DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
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88/EIS-1(RF)

May 31, 1988

Marvin T. Miura, Ph.D
Director
Office of Environmental Quality Control
State of Hawaii
Kekuanaoa Building, Room 104
465 South King Street
Honolulu, Hawaii 96813

Dear Dr. Miura:

Final Environmental Impact Statement (EIS)
Chinatown Gateway Plaza
City and County of Honolulu
Department of Housing and Community Development

We are notifying you that the above is an acceptable EIS document, pursuant to Chapter 343, HRS, and Title 11, Administrative Rules, Department of Health, Chapter 200, Environmental Impact Statement Rules.

A copy of our Acceptance Report is attached. If you have any questions, please contact Robin Foster of our staff at 527-5027.

Very truly yours,

John P. Whalen

JOHN P. WHALEN
Director of Land Utilization

JPW:nt
0227N

Encl.

cc: Department of Housing and
Community Development

DEPARTMENT OF LAND UTILIZATION (DLU)
88/EIS-1(RF)

May 31, 1988

ACCEPTANCE REPORT

CHINATOWN GATEWAY PLAZA
CHAPTER 343, HRS
FINAL ENVIRONMENTAL IMPACT STATEMENT (EIS)
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT, CITY AND COUNTY OF HONOLULU
CENTRAL BUSINESS DISTRICT, HONOLULU
TAX MAP KEYS: 2-1-02: 38, 39;
2-1-03: 15, 23, 24, 25

A. BACKGROUND

The Department of Housing and Community Development (DHCD) proposes to develop a mixed-use residential-commercial complex containing 200 rental units, approximately 30,000 square feet of commercial space, a 280-stall underground parking garage and a landscaped plaza on an existing City-owned parking lot on the south or makai side of Hotel Street between Nuuanu Avenue and Bethel Street in the area between the downtown financial district and the historic Chinatown district. Another site of 17,154 square feet across Hotel Street and adjacent to the Hawaii Theater will be acquired, cleared of existing buildings and redeveloped as a landscaped plaza.

The 27-story residential tower will contain 25 floors with eight 600-square foot one-bedroom units per floor. The ground and second story will serve as the entry lobbies to a two-story commercial structure containing 30,000 square feet of leaseable area that wraps around the residential tower and fronts Nuuanu Avenue. Public lavatories will be located in the second floor lobby.

The three-level underground parking garage will contain approximately 280 stalls. Two hundred stalls will be available for tenant rental. Any stalls not rented by tenants together with approximately 80 stalls will replace the public parking currently on site.

The landscaped plaza areas will provide passive recreational opportunities for both residents of the project and downtown employees. The project budget includes plaza furnishings such as a cascading water feature, seating areas and landscaping.

The DHCD originally issued a Negative Declaration for the project, which was published in the "OEQC Bulletin" of November 23, 1987. The Negative Declaration was challenged by The American Lung Association, based on projections that State air quality standards would be exceeded after the project is constructed (air quality standards are currently exceeded at the site). Subsequently, the DHCD agreed to withdraw the negative declaration and prepare an EIS.

B. PROCEDURE

1. An EIS Preparation Notice (EISPN) was published in the "OEQC Bulletin" of February 8, 1988. The DHCD simultaneously mailed copies of the EISPN to 41 governmental and private organizations.

2. Twenty-four (24) parties submitted comments on the EISPN. The DHCD responded to these and included comments and responses in the EIS.

3. On March 23, 1988, the Office of Environmental Quality Control (OEQC) circulated copies of the Draft EIS and published an announcement of the comment period in the "OEQC Bulletin". The deadline for public review was set for May 9, 1988.

4. Twenty-five (25) parties submitted comments on the Draft EIS. The DHCD made point-by-point responses to all substantive comments; both comments and responses are included in the Final EIS.

5. The Final EIS was submitted to the DLU on May 20, 1988. In conclusion, the DLU finds that the agency has complied with the EIS procedures in accordance with Chapter 200, Title 11, Environmental Impact Statement Rules, Sub-Chapter 7, Section 11-200-20, 21, and 22.

C. CONTENT

The Final EIS consists of a single volume, which also includes comments and responses and six appendixes. The latter include (1) Traffic Impact Assessment, with Noise and Air Quality Studies; (2) Social Impact Assessment; (3) Summary of Pre-Field Literature Search (archaeological resources); (4) Memorandum of Agreement (MOA) to Demolish

Robinson Building (historic, archaeological resources); (5) Status Report on the MOA; and (6) Archaeological Consultant's Scope of Work.

The EIS fulfills the content requirements for a Final EIS in accordance with Chapter 200 of Title 11, Environmental Impact Statement Rules, Sub-Chapter 7, at Section 11-200-18. Unresolved issues are noted in Section E.

D. RESPONSES TO COMMENTS

The DHCD made adequate point-by-point responses to all substantive issues raised by commenting parties. These are reproduced in Section 12 of the Final EIS. The EIS therefore fulfills the public review requirements in accordance with Chapter 200 of Title 11, Environmental Impact Statement Rules, Sub-Chapter 7, at Section 11-200-22.

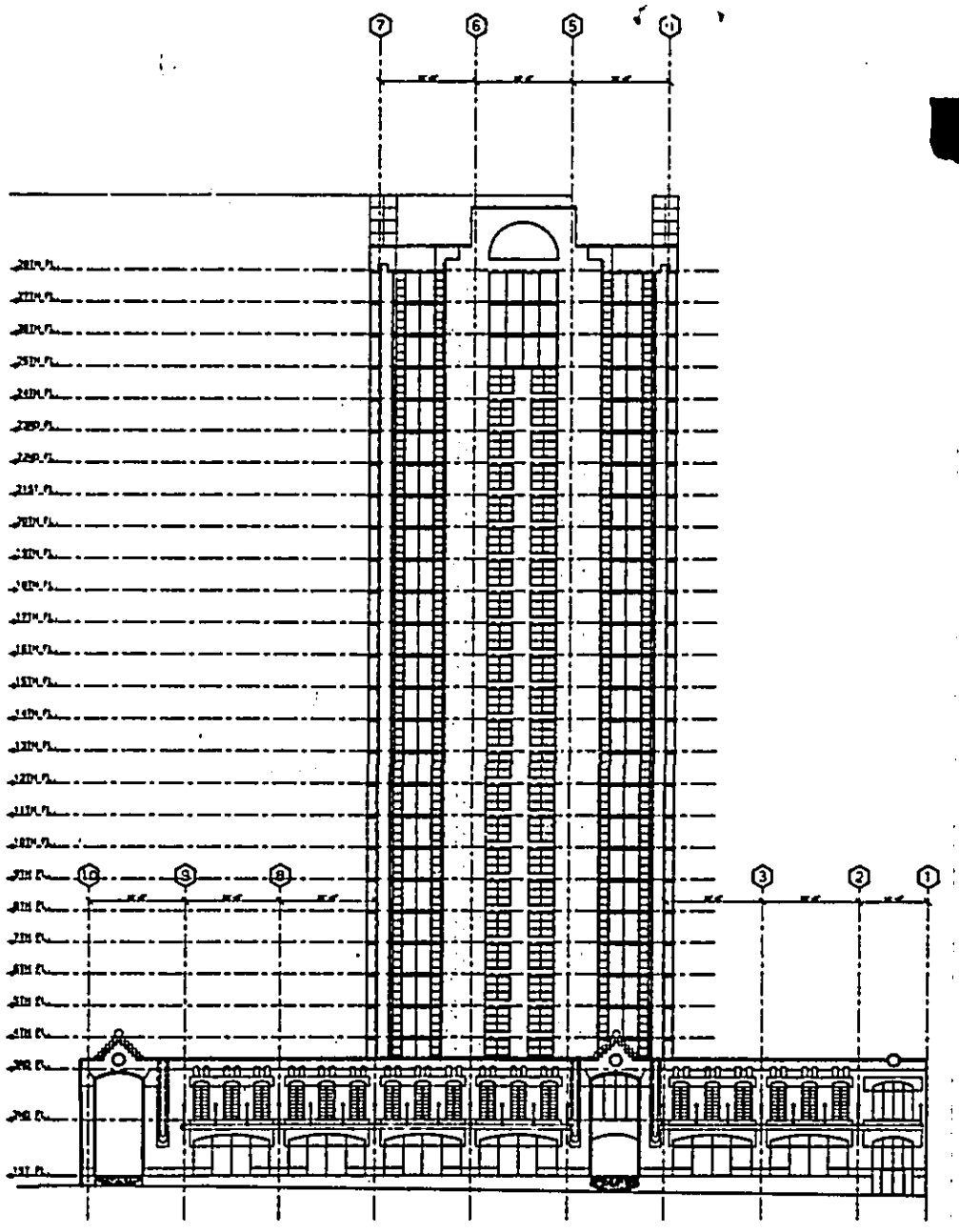
E. UNRESOLVED ISSUES

Section IX of the EIS lists three unresolved issues: (1) acquisition of properties on the mauka site; (2) relocation of commercial tenants; and (3) final design of the mauka plaza.

F. DETERMINATION

The Final EIS is determined to be ACCEPTABLE under the requirements of Chapter 343, HRS, and Chapter 11-200, Administrative Rules.

Approved _____
JOHN P. WHALEN
Director of Land Utilization



CHINATOWN GATEWAY PLAZA
FINAL Environmental Impact Statement

Prepared by
Department of Housing and Community Development
City and County of Honolulu

FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
CHINATOWN GATEWAY PLAZA PROJECT

HONOLULU, HAWAII

TAX MAP KEY: 2-1-02: 38, 39
2-1-03: 15, 23, 24, 25

This document is prepared pursuant to Chapter 343,
Hawaii Revised Statutes.

PROPOSING AGENCY: City and County of Honolulu
Department of Housing and Community Development

RESPONSIBLE OFFICIAL: _____
MIKE MOONY Director

MAY 20 1988
Date

For Submittal to City and County of Honolulu
Department of Land Utilization

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LIST OF APPENDICES

I. SUMMARY

Developer/Applicant:	Department of Housing and Community Development
Approving Agency:	Department of Land Utilization
Architect:	Lacayo Architects, Inc.
Project Location:	Downtown Central Business District, Oahu
Tax Map Key:	Makai site: 2-1-02: 38, 39--39,036 square feet Mauka site: 2-1-03: 15, 23, 24, 25--17,154 square feet
Project Name:	Chinatown Gateway Plaza Project

A. Proposed Action

The developer, the City and County Department of Housing and Community Development, proposes to develop a mixed use residential-commercial complex containing 200 rental units, approximately 30,000 square feet of commercial space, a 280-stall underground parking garage and a landscaped plaza on an existing City-owned parking lot on the south or makai side of Hotel Street between Nuuanu Avenue and Bethel Street in the area between the downtown financial district and the historic Chinatown district. Another site of 17,154 square feet across Hotel Street and adjacent to the Hawaii Theater will be acquired, cleared of existing buildings and redeveloped as a landscaped plaza.

The 27-story residential tower will contain 25 floors with eight 600-square foot one-bedroom units per floor. The ground and second story will serve as the entry lobbies to a two-story commercial structure containing 30,000 square feet of leaseable area that wraps around the residential tower and fronts Nuuanu Avenue. Public lavatories will be located in the second floor lobby.

The three level underground parking garage will contain approximately 280 stalls. Two hundred stalls will be available for tenant rental. Any stalls not rented by tenants together with approximately 80 stalls will replace the public parking currently on site.

The landscaped plaza areas will provide passive recreational opportunities for both residents of the project and downtown employees. The project budget includes plaza furnishings such as a cascading water feature, seating areas and landscaping.

B. Evaluation of Major Impacts

1. Construction Impacts. Short term impacts from excavation and construction during the 13-month construction period are expected. Impacts such as noise, dust, and construction vehicle emissions will be subject to many State and County standards, codes and regulations. Vehicular traffic on Nuuanu Avenue and Bethel Street may be impacted by construction vehicles entering and leaving the site.

   Vehicular Traffic. Traffic from project residents, employees and visitors will increase existing traffic during morning and afternoon peak hours. However, because the project is located in the major employment center, there is a possibility that many residents will walk to work. Accordingly, the vehicle trips generated are conservatively estimated to be 59 percent of the trips normally generated by a residential condominium located outside the downtown area.

   Air Quality. An air quality study prepared in August 1987 found that during peak hours, carbon monoxide levels will increase an average of four percent over projected levels in the locality without the project. This will aggravate existing peak hour air quality that already exceeds both State and Federal carbon monoxide standards during certain meteorological conditions.

   Additional modeling conducted in May 1988 using a more recent model found that the worst case carbon monoxide impact from the project by 1997 would be levels just slightly over the State one-hour limit of 10 milligrams per cubic meter and the eight-hour standard of five milligrams per cubic meter. Any exceedance of the Federal standards of 40 and 10 milligrams per cubic meter for the one- and eight-hour periods now appears highly unlikely.

   Negative air quality effects may be lessened by the building's vertical projections and height which will capture and direct available wind

downwards to generate a "downwash" effect on the windward side of the structure.

Noise. Noise increases attributable to the project are minimal. Garage noises such as tire screeching and ventilation fans will be appropriately shielded by concrete enclosures. However, residents on the north side of the project may be adversely affected by bus noise from the Hotel Street Transit Mall. This impact will decrease as newer buses constructed to meet more stringent noise requirements are put into service.

Visual Environment. Visual perception of the locality will be affected by the construction of a 27-story tower on the makai site previously occupied by a surface level municipal parking lot. The proposed height is between that of the Central Business District height limit of 350 feet and the low-rise character of the Chinatown District. The addition of landscaped open space in the plazas will change pedestrian perception of the existing hardscape.

Historic Resources. The mauka park will require the demolition of the Robinson Building, eligible for inclusion on the National Register of Historic Places. A Memorandum of Agreement describing mitigation measures has been signed by the DHCD and the State Historic Preservation Officer (SHPO) and accepted by the National Advisory Council on Historic Preservation.

2. Economic Impacts. The project will generate income from the proposed commercial space and parking rentals as well as create short- and long-term employment opportunities. Spillover effects are expected to increase retail and service commerce for nearby businesses as a result of the addition of new consumers from the 200 rental units and downtown employees attracted to the landscaped plazas.

3. Social Impacts. The proposed project will displace twelve commercial tenants on month-to-month leases occupying approximately 18,000 square feet of commercial space and create 30,000 square feet of new commercial space. The project's residential component will add 200 one- to three-person households of mixed income to the sparsely populated downtown area.

4. Public Services and Facilities are adequate to serve the proposed development.

C. Mitigating Measures

Construction-related impacts on noise and air quality will be minimized by adherence to noise regulations in Title 11, Chapter 43, Administrative Rules of the Department of Health.

Adverse air quality impacts will be minimized by (1) ensuring that the City's proposed computerized traffic system prevents unnecessary queueing of vehicles at intersections near the project; (2) providing mechanical ventilation of the underground parking structure that complies with Department of Health regulations; and (3) raising the parking structure vents significantly above pedestrian height to minimize effects on pedestrians. Long term mitigation will occur as cars built to meet stricter Federal vehicular emissions controls are put into use.

Significant noise impacts will not result from the proposed development; however, noise from the buses on the Hotel Street Transit Mall may have adverse impacts on certain project tenants. These impacts will be slightly buffered by plaza landscaping and minimized by locating the residential tower as far from Hotel Street as the site allows. Long-term mitigation measures will occur as the City's bus fleet is gradually converted to quieter buses.

The loss of the historic Robinson Building will be mitigated through compliance with stipulations in the Memorandum of Agreement (MOA). Both the MOA and a letter describing compliance are attached as appendixes. In summary, the building has been photographed and the "Corinthian" style columns will be salvaged, subject to their structural integrity, for possible reuse in the Hawaii Theater restoration. An archaeologist will monitor demolition of the existing buildings and conduct stratigraphic backhoe trenching to determine whether or not significant archaeological deposits are present. If significant archaeological deposits are found, the consultant in coordination with the State Historic Preservation Officer will make recommendations on further archaeological work.

D. Alternatives

The DHCD has considered the following alternatives to the proposed action:

No Project
Development of Other Sites
Development of Makai Site Alone

and determined that these alternatives do not sufficiently meet the objectives of the proposed project.

E. Land Use Considerations

The project is consistent with State and County land use designations for the project site and policies encouraging development of housing in the downtown area. The project's uses will be compatible with the surrounding area and accelerate its economic revitalization. Provision of the landscaped plazas will mitigate the existing deficiency of open space in the Chinatown District.

F. Other Considerations

No commitment of natural resources will occur with implementation of the project. Building material, labor, public land, and public funds will be committed to the project.

Unresolved issues at this time include mauka site activities such as acquisition of the site from its private owners, relocation of the commercial tenants, demolition, and the specific landscaping design. These activities can proceed only after acceptance of the EIS.

II. PROJECT DESCRIPTION

A. Project Location

The proposed project is located on two sites between Nuuanu Avenue and Bethel Street, separated by Hotel Street on the border of the Chinatown District adjacent to the downtown financial district (see Figure 1). The 39,036 square foot makai site, TMK: 2-1-02: 38 and 39 (see Figure 2a) is occupied by the street level Hotel-Bethel Municipal Parking Lot owned by the City and County of Honolulu. Adjacent buildings include the six-story International Savings and Loan Building and two-story First Federal Savings Building to the south. Through reconfiguration of the property lines of the corners of Hotel and Nuuanu and Bethel Streets, the parcel size has been increased by 134 square feet taken from sidewalk areas to accommodate a corner of the two-story commercial structure and a circular wheelchair ramp.

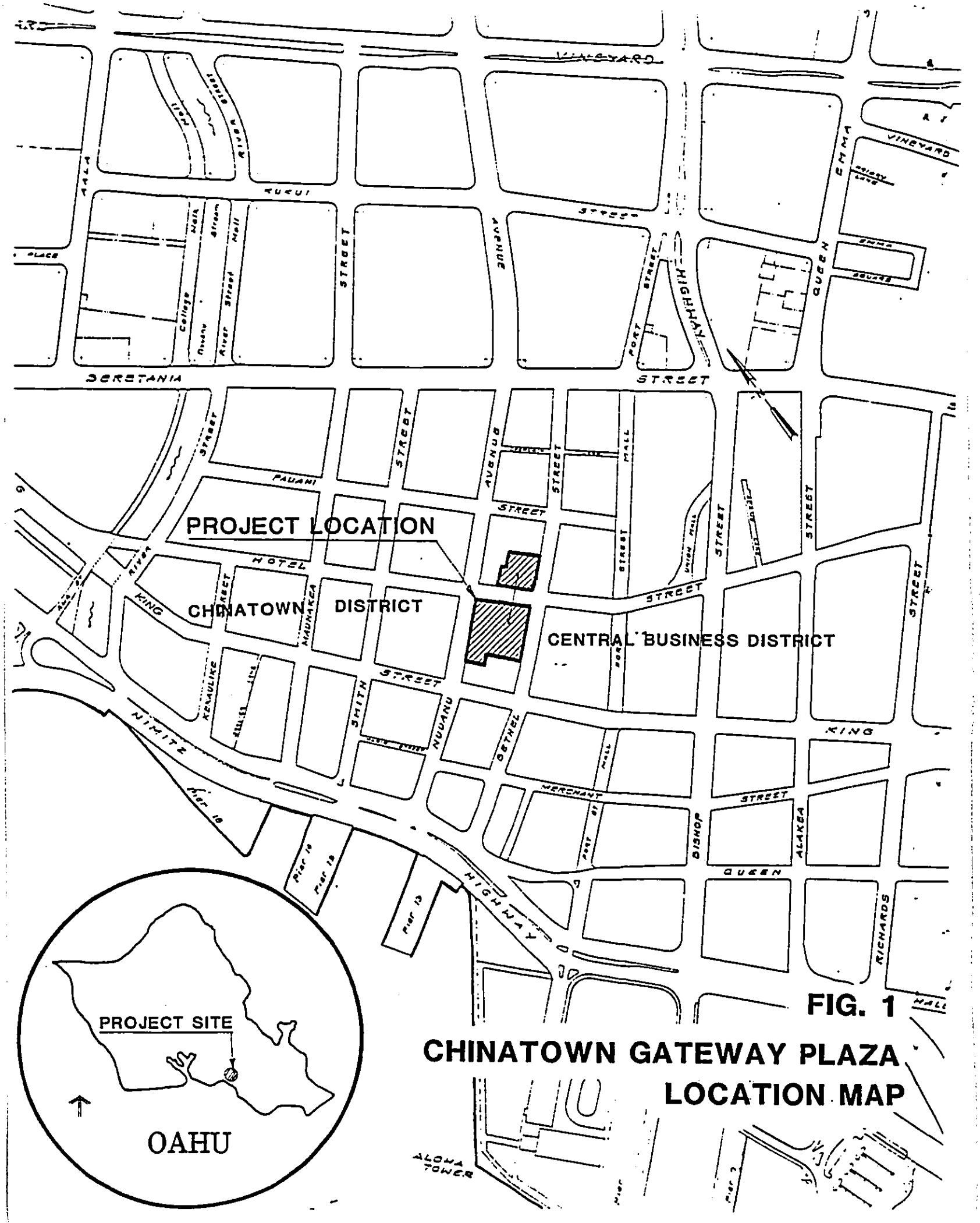


FIG. 1

CHINATOWN GATEWAY PLAZA

LOCATION MAP

NUUANU AVENUE

Street

238° 40'

