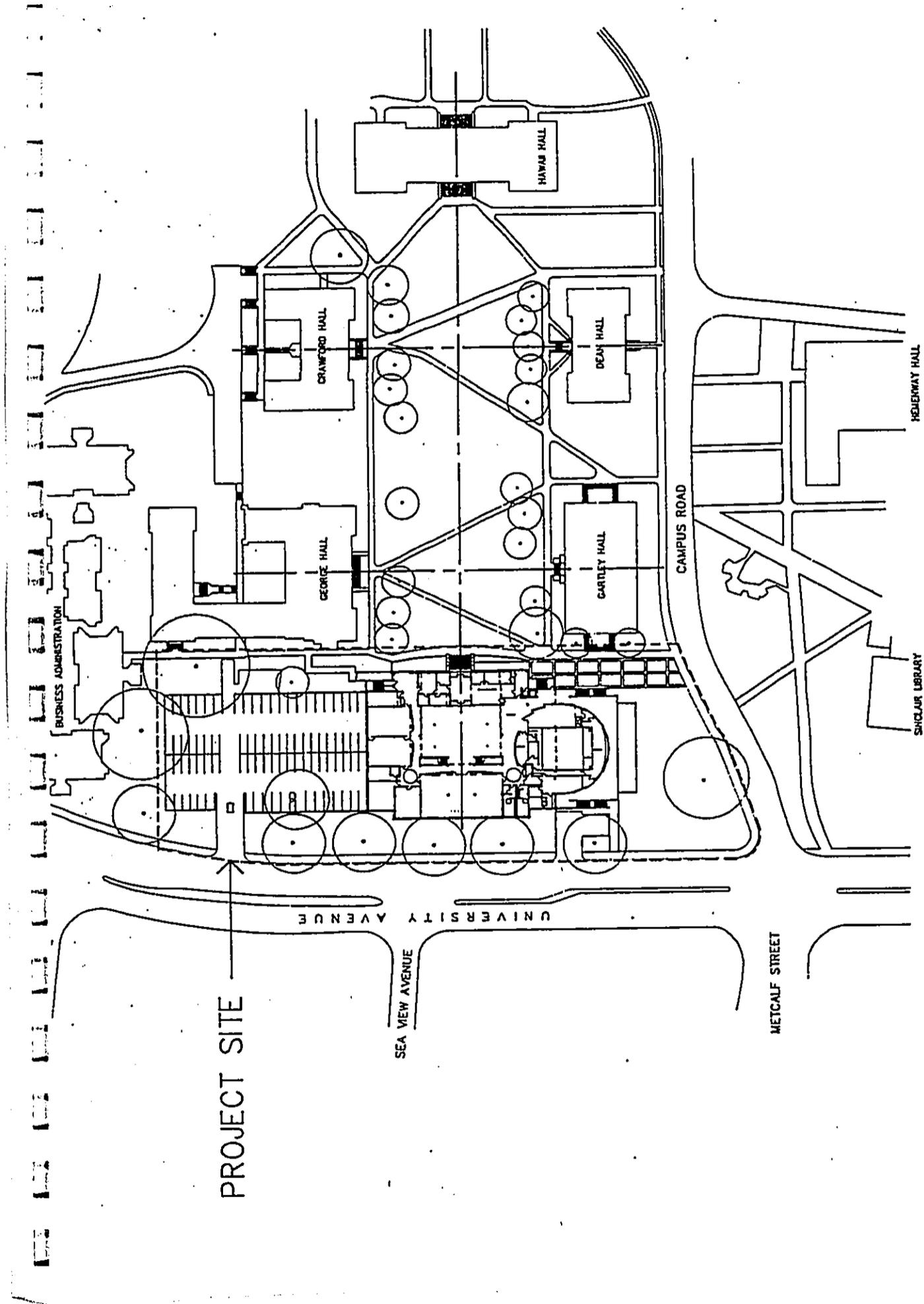
A-1

A-1

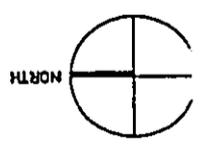
EXHIBIT B

LAND USE AND ZONING MAP





PROJECT SITE



**EXHIBIT C**  
 SCHOOL OF ARCHITECTURE  
 UNIVERSITY OF HAWAII AT MANOA

LOCATION PLAN NO SCALE  
 TMK: 2-8-23:3 (PLR)

# EXHIBIT D

School of Architecture  
University of Hawaii at Manoa  
Architectural Program  
20 December 1991

<u>Room Number</u>	<u>Name</u>	<u>ASF (Actual)</u>
101A	Computer Room	848
101B	Computer Equipment	205
101C	CADD Room	978
101D	Computer Technician	117
104A	Shower	45
104B	Toilet	38
105A	Lab Supervisor	130
106A	Shop Storage	240
201A	Associate Dean	221
201B	Dean	306
201C	Conference	143
202A	Student Services	145
202B	Administrative Office	149
202BA	Admin. File	118
202BB	Storage	918
202C	File/Storage	175
203B	Storage	9
203D	Mail Closet	9
205A	Projection Room	144
205B	Foyer	324
205C	Podium	715
207B	Media Lab	612
207BA	Work Room 1	144
207BB	Media Workshop 2	149
207BC	Median Technician	116
301A	Fulltime Faculty	122
301B	Fulltime Faculty	122
301C	Fulltime Faculty	122
301D	Fulltime Faculty	122
301E	Fulltime Faculty	122
301F	Fulltime Faculty	122