205.51

224.76

282° 34'
27.74

79 Sq. Ft. (B)

456.13
4358.78 W
"PUNCHBOWL" Δ

Minister of Interior to J. W. Austin
Aug. 19, 1850 Lib. 125 Pg. 308

Land Court Application 963
Lot 1 Lot 2 Lot 3
(Map 2)

Por. of R. P. 2474 to F. Spencer on L. C. Aw. 5529 to E. Dennis

Por. of R. P. 5 L. C. Aw. 5 to James Austin

Por. of R. P. 1571 to W. Harbottle

Por. of R. P. 575 L. C. Aw. 380 Kekuanaoa

R 80.00

38,902 Sq. Ft. (A)

155° 55'
11.76

155° 14'
40.15

105° 15'
18.60

63° 50'
5.10

59° 40'
47.30

333° 07'
1.40

325° 28'
53.41

153.09

325° 28'
0.40

STREET

Por. of R. P. 578, L. C. Aw. 10 to Kekuapoiwa

BETHEL - KING PARKING FACILITY

2-1-2: 38,39

Metes and bounds description

MAKAI SITE

FIG. 2A

Application

Lot 1
Map 2

122.72

151° 00'

Por. of R. P. 861, L. C. Aw. 3804 to K. Seck

R. P. Grant 3810 to H. K. Dwight

R. P. Grant 3809 to W. Mutch

Por. of R. P. 85, L. C. Aw. 715 to Z. Sampson

171.41

58° 49'

102.54

Por. of R. P. 555, L. C. Aw. 877 to Kaiana

R 80.00

12° 36' 30"
20.86

81.13

136 Sq. Ft. (C)

618.58
4851.81 W
"PUNCHBOWL" Δ

HOTEL STREET

BETHEL STREET

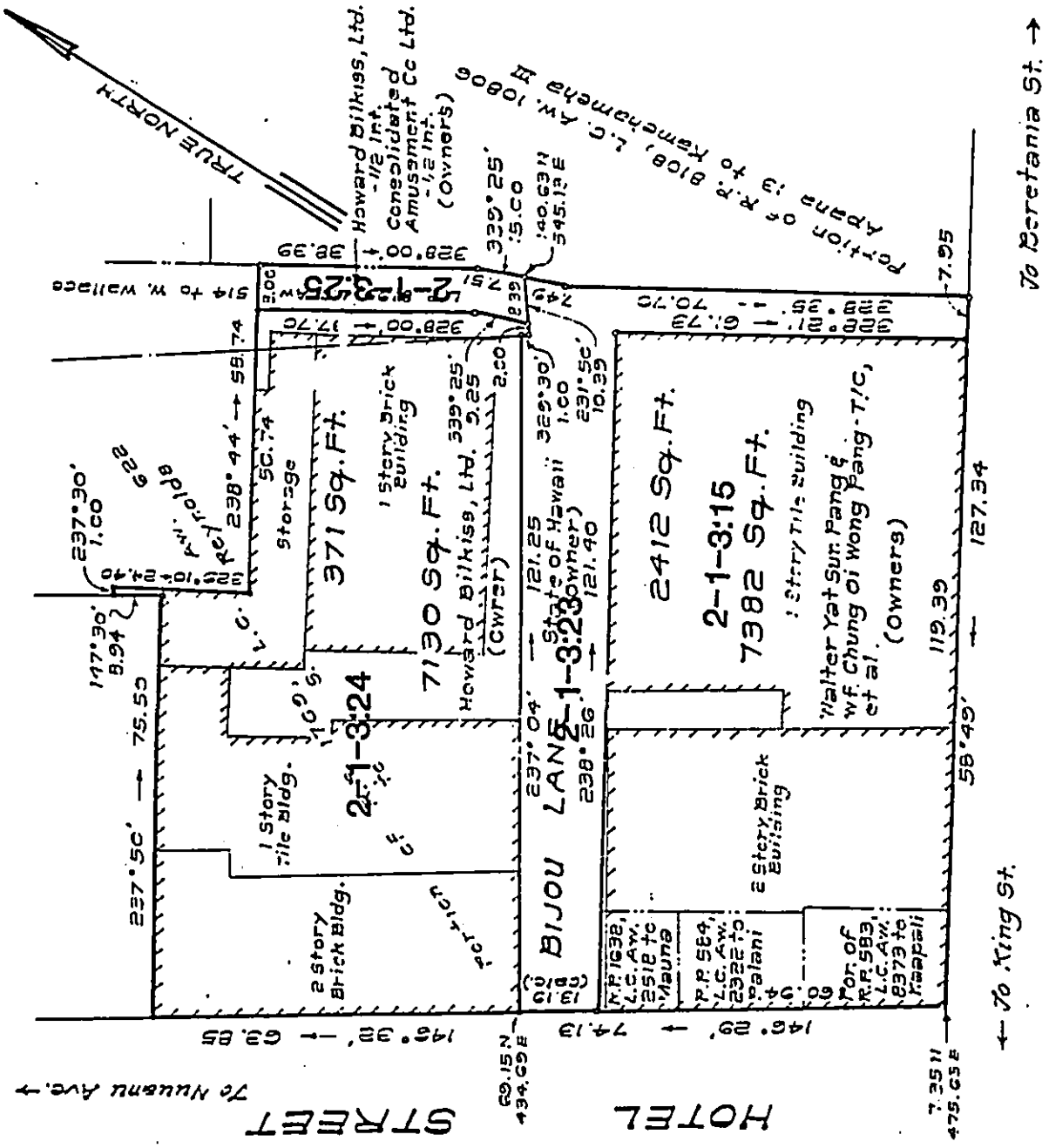


FIG. 2B

MAUKA SITE

Metes and bounds description

The 17,294 square foot mauka site (See Figure 2b) contains three privately owned parcels, TMK: 2-1-03: 15, 24 and 25, occupied by four commercial structures. The structures are occupied by twelve month-to-month tenants including bars, a travel agency, adult theater, and shoe repair business. The remaining parcel on the mauka side, TMK: 2-1-03: 23, is the State-owned Bijou Lane. Land uses on adjacent parcels include the four-story Hawaii Theater to the north and the two-story Perry Building, which will contain a planned police substation, and the McLean Building, containing small cafes and offices, to the west.

The project is in the State Urban District and designated for public facility and commercial use on the Development Plan for the Primary Urban Center. The zoning for the property is BMX-4 Central Business District Mixed-Use where mixed uses are permitted. The project is located within the heart of the Primary Urban Center where government policies encourage intensive growth and development. A 50-foot strip of the makai site fronting Nuuanu Avenue lies in the Chinatown District necessitating approval of a Special Design District Permit. The Director of Land Utilization approved this permit on February 25, 1988.

B. Background of Proposed Development

The City Council in 1979 authorized the DHCD to request developer proposals to build a residential-commercial mixed-use development on the municipal parking lot on the makai site. Tecon Realty Corporation was selected and judged qualified to proceed with the development. Tecon's interest was subsequently assigned to Pacific Construction Co., Ltd. The DHCD executed a development agreement in September 1981 and subsequently extended the agreement three times for several years because of uncertain market conditions and financing difficulties. The development agreement was terminated effective January 3, 1986.

The City and County in 1986 renewed the redevelopment effort, this time with the City as developer. Lacayo Architects, Inc. was hired in June 1987 to design the project.

Citizen Participation

Early in the planning stages of the project in November 1986, the City and County established a 14-member advisory committee representing various downtown citizen groups. The committee has met six times

between November 1986 and March 1988 to review project design features. The DHCD has also made presentations to the Downtown Neighborhood Board and Downtown Improvement Association and used their input to refine the project design. Specifically in the design context, the Department of Land Utilization held a public hearing on January 28, 1988 for the Chinatown Special Design Permit.

Additional opportunities for citizen input occurred at various public hearings in 1987 and early 1988 held by the Planning Commission and City Council regarding land use designations for the mauka site and the City budget.

C. Statement of Objectives and Need for Action

The City and County of Honolulu, through its Department of Housing and Community Development, hopes to accomplish two major objectives with development of the proposed project.

Continue the City's revitalization efforts in the Central Business District.

The City has completed major improvements in the vicinity in recent years, including the Hotel Street Transit Mall, the Hale Pauahi parking structure and 396-unit rental project, Pauahi Kupuna Elderly Housing Project and Pauahi Recreation Center. The City is now considering the redevelopment of the Kaahumanu, Maunakea Smith, Smith-Beretania, Kekaulike, and Block J parking lots. The proposed Chinatown Gateway Plaza as well as the River-Nimitz project, located on the municipal parking lot on the corner of River Street and Nimitz, will continue the City's revitalization efforts through the development of 200 and 144 rental units, respectively, for households of mixed incomes. Additional residents should enliven the area, increasing demand for goods and services.

Provide additional rental units.

The proposed project will add 200 units to Honolulu's rental stock. Honolulu's current vacancy rate of 2.3 percent is significantly below the 5 percent considered adequate for a metropolitan area. Private developers have constructed very few rental units during the past decade and the rental stock has been further depleted through demolitions and condominium conversions. Recent tax law changes have made rental housing development even more difficult. City development of rental

units on City-owned land is an efficient means of addressing this important need.

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

1. Design Characteristics

As illustrated in Figures 3a-3f, the project contains the following components:

a. Parking - Approximately 280 stalls of underground parking will be provided on the makai site with 200 available for tenant rental. Any stalls not rented to tenants together with an additional 80 stalls will be available for public parking. The entrance and exit to the structure will be located on Bethel Street.

The architect in consultation with Department of Transportation Services staff has revised the parking structure ingress and egress to minimize conflicting movement between exiting and entering vehicles, public and residential vehicles and loading zone and parking lot vehicles. Adequate driveway sight distance has been provided. Offstreet loading areas are designed with no overhead obstructions and can accommodate delivery and service vehicles of unlimited height. There is sufficient turnaround area to allow a typically sized delivery van to turn around without maneuvering on either the public sidewalk or Bethel Street.

b. Commercial - Approximately 30,000 square feet of retail and office commercial space will be provided in a 2-story structure to be constructed along Nuuanu Avenue within the 50-foot setback for the Chinatown District and adjacent to the ground and second floors of the residential tower.

c. Residential - 200 one-bedroom units (±600 square feet) will be constructed in a 27-story tower located in the center of the makai site. Ten units will be designed to federal standards for the physically challenged (handicapped). Targeted tenants include 20% low- and moderate-income, 40% gap group and 40% market income households.

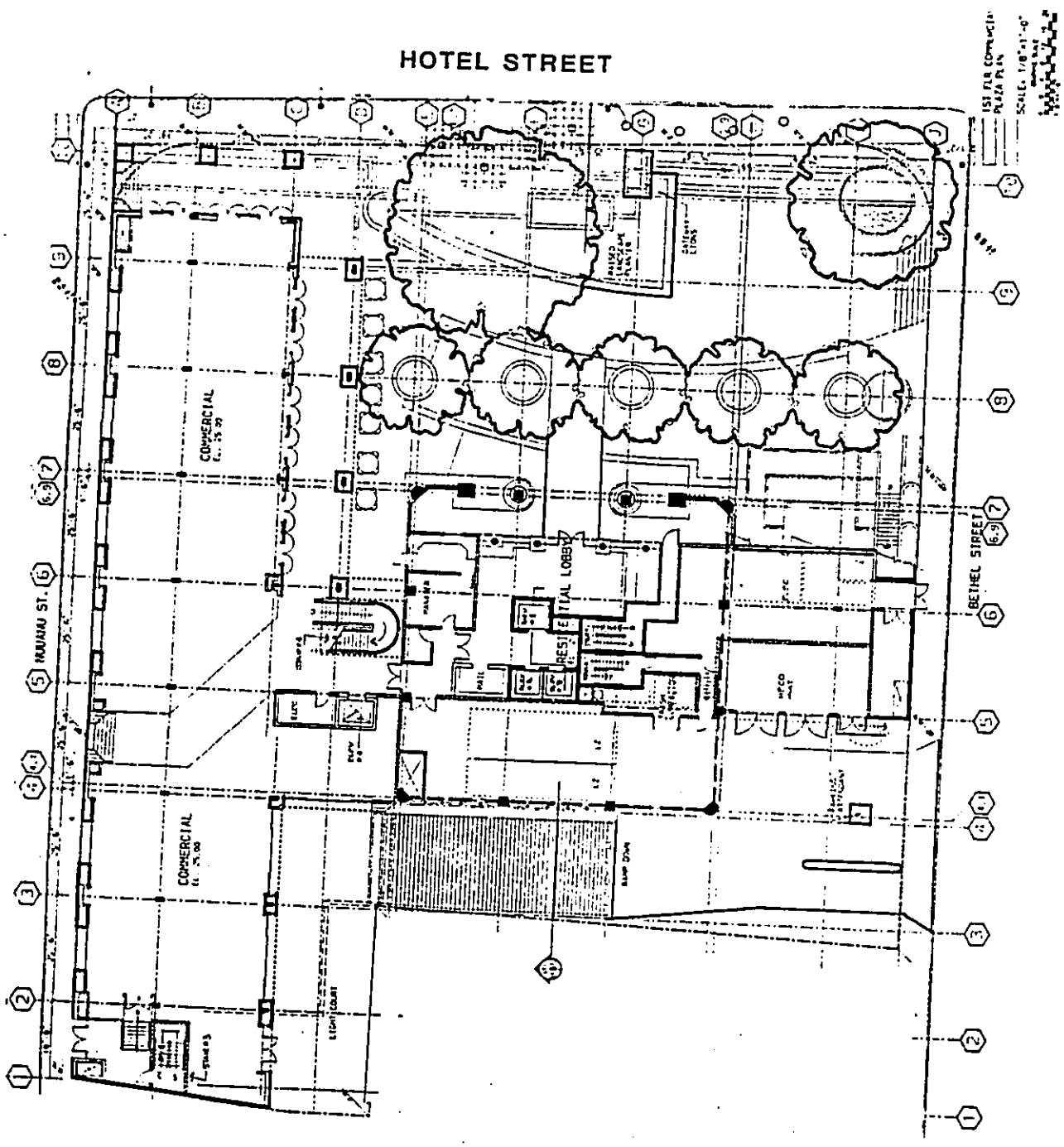


FIG. 3A

MAKAI SITE PLAZA/GROUND FLOOR PLAN

main entry lobby,
commercial space and arcade, garage ramp

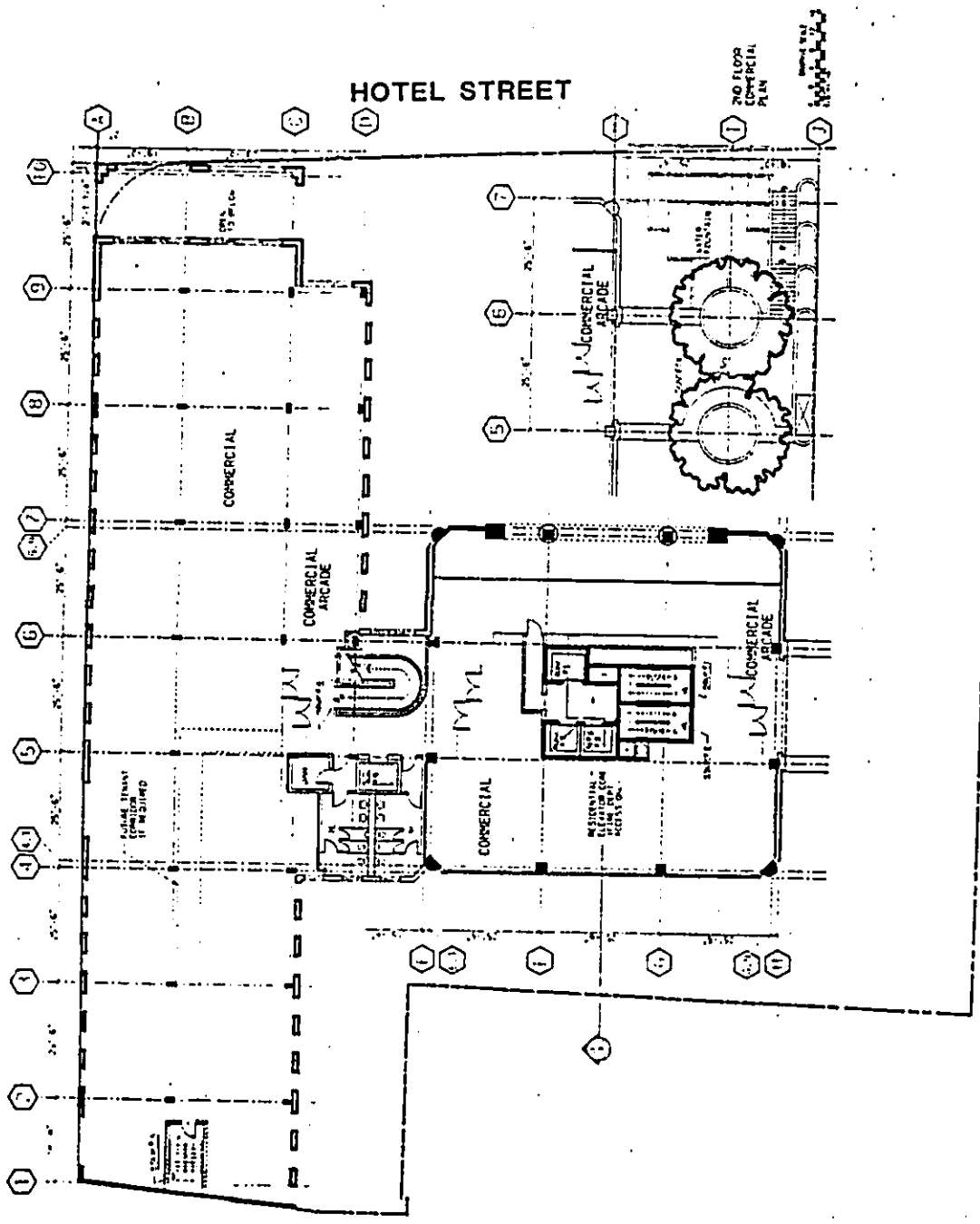


FIG. 3B

MAKAI SITE SECOND FLOOR PLAN

lobby mezzanine, commercial space

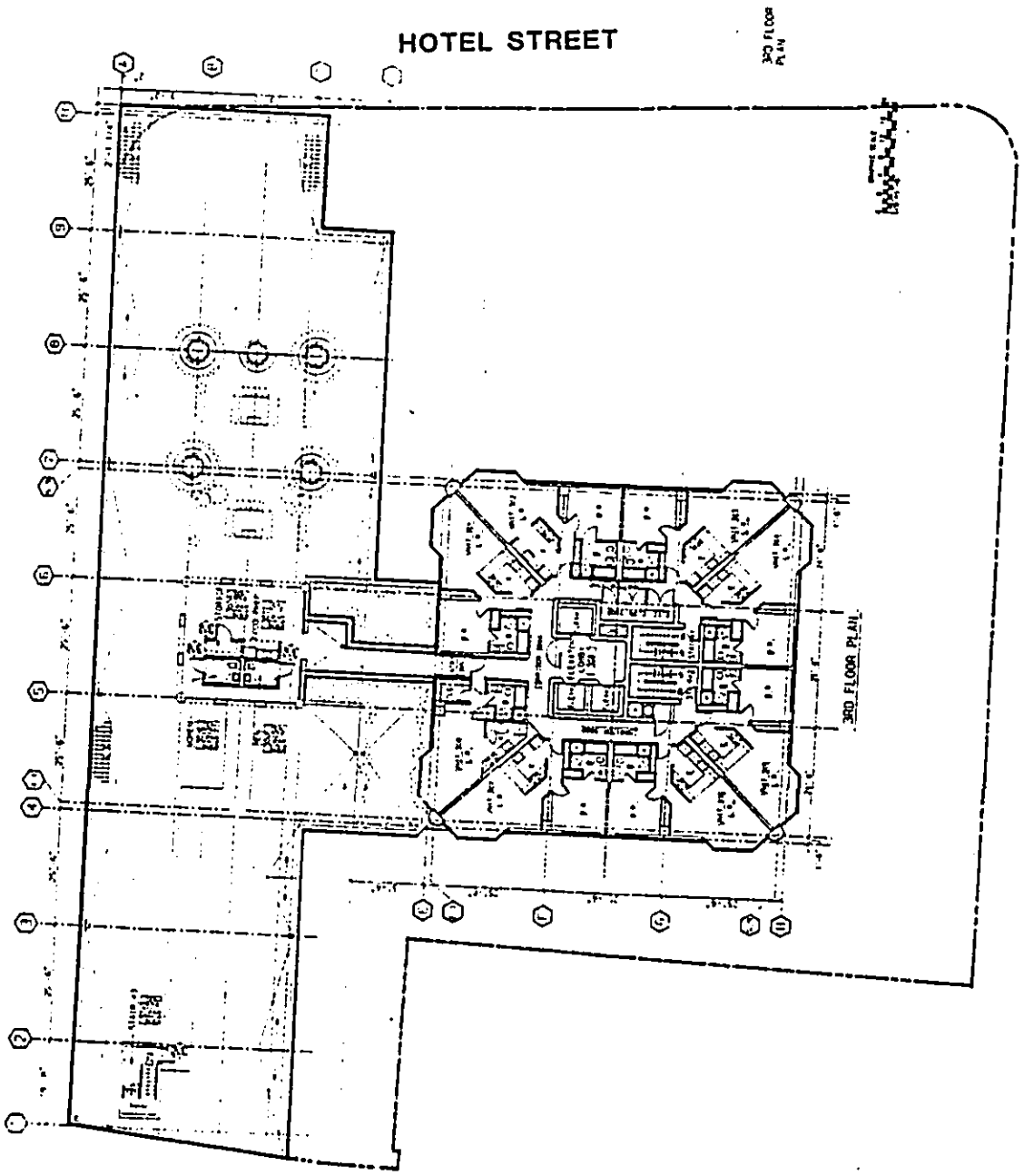


FIG. 3C

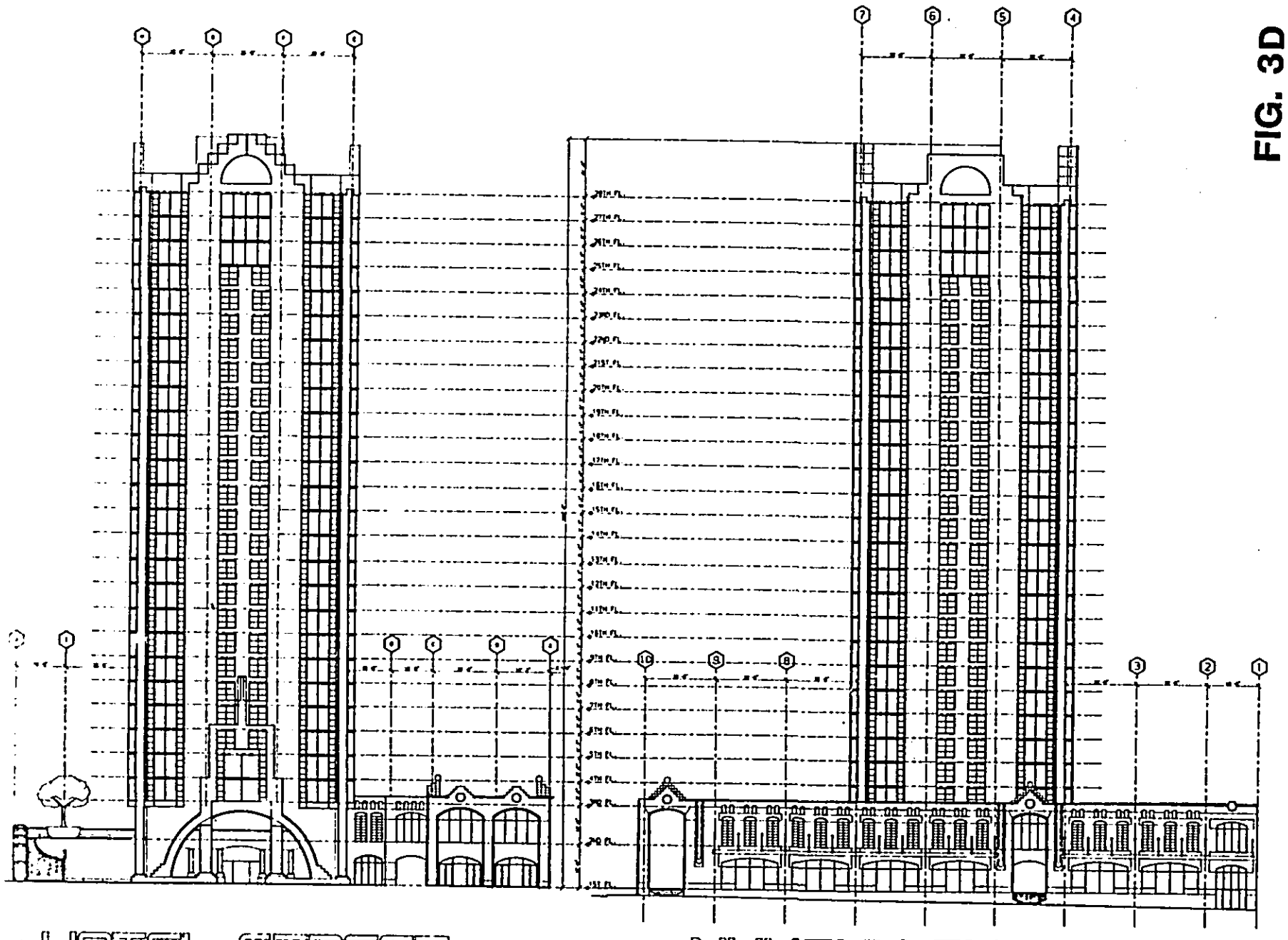
MAKAI SITE THIRD FLOOR PLAN

**first floor of residential,
roof deck recreation area**

FIG. 3D

MAKAI SITE

Hotel, Nuuanu Avenue elevations

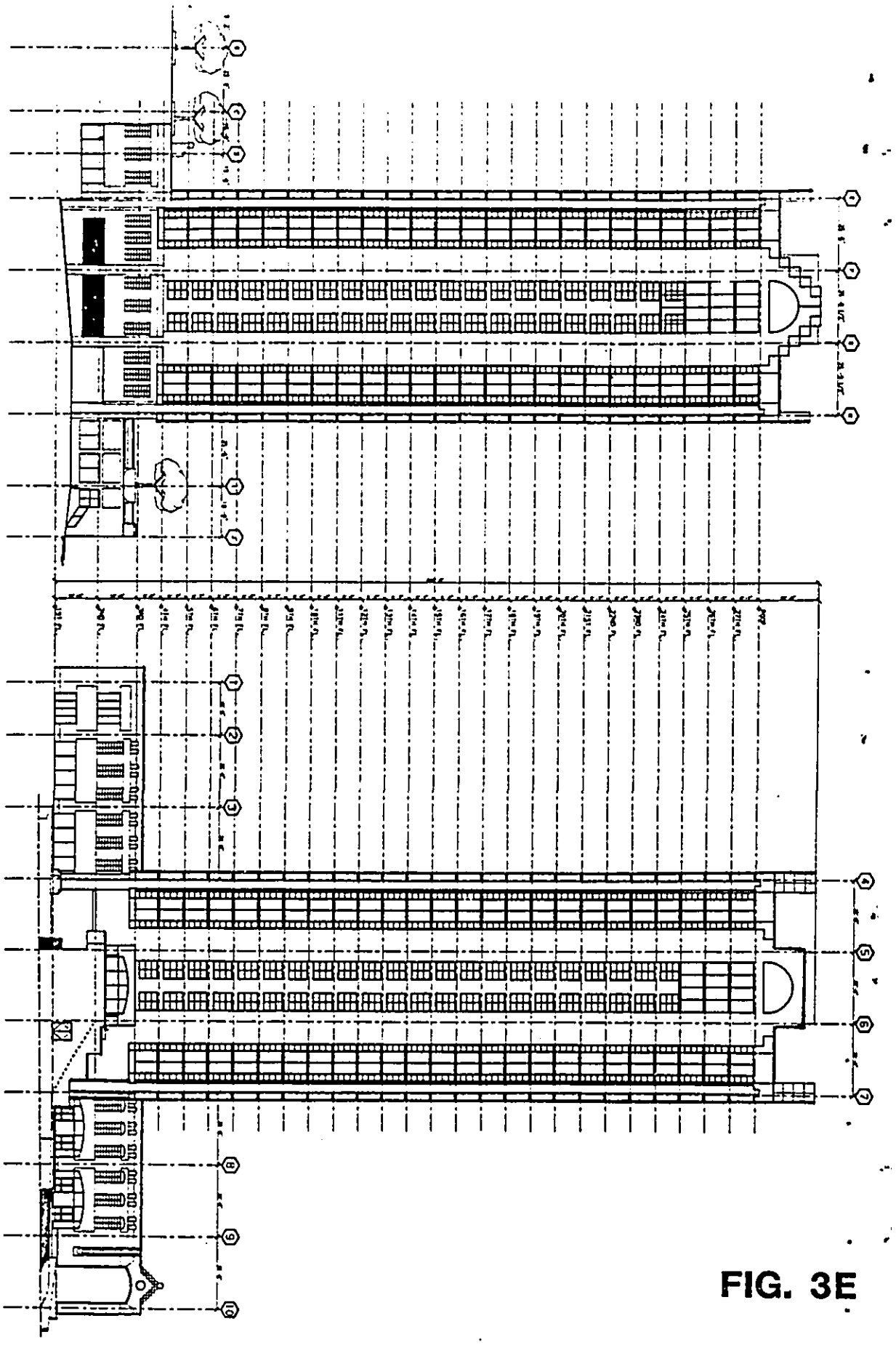


HOTEL STREET
EXTERIOR ELEVATION

NUUANU AVENUE
EXTERIOR ELEVATION

EXTERIOR ELEVATI(
NUUANU AVENUE &
HOTEL STREET

GRAPHIC SCALE



BETHEL STREET
EXTERIOR ELEVATION

EXTERIOR ELEVATION
KING STREET &
BETHEL STREET

SCALE: 1/16"=1'-0"

FIG. 3E

MAKAI SITE Bethel Street elevation

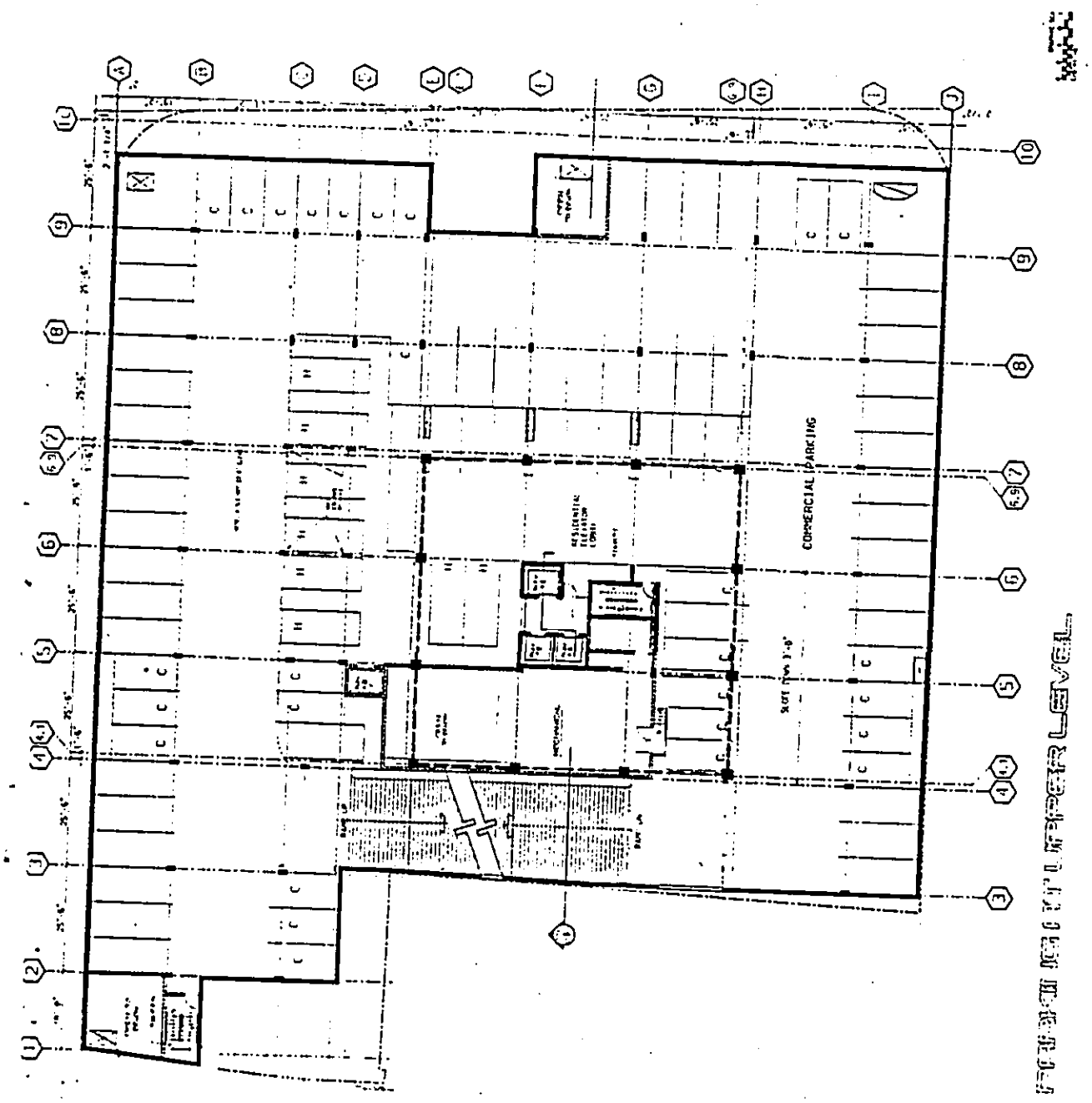


FIG. 3F

MAKAI SITE upper parking level
(lower two levels similar)

d. Urban Park - Approximately 17,000 square feet of landscaped plaza area will be provided on each of the makai and mauka sites. The makai site may contain a waterfall to provide "white" noise to disguise undesirable traffic noise. Provision of open space will accommodate community needs for open air gathering places and a festival staging area and mitigate the historic deficiency of open space and landscaping in the dense downtown area.

   A variety of plant material in planters and turfed areas will be provided to furnish shade and reduce glare and temperatures for seating areas, and provide visual relief from the hard surfaced character of the area.

e. Building and Plaza Security - Security cameras will allow visual surveillance of the plaza, parking structure and internal common areas by project security guards.

2. Economic Characteristics

According to the "Social Impact Assessment, Chinatown Gateway Plaza," March 1988 by Earthplan (Appendix II), the proposed 30,000 square feet of retail and office commercial space is expected to provide jobs for 120 persons. Ten additional jobs will be created for building maintenance,security and parking workers.

Temporary construction jobs will be provided for approximately 150 workers.

3. Social Characteristics

The 200-unit rental project is proposed to be economically integrated with 40 units or 20 percent of the total for low- and moderate-income tenants, 80 units or 40 percent of the total for "gap group" tenants and 80 units or 40 percent of the total for market income tenants. The rents anticipated at this time are as follows:

No. of Units	Tenant Income Level	Rents
40	Low and Moderate Income	$458
80	Gap Group	$558-$630
80	Market	$638-$710

These rents exclude utilities and parking. The one-bedroom units can accommodate up to three persons under the DHCD's regulations on unit occupancy. In selecting tenants for the below-market rent units, the DHCD will give preference to displacees by government action, the elderly and handicapped. Market units will be made available on a first-come, first served basis.

The project has been designed to be accessible to and comfortably inhabited by handicapped persons, with ten units designed for the handicapped. Handicapped parking stalls are provided in accordance with the Land Use Ordinance.

E. Commitment of City Resources, Funding and Phasing

The project's total estimated development cost of $25 million will be financed through the City's issuance of general obligation bonds and commitment of a portion of the City's Community Development Block Grant entitlement. Funding for the project is contained in Ordinance 87-71, the Executive Capital Budget Ordinance for Fiscal Year 1987-88 and in the Fiscal Year 1988-89 request currently before the City Council. Development costs will be recovered over the long term through collection of residential rents, commercial leases and parking fees.

The project will be constructed in one phase anticipated to begin in July 1988 and lasting through August 1989.

III. ENVIRONMENTAL SETTING AND PROBABLE IMPACTS

A. Geographic Characteristics

1. Topography

The project sites are generally level. The makai site is an asphalt parking lot. The mauka site is occupied by two- and one-story buildings. The surrounding area is intensively developed. There are no unique or unusual topographic features. Minimal impact is expected from excavation of the makai site for the three-level underground parking structure.

2. Soils

A soils investigation was conducted by Ernest K. Hirata and Associates in January 1988.

The surface soil on the makai parking lot site was classified as fill consisting of mottled brown clayey and sandy silts in a medium stiff to stiff condition. The entire building site was underlain by tan coral at approximate elevations of +18 and +11.5, with the upper portion of the coral stratum in a medium to hard condition becoming fragmented at varying depths. Groundwater was encountered at elevations ranging from +0.3 to -0.5 above sea level or approximately 19 to 21 feet below the existing parking lot grade.

Borings on the mauka park site encountered hard coral at depths of 5 feet. Overlying the coral was a medium stiff stratum of surface fill consisting of grayish brown silty sands and brown sandy silts with gravels.

The soils investigation report provides recommendations for the mat foundation work for the residential tower and parking structure. Minimal impact on the site's soil is anticipated as the soil has long been covered by buildings and pavement.

3. Climate

The average temperature in Honolulu ranges from 72.6 degrees in the winter to 81 degrees in the summer with average annual rainfall of 23 inches.

Little or no impact on climatic conditions will result from the proposed action, although surface winds may be altered by the building mass. Provision of the water feature and landscaping will reduce temperatures in the plaza areas slightly.

B. Biological Characteristics

1. Flora

Because the project site has been occupied by buildings or covered by pavement for many years, no plants exist.

The landscaped plaza will introduce several varieties of plants to the area.

2. Fauna

The long time parking and commercial uses of the project site limit fauna to pests such as rats and mice. The introduction of plant life into the area is expected to attract birdlife to the area.

The U.S. Department of the Interior, Fish and Wildlife Service confirmed that there are no significant fish and wildlife resources on the site.

C. Hydrological Characteristics

The U.S. Army Corps of Engineers, Pacific Ocean Division, indicates that the project site lies in Zone X, an area of minimal flooding outside the 500-year floodplain. The site is not in a designated tsunami zone.

Since the project does not include work in waters of the United States or adjacent wetlands, no Department of the Army permit is required. The State Department of Business and Economic Development Coastal Zone Management Program in July 1987 certified the Chinatown Gateway Plaza project for consistency with Hawaii's Coastal Zone Management Program.

The residential tower and landscaped plaza will be elevated slightly above existing grade. The entrance to the underground parking structure will include drainage features such as emergency sump pumps so that flooding will not occur.

D. Traffic

The information summarized in this section is taken from Appendix I, "Traffic Impact Assessment for the Proposed Chinatown Gateway Plaza" prepared by Austin, Tsutsumi and Associates, Inc., September 1987.

Traffic counts were taken on King Street, Bethel Street, Beretania Street, Nuuanu Avenue and Vineyard Boulevard between July 14-22, 1987.

The morning peak hour of traffic in the Central Business District occurs between 7:00 and 8:00 a.m. with 359 vehicles per hour (vph), 1,200 vph and 2,217 vph on Bethel Street, Nuuanu Avenue, and King Street, respectively. The afternoon peak hour occurs between 4:15 and 5:15 p.m. with 951 vph, 819 vph and 1,971 vph

on Bethel Street, Nuuanu Avenue, and King Street, respectively.

Trip generation characteristics for the proposed project were developed from generally accepted techniques presented in "Trip Generation, Third Edition," developed by the Institute of Transportation Engineers (ITE). In order to validate the ITE rates for residential apartment development and adjust them for local conditions, another trip generation study conducted in August 1983 at the existing Honolulu Tower condominium project in the downtown area was adopted for this study. The Honolulu Tower study indicated that the actual number of vehicle trips generated by Honolulu Tower was about 59% of the ITE average weekday trip rate for a residential condominium. Factors contributing to this finding include: (1) the residential condominium is located close to a major employment center; (2) there is extensive transit service in the Central Business District; and (3) shopping opportunities and many services are located within walking distance.

Since the traffic impact assessment was based on a hypothetical maximum for the proposed development of 300 rental units, the study's trip generation estimates have been adjusted accordingly in Table 1 below. The project is expected to generate a total of 716 vehicle trips during the average weekday, with 58 vehicle trips during the morning peak and 82 vehicle trips during the afternoon peak. No changes are assumed in the level of service conditions.

Since no additional parking stalls are being provided for the 30,000 square feet of commercial space over and above the stalls for the rental units and replacement of stalls on the existing public lot, site generated traffic from the commercial space is assumed to be dispersed over the downtown area. Since most of the customers for the commercial use would be walk-in traffic from the downtown employee population, only the employee trips were assumed to increase traffic in the Central Business District. Based on the average automobile occupancy rate of 1.2 persons and the assumption that employee starting times are spread over a two-hour period, the commercial space is expected to attract 53 vehicle trips per hour to the CBD.

The study concludes that the increase in traffic generated by the proposed project is not expected to significantly affect the existing traffic conditions

TABLE 1
TRIP GENERATION CHARACTERISTICS

			TRIP RATE	TRIP RATE	VEHICLE	VEHICLE TRIPS REDUCED BY 1/3
AVERAGE WEEKDAY VEHICLE TRIP ENDS			6.10	3.56	1,068	716
PEAK	AM	ENTER	0.10	0.06	18	12
HOUR	BETWEEN	EXIT	0.40	0.23	69	46
OF	7 AND 9	TOTAL	0.50	0.29	87	58
ADJACENT						
STREET	PM	ENTER	0.40	0.27	81	54
TRAFFIC	BETWEEN	EXIT	0.20	0.14	42	28
	4 AND 6	TOTAL	0.70	0.41	123	82

Source: Austin Tsutsumi and Associates, Inc., "Traffic Impact Assessment for the Proposed Chinatown Gateway Plaza," September 1987, p. 9. Last column added by DHCD to reflect decrease in rental units from 300 to 200.

and made the following recommendations to improve the already congested conditions:

1. The entrance to the project parking should provide for adequate storage within the site for entering vehicles to prevent queuing on Bethel Street, extending back onto King Street.