<u>Room Number</u>	<u>Name</u>	<u>ASF (Actual)</u>
301G	Fulltime Faculty	122
301H	Fulltime Faculty	122
301I	Fulltime Faculty	122
301J	Fulltime Faculty	185
301K	Faculty Chair	185
301L	Fulltime Faculty	122
301M	Faculty Chair	185
301N	Fulltime Faculty	122
301P	Part Time Faculty	323
301A	Work Room	192
309B	Equipment Rooms	192
NA	Clerk	0
NA	Student Help	0
NA	Jury Room Podium	0
NA	Media Storage	0
104	Materials Lab	723
105	Environmental Lab	724
106	Model Shop	340
200	Reception	470
201	Waiting	100
202	School Office	546
203	Work Room	262
204	Gallery	986
205	Auditorium	2294
207	Media Vestibule	150
210	100 Level Studio	3268
211	Classroom	787
212	Classroom	741
213	Student Work Storage	342
214	Jury Room/Gallery	1173
215	Classroom	1173
217	Seminar Room	453
301	Waiting	310
302	200 Level Studio	2399
304	Seminar Room	340

<u>Room Number</u>	<u>Name</u>	<u>ASF (Actual)</u>
305	600 Level Studio	725
308	300 Level Studio	3268
309	Study Room	384
310	700 Level Studio	725
311	Seminar Room	348
312	400 Level Studio	459
314	Conference/Lounge	459
Assignable Square Feet (ASF)		34,528 S.F.
Non Assignable Square Feet		<u>23,533</u>
Total Area		58,081 S.F.

# EXHIBIT F



**AUSTIN, TSUTSUMI & ASSOCIATES, INC.** CIVIL ENGINEERS • SURVEYORS  
CONTINUING THE ENGINEERING PRACTICE FOUNDED BY H. A. R. AUSTIN IN 1934

TED S. KAWAHIGASHI, P.E.  
GEORGE M. NEUFFER, P.E.  
KENNETH K. KUROKAWA, P.E.  
THOMAS S. OTAGURO  
IWAN K. NAKATSUKA, P.E.

#92-84

April 1, 1992

Mr. Joseph Magaldi, Jr., Director  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street • Third Floor  
Honolulu, HI 96813

Dear Mr. Magaldi:

**Subject: University of Hawaii - School of Architecture**

This letter is to confirm our earlier meeting with members of your traffic engineering staff regarding the change to the University of Hawaii's "Long Range Development Plan" relative to the School of Architecture facility.

The original School of Architecture masterplan, which was approved in the Plan Review Use Application (PRU) for the Long Range Development Plan (LRDP) of the University of Hawaii, Manoa Campus, by City Council Resolution No. 89-411, included a 320 stall parking facility.

The University of Hawaii proposes to construct a 160 stall parking facility at the School of Architecture in lieu of the originally masterplanned 320 stall parking facility. This, in essence, simply replaces the existing 160 stall surface parking lot that presently occupies the site of the new School of Architecture facility.

A condition of the PRU approval of the 320 stall parking facility was to have the access driveway to the parking facility located across from Metcalf Street at University Avenue.

The present School of Architecture plan calls for the 160 stalls to be constructed on grade with the classroom facilities constructed on the second level. The access driveway from University Avenue will remain at its present location. Therefore, there will be no significant change in traffic operations on University Avenue by the proposed construction. The number of vehicular trips and circulation patterns on University Avenue will most likely remain as is.

REPLY TO:  
501 SUMNER STREET, SUITE 521 • HONOLULU, HAWAII 96817-5031  
PHONE 808/533-3646 • FAX NO. 826-1267

OFFICES IN:  
HONOLULU, HAWAII  
WAILUKU, MAUI, HAWAII • HILO, HAWAII

ATA

AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
CIVIL ENGINEERS • SURVEYORS

Mr. Joseph Megaldi, Jr., Director  
Department of Transportation Services

April 1, 1992

We therefore request that a separate traffic study for this change to the original masterplan for the School of Architecture be waived.

Your favorable consideration of this request will be appreciated. Should you require clarification on any of the above material, or additional information, we will be happy to meet with you.