2. Proceed with the City plans for installing a centralized computer controlled traffic signal network. Capacity analysis indicates an imbalanced operation, i.e., level of service (LOS) "F" on the side street and LOS "B" on the main street. Adjusting the traffic signal timing would improve the situation for the local condition, however, it may adversely affect the overall operation of the traffic signal system coordination, therefore no recommendation is made at this time. The computerized traffic control project, proposed by the City, would minimize the inefficiencies in the present system by coordinating signals along the arterial streets and service minor street traffic in a more responsive manner, as well as replace obsolete traffic signal hardware.

E. Air Quality

The information in this section is contained in "Air Quality Study for the Proposed Chinatown Gateway Plaza Project," by Barry D. Root, August 31, 1987, attached as part of Appendix I.

1. Present Air Quality

A summary of air pollutant measurements from State of Hawaii long-term monitoring stations located nearest to the project is presented in Table 2. Data from several different sampling stations are included in the tabulation.

From the data in Table 2, it appears that State of Hawaii ambient air quality standards for particulates, sulfur dioxide, nitrogen dioxide, and lead are currently being met at the nearest monitoring stations to the project site. On the other hand, carbon monoxide and ozone readings from urban Honolulu indicate that allowable State of Hawaii standards for these vehicle-related air pollutants are being violated at a rate of one to three times a year.

TABLE 2

SUMMARY OF AIR POLLUTANT MEASUREMENTS AT NEAREST MONITORING STATIONS

POLLUTANT	1980	1981	1982	1983	1984	1985	1986
PARTICULATE MATTER							
No. of Samples	61	35	55	56	60	59	57
Range of Values	23-103	23-75	11-42	14-58	11-48	10-48	11-61
Average Value	37	40	29	27	25	24	25
No. of Times State AQS Exceeded	0	0	0	0	0	0	0
SULFUR DIOXIDE							
No. of Samples	58	38	50	60	58	53	57
Range of Values	<5-60	<5-44	<5-38	<5-16	<5-<5	<5-<5	<5-6
Averaqe Value	18	19	11	<5	<5	<5	<5
No. of Times State AQS Exceeded	0	0	0	0	0	0	0
CARBON MONOXIDE							
No. of Samples		286	311	173	318	342	348
Range of Values		1.2-13.8	0-4.6	0-8.6	.6-10.9	0-10.4	.2-13.5
Average Value		5.1	1.2	2.3	2.4	1.5	2.2
No. of Times State AQS Exceeded		13	0	0	1	1	3
OXIDANT (OZONE)							
No. of Samples	295	314	335	349	296	341	346
Range of Values	10-84	10-104	0-151	0-123	0-104	8-198	10-88
Average Value	48	37	32	46	44	43	39
No. of Times State AQS Exceeded	0	1	2	2	1	3	0

OTHERS:	NITROGEN DIOXIDE		LEAD	
No. of Samples	46	54	58	57
Range of Values	6-77	0-1.8	0-.3	0-.2
Average Value	25	0.3	0.1	0
No. of Times State AQS Exceeded	0	0	0	0

NOTES: See text for locations of monitoring stations. Carbon monoxide is reported in milligrams per cubic meter; other pollutants in micrograms per cubic meter. Carbon monoxide and ozone are daily peak one hour values; lead is quarterly; other pollutant values are for a 24 hour sampling period.

SOURCE: State of Hawaii Department of Health , reproduced from Barry D. Root, "Air Quality Study for the Proposed Chinatown Gateway Plaza Project," Honolulu, Hawaii, August 31, 1987. The complete study is attached as part of Appendix I.

2. Direct Air Quality Impact of Project Construction

During the demolition, excavation, site preparation and construction phases of this project, it is inevitable that a certain amount of fugitive dust will be generated. Field measurements of such emissions from similar apartment and shopping center construction projects in a semi-arid climate with a moderate soil silt content has yielded an estimated emission rate of 1.2 tons of dust per acre of construction per month of activity. Actual emissions of fugitive dust from this project can be expected to vary daily depending upon the amount of activity and the moisture content of exposed soil in work areas.

Typical generators of fugitive dust include heavy construction equipment moving over unpaved surfaces or exposed excavation surfaces. This problem can be substantially mitigated by completing and enclosing or paving work areas as early in the development process as possible. Because of the close proximity of existing retail establishments and other residences, dust control will have to be an item of special concern.

Heavy construction equipment will also emit some air pollutants in the form of engine exhausts.

3. Air Impact Summary

Long term direct air quality impact may result from the exhaust vents of the underground parking facility. At the time the air quality study was written, there was insufficient detail regarding location of the vents. Since completion of the study, the architect has consulted with the Department of Health to raise the heights of the vents significantly above pedestrian level to mitigate the effects on pedestrians.

Increased traffic generated by the proposed project will increase emissions of carbon monoxide and nitrogen dioxide in the project area. Detailed carbon monoxide modeling carried out for five critical intersections indicates that both State of Hawaii and National Air Quality Standards could be exceeded near some of these intersections under present peak hour traffic conditions in the event worst case meteorological dispersion conditions were to occur. By 1997, decreased carbon monoxide emissions from individual vehicles

coupled with a relatively low traffic growth rate in this area will yield projected worst case levels that are lower than present levels, but still higher than allowable standards.

As suggested by DEIS reviewers in May 1988, a new model, CALINE 4, has been used to reevaluate computations in the original study at the worst case receptor site at the intersection of Nuuanu Avenue and King Street. For this case, using worst case CALINE 4 inputs, the computed carbon monoxide concentrations for peak morning rush hour in 1997 with the project turn out to be 10.3 milligrams per cubic meter for a one-hour time period and 6.2 milligrams per cubic meter for eight hours. These values are significantly below those reported in the previous study because the street canyon option of CALINE 4 effectively bars pollutants from Nuuanu Avenue from making any significant contribution to pollutant levels that would occur along the King Street canyon. Furthermore, the modal emission algorithm used in CALINE 4 assumes lower vehicular emission rates than those used for input into the HIWAY computations. Thus, using latest available EPA modeling guidelines, it appears that the worst case carbon monoxide impact from this project by 1997 would be levels just slightly over the State of Hawaii one hour limit of 10 milligrams per cubic meter and the eight hour standard of 5 milligrams per cubic meter. Any exceedance of the Federal standards of 40 and 10 milligrams per cubic meter for the one and eight hour periods now appears highly unlikely.

F. Noise Quality

The Department of Health expressed concerns about noise impacts from commercial uses on the residents. Noise from delivery and service vehicles will have minimal effect on residents since such visits will occur during the day when the majority of residents are expected to be away from the project. Noise impacts from stationary mechanical and ventilation equipment will be mitigated by the equipment's enclosure in reinforced concrete rooms. Insulation, mufflers or other attenuation devices will be employed to make the equipment noise conform to applicable noise regulations.

The following information is from "Traffic Noise Study for the Proposed Chinatown Gateway Plaza Project" by Y. Ebisu and Associates, attached as part of Appendix I.

Although not required by the U.S. Department of Housing and Urban Development for this project, the existing and projected traffic noise levels in the vicinity of the proposed Chinatown Gateway Plaza project, were evaluated for their relationship to current FHA/HUD noise standards. The traffic noise level increases along the four streets bordering the project were calculated. Immediately following completion of the project, increases in traffic noise of 0.7 Ldn units or less were predicted to occur as a result of project and non-profit traffic. This level of increase should not generate adverse noise impacts on surrounding properties.

Over the longer term (by the Year 1997), traffic noise levels in the vicinity of the project are also expected to rise by a maximum of 0.7 Ldn units. Adequate setbacks from the centerlines of King and Bethel Streets and Nuuanu Avenue have been incorporated into the proposed siting of the tower building. Special sound attenuation measures are not required for units on the east, west, and south faces of the proposed tower building. Units to the north which face Hotel Street may require special sound attenuation treatment if noise sensitive areas (bedrooms or living rooms) have ventilation openings on the north face of the tower building. However, if ventilation openings to noise sensitive spaces are restricted to the east, west, or south faces of the new tower building, special sound attenuation measures should not be required for compliance with FHA/HUD noise standards.

G. Public Utilities and Services

1. Water

The projected water requirement for the proposed project is 63,600 gallons per day. The availability of water will be determined by the Board of Water Supply after building permits have been submitted for approval. The project will be assessed the BWS's customary charge for source, reservoir and transmission facilities to serve the project. For this project, the applicable charge is $210,000.

The Board of Water Supply (BWS) indicated that the existing 12-inch main on Bethel Street and 8-inch main on Hotel Street are adequate to serve the proposed project.

The BWS requires backflow preventers for the water pool and fountain features as well as the high rise booster pump system. The BWS also requires that residential units be master metered while commercial units should be metered individually.

2. Sewer System

The Department of Public Works has indicated that the project should connect to the existing 8-inch line on Nuuanu Avenue. This line and the Sand Island Wastewater Treatment Plant have adequate capacity to accommodate the wastewater generated by the project.

3. Site Drainage

The existing site is currently drained by the municipal system which directs runoff to the newly created Hotel Street Transit Mall catch basin on the corner of Bethel Street and Hotel Street.

The drainage system improvements required for the project consist of directing runoff from new roofs and plaza areas to the Hotel Street catch basin via sub-surface conduits.

Installation will be coordinated with the Department of Public Works.

4. Streets, Sidewalks, Curbs and Driveways Construction Code

The Department of Public Works has determined that no improvements are required under Ordinance 2412 (Chapter 20, Revised Ordinances of Honolulu).

5. Other Utilities

Gas, electric and telephone lines are presently available at the project site. Project engineers will coordinate hook-up with the respective utility companies. No electrical transmission lines are planned in the project area.

The Department of Public Works is currently reviewing City collection of residential refuse. Commercial refuse will be collected by a private contractor.

H. Service Facilities

1. Fire Protection Service

The Honolulu Fire Department has indicated that fire protection services are adequate for the area and can accommodate the proposed development. The project will be served by the Central Fire Station located on Pali Highway and Beretania Street with additional assistance from the Kakaako and Kalihi Fire Stations. The Department also expressed its interest in reviewing plans for emergency access.

2. Police Protection Service

The Kalihi Police Substation provides coverage in the Central Honolulu area with an average response time of 7 to 10 minutes. Based on the Department's criteria of 2.1 police officer per one thousand populace, no additional personnel would be required, nor a change in beat boundaries. The Police Department recommends that special duty officers be hired to control traffic during construction.

During construction, standard barriers and posted signs will be erected for pedestrian safety and if required, the contractor will hire off-duty policemen to direct traffic for large trucks and construction equipment moving in and out of the project site. The Police Department also recommends that security guards and cameras be used for

monitoring of the facility and crime deterrence and that adequate building and street lighting be provided to insure resident safety.

A building on the corner of Nuuanu Avenue and Hotel Street, directly adjacent to the mauka site, is currently being leased by the City and being redeveloped as a police substation.

3. Hospital and Medical Care

The project will have adequate access to medical services from:

Facility		Distance
Queens Hospital	Punchbowl Street	0.5 mile
Straub Clinic	King and Ward	0.9 mile
Kuakini Hospital	Kuakini Street	1.0 mile
St. Francis Hospital	Puunui	1.5 mile
Central Fire Station	Downtown	0.2 mile
City and County of Honolulu	Pawaa	2.0 miles

With the existing circulation system, each of these medical facilities is only 3 to 10 minutes away. They provide a full range of services, including 24-hour emergency service. The City has ten ambulance units and three contractual ambulance units.

4. Schools

The project will be served by Royal Elementary, Central Intermediate and McKinley High Schools. The Department of Education has indicated that the project will have negligible impact on these schools and they have adequate capacity to accommodate any increases in enrollment arising from the project.

5. Parks and Recreational Facilities

The project will provide approximately 35,000 square feet of landscaped open space for passive recreation and enhance the cultural opportunities provided at the Hawaii Theater. In addition, residents will have access to a private recreation deck area containing kitchen facilities, landscaping and seating areas.

The project is subject to compliance with the City's Park Dedication Ordinance No. 4621. Compliance must occur prior to building permit issuance.

Active recreational opportunities for project residents are provided at Beretania Community Park while passive recreational opportunities are provided at Foster Botanic Gardens, Aala International Park and the recently completed Pauahi Recreation Center in Chinatown.

I. Historic and Cultural Resources

In 1984, an archaeological investigation was conducted of the makai site utilizing three trenches dug on the footprint of the former International Hotel. There were no archaeological findings.

The mauka site is occupied by the Robinson Building on the corner of Hotel and Bethel Streets which has been determined eligible for inclusion on the National Register of Historic Places. This building was partially demolished by the northward extension of Bethel Street in 1923 and its first floor facades have been altered by continuous remodeling for successive storefront tenants. Section 106 of the National Historic Preservation Act requires that every federal agency, in this case the DHCD, must take into account how an undertaking could affect historic properties. Since the Robinson Building's demolition constitutes an adverse effect on a historic property, the DHCD entered into a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) which was accepted by the National Advisory Council on Historic Preservation on February 2, 1988.

The MOA, attached as Appendix IV, stipulates that (1) the Robinson Building will be photographed prior to demolition to provide a permanent record of its existence; (2) elements or materials from the Robinson Building will be salvaged if possible and integrated into the project design; (3) the overall design of the street level urban park and future improvements will be reviewed by the SHPO; and (4) an archaeologist acceptable to the SHPO will be hired to study the site prior to demolition and retained for the duration of the construction activity.

In accordance with the MOA's terms, the Robinson Building was photographed to document the building's existence. David Franzen of Franzen Photography

photographed the building in the manner acceptable to the SHPO and the photographs and negatives were transmitted in January, 1988 to the SHPO for safekeeping. Bishop Museum, an archaeological consultant approved by the SHPO, prepared a "Summary of "Pre-field Literature and Documents Search for the Proposed Park in Downtown Honolulu", attached as Appendix III.

The Museum's proposed scope of work for archaeological services is attached as Appendix VI. Specifically for archaeological testing, the proposed work is summarized as follows:

> In order to determine the presence of historic materials, archaeological testing, after demolition of the existing structures, is required. The research plan is to archaeologically monitor the demolition of the existing buildings to ensure minimal disturbance to potential subsurface deposits. This demolition will be followed by selected archaeological testing with a backhoe. If potentially significant archaeological deposits are encountered, samples of materials will be obtained from controlled excavations to document the historic use of the area. Additionally, the backhoe testing will allow a determination whether or not significant prehistoric deposits exist on the subject property.
>
> Aside from the stratigraphic testing, if any items of apparent historic or archaeological interest are uncovered during construction, the Contractor will be directed to stop work immediately until the archaeological consultant and SHPO are notified.

J. Socio-Economic Characteristics

This section summarizes the social impact assessment conducted in March 1988 by the consultant firm Earthplan for the Chinatown Gateway Plaza project. The complete assessment is attached as Appendix II.

The Existing Community

Population, housing and labor force

The study area consists of four census tracts which cover the neighborhoods easily accessible to the project and the variety of residential, commercial and office developments in the area. Two of these tracts (C.T. 40 and 42) on the Downtown side of the project

site, and two (C.T. 51 and 52) are on the Chinatown side of the project site.

Over 7,000 people currently live in the study area. The total study area population decreased between 1960 and 1970, and has increased since 1970.

The study area's residential units are nearly all in multiple-unit buildings, small (in comparison to the City and County norm) and mostly occupied by renters. In most of the study area, 1980 rents were below the City and County average and demand for housing was strong, as low vacancy rates indicate.

Today, the overall increase in the housing stock between 1980 and 1985 is well above the estimated increase of 7.2 percent for the entire City and County of Honolulu.

The housing trends of the Downtown and Chinatown sides of the project site differ. A more recent estimate of population and housing shows a decline in the housing stock on the Downtown side of the study area, and increases on the Chinatown side.

In the overall study area, residents are relatively old and a large part of the 1980 population lived in non-family households. The average number of persons per family was below the City and County average and in all tracts, the majority of the 1980 population was not Hawaii-born, though the population of different tracts vary in background.

Residents on the Downtown side of the project site differed from those on the Chinatown side. Downtown residents were well educated and affluent and most families did not have children in the household in 1980. Caucasians formed the largest ethnic group in this area.

On the Chinatown side, most residents were far less affluent in 1980. The proportion of both family and non-family households below the poverty line in tracts 51 and 52 was well above the Oahu averages. Also, many residents had relatively little schooling.

There were also distinctions between residents makai of Beretania Street (C.T. 52) and those mauka (C.T. 51). They differed primarily in ethnicity, place of birth, age, and family size.

The 1980 Census showed residents in the Downtown side of the study area were likely to have relatively high-status and well paid occupations. Laborers and service workers were numerous on the Chinatown side. Unemployment was relatively high in the tracts west of Nuuanu Avenue and in tract 40 as well.

Issues and concerns independent of the project

Opinion polls provide evidence of the concerns of Oahu residents in general. Recent respondents to an island-wide poll conducted by SMS Research, Inc., mentioned traffic first among the "most important problems in Hawaii that government should do something about." Also, the high cost of housing, public education, and crime were each mentioned as concerns by over a fifth of those polled.

In a Downtown Neighborhood Board survey, residents felt that positively in their evaluation of public services, although a few were dissatisfied with sanitation and health and safety.

The Downtown Neighborhood Board deals with problems linked to the presence of many people and diverse activities in a restricted area. Concern was expressed with safety, with beautification, with illegal activities and suspicious loiterers, and with street people, but perhaps the most pervasive issue was noise. This is in contrast to suburban and rural areas, where Neighborhood Boards are more often concerned with proposals for extensive land use changes or with traffic congestion.

Non-Project Changes to the Community

Plans and guidelines in relation to the study area

In review of the Honolulu General Plan and the City and County of Honolulu Land Use Ordinance, several themes on the development of Downtown and Chinatown recur:

- respect for Chinatown's architecture and scale,
- attempts to identify Chinatown as a complex environment, and to encourage the co-presence of diverse groups, land uses, and activities in a small area,
- support for the residents and merchants of Chinatown, and
- an effort to intensify land uses in the Central Business District.

Although there is desire for revitalization, a clearly defined policy and strategy for the area has yet to be determined. Changing Federal procedures were cited as one reason for the supposedly uncertain situation, along with the difficulty of developing policy for both urban renewal areas and for preservation areas in the heart of Chinatown.

Changes already occurring in the area

Downtown and Chinatown developments and proposals are rapidly changing the complexion of the community. In the Downtown side of the study area, more office space is being made available with the renovation of old buildings, the construction of new buildings, and long-range development proposals.

On the Chinatown side of the study area, the changes are more mixed in use. Numerous renovations of privately-owned buildings have provided more office and commercial space in low-rise buildings, while a number of City and private proposals hope to add more residential and commercial structures.

Potential Social Impacts

Population and employment impacts

When the proposed 200 housing units are filled, the project will house between 360 and 420 persons, based on average household sizes ranging from 1.8 to 2.1 persons. The lower end of this range is more likely, based on current experiences of study area resident managers.

The population of the project will amount to a small part of the projected increase in the Development Plan Area population. The estimated population is 1.2 percent of the increase projected to reach "capacity," 1.1 percent of the increase projected on the basis of the M-F Series, and 0.8 percent of the increase projected on the basis of the M-K Series.

An estimated 150 construction workers will be needed to build the Chinatown Gateway Plaza. An estimate of 130 permanent employees will be needed for the commercial space (up to 120 retail and service jobs) and building maintenance, parking and security requirements.

Community issues and concerns

Interviews with thirty-two study area residents and organizations, as well as nearby users, were held to identify potential issues related to the Chinatown Gateway Plaza. The selection of individuals was based on a cross-section of potential interests and the following is a highly-generalized summary of their reactions:

On-site commercial tenants -- Most of the on-site commercial tenants focussed on their eventual displacement and were eager and anxious to discuss their relocation.

Residents in the study area -- They tended to believe that the study area needed more residents and that the project would help create a safer and more attractive neighborhood. Most suggested that the one-bedroom aspect was not entirely appropriate, since their own experience showed that two-bedroom units are in more demand.

Owners and users of nearby parcels -- These people generally felt that the project site was currently either under-utilized and deteriorated. The Chinatown Gateway Plaza was therefore an improvement.

Regional and islandwide community/professional/business organizations (including the Neighborhood Board) -- They mostly approved of the project concept and its general components, although some felt that the execution of the concept, vis-a-vis design and site plan, was not preferable.

The following summarizes specific concerns raised about the Chinatown Gateway Plaza:

Need for the project -- The most common reason for favoring the project's intent was a belief that this project would contribute to the revitalization of the study area.

- Many pointed out the need for more housing in Chinatown and Downtown; they approved of rental housing; and felt that the market mix was good.

- Many people also felt that the project would revitalize an under-utilized area by offering more commercial space and bringing more customers to businesses in the area.

CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

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- Many people also felt that the project would revitalize an under-utilized area by offering more commercial space and bringing more customers to businesses in the area.

- They also wanted to see the "red-light district" eliminated.

A couple of people qualified their support for the project, however, because they either preferred office space or a private developer.

In their generally positive reaction to the general concept of the project, informants were consistent with the policies governing Chinatown and Downtown. The infusion of more residents, the creation of more commercial space, and the incorporation of open spaces -- these elements appreciated by the informants are part of the mixed use and diversity embodied in public policies and guidelines for the study area.

Project design -- Some of those interviewed were concerned that the project is offering only one-bedroom units. In general, these people felt that this project would not necessarily contribute to a desired neighborhood quality. They felt that these units

- would not accommodate children,
- would not be affordable to many elderly (since "only 20 percent" is for low-moderate income levels), and
- would encourage a high turnover.

The informants' expectations of one-bedroom units is based on their actual experiences and observations. Based on interviews with study area project and resident managers, most of the study area's one-bedroom units had one or two people, and only a handful had three people. Most of the occupants were elderly, single or a childless couple.

Although the Chinatown Gateway Plaza does not contain a mix of unit sizes, there is a mixture of unit types in the downtown area. These types of housing units will further diversify if current private and public development proposals are implemented.

Another concern was the adequacy of the 280-stall parking lot, as well as pedestrian access to the commercial and office spaces. It appears that, even though the project will increase the overall number of parking spaces, there may actually be a net loss of stalls for the general public, since a number of the new stalls will be reserved for residents. Note, however, that, if the project were not built, the number of on-site parking stalls would have eventually

decreased because a new bus shelter and landscaping on Hotel Street would replace some of the parking stalls.

Accommodating more residents in the study area -- Because most interviewees felt that more people should live in the study area, there were also comments about how to better attract Chinatown/Downtown residents.

- Study area residents expressed a need for more security and police protection, better provisions for the homeless, and more service-oriented and retail businesses.

- Other study area users (business, etc.) felt that the study area needed to be "cleaned up" -- by relocating the homeless and getting rid of the "red light" district. Almost all felt that, although they did not find the project ideal, the Chinatown Gateway Plaza was a step in the right direction.

While meeting all of these needs would certainly make the study area more attractive for residents, it is difficult for government and businesses to provide these services unless there is a larger population base to justifying an increase in services.

Nevertheless, certain steps are already being taken. A Chinatown police sub-station will help improve security in the area. The Downtown Neighborhood Board is working with the State Department of Health in accommodating homeless people in the area.

Construction inconveniences -- Traffic and noise from construction activities was a concern of almost all interviewed, primarily because of current experiences related to the Hotel Street improvements.

Compatibility with Nearby Uses

The immediately-surrounding area is a microcosm of the entire study area. It contains low-rise structures with financial, commercial and office spaces on the Chinatown side of the project site, with an array of restaurants, offices, art galleries, retail shops and a residential tower (Smith Beretania) further up on Nuuanu Avenue. Structural changes to the Chinatown side of the immediately surrounding area are primarily related to building renovations.

On the Downtown side of the project site, there are retail operations, office spaces and residential

towers. Changes on this side are more in line with the high-rise quality of that area.

Mauka of the project site is the Hawaii Theater (on the Historic Register) and more buildings with offices and stores. The Hawaii Theater has long range plans to further improve the theater, including expansion.

Makai of the project site are three office buildings (Mortgage and Finance Co. Building, King's Alley Court and First Federal Savings) with ground floor retail operations and financial institutions.

The Chinatown Gateway Plaza will have temporary difficulty being compatible with nearby uses because of construction activities. Short-term adverse impact on the immediately-surrounding uses include a temporary displacement of public parking stalls, noise from construction activities, and traffic from construction activities.

The Chinatown Gateway Plaza will nevertheless be compatible with nearby uses on a long-term basis. In general, the project is designed to be a transition between the Chinatown low-rise buildings and the Downtown high-rises. The Chinatown Gateway Plaza meets policy objectives for creating mixed uses in the area, particularly by providing more housing and office/ commercial space and open space.

The project will bring more residents to the area, a community desire expressed by residents and businesses alike. The project is a major step in changing the complexion of Hotel Street, by encouraging private landowners to renovate their older Chinatown buildings and this revitalization could eventually cause the displacement of the activities related to adult entertainment.

It will provide an open space area for a wide array of activities, thus contributing to the neighborhood quality of the area. The pedestrian plaza will be compatible with the long range expansion of Hawaii Theater.

By itself, however, the Chinatown Gateway Plaza will not address some major concerns of the nearby and regional interests.

It will not bring substantially more families into the study area, because its units are more appropriate for

small households. Thus, the Chinatown Gateway Plaza will not totally create the "neighborhood."

Its commercial shops will not have direct street level frontage. Further, it will not increase parking spaces -- a need often raised by informants.

These concerns will be addressed on a more regional level, however, if public and private proposals for the study area are implemented.

Displacement of Existing Uses

The makai site currently contains a parking lot and the mauka site contains three structures. Two of the structures have two stories; the other is a single-level building. They house service-related operations, artist studios, eating establishments, bars and adult entertainment businesses.

Four of these have occupied their current spaces for over 15 years; the other eight informants indicated that they were at this site for less than six years. These informants currently employ a total of 41 employees. The estimated total of on-site employees, including the two businesses not contacted, is 50 people.

All of these on-site uses will be displaced if the Chinatown Gateway Plaza is implemented. The impact of this displacement includes relocation arrangements and costs, change of location, possible increase in rent, difficulty in finding a compatible location and potential termination of employees.

K. Demolition Impacts

Heavy equipment will be used to demolish the existing structures. Noise and air quality impacts during demolition must meet Department of Health requirements and will be regulated in the following manner:

1. A noise permit will be obtained from the Noise and Radiation Branch to insure compliance of demolition noise impacts with Title 11, Chapter 43, Department of Health Administrative Rules, Community Noise Control for Oahu.

2. If fugitive dust exceeds the property line or degrades air and surrounding water quality, the Department of Health will impose restraints on the demolition contractor to limit fugitive dust

impacts on adjacent properties under Title 11, Chapter 60, Department of Health Administrative Rules, Air Pollution Control.

3. A rodent infestation survey will be conducted prior to demolition to determine the extent of infestation. If any infestation is evident, extermination will be conducted to prevent rodents from moving into adjacent properties upon commencement of demolition.

IV. RELATIONSHIP TO EXISTING LAND USE, POLICIES, PLANS AND CONTROLS

This section discusses relevant State and County plans, policies and controls which affect the proposed development. No federal controls were found except those concerning historic preservation. Historic preservation is discussed separately in Section III-I.

Hawaii State Plan. The Hawaii State Plan was enacted as Chapter 226, Hawaii Revised Statutes, to serve as guide for the future long range development of the State; identify the goals, objectives, policies and priorities for the State; provide a basis for determining priorities and allocating limited resources and improve coordination of State and county plans, policies, programs, policies, programs, projects and regulatory activities. The proposed Chinatown Gateway Plaza Project implements the following objectives and policies of the State Plan:

Sec. 226-13 Objectives and policies for the physical environment--land, air and water quality.

(b)(7) Encourage urban developments in close proximity to existing services and facilities.

Comment: The proposed Chinatown Gateway Plaza Project is an "urban infill" development which takes advantage of adequate infrastructure and proximity to all community services.

Sec. 226-19 Objectives and policies for socio-cultural advancement--housing.

(b)(2) Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income and gap-group households.

(b)(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style and size of housing.

(b)(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.

Comment: The proposed Chinatown Gateway Plaza Project will provide 200 new rental housing units for low- and moderate-income, gap group and unassisted households in a convenient location.

These objectives and policies in the Hawaii State Plan also serve as policies in the State Housing Functional Plan. One additional policy together with implementing actions are included in the State Housing Functional Plan as follows:

Policy: Facilitate the use of available urban lands to accommodate the housing needs in various communities.

Implementing Action: Increase the supply of publicly owned lands for housing development.

Implementing Action: Increase the potential for housing development by considering mixed uses in areas zoned primarily for industrial and commercial use.

Comment: The proposed Chinatown Gateway Plaza project is being developed on an underutilized City-owned street level parking lot zoned BMX-4, Central Business Mixed Use.

City and County of Honolulu General Plan. The proposed project implements many of the objectives and policies of the General Plan of 1982.

Population Objective C, Policy 1 - Facilitate the full development of the primary urban center.

Housing Objective A - To provide decent housing for all the people of Oahu at prices they can afford.

Housing Objective C - To provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities.

Policy 1 - Encourage residential developments that offer a variety of homes to people of different income levels and to families of various sizes.

Policy 3 - Encourage residential development near employment centers.

Policy 4 - Encourage residential development in areas where existing roads, utilities and other community facilities are not being used to capacity.

Physical Development and Urban Design Objective B - To develop Honolulu (Waialae-Kahala to Halawa), Aiea, and Pearl City as the Island's primary urban center.

Policy 1 - Stimulate development in the primary urban center by means of the City and County's capital-improvement program and State and Federal grant and loan programs.

Policy 3 - Encourage the establishment of mixed-use districts with appropriate design and development controls to insure an attractive living environment and compatibility with surrounding land uses.

Policy 4 - Provide downtown Honolulu and other major business centers with a well-balanced mixture of uses.

Policy 5 - Encourage the development of attractive residential communities in downtown and other business centers.

Comment: The project provides rental opportunities in the heart of the downtown business district, Oahu's major employment center; contributes to a more balanced mixture of uses in the Central Business Mixed-Use District; utilizes the City's capital improvement and Federal grant programs in an innovative development structure and offers homes to people of different income levels.

Development Plans. The City and County of Honolulu Development Plan Land Use Map for the Primary Urban Center designates the makai site for public facility use and the mauka site for commercial use. The proposed development is permitted under these designations. The Development Plan Public Facilities Map designates the makai site as "Government Building Modification, Within 6 Years" and the mauka site as "Government Building, Within 6 Years." Re-designation of the mauka site as "park" is in progress at this writing. The Development Plan Special Provisions for the Primary Urban Center states that "Downtown is a commercial emphasis mixed-use area . . ." and that "urban park like amenities such as downtown malls, private walkways, landscaping and open space shall be encouraged." The project will provide approximately 34,000 square feet of landscaped open space in the high density downtown area.

Land Use Ordinance. The current zoning for the site is "BMX-4, Central Business District Mixed Use," (see Figure 4) that permits a maximum height of 350 feet and encourages residential and commercial development.

Chinatown Special District Ordinance. A fifty-foot strip of the makai project site along Nuuanu Avenue lies in Precinct 5 of the Chinatown Special District, requiring a

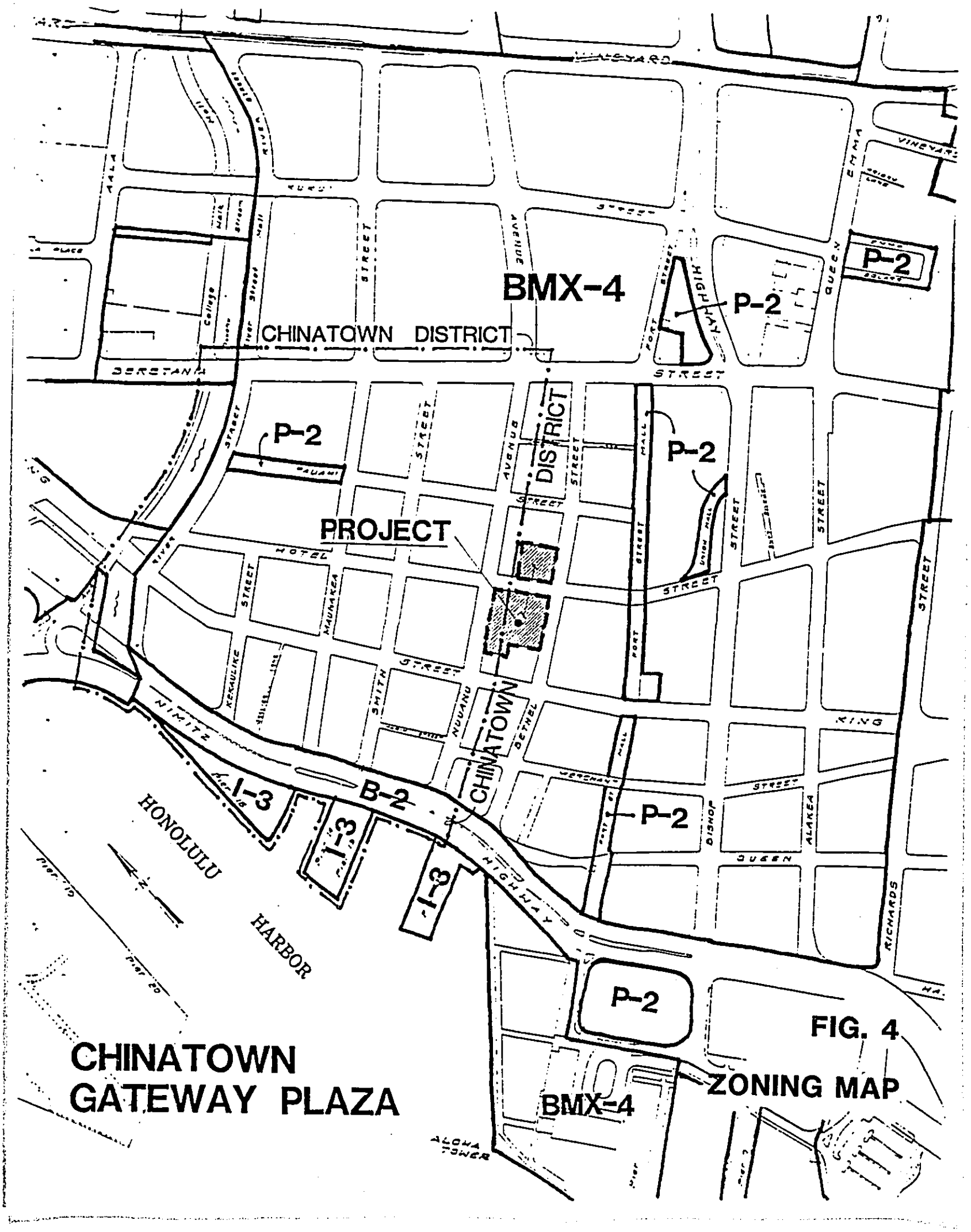

FIG. 4

ZONING MAP

Special District Permit from the Department of Land Utilization. The Chinatown Special District Ordinance calls for

preservation of historic architecture;

preservation of "human scale of development;"

insuring that new developments are compatible with the character of the area and with existing structures of historic and architectural significance;

economic revitalization of the Chinatown area; and

promotion of the health, safety, and welfare of the residents.

The remainder of this section is taken from the Social Impact Assessment by the consulting firm Earthplan, attached as Appendix II. In Precinct 5, new structures "should not be in sharp contrast with the existing treatment, scale and materials of buildings of historically significant architecture."

The ordinance requires that City and County agencies are to consider three reports as general guidelines for development. These reports are briefly described below.

Chinatown, A Plan for Renewal (Daniel, Mann, Johnson & Mendenhall, 1975). This document combines general planning considerations with a more specific plan for the Pauahi area. It states that development "should primarily satisfy the needs of those presently forming the Chinatown community" while providing for growth with minimal disruption. Guidelines, underlining the mixed-use character of the district, include:

increasing housing for young and old, and for all age groups;

construction of housing of varying heights, ranging from low- to high-rise, and

encouragement of mixed uses and activities in Chinatown.

Chinatown Historic Preservation Plan (Aotani & Hartwell Associates, Inc., 1974). This plan identifies "treatment areas," forerunners to the "precincts" of the Chinatown District Ordinance. The Chinatown edge of the project site is placed

in the least restrictive area. To meet general objectives, the authors emphasize both the importance of complementing existing structures and a flexible attitude toward new structures for this area:

"...development control guidelines would address the scale of building, their contribution to streetscape, the treatment of ground floor facades, particularly Chinatown's dominance of small open front shops and sidewalk canopies; and the general compatibilities of exterior design, arrangement, texture and materials. The guidelines should also be flexible so new development is encouraged and not overly restricted". (Aotani & Hartwell Associates, 1974, p. 44).

The preservation plan identifies Nuuanu Avenue as a transition area between the business district and Chinatown. It calls for a gradual transition between the high-rise buildings of the business district and Chinatown's lower scale. The report suggests that the part of the project site makai of Hotel Street be converted to "an open landscaped square surrounded by buildings reflecting the historical scale of Chinatown." A potential use of the site for housing is also mentioned.

Guidelines for Change in Chinatown (City and County of Honolulu, Department of Housing and Community Development, n.d.) This document sets forth standards developed by the Chinatown Design Review Advisory Committee. The standards are to be enforced in the Pauahi area, with compliance voluntary elsewhere.

This document adds guidelines of two sorts: a set of design criteria, covering building height, scale, facades and materials for the three treatment areas, and a formula for calculating maximum building height in the Historic District.

The design criteria applying to the Nuuanu Avenue side of the project site emphasize "respect" for the architecture of adjacent building and encouragement of relatively low-rise buildings and "intimate scaled open spaces."

The formula for calculating maximum building heights also underlines the relation between new structures in the Historic District and existing buildings.

The most recent study by Peat, Marwick, Mitchell & Co., Chinatown Revitalization Plan, indicates the building heights permitted under the "Guidelines for Change in Chinatown" were estimated as ranging from three to twelve floors. The project site was not in the area for which heights were calculated.

V. GOVERNMENT APPROVALS

Governmental approvals required include the following:

State Department of Land and Natural Resources, Historic Preservation Office - Approval and enforcement of stipulations in the Memorandum of Agreement signed on February 2, 1988 including review of design for mauka plaza, salvaging of Robinson Building columns, and archaeological research.

State Department of Business and Economic Development, Coastal Zone Management Branch -- Certification of project consistency with Hawaii Coastal Zone Management Program. Certification was made on July 6, 1987.

City and County, Department of Land Utilization - Special District Permit. The Department of Land Utilization held a public hearing on the proposal on January 28, 1988 and issued the permit on February 24, 1988.

City and County, Department of Land Utilization - Park Dedication approval. The project's 200 residential units require compliance with Park Dedication Ordinance No. 4621. The ordinance requires provision of 110 square feet of park space for each multi-family dwelling unit, for a total of 22,000 square feet, or payment of an in-lieu fee. An application is currently being reviewed.

VI. ANY PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED AND MITIGATION MEASURES PROPOSED TO MINIMIZE IMPACT

Short-term and long-term adverse environmental effects may occur. These effects and mitigating measures are discussed below.

A. Air Quality

The short-term effect on air quality during construction will be mitigated by compliance with the State Department of Health Administrative Rules, Title 11 Chapter 60, Air Pollution Control. Control measures to reduce fugitive dust include frequent wetting down of loose soil areas with water, oil or suitable dust

retardant chemicals. Other measures include goodhousekeeping on the job site and possibly, the erection of dust catching barriers.

The long-term effect on air quality posed by the underground parking garage will be mitigated by providing adequate mechanical ventilation and raising the five exhaust vents significantly above pedestrian height.

The long-term effect on air quality by bringing possibly 200 additional vehicles into the congested downtown area is a matter that cannot be addressed by this project alone. Some mitigation will occur with implementation of stringent Federal requirements on gasoline emissions. A possible long-term mitigation measure is implementation of the proposed rapid transit system which may affect automobile usage downtown.

B. Noise

Short-term noise effects on the surrounding areas will occur during the construction period and will be minimized by compliance with State Department of Health Administrative Rules on Vehicular Noise Control for Oahu (Title 11, Chapter 42) and Community Noise Control for Oahu (Title 11, Chapter 43).

Long-term noise effects will not arise as a result of the project. Relocation of the existing street level parking lot underground will eliminate existing public perception of tire squeal and horn noises. Buses travelling on the Hotel Street Transit Mall may have adverse noise effects on project residents. This effect will eventually be mitigated by the replacement of older buses with newer, quieter buses.

C. Loss of the Robinson Building

The project will result in the destruction of the Robinson Building eligible for inclusion on the National Register of Historic Places. Mitigation measures are contained in a Memorandum of Agreement (MOA) between DHCD and the State Historic Preservation Officer, attached as Appendix IV. A status report on the MOA's stipulations is attached as Appendix V. These measures include the following. Photographs taken to document the building's existence have been transmitted to the State Historic Preservation Officer. The Hawaii Theater Center has offered to store the "Corinthian" style columns from the Robinson Building for possible reuse in the Theater's restoration. An

archaeologist acceptable to the SHPO has been hired to provide archaeological services and the proposed scope of work approved by the SHPO. Finally, the design of the street level park which will replace the Robinson Building will be subject to the SHPO's review.

D. Impact on Viewplanes

The residential tower will block existing viewplanes towards the ocean or sky from several surrounding high-rise buildings and from the streets adjacent to the project site. This is unavoidable and no mitigation measures are possible without altering development plans. Pedestrian perception of the locality will be altered by the replacement of the parking lot and mauka buildings by the landscaped plaza and water features.

VII. ALTERNATIVES TO THE PROPOSED ACTION

The City and County has considered the following alternatives to the proposed action.

A. Retain in Present Use - No Project

The continued use of the City-owned property as a municipal offstreet parking lot will continue to benefit the downtown merchants; retention of the commercial buildings on the mauka site will continue to benefit the commercial tenants who rent on a month-to-month basis. However, none of the important benefits of the project would be realized. These benefits include:

1. Revitalization of the Central Business and Chinatown District;

2. Provision of 200 economically integrated rental units within walking distance of major employment destinations;

3. Lease rentals for commercial space;

4. Retention of approximately 80 parking stalls for public use that will benefit surrounding commercial uses; and

5. Provision of landscaped open areas providing passive recreational opportunities and visual relief from the surrounding urban development.

6. Provision of lavatories available for public use.

B. Alternative Sites

The City and County is considering the redevelopment of all of its parking lots in the Central Business District, including the Kaahumanu, Block J, Maunakea Smith, Smith Beretania and Kekaulike parking lots. Because the Hotel Bethel lot is a surface level lot, development is easy to implement. Given the City's scarce resources with which to acquire new development sites, the lack of large development sites in the downtown area and the expected escalation of land values, there will be growing pressures to redevelop City-owned sites.

C. Development of Parking Lot Site Only

Private development of the parking lot (makai site) alone was considered in 1981. Although this alternative would allow the commercial uses on the mauka block to continue and the historic Robinson Block to remain, these must be weighed against the benefits of opening up a larger pedestrian area to stimulate economic activity on the surrounding properties and provide needed open space in the dense downtown area.

Because these alternatives would not meet the City's objective of revitalizing this portion of downtown, these alternatives are not considered viable.

VIII. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY AND THE IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Construction of the proposed building will commit the necessary construction materials and human resources (in the form of planning, designing, engineering, construction labor, landscaping, and personnel for the sales, management, services, offices, and maintenance functions). Some of the construction material could be reused if and when the complex is demolished; however, such reuse of materials is probably not economical. The human resources expended for this project site also will not be retrievable. The primary human resources, labor, will be compensated during the various stages of the project by the developer, commercial and business offices, and the building's management.

There will be some loss of view planes; as cited previously, the building will block certain views from some surrounding high-rise buildings. The principal view plane consists mainly of other buildings downtown and the proposed

development will not be incompatible with other high-rise buildings in the surrounding area.

The demolition of the Robinson Building is an irreversible commitment of an historic resource. Mitigation measures have been discussed in detail in this report.

The project development will result in a commitment of land for a long-term period. Once in a high density residential use, it is unlikely that the land will be reverted to a lower usage in the distant future.

The project will, in the long term, result in the provision of rental units for residents of Hawaii and commercial opportunities for small businesses. Revenues from residential and commercial rents and parking fees will retire the construction debt and in the long term generate additional revenues for the City treasury.

IX. UNRESOLVED ISSUES

There are three unresolved issues at this time. Acquisition of the four parcels on the mauka site from private owners and the State of Hawaii cannot proceed until acceptance of this Environmental Impact Statement. Efforts to locate new business sites is underway for some existing commercial tenants, while contact with other tenants must await transfer of title to the City and County.

Design of the mauka plaza has not been finalized.

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

The EIS Preparation Notice was officially filed with the State Office of Environmental Quality Control on February 8, 1988. The DHCD concurrently mailed the Preparation Notice to 41 governmental and private organizations and requested comments on the Notice on or before March 9, 1988. As of March 16, 1988, a total of 24 comments were received. The responding agencies' concerns are addressed in the DEIS. Table 3 identifies the agencies which responded. Copies of the comments and responses, where required, follow.

TABLE 3

ORGANIZATIONS AND AGENCIES CONSULTED DURING THE
ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE COMMENT PERIOD
Deadline: March 9, 1988

	Date of Comment	Date Comment Received	Date of Response
Federal			
U.S. Army Corps of Engineers	2/24/88	2/29/88	3/14/88
U.S. Environmental Protection Agency, Region IX			
U.S. Department of Interior, Fish and Wildlife Service	2/10/88	2/11/88	3/14/88
U.S. Department of Agriculture, Soil Conservation Service	3/3/88	3/7/88	---
U.S. Department of Housing and Urban Development	2/23/88	2/25/88	3/14/88
State of Hawaii			
Department of Health	2/29/88	3/8/88	3/14/88
Department of Land and Natural Resources	3/10/88	3/11/88	3/14/88
Department of Business and Economic Development	2/12/88	2/23/88	---
Office of State Planning			
Department of Transportation	3/10/88	3/16/88	3/17/88
Housing Finance and Development Corporation	2/29/88	3/2/88	---
Environmental Center, University of Hawaii			
Office of Environmental Quality Control			
Department of Agriculture	3/8/88	3/10/88	3/14/88
Department of Education	2/18/88	2/23/88	3/14/88
Land Use Commission	2/16/88	2/17/88	3/14/88
City and County of Honolulu			
Board of Water Supply	3/4/88	3/8/88	---
Department of General Planning	2/25/88	2/29/88	3/14/88
Department of Land Utilization			
Department of Public Works	2/16/88	2/16/88	3/14/88
Department of Transportation Services	2/25/88	3/1/88	3/14/88
Building Department	2/18/88	2/19/88	---
Department of Parks and Recreation			
Fire Department	3/11/88	3/16/88	3/17/88
Police Department	2/19/88	2/23/88	---
Office of Human Resources	2/24/88	2/25/88	3/14/88

Others	Date of Comment	Date Comment Received	Date of Response
Hawaiian Electric Company	2/24/88	2/26/88	---
Hawaiian Telephone Company			
Gasco, Inc.			
American Lung Association			
Downtown Improvement Association	2/24/88	2/26/88	3/14/88
Downtown Neighborhood Board No. 13			
Chinese Chamber of Commerce			
Chinatown Advisory Committee			
Downtown Business Council			
American Institute of Architects	3/2/88	3/10/88	---
Historic Hawai'i			
Hawaii Theatre Center	3/5/88	3/8/88	3/14/88
Chinatown Merchants Association			
American Society of Landscape Architects			
United Chinese Societies			

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 230
FT. SHAFTER, HAWAII 96858-5440

REPLY TO ATTENTION OF:

February 24, 1988

Planning Branch

'88 FEB 29 A10:18
DEPT. OF HOUSING & COMM. DEVELOPMENT

Mr. Mike Hoon, Director
Department of Housing and
Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Hoon:

Thank you for the opportunity to review the Environmental Impact Statement Preparation Notice for the Proposed Chinatown Gateway Plaza Project, Honolulu, Oahu. The following comments are offered:

a. Since no work is to be done in waters of the United States or adjacent wetlands, a Department of the Army permit is not required for this project.

b. The discussion of flood hazards on page 5 of the document appears to be correct.

Sincerely,

James Nakasone
Acting Chief
Engineering Division

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

MIKE HOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Mr. James Nakasone
Acting Chief, Engineering Division
U.S. Army Engineer District, Honolulu
Department of the Army
Building 230
Fort Shafter, Hawaii 96858-5440

Dear Mr. Nakasone:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 29
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 24, 1988 regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

Your comments are appreciated and will be incorporated into the Draft EIS.

Sincerely,

MIKE HOON
Director

United States Department of the Interior

FISH AND WILDLIFE SERVICE
300 ALA MOANA BOULEVARD
P O BOX 50167
HONOLULU, HAWAII 96850

ES
Room 6307

10 FEB 1988

'88 FEB 11 P2:07
DEPT. OF HOUSING & COMM. DEVELOPMENT

Mr. Mike Moon, Director
Department of Housing and Community
Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Re: Environmental Impact Statement Preparation Notice,
Chinatown Gateway Plaza Project, Honolulu, Hawaii

Dear Mr. Moon:

We have reviewed the referenced material and find that due to its nature, the proposed project will have no significant deleterious impact on fish and wildlife resources. Please do not hesitate to call on us if we may be of further assistance.

We appreciate this opportunity to comment.

Sincerely yours,

Ernest Kosaka

Ernest Kosaka, Field Supervisor
Office of Environmental Services
Pacific Islands Office

cc: DLNR

Save Energy and You Serve America!

FRANK F. FASI
MAYOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523-4181

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Mr. Ernest Kosaka, Field Supervisor
Office of Environmental Services
Pacific Islands Office
U.S. Department of the Interior
Fish and Wildlife Service
300 Ala Moana Boulevard
P. O. Box 50167
Honolulu, Hawaii 96850

Dear Mr. Kosaka:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 10, 1988. Your comment is appreciated and will be included in the Draft EIS.

Sincerely,

Robert Miyasato

for MIKE MOON
Director

U.S. Department of Housing and Urban Development
Honolulu Office, Region IX
300 Ala Moana Blvd., Room 3318, Box 50007
Honolulu, Hawaii 96850-4991

88-70

February 23, 1988

'88 FEB 25 A8:14
DEPT. OF HOUSING & COMM. DEVELOPMENT

Mr. Mike Moon, Director
Department of Housing and Community Dev.
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Moon:

SUBJECT: Chapter 343, Hawaii Revised Statutes
Environmental Impact Statement Preparation Notice (EISPN)
Proposed Chinatown Gateway Plaza Project

We have reviewed the EISPN for the subject project that will be developed to provide for 275 parking stalls; 30,000 square feet of retail and office commercial space; 200 one-bedroom units and approximately 36,000 square feet of park area.

We find that the EISPN identifies the significant environmental issues that should be discussed in the EIS.

The proposed action does not require the preparation of an EIS in accordance with HUD environmental review requirements under 24 CFR Part 58.

If you have any questions, you may call Frank Johnson at 541-1326.

Very sincerely yours,

Calvin Lew
Director
Community Planning and
Development Division

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT OKINAGA
DEPUTY DIRECTOR

March 14, 1988

Mr. Calvin Lew, Director
Community Planning and Development
Division
Department of Housing and Urban
Development
300 Ala Moana Boulevard, Room 3318
Box 50007
Honolulu, Hawaii 96850-4991

Dear Mr. Lew:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 23, 1988 regarding the proposed Chinatown Gateway Plaza Project.

We appreciate your comments on the proposed development and will incorporate them in the Draft EIS.

Sincerely,

MIKE MOON
Director

JOHN WAIHEE
GOVERNOR

OFFICE OF THE SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P. O. BOX 2360
HONOLULU, HAWAII 96804

February 18, 1988

Mr. Mike Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Moon:

SUBJECT: EIS Preparation Notice
Chinatown Gateway Plaza Project

Our review of your proposed development indicates that it will have negligible impact on our area schools.

SCHOOL	GRADE	STUDENTS
Royal Elementary	K-6	*
Central Intermediate	7-8	*
McKinley High	9-12	*

*Negligible enrollment impact anticipated.

Thank you for the opportunity to comment.

Sincerely,

Charles T. Toguchi
Superintendent

CTT:jl

cc E. Imai, OBS
M. Oda, Honolulu Dist.

AN AFFIRMATIVE ACTION AND EQUAL OPPORTUNITY EMPLOYER

CHARLES T TOGUCHI
SUPERINTENDENT

'88 FEB 23 A11:24
DEPT OF HOUSING & COMM. DEVELOPMENT

FRANK F FASI
MAYOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523-4181

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Mr. Charles Toguchi, Superintendent
Department of Education
P. O. Box 2360
Honolulu, Hawaii 96804

Dear Mr. Toguchi:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 18, 1988 regarding the proposed Chinatown Gateway Plaza Project.

The information you provided is appreciated and will be discussed in the Draft EIS.

Sincerely,

MIKE MOON
Director

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

February 29, 1988

'88 MAR -8 AM 11:17
DIRECTOR OF HEALTH
DEPT. OF HOUSING & COMM. DEVELOPMENT

MEMORANDUM

To: Mr. Mike Moon, Director, Department of Housing & Community Development
City & County of Honolulu

From: Deputy Director for Environmental Health

Subject: Environmental Impact Statement Preparation Notice for Proposed Chinatown Gateway Plaza Project, Honolulu, Oahu

Thank you for allowing us to review and comment on the subject proposed project. We provide the following noise related comments:

1. Comments to the proposed Chinatown Special Design for Chinatown Gateway Plaza, dated December 29, 1987, listed the following noise concerns:

   a. Noise from activities associated with commercial facilities can have an adverse effect on residents within the development. Increase in vehicular traffic, including heavy vehicles utilized for deliveries and services, may also result in noise disturbances.

   b. Noise from activities associated with the proposed Outdoor Pedestrian Plaza, specifically the concept of utilizing an outdoor amphitheater, which may include use of sound amplification, can have adverse effects, in terms of annoyances, on residents.

   c. Vehicular noise emissions from the proposed parking structure may have negative impacts.

   These concerns must be addressed in the EIS for the subject project.

2. The traffic noise study prepared by Y. Ebisu and Associates predicted the Hotel Street side of the residential tower would be above the 65 Ldn standard for FHA/HUD "Acceptable" category due to the bus traffic along Hotel Street Transit Mall. Mitigative measures must be addressed in the EIS.

3. Construction activities must comply with the provisions of Title 11, Administrative Rules Chapter 43, Community Noise Control for Oahu:

   a. The contractor must obtain a noise permit if the noise levels from the demolition and construction activities are expected to exceed the allowable levels of the rules.

   b. Construction equipment and onsite vehicles requiring an exhaust of gas or air must be equipped with mufflers.

   c. The contractor must comply with the conditional use of the permit as specified in the rules and conditions issued with the permit.

4. Traffic noise from heavy vehicles travelling to and from the construction site must be minimized near existing residential areas and must comply with the provisions of Title 11, Administrative Rules Chapter 42, Vehicular Noise Control for Oahu.

Bruce S. Anderson
BRUCE S. ANDERSON, Ph.D.

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

MIKE MOON
DIRECTOR

ROBERT M. FABATO
DEPUTY DIRECTOR

March 14, 1988

Bruce S. Anderson, Ph.D.
Deputy Director for
Environmental Health
Department of Health
P. O. Box 3378
Honolulu, Hawaii 96801

Dear Dr. Anderson:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 29
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 29, 1988 regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

Your comments are appreciated and will be discussed in the Draft EIS.

Sincerely,

MIKE MOON
Director

JOHN WAIHEE
GOVERNOR

SUZANNE D. PETERSON
CHAIRPERSON, BOARD OF AGRICULTURE

ROBERT Y. TSUYEMURA
ACTING DEPUTY
TO THE CHAIRPERSON

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 So. King Street
Honolulu, Hawaii 96814-2512

Mailing Address:
P. O. Box 22159
Honolulu, Hawaii 96822-0159

March 8, 1988

Mr. Mike Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, Fifth Floor
Honolulu, Hawaii 96813

'88 MAR 10 P2:04
DEPT. OF HOUSING & COMM. DEVELOPMENT

Dear Mr. Moon:

Subject: Chapter 343, Hawaii Revised Statutes
Environmental Impact Statement Preparation Notice
(EISPN) for Proposed Chinatown Gateway Plaza Project
Situated in Honolulu, Oahu

The Department of Agriculture has reviewed the subject EISPN and has no comments to offer at this time. Although we do not anticipate adverse impacts on agricultural resources resulting from the proposed project, we would like to review the draft document.

Thank you for the opportunity to comment on the Preparation Notice.

Sincerely,

for Suzanne D. Peterson
Chairperson, Board of Agriculture

cc: OEQC

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Ms. Suzanne D. Peterson, Chair
Department of Agriculture
1428 South King Street
Honolulu, Hawaii 96814-2512

Dear Ms. Peterson:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated March 8, 1988. Your comment is appreciated and will be included in the Draft EIS.

Sincerely,

for MIKE MOON
Director

JOHN WAIHEE
GOVERNOR OF HAWAII

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

WILLIAM W. PATY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

LIBERT K. LANDGRAF
DEPUTY

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
CONSERVATION AND ENVIRONMENTAL AFFAIRS
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

MAR 10 1988

DOC. NO.: 2861E
FILE NO.: 88-375

'88 MAR 11 P1:25
DEPT OF HOUSING
COMM. DEVELOPMENT

Honorable Michael M. H. Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Moon,

SUBJECT: China Gateway Plaza, EIS Preparation Notice.
TMK: 2-1-2: 38, 39; 2-1-3: 15, 23-25.

In response to your request, we have reviewed the document cited above and have the following comments to offer.

The EIS preparation notice states on page 6 that a Memorandum of Understanding (should be Memorandum of Agreement, MOA) was executed between the City Department of Transportation Services, the State Historic Preservation Office and the federal government's Advisory Council on Historic Preservation, spelling out conditions under which demolition of the Robinson Building could take place. The Robinson Building has been determined eligible for inclusion on the National Register of Historic Places.

The notice does not address the fact that the MOA also has attached an archaeological scope of work (Attachment A), which calls for archaeological subsurface reconnaissance in specific areas, with additional possible archaeological testing and/or archaeological data recovery dependent on the results of the reconnaissance. This information should be included in the EIS.

The document identifies TMK: 2-1-3: 25 as State property. Acquisition of this parcel will need to be arranged through our Division of Land Management.

Thank you for the opportunity to comment on this project.

Very truly yours,

WILLIAM W. PATY, Chairperson
Board of Land and Natural Resources

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MAE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Mr. William W. Paty, Jr., Chair
Department of Land and Natural Resources
Kalanimoku Building
1151 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Paty:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated March 10, 1988 (your Reference Doc. No. 2861E, File No. 88-375).

Your comments are appreciated and will be included in the Draft EIS. We note that acquisition proceedings have been initiated with your Division of Land Management.

Sincerely,

for MIKE MOON
Director

STATE OF HAWAII
DEPARTMENT OF BUSINESS
AND ECONOMIC DEVELOPMENT

LAND USE COMMISSION

Room 104 Old Federal Bldg., 335 Merchant Street
Honolulu, Hawaii 96813 Telephone 548-4611

JOHN WAIHEE
Governor

TEOFILO PHIL TACBIAN
Chairman

FREDERICK P. WHITTEMORE
Vice Chairman

COMMISSION MEMBERS:
Richard B.F. Chew
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Everett L. Cuskaden
Sharon R. Himeno
Toru Suzuki
Robert S. Tonaye
Renton L.K. Nip

ESTHER UEDA
Executive Officer

February 16, 1988

'88 FEB 17 A10:22
DEPT. OF HOUSING & COMM. DEVELOPMENT

Mr. Mike Hoon, Director
Department of Housing and
Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Hoon:

Subject: EIS Preparation Notice for the Proposed Chinatown Gateway Plaza Project

Thank you for the opportunity to comment on the subject EIS Preparation Notice.

We have no comments to offer except that the proposed project is located within the State Land Use Urban District.

Sincerely,

ESTHER UEDA
Executive Officer

EU:to

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE HOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Ms. Esther Ueda
Executive Officer
Land Use Commission
335 Merchant Street, Room 104
Honolulu, Hawaii 96813

Dear Ms. Ueda:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter of February 16, 1988 regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

Your comment is appreciated and will be incorporated into the Draft EIS.

Sincerely,

MIKE HOON
Director

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU HAWAII 96813

EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
JOHN K. UCHIMA
RONALD N. HIRANO
DAN T. KOCHI
JEANNE K. SCHULTZ

IN REPLY REFER TO
STP 8.2717

March 10, 1988

'88 MAR 16 A8:25
DEPT. OF HOUSING & COMM. DEVELOPMENT

Mr. Michael M.H. Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Moon:

Environmental Impact Statement Preparation Notice
Proposed Chinatown Gateway Plaza Project
Honolulu, Oahu

In order that we may review its findings, the traffic impact assessment prepared by Austin, Tsutsumi and Associates, Inc., should be made part of the environmental impact statement (EIS). Our primary concerns involve traffic impacts to Vineyard Boulevard and Nimitz Highway.

We would like to reserve further comment until we have had the opportunity to review the draft EIS.

Very truly yours,

Edward Y. Hirata
Director of Transportation

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523 4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MASSATO
DEPUTY DIRECTOR

March 17, 1988

Mr. Edward Y. Hirata, Director
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hirata:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated March 10, 1988.

We will be including the traffic impact assessment as an appendix to the Draft EIS.

Sincerely,

MIKE MOON
Director

FIRE DEPARTMENT

CITY AND COUNTY OF HONOLULU

1455 S. BERETANIA STREET, ROOM 305
HONOLULU, HAWAII 96814

FRANK F. FASI
MAYOR

FRANK K. KAHOOHANOHANO
FIRE CHIEF

LIONEL E. CAMARA
DEPUTY FIRE CHIEF

March 11, 1988

'88 MAR 16 A8:21
DEPT. OF HOUSING & COMM. DEVELOPMENT

TO: MICHAEL M. H. HOON, DIRECTOR
DEPARTMENT OF HOUSING & COMMUNITY DEVELOPMENT

FROM: FRANK K. KAHOOHANOHANO, FIRE CHIEF

SUBJECT: CHAPTER 343, HAWAII REVISED STATUTES
ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE
PROPOSED CHINATOWN GATEWAY PLAZA PROJECT
SITUATED IN HONOLULU, OAHU

We have reviewed the EISPN material provided and foresee no adverse impact on Fire Department facilities and services, planned or now provided. Improvements must meet appropriate Fire and Building Codes. Access for emergency vehicles is one of our major concerns and will be addressed during plans review.

We apologize for our tardy response and hope you have not been inconvenienced. Should you have any questions, please contact Battalion Chief Kenneth Word of our Administrative Services Bureau at local 3838.

FRANK K. KAHOOHANOHANO
Fire Chief

FKK/KAW: lm

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 17, 1988

MEMORANDUM

TO: Frank K. Kahoohanohano, Fire Chief
Fire Department

FROM: Mike Moon

SUBJECT: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated March 11, 1988.

Your comments are appreciated and will be included in the Draft EIS. We note that our architect will be submitting plans for your review shortly.

MIKE MOON
Director

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU HAWAII 96813

FRANK F. FASI
MAYOR

DONALD A. CLEGG
CHIEF PLANNING OFFICER

GENE CONNELL
DEPUTY CHIEF PLANNING OFFICER

MH/DGP 2/88-453

February 25, 1988

'88 FEB 29 A10:27
DEPT. OF HOUSING & COMM. DEVELOPMENT

MEMORANDUM

TO: MICHAEL M. H. MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: DONALD A. CLEGG, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

SUBJECT: ENVIRONMENTAL ASSESSMENT - CHINATOWN GATEWAY PLAZA
TAX MAP KEYS 2-1-12: 38 AND 39; 2-1-3: 15, 23, 24, AND 25

This is in response to your request for comments on the Environmental Assessment for the Chinatown Gateway Plaza project identified above.

Generally, the proposal would intensify development, and provide for housing, in a manner that is consistent with the policies of the General Plan and the Primary Urban Center Development Plan. We have no objections to the project as long as the utilities and facilities are available and adequate and that the Chinatown Special District is not significantly compromised.

More specifically, however, there are areas of the assessment that need clarification. For example, the statement that the project will correct "land use deficiencies" should be clarified. Does it refer to a need for additional commercial space and/or housing units, or does it refer to a deficiency in the planning and/or zoning regulations concerning the area?

The total cost of the project should be indicated. The parking situation should also be detailed. How much of the total 275 stalls would be allocated to the project tenants and how many to the public?

Finally, the assessment should indicate that a Development Plan Public Facilities Map amendment is necessary before establishing a public park on the mauka portion of the site.

Thank you for giving us an opportunity to comment on this matter. If you have any questions, please do not hesitate to call Mel Murakami of my staff at 527-6020.

Donald A. Clegg

DONALD A. CLEGG
Chief Planning Officer

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

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

MEMORANDUM

TO: Donald A. Clegg, Chief Planning Officer
Department of General Planning

FROM: Mike Moon

SUBJECT: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 25, 1988 regarding the proposed Chinatown Gateway Plaza Project.

Your comments are appreciated and will be discussed in the Draft EIS. We note that a Development Plan Public Facilities Map amendment has been initiated to change the designation of the mauka site from "Government Building" to "Park."

Mike Moon

MIKE MOON
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
HONOLULU MUNICIPAL BUILDING
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR

JOHN E. HIRTEN
DIRECTOR

JOSEPH M. MAGALDI, JR.
DEPUTY DIRECTOR

PL 1.1007
TE-866

February 25, 1988

'88 FEB 30 A9:15
DEPT OF HOUSING & COMM. DEVELOPMENT

MEMORANDUM

TO: MICHAEL M. H. MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: JOHN E. HIRTEN, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE
PROPOSED CHINATOWN GATEWAY
TMK: 2-1-2: 38 & 39
2-1-3: 15, 23, 24, & 25

This is in response to your memorandum of February 4, 1988 requesting comments on the subject preparation notice.

We offer the following comments:

1. Adequate sight distances should be provided at all driveways.

2. Driveways should be designed such that conflicting movements between exiting and entering vehicles are eliminated.

3. A minimum of eight feet clear sidewalk space should be provided for pedestrian traffic.

4. Off street loading areas should be able to accommodate 13-1/2 foot high vehicles and allow turnarounds without maneuvering on any public street.

Any questions may be referred to Kenneth Hirata of my staff at Local 5009.

JOHN E. HIRTEN

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4161

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

MEMORANDUM

TO: John E. Hirten, Director
Department of Transportation Services

FROM: Mike Moon

SUBJECT: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 25, 1988 (your reference PL 1.1007 TE-866) regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

Your comments have been forwarded to our design consultants for review and will be addressed in the Draft EIS.

MIKE MOON
Director

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

FRANK F. FASI
MAYOR

ALFRED J. THIEDE
DIRECTOR AND CHIEF ENGINEER

ENV 88-46

February 16, 1988

'88 FEB 16 P3:35
DEPT OF HOUSING & COMM. DEVELOPMENT

MEMORANDUM

TO: MIKE MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: ALFRED J. THIEDE, DIRECTOR AND CHIEF ENGINEER

SUBJECT: EISPN FOR PROPOSED CHINATOWN GATEWAY PLAZA PROJECT
HONOLULU, OAHU, HAWAII
(TAX MAP KEY: 2-1-2: 38, 39; 2-1-3: 15, 23-25)

The subject EISPN was reviewed and we have the following comments:

1. Connection for the proposed project should be made to the 8-inch sewer on Nuuanu Avenue.

2. There are no additional drainage comments.

ALFRED J. THIEDE
Director and Chief Engineer

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT M. TAKASTO
DEPUTY DIRECTOR

March 14, 1988

MEMORANDUM

TO: Alfred J. Thiede, Director and Chief Engineer
Department of Public Works

FROM: Mike Moon

SUBJECT: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 16, 1988 regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

The information you provided is appreciated and will be discussed in the Draft EIS.

MIKE MOON
Director

OFFICE OF HUMAN RESOURCES
CITY AND COUNTY OF HONOLULU
HONOLULU MUNICIPAL BUILDING, 6TH FLOOR
650 SOUTH KING STREET
HONOLULU HAWAII 96813 • (808) 527-5311

MARIA VICTORIA R. BUNYE
DIRECTOR

VICTORIO GUILLERMO JR.
DEPUTY DIRECTOR

February 24, 1988

'88 FEB 25 P2:25
DEPT. OF HOUSING & COMM. DEVELOPMENT

MEMORANDUM

TO : MIKE MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM : MARIA VICTORIA R. BUNYE, DIRECTOR
OFFICE OF HUMAN RESOURCES

SUBJECT: EIS FOR PROPOSED CHINATOWN GATEWAY PLAZA PROJECT

The Office of Human Resources has reviewed the architectural plans for the project, and made numerous suggestions for increasing accessibility to, and usability by, the handicapped. All of our recommendations have been incorporated by the architect. We have not made a direct study of the environmental effects beyond these concerns.

This Office does not need to be consulted on the Environmental Impact Statement. However, we thank you for the coordination with, and cooperation of, your staff on this project.

MVRB:hh

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523-4181

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

MEMORANDUM

TO: Maria Victoria R. Bunye, Director
Office of Human Resources

FROM: Mike Moon

SUBJECT: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter of February 24, 1988 regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

We have appreciated your input into the project design phase and will discuss handicapped access in the Draft EIS.

MIKE MOON
Director

HAWAII THEATRE CENTER

Corner of Bethel and Pauahi Streets

March 5, 1988

'88 MAR -8 P4:53
DEPT. OF HOUSING & COMM. DEVELOPMENT

Mr Mike Moon, Director
Department of Housing and Community Development
City & County of Honolulu
650 South King Street, Fifth Floor
Honolulu, Hawaii 96813

Re EIS Proposed Chinatown Gateway Plaza Project

The Hawaii Theatre Center is pleased to support plans for the Chinatown Gateway Plaza. We do not perceive any significant negative effects on the environment resulting from this project

As previously indicated, we are deeply concerned about the relationship of the mauka portion of the subject development with the future expansion plans for the restored historic Hawaii Theatre, which is listed on the State and National Registers of Historic Places. We have asked to be considered an "interested party" in the planning process and have participated in several planning meetings relating to the mauka park.

Traffic. No significant effect on the Hawaii Theatre. Existing parking lost during construction is expected to be replaced when construction is complete, so that the project will not cause a net reduction in parking spaces available to theatre patrons

Air Quality: We assume that most of the tenants in the proposed apartment building will be employed downtown, so it is likely that, rather than adding to air pollution with additional automobile traffic, the presence of the apartment building within likely walking distance of the major employment center will reduce auto traffic in the area, as residents walk to work instead of using automobiles during peak traffic hours.

Noise. The Theatre is concerned about street noises that could affect the comfort of our patrons, so we will be interested that the uses of the adjoining park will not interfere with performances on the stage of the Hawaii Theatre.

Sewer, Water and Drainage. Efforts should be made to determine that the drainage changes on the mauka site will not have a negative effect on the Hawaii Theatre. The Theatre should be protected from runoff, ponding or natural leaching that could affect its footings or cause unforeseen surface or sub-surface problems to this historic building.

Urban Design: We are pleased to note continued interest expressed by the City to "showcase" the architectural richness of the adjacent historic Hawaii Theatre, enhancing its restoration efforts." The Theatre, in turn, wishes to design a parkside facade that will complement the City park. In order to accomplish this mutual objective, it will be vitally important to continue the current cooperative efforts to achieve compatible urban design for both projects for maximum community benefit.

References have been made in several places in the EIS Preparation Notice to a "festival staging area" in the mauka park. In a letter to the Managing Director, dated December 15, 1987, we expressed serious doubts that a proposed amphitheatre would be successful in that area. Amphitheatres, if used as intended, attract crowds to scheduled events in an attractive outdoor setting. It is highly unlikely that crowds will be attracted to an outdoor setting that is within 50 feet of three major bus stops, two of which serve an exclusive transit right-of-way with "traffic noise levels ...above the 65 Ldn standard" and with air quality which, according to eight-hour carbon monoxide analysis, is "in excess of" Federal and/or State standards.

We earnestly urge that the design criteria for the "landscaped plaza" consider flexibility of design for a variety of uses, bearing in mind that the changing nature of the neighborhood suggests learning what is needed by evolutionary planning.

Egress During Construction: In several meetings with City representatives, we have reiterated the fire code requirements for emergency egress on the makai side of the Hawaii Theatre, directly next to the emergency doors from the stage and from the auditorium. This path of exit must be available at all times, so no construction materials or equipment should be stored within eight feet of the Theatre walls nor restrict emergency access to the street from this area.

Historic and Cultural Resources: The Robinson building was cut nearly in half by the extension of Bethel Street in 1921 and its ornate parapet was completely removed, leaving very little of its original 1890 appearance. It has fallen into disrepair and there is almost nothing of significance that remains. However, the cast iron columns that marked the street facade in early years are of some significance. Our architect, Malcolm Holzman, of Hardy Holzman Pfeiffer, has expressed interest in using these cast iron columns in future expansion plans for the Hawaii Theatre, provided they are removed safely during demolition at no cost to the Theatre. If they are used in the Theatre, they will be identified as to origin and an attempt will be made to note a brief history of the original Robinson building in a suitable location nearby.

In summary, the Hawaii Theatre Center supports the City project as a positive change in a neighborhood of substantial importance to the history and economic development of Honolulu.

Thank you for the opportunity to comment.

Claire W. Engle
Claire W. Engle
First Vice President
Hawaii Theatre Center

Renew the Vision!
The Campaign for the Hawaii Theatre Center
Post Office Box 230
Honolulu, Hawaii 96810

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Ms. Claire W. Engle
First Vice President
Hawaii Theatre Center
P. O. Box 230
Honolulu, Hawaii 96810

Dear Ms. Engle:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated March 5, 1988 regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

Your comments are appreciated and will be addressed in the Draft EIS.

Sincerely,

MIKE MOON
Director

• PHONE 531-2081

'88 FEB 26 P2:32
CITY & COUNTY OF HONOLULU
DEPT OF HOUSING & COMM DEVELOPMENT

Febraury 24, 1988

Mr. Michael Moon, Director
Department of Housing and
Community Development
650 South King Street
Honolulu, Hawaii 96813

Re: Environmental Impact Statement
Chinatown Gateway Plaza Project

Dear Mr. Moon:

Thank you for inquiring about our Association's comments on the Chinatown Gateway Plaza project. Our Board of Directors and Executive Committee have been briefed about the Plaza on several occasions and have supported the concept fully.

In January we expressed some minor reservations about the architectural design, the placement of the building on a raised podium and the inaccessibility of some of the commercial spaces to Nuuanu Street. We believe that these reservations can be resolved as the design work progresses.

We would appreciate being consulted during the preparation of the EIS.

Very truly yours,

William A. Grant, AIA
Executive Director

WAG:kmd

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

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

March 14, 1988

Mr. William Grant, Executive Director
Downtown Improvement Association
700 Bishop Street, Suite 1005
Honolulu, Hawaii 96813

Dear Mr. Grant:

Subject: Environmental Impact Statement Preparation Notice
Chinatown Gateway Plaza Project
TMK: 2-1-2: 38, 39
2-1-3: 15, 23, 24, 25

Thank you for your letter dated February 24, 1988 regarding the EISPN for the proposed Chinatown Gateway Plaza Project.

We believe that your design concerns have been addressed and will be consulting you during the preparation of the EIS.

Sincerely,

MIKE MOON
Director

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
P. O. BOX 50004
HONOLULU, HAWAII
96850

March 3, 1988

'88 MAR -7 A9:05
DEPT. OF HOUSING
& COMM. DEVELOPMENT

Mr. Mike Moon, Director
Department of Housing and Community Development
650 South King Street, Fifth Floor
Honolulu, HI 96813

Dear Mr. Moon:

Subject: Environmental Impact Statement Preparation Notice (EISPN) - Proposed Chinatown Gateway Plaza Project, Honolulu, Oahu

We have no comment to offer at this time, however, we would appreciate the opportunity to review the final EIS on the above-referenced matter.

Sincerely,

RICHARD N. DUNCAN
State Conservationist

NO RESPONSE REQUIRED

DEPARTMENT OF BUSINESS
AND ECONOMIC DEVELOPMENT
KAMAMALU BUILDING, 250 SOUTH KING ST., HONOLULU, HAWAII
MAILING ADDRESS: P.O. BOX 2359, HONOLULU, HAWAII 96804 TELEX: 7430250 HIDPED

JOHN WAIHEE
Governor
ROGER A. ULVELING
Director
BARBARA KIM STANTON
Deputy Director
LESLIE S. MATSUBARA
Deputy Director

Ref. No. P-8069

February 12, 1988

'88 FEB 23 A8:14
DEPT OF HOUSING
& COMM DEVELOPMENT

The Honorable Mike Moon
Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Moon:

Subject: Environmental Impact Statement Preparation Notice for Proposed Chinatown Gateway Plaza Project, Honolulu, Oahu

We have reviewed the subject document and do not have any comments to offer at this time. Thank you for the opportunity to review this proposal.

Sincerely,

Roger A. Ulveling

NO RESPONSE REQUIRED

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
Department of Business and Economic Development
Housing Finance and Development Corporation
P. O. BOX 17907
HONOLULU, HAWAII 96817

Joseph K. Conant
Executive Director

IN REPLY REFER TO:

88:PLNG/891JT

February 29, 1988

'88 MAR -2 P1:52
DEPT OF HOUSING & COMM. DEVELOPMENT

Mr. Mike Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, Fifth Floor
Honolulu, Hawaii 96813

Dear Mr. Moon:

Re: Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Chinatown Gateway Plaza Project

We have reviewed the subject EISPN and have no comments to offer at this time. However, we would appreciate being consulted during the preparation of the EIS.

Thank you for the opportunity to comment.

Sincerely,

JOSEPH K. CONANT
Executive Director

NO RESPONSE REQUIRED

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843

March 4, 1988

'88 MAR -8 A9:51
DEPT OF HOUSING & COMM. DEVELOPMENT

TO: MICHAEL M. H. MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

SUBJECT: YOUR LETTER OF FEBRUARY 4, 1988 ON THE EIS PREPARATION NOTICE FOR THE PROPOSED CHINATOWN GATEWAY PLAZA PROJECT, TMK: 2-1-02: 38, 39 AND TMK: 2-1-03: 15, 23-25

Thank you for the opportunity to review the environmental document for your proposed project.

We have no comments at this time, but may have comments when the Draft EIS is submitted for our review.

If you have any questions, please call Lawrence Whang at 527-6138.

NO RESPONSE REQUIRED

Pure Water

BUILDING DEPARTMENT

CITY AND COUNTY OF HONOLULU

HERBERT K. MURAOKA
BUILDING AND BUILDING SUPERINTENDENT

PB 88-163

February 18, 1988

'88 FEB 19 AM 8:24
DEPT. OF HOUSING & COMM. DEVELOPMENT

MEMO TO: MR. MIKE MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: HERBERT K. MURAOKA
DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: EIS PREPARATION NOTICE FOR PROPOSED
CHINATOWN GATEWAY PLAZA PROJECT
HONOLULU, OAHU

We have reviewed the EIS Preparation Notice for the Chinatown Gateway Plaza Project and have no comments.

Thank you for the opportunity to review the preparation notice.

HERBERT K. MURAOKA
Director and Building Superintendent

cc: J. Harada

NO RESPONSE REQUIRED

POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

FRANK F. FASI
MAYOR

OUR REFERENCE ES-LK

February 19, 1988

'88 FEB 23 A7:00
DEPT. OF HOUSING & COMM. DEVELOPMENT

TO: MIKE MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: DOUGLAS G. GIBB, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: CHAPTER 343, HAWAII REVISED STATUTES
ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE
PROPOSED CHINATOWN GATEWAY PLAZA PROJECT

We have reviewed the EIS Preparation Notice for the proposed project. There is nothing in the notice that requires comment by this department, and we feel no need to be consulted during the preparation of the EIS.

DOUGLAS G. GIBB
Chief of Police

NO RESPONSE REQUIRED

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu HI 96840-0001

ENV 2-1
JA/G

February 24, 1988

'88 FEB 26 P2:29
DEPT OF HOUSING & COMM. DEVELOPMENT

Mr. Mike Moon, Director
Department of Housing and Community Development
650 South King Street
Honolulu, HI 96813

Dear Mr. Moon:

Subject: Environmental Impact Statement Preparation Notice (EISPN) for Proposed Chinatown Gateway Plaza Project, Honolulu, Oahu, Hawaii

We have reviewed the above document and have no comments.

Sincerely,

Brenner Mierger

NO RESPONSE REQUIRED

Hawaii Society
THE AMERICAN INSTITUTE OF ARCHITECTS

March 2, 1988

'88 MAR 10 P1:53
DEPT OF HOUSING & COMM. DEVELOPMENT

Mr. Mike Moon
Department of Housing and Community Development
650 So. King Street
Honolulu, Hawaii 96813

Re: Chinatown Gateway Plaza Project

Dear Mr. Moon:

Thank you for your letter of February 4, 1988 indicating that you will be preparing an Environmental Impact Statement on the Chinatown Gateway Plaza project. The Hawaii Society, The American Institute of Architects would like to be a consulted party on the EIS. Would you please send us a copy of the draft EIS so that we may review it and provide comment on the project.

Sincerely yours,
AMERICAN INSTITUTE OF ARCHITECTS

Norman Hong, AIA
President, Hawaii Society

NO RESPONSE REQUIRED

923 Nuuanu Avenue • Suite 201 • Honolulu, Hawaii 96817 • Telephone (808) 545-4242

XI. ORGANIZATIONS AND PERSONS CONSULTED DURING THE DRAFT EIS REVIEW PERIOD AND REPRODUCTION OF COMMENTS AND RESPONSES MADE

The availability of the Draft EIS was officially published in the OEQC Bulletin on March 23, 1988. The deadline for postmarked comments was May 9, 1988. As of May 18, 1988, a total of 25 comments were received. The responding agencies' concerns are addressed in the Final EIS. Copies of the comments and responses, where required, follow.

TABLE 4

Organizations and Agencies Consulted
for Draft Environmental Impact Statement

Federal	Date of Comment	Date of Response
Army-DAFE (Facilities Engineer USASCH)		
U.S. Navy	3/24/88	None Required
Soil Conservation Service	5/ 3/88	None Required
U.S. Army Corps of Engineers	4/28/88	5/12/88
U.S. Coast Guard	-	-
U.S. Fish and Wildlife Service	3/29/88	5/12/88
State of Hawaii		
Department of Agriculture	5/ 5/88	None Required
Department of Accounting & General Services	3/30/88	None Required
Department of Defense	4/ 4/88	None Required
Department of Health	4/25/88	5/18/88
Department of Land & Natural Resources		
DLNR State Historic Preservation Officer	4/11/88	5/17/88
Department of Business & Economic Development	4/19/88	5/12/88
DBED Library	-	-
Housing Finance & Development Corporation	4/15/88	5/12/88
Department of Transportation	5/10/88	None Required
Office of Hawaiian Affairs	4/14/88	5/17/88
State Archives	-	-
State Energy Office	-	-
State Land Use Commission	-	-
University of Hawaii Environmental Center	5/ 9/88	5/18/88
University of Hawaii Water Resources Research Center	-	-
City and County of Honolulu		
Board of Water Supply	4/29/88	5/12/88
Building Department	4/ 4/88	None Required
Department of General Planning	4/20/88	5/12/88
Department of Land Utilization	-	-
Department of Parks and Recreation	4/14/88	5/18/88
Department of Public Works	4/ 8/88	5/12/88
Department of Transportation Services	5/10/88	5/18/88
Fire Department	4/11/88	None Required
Municipal Reference and Records Center	-	-
Police Department	4/18/88	5/12/88
Private Organizations		
American Lung Association	5/ 9/88	5/18/88
Hawaiian Electric Company	4/25/88	5/12/88
Downtown Improvement Association	-	-
American Institute of Architects	5/ 9/88	5/12/88
Ms. Ramona Mullahey	-	-

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 230
FT. SHAFTER, HAWAII 96858-5440

REPLY TO ATTENTION OF:

Planning Branch

April 28, 1988

Mr. John P. Whalen, Director
Department of Land Utilization
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the proposed Chinatown Gateway Plaza, Oahu. The following comments are offered:

a. Since the proposed project would not include work in waters of the U.S. or adjacent wetlands, no Department of the Army permit would be required.

b. Paragraph C on page 10 of the DEIS should be revised to read: "The U.S. Army Corps of Engineers, Pacific Ocean Division,...outside the 500-year floodplain."

Sincerely,

Kisuk Cheung
Chief, Engineering Division

Copy furnished:

Mr. Mike Hoon
Department of Housing and Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MAYER
DEPUTY DIRECTOR

May 12, 1988

Mr. Kisuk Cheung
U.S. Army Corps of Engineers
Pacific Ocean Division
Fort Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza, Honolulu

We have reviewed your comments dated April 28, 1988. We will incorporate in the final EIS your statement that "no Department of the Army permit would be required," as well as your correction to our statement regarding the project's location outside of the floodplain.

Thank you for your assistance.

Sincerely,

MIKE MOON
Director

United States Department of the Interior

FISH AND WILDLIFE SERVICE
300 ALA MOANA BOULEVARD
P.O BOX 50167
HONOLULU, HAWAII 96850

ES
Room 6307

29 MAR 1988

Mr. John P. Whalen, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

'88 MAR 30 P2:14
DEPT. OF LAND UTILIZATION & COMM. DEVELOPMENT

Re: Environmental Impact Statement, Chinatown Gateway P[illegible], Downtown Central Business District, Honolulu, Oahu

Dear Mr. Whalen:

We have reviewed the referenced material and find that due to its nature, the proposed project will have no significant deleterious impact on fish and wildlife resources. Please do not hesitate to call on us if we may be of further assistance.

We appreciate this opportunity to comment.

Sincerely yours,

Ernest Kosaka

Ernest Kosaka, Field Supervisor
Office of Environmental Services
Pacific Islands Office

cc: Dept. of Housing and
Community Development

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

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

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 12, 1988

U.S. Department of the Interior
Fish and Wildlife Service
300 Ala Moana Boulevard
P. O. Box 50167
Honolulu, Hawaii 96850

Attention: Mr. Ernest Kosaka

Gentlemen:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza, Honolulu

We received your letter dated March 29, 1988. Your comment was previously incorporated in the Draft EIS. We note that the project's extensive landscaping will offer amenities to local bird life.

Thank you for your assistance.

Sincerely,

MIKE MOON
Director

JOHN WAIHEE
GOVERNOR OF HAWAII

'88 MAY -4 A10:52

DEPT OF HOUSING & COMMUNITY DEVELOPMENT

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

JOHN C. LEWIN, M.D.
DIRECTOR OF HEALTH

In reply, please refer to:
EPHSO

April 25, 1988

MEMORANDUM

To: Mr. John P. Whalen, Director
Department of Land Utilization, City & County of Honolulu

From: Deputy Director for Environmental Health

Subject: Draft Environmental Impact Statement (DEIS) for Chinatown Gateway Plaza, Downtown Central Business District, Oahu

Thank you for allowing us to review and comment on the subject DEIS. We provide the following comments regarding noise:

1. Concerns toward the subject proposed development were addressed in previous comments to the Environmental Impact Statement Preparation Notice (our memo dated February 29, 1988).

2. The DEIS has addressed concerns relating to vehicular traffic noise impact from Hotel Street and vehicular noise emissions from the proposed parking structure; including possible mitigative measures. Regulatory compliance during the construction phase was also included.

3. The following concerns of possible noise impacts addressed on the earlier comments were not included in the DEIS:

   a. Noise impacts resulting from the integration of commercial facilities with residential units, including heavy vehicles utilized for delivery and services. In addition, noise from stationary equipment, such as air conditioning/ventilation units, exhaust units and pumps, may have adverse impacts on residents. Through facility design, noise from such equipment must be attenuated to meet the allowable noise levels of Title 11, Administrative Rules Chapter 43, Community Noise Control for Oahu.

   b. Noise from activities associated with the proposed Outdoor Pedestrian Plaza, specifically toward utilizing an amphitheater concept.

BRUCE S. ANDERSON, Ph.D.

cc: Mr. Mike Moon ✓

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

MIKE MOON
DIRECTOR

ROBERT MATSUDA
DEPUTY DIRECTOR

May 18, 1988

Bruce S. Anderson, Ph.D.
Deputy Director for Environmental Health
Department of Health
1250 Punchbowl Street
Honolulu, Hawaii 96813

Dear Dr. Anderson:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza

Thank you for your comments dated April 25, 1988. Our responses follow:

1. Previous comments dated February 29: We hope information in our Draft EIS has appropriately utilized and considered your previous comments.

2. Vehicular noise impact: Since receipt of your letter, we have added additional foliage of varying heights along Hotel Street and Bethel Street to function as acoustic buffers for the users of the plaza and residents of the tower. Noise impacts during the construction phase will be minimized by strict compliance with applicable noise regulations by the contractor.

3a. Commercial facilities noise impacts: Noise impacts from delivery and service vehicles on residents will be minimized because their visitation to the site will occur in the daytime when the majority of residents are anticipated to be away from the project. Noise impacts from stationary mechanical and ventilation equipment will be mitigated by enclosing the equipment in reinforced concrete rooms located away from the residential tower. Insulation, mufflers, or other attenuation devices will be employed to make the equipment noise conform to applicable noise regulations.

3b. Outdoor plaza noise impacts: Activities within the plaza fronting and adjacent to the tower on TMK 2-1-02: 38, 39 will be strictly

controlled by the management of the facility and excessive noise discouraged. Also, a cascading water feature in the plaza will be used to generate a "white noise" effect to mitigate perception of undesirable plaza noises. Finally, the large canopied trees proposed for the plaza will help buffer residents in the tower from noises emanating from the plaza below.

In part to address your concern, an amphitheater concept using stages and seating areas of monumental scale has been deleted from our design program.

Sincerely,

MIKE MOON
Director

JOHN WAIHEE
GOVERNOR OF HAWAII

88 APR 12 AM 10 09

LU 4/88-3112

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

APR 11 1988

WILLIAM W. PATY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

LIBERT B. LANDGRAF
DEPUTY

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
CONSERVATION AND ENVIRONMENTAL AFFAIRS
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

DOC. NO.: 3073E
FILE NO.: 88-441

Honorable John P. Whalen, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Whalen:

SUBJECT: Chinatown Gateway Plaza Draft EIS

Thank you for the opportunity to comment on this project. Our Historic Sites Section concerns with the substance of the section relating to historical and cultural resources. However, we take exception to the judgment made on page 17 that the first floor facade of the Robinson Block has been "irretrievably" altered.

We note that a document or letter from the Bishop Museum reporting the literature review findings and proposed archaeological mitigation was quoted in the section on existing conditions (pages 18 & 19). This letter or document was not, however, appended. It should appear in the final EIS as an appendix.

Also, the proposed archaeological mitigation measures should be placed in Section V, which deals with adverse impacts and mitigation measures.

Very truly yours,

WILLIAM W. PATY, Chairperson
Board of Land and Natural Resources

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MAE MILLER
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 17, 1988

Mr. William W. Paty, Chairperson
Board of Land and Natural Resources
State Historic Preservation Officer
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Paty:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza
Response to Letter Dated April 11, 1988

Thank you for your comments regarding our Draft EIS and the continued assistance of Ralston Nagata, Don Hibbard and Joyce Bath in assuring that our architectural consultant considers historical and cultural resources on the site. We look forward to consulting with them in planning the mauka park on TMK: 2-1-03: 15, 23, 24 and 25 as stipulated in our Memorandum of Agreement.

Our response to your specific comments follows:

1. "Irretrievable" alteration to first floor facade of Robinson Building: We note your observation that the facade of the Robinson Building may not have been "irretrievably" altered by successive tenants who changed awnings, windows, and doorway details. Restoration of the facade to its original condition by the building's owners may be possible if visual documentation of the original facade such as photographs or construction drawings can be found and copied.

2. Archaeological mitigation study: Per your suggestion, we have included as appendixes in the final EIS Bishop Museum's "Summary of Pre-Field Literature and Documents Search for the Proposed Park in Downtown Honolulu" as well as the scope of work for the archaeological consultant. We have requested our consultant, Paul Cleghorn of the Bishop Museum, to coordinate his scope of study with Joyce Bath of your staff. In brief, our post-literature

review archaeological research will commence following the clearing of existing structures from the site and performance of excavation and other necessary exploratory techniques.

3. Organization of information: At your suggestion, the proposed archaeological mitigation measures will be included in Section V of the EIS, which deals with adverse impacts and mitigation measures.

Sincerely,

MIKE MOON
Director

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
Department of Business and Economic Development
Housing Finance and Development Corporation
P. O. BOX 17907
HONOLULU, HAWAII 96817

Joseph K. Conant
Executive Director

IN REPLY REFER TO:
88:PLNG/1723JT

April 15, 1988

'88 APR 20 P1:41
DEPT. OF HOUSING
& COMM. DEVELOPMENT

Mr. John P. Whalen, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Re: Draft Environmental Impact Statement (EIS) for Chinatown Gateway Plaza

Thank you for the opportunity to review the draft EIS. We have no comments to offer.

Sincerely,

JOSEPH K. CONANT
Executive Director

cc: Mr. Mike Moon
Dept. of Housing & Community Development

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 12, 1988

Mr. Joseph K. Conant, Executive Director
Housing Finance and Development Corporation
P. O. Box 17907
Honolulu, Hawaii 96817

Dear Mr. Conant:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza

We received your comments dated April 15, 1988.

We look forward to working with your staff to assure that housing opportunities in our project are available to households on your Section 8 waiting list.

Sincerely,

MIKE MOON
Director

DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

KAMAMALU BUILDING, 250 SOUTH KING ST., HONOLULU, HAWAII
MAILING ADDRESS: P.O. BOX 2359, HONOLULU, HAWAII 96804 TELEX: 7430239 HIDPED

JOHN WAIHEE
GOVERNOR
ROGER A. ULVELING
DIRECTOR
BARBARA KIM STANTON
DEPUTY DIRECTOR
LESLIE S. MATSUBARA
DEPUTY DIRECTOR

Ref. No. P-8287

April 19, 1988

The Honorable John P. Whalen
Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Subject: Chinatown Gateway Plaza
Draft Environmental Impact Statement (EIS)

We previously reviewed and certified the subject project for Federal consistency with Hawaii's Coastal Zone Management (CZM) Program on July 6, 1987. CZM Federal consistency was required because the project involves Federal assistance under the Community Development Block Grant program administered by the U.S. Department of Housing and Urban Development.

The primary CZM concern was the preservation of historic resources on the proposed site. Our CZM consistency certification was granted on the basis that a mitigation plan was to be developed in conjunction with the State Historic Preservation Office of the Department of Land and Natural Resources. The Draft EIS elaborates on the historic and archaeological resources mitigation measures to be undertaken by the project and, therefore, satisfactorily addresses our CZM concerns.

Thank you for the opportunity to comment on this EIS.

Sincerely,

Roger A. Ulveling

cc: The Honorable Mike Moon,
Director, Dept. of Housing
and Community Development

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 12, 1988

Mr. Roger A. Ulveling, Director
Department of Business and Economic
Development
Kamamalu Building
250 South King Street
Honolulu, Hawaii

Dear Mr. Ulveling:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza, Honolulu

We received your comments dated April 19, 1988.

For your information, we will include in the Final EIS the "Summary of Pre-Field Literature and Documents Search for the Proposed Park in Downtown Honolulu" (mauka site) written by the Bishop Museum and to be reviewed by the State Historic Preservation Officer and the National Advisory Council on Historic Preservation.

Sincerely,

MIKE MOON
Director

LU 4/88-2071

'88 MAR 11 AM 8 24

HONOLULU

STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
1600 KAPIOLANI BLVD., SUITE 1500
HONOLULU, HAWAII 96814
(808) 548-6460
(808) 548-2642

April 4, 1988

Mr. John P. Whalen, Director
Dept. of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, HI. 96813

Dear Mr. Whalen:

SUBJECT: Draft EIS: Chinatown Gateway Plaza, Honolulu, Oahu
TMK: 2-1-02: 38,39
2-1-03: 15,23,24,25

Thank you for the opportunity to review the proposed undertaking.

We are concerned about the loss of archaeological resources that has accompanied the development of Downtown Honolulu and Chinatown. Looters and construction workers have recovered historic bottles and prehistoric Hawaiian artifacts from numerous construction sites in the area. A large cache of significant old bottles was recovered by the Hawaii Bottle Museum when the Alexander Young Building was torn down, and that building had a large basement which seemed to cover the entire construction site. Bottle collectors had a field day digging up historically significant bottles on the site of the Kaulkeaouli Building. Bottle collectors looted relics from construction trenches on the Iolani Palace grounds. Throughout all this construction activity, we have not seen one single arcnaeological report on historic archaeology in Honolulu that compares favorably with the kind of work that is being done in San Francisco, Sacramento, St. Petersburg, Boston, and elsewhere. The value of archaeological deposits in Honolulu is far greater because of the lack of centuries of development that complicates archaeological investigations in older cities. To date, the main benefit to the public is 28 bottles donated to the Department of Land and Natural Resources by the Hawaii Bottle Museum in 1980.

Does the Gateway Plaza project include provisions in all construction contracts and project work plans protecting archaeological resources from damage and loss, and allowing for curation and ownership by the State of Hawaii?

Do the archaeological reports submitted to your office adequately assess the nature and extent of the archaeological deposits to be disturbed during construction? Are there maps showing historic land use patterns in the area? Has there been subsurface testing sufficient to identify the main areas of archaeological interest at the site? Are there recommendations for study of particular areas and topics which could be implemented prior to construction? Does the historical research and background information provided to your office identify particular questions about the history of Honolulu, the history of particular places and people, the potential use of particular ceramic and glass types as chronological markers, the nature of ethnic differences in the archaeological record, the process of immigration and adaptation, the patterns of social differentiation in the 19th century, the study of 19th century architectural features, the date of the earliest settlement of Honolulu by Polynesians, and patterns of cultural evolution in Honolulu prior to the arrival of the Europeans, Asians, and Africans?

Does the Memorandum of Agreement or Data Recovery Plan identify specific theoretical and methodological questions which will be investigated during archaeological study at the Gateway Plaza site? Will the study investigate independent means for dating bottles and ceramics? Will the study investigate independent means for determining the place of manufacture of bottles and ceramics? Will the study investigate the differences between the influences of the various European countries in Hawaii in the 19th century?

Does the data recovery plan provide for a written report that will identify the potential for unlocated or unidentified resources witnin the project area, that will discuss the relationship between the results of analysis and the stated goals, that will identify changes in researcn goals that resulted from new and unexpected discoveries, that will synthesize and compare the results of analysis with other projects, that will identify and discuss perceived perceived patterns and relevant cultural processes, and that will contribute to the State research plan and other theoretical and substantive concerns? Are there guidelines provided that will allow professional archaeologists and the public to evaluate whether or not the written report is adequate? Is there a scope of work which clearly outlines what is expected to be included in the final archaeological report? Will the report be subjected to professional review, and will this peer review be included in the final report? Will the final report included detailed descriptions and illustrations of the bottles and ceramics and other artifacts that may be recovered during this project? Will the preliminary, draft, and final reports be provided to our office and other interested persons free of charge?

These are a lot of questions; however, they are prompted by the generally mediocre quality of the historic archaeology that has been conducted in Hawaii in the past. The information provided in the Draft EIS for the Chinatown Gateway Plaza is minimal and gives insufficient information to answer the questions raised in this letter, thus our concerns.

Sincerely,

Kamaki A. Kanahele III
Administrator

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 17, 1988

Mr. Kamaki A. Kanahele III
Administrator
Office of Hawaiian Affairs
1600 Kapiolani Boulevard, Suite 1500
Honolulu, Hawaii 96814

Dear Mr. Kanahele:

Subject: Chinatown Gateway Plaza
Draft Environmental Impact Statement

Thank you for your comments dated April 4, 1988.

Generally, the questions raised in your letter are premature at this time. Until initial archaeological research is conducted by the Bishop Museum, which is under contract with Lacayo Architects, the consultant for the Gateway Plaza project, sufficient data will not be available to address these concerns. At the present, we do not know if archaeological deposits exist on the property, and the work that Bishop Museum proposes to conduct is aimed at determining if these deposits exist. Until such a determination can be made, the questions raised by OHA cannot be addressed. However, for clarification purposes, the following point-by-point responses are offered.

1. Does the Gateway Plaza Project include provisions in all construction contracts and project work plans protecting archaeological resources from damage and loss, and allowing for curation and ownership by the State of Hawaii?

   The City's Revised General Provisions of Construction Contracts provide that "all items having any apparent historical or archaeological interest discovered in the course of construction activities shall be preserved. The Contractor shall leave the archaeological find undisturbed and immediately report the find to the Officer-in-Charge (in this case, the DHCD Director), so that the proper authorities may be notified." Although State curation and ownership is not mentioned specifically, we fully intend to turn over to the State Historic Preservation Office any findings uncovered during construction.

   Bishop Museum's contract to provide archaeological services consists of prefield literature research on the project area; monitoring of the demolition of the existing buildings, and

stratigraphic backhoe trenching of the property to determine whether or not significant archaeological deposits are present. If significant archaeological deposits are present, recommendations will be made for further archaeological work to recover samples of archaeological data.

2. Do the archaeological reports submitted to your office adequately assess the nature and extent of the archaeological deposits to be disturbed during construction?

   Until the extant buildings are demolished and the proposed stratigraphic testing is completed, the nature and extent of archaeological deposits cannot be assessed.

3. Are there maps showing historic land use patterns in the area?

   Yes, there are several fire insurance maps dating from the mid-1800s to the early 1900s that will be used to guide the stratigraphic testing. We note that a summary of Bishop Museum's pre-field literature and documents search will be attached to the Final EIS as an appendix.

4. Has there been subsurface testing sufficient to identify the main areas of archaeological interest at the site?

   This is proposed.

5. Are there recommendations for study of particular areas and topics which could be implemented prior to construction?

   See the reply to question 3 above.

6. Does the historical research and background information provided to your office identify particular questions about the history of Honolulu, the history of particular places and people, the potential use of particular ceramic and glass types as chronological markers, the nature of ethnic differences in the archaeological record, the process of immigration and adaptation, the patterns of social differentiation in the 19th century, the study of 19th century architectural features, the date of the earliest settlement of Honolulu by Polynesians, and patterns of cultural evolution in Honolulu prior to the arrival of Europeans, Asians, and Africans?

   These questions are premature, and some may not be appropriate to the current project. The answer to some of these must await determination of the presence of archaeological deposits.

7. Does the Memorandum of Agreement or Data Recovery Plan identify specific theoretical and methodological questions which will be investigated during archaeological study of the Gateway Plaza site?

   The primary question guiding this first phase of archaeological research is whether or not archaeological deposits exist and what the nature of these deposits are. If significant archaeological deposits exist, a detailed research design will be formulated including specific theoretical and methodological questions to be addressed.

8. Will the study investigate independent means for dating bottles and ceramics?

   Yes, if they are recovered.

9. Will the study investigate independent means for determining the place of manufacture of bottles and ceramics?

   Yes, if they are recovered.

10. Will the study investigate the differences between the influences of the various European countries in Hawaii in the 19th century?

    This appears to be beyond the scope of the present project.

11. Does the data recovery plan provide for a written report that will identify the potential for unlocated or unidentified resources within the project area, that will discuss the relationship between the results of analysis and the stated goals, that will identify changes in research goals that resulted from new and unexpected discoveries, that will synthesize and compare the results of analysis with other projects, that will identify and discuss perceived patterns and relevant cultural processes, and that will contribute to the State research plan and other theoretical and substantive concerns?

    A final report will be prepared and the degree to which it addresses the above questions will be determined by what is recovered. Regarding a "State Research Plan," the archaeological consultant knows of no such plan.

12. Are there guidelines provided that will allow professional archaeologists and the public to evaluate whether or not the written report is adequate?

The final report will follow professional standards as promulgated by the Society for Hawaiian Archaeology, as well as guidelines provided by the State Historic Preservation Office.

13. Is there a scope of work which clearly outlines what is expected to be included in the final archaeological report?

    Yes, and it is included as an attachment to this letter.

14. Will the report be subjected to professional peer review, and will this peer review be included in the final report?

    The final archaeological report will be subjected to inhouse peer review, as well as review by the State Archaeologist in charge of Oahu Island. These reviews will not be included in the final archaeological report, though the substance of these reviews will be used in revising the manuscript.

15. Will the final report include detailed descriptions and illustrations of the bottles and ceramics and other artifacts that may be recovered during the project?

    Yes, if they are recovered.

16. Will the preliminary, draft, and final reports be provided to our office and other interested persons free of charge?

    The final report will be filed at the Bishop Museum, State Historic Preservation Office, and at Hamilton Library. The SHPO is in charge of distributing copies of archaeological reports to other State Agencies. Interested private parties should contact any of the above facilities if they are interested in reading the final report.

We hope that we have answered the questions raised by the Office of Hawaiian Affairs. If we can be of further assistance, please do not hesitate to contact