Very truly yours,

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

TSK: CDC

By *Ted S. Kawahigashi*  
TED S. KAWAHIGASHI, P.E.  
President

# EXHIBIT G

27 March 1992

Dr. Murray Towill  
Director  
Department of Business, Economic  
Development and Tourism  
250 South King Street, 9th Floor  
Honolulu, HI 96813

**GROUP 70**  
INTERNATIONAL

**SUBJECT: PRE-ASSESSMENT CONSULTATION  
ENVIRONMENTAL ASSESSMENT  
SCHOOL OF ARCHITECTURE  
UNIVERSITY OF HAWAII AT MANOA**

Dear Dr. Towill:

The State Department of Accounting and General Services (DAGS) is preparing to shortly file an Environmental Assessment with the Office of Environmental Quality Control for the following project:

**SCHOOL OF ARCHITECTURE  
UNIVERSITY OF HAWAII AT MANOA  
DAGS JOB NO. 02-31-3086**

Pursuant to the procedures outlined in Hawaii Administrative Rules, Section 11-200-9 (a), Early Assessment, the DAGS is consulting with agencies having jurisdiction or expertise to provide them with an opportunity to submit comments prior to the issuance of a determination.

The project, in brief, calls for the demolition of the existing temporary School of Architecture complex (22,000 gsf) and the adjoining parking lot (160 cars) and the construction of a new, permanent three-story School of Architecture building (58,081 gsf) on the same site with basement and grade level parking for 160 cars. A Location Plan and the Architectural Program for the School are attached hereto for your information.

The construction of the new School of Architecture is required to meet the minimum physical facilities requirements of the National Architectural Accrediting Board (NAAB) to maintain accreditation of the professional architectural programs at the University of Hawaii at Manoa.

The cost estimate for construction is \$12.3 million and the construction of the project is scheduled to commence in June 1992 and to be completed in 360 working days or in December 1993.

The project is being designed by associated architects John Hara Associates, Inc.; Ernest H. Hara & Associates, Inc. and Dennis Toyomura. The Environmental Assessment is being prepared for the DAGS by Group 70 International, Inc.

Francis S. Oda, AIA, AICP  
Norman G. Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Robert K. L. Wong, AIA  
Hitoshi Hida, AIA  
Roy H. Nihel, AIA, CSI  
Linda M. Aniya  
Derrick T. Seiki  
Ralph E. Portmore, AICP  
Edward T. Green  
Paul P. Chomey, AIA  
Stephen H. Yuen, AIA  
Dean H. Kitamura, AIA  
Norma J. Scott  
June Fukushima-Lee, ASID  
Anne Theiss, AIA, ASID  
Stephen E. Callo, CPA  
Bradford A. Wellstead, AIA  
Walter R. Bell, AIA, CSI, CCS  
Walter K. Muraoka  
George I. Atta, AICP  
Jeffrey H. Overton, AICP  
James I. Nishimoto, AIA  
Jen-Chih "Jack" Lee, AIA  
Michael A. Garni  
Eric G. Crispin, AIA  
Danilo M. Herrera

Dr. Murray Towill  
27 March 1992  
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If you have any significant concerns that you feel should be addressed in the Environmental Assessment, please communicate directly with Group 70, International, Inc. at one of the following addresses and telephone numbers.

George Atta, Vice President  
Group 70 International, Inc.  
924 Bethel St.  
Honolulu, Hawaii 96813  
Tel. No. 523-5866  
FAX: (808) 523-5866

Walter Muraoka, Project Manager  
Group 70 International, Inc.  
33 S. King St.  
Honolulu, Hawaii 96813  
Tel. No. 533-0053  
FAX: (808) 523-8872

Your comments, if any, by 4:30 pm, Thursday, April 2, 1992 will be appreciated. Thank you for your cooperation in this matter.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

  
Walter Muraoka

cc: Jerry Nishida, Walter Kobayashi; DAGS  
Allan Ah San, Clyde Akita; UH  
Hara, Hara, & Toyomura, Associated Architects

## 14.0 COMMENTS AND RESPONSES

### 14.1 PRE-ASSESSMENT CONSULTATION

A pre-assessment consultation notice was sent to 15 agencies having jurisdiction or expertise to provide them with an opportunity to submit comments prior to the issuance of a determination. A copy of the notice is attached hereto as Exhibit "G".

## 14.2 AGENCIES HAVING JURISDICTION

The agencies to whom notices have been sent are as follows:

1. State Offices

Department of Business, Economic Development & Tourism  
Office of Hawaiian Affairs  
Department of Land and Natural Resources  
Department of Education  
State Historic Preservation Division/Department of Land and Natural Resources  
Office of State Planning  
Department of Business, Economic Development and Tourism, State Energy Office  
Department of Transportation  
Department of Health

2. City and County Offices

Department of Public Works  
Department of Transportation Services  
Department of General Planning  
Department of Land Utilization

3. University of Hawaii Offices

Environmental Center

4. Others

American Lung Association

UH SCHOOL OF ARCHITECTURE ENVIRONMENTAL ASSESSMENT

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**14.3 RESPONSES RECEIVED**

The following responses have been received as of 12:00 noon on 3 April 1992.

**No Comments:**

1. State Dept. of Business, Economic Dev. and Tourism, State Energy Office (Via Tel 3/31/92)
2. City Dept of Public Works (Via Letter 3/31/92)

**Comment to be Submitted:**

1. City Dept of Land Utilization (Concern about the elimination of 160 parking spaces. Discussion included in Environmental Assessment)

**Inquiry for More Information:**

1. State Department of Transportation (Additional information on site and parking facilities given over telephone 4/2/92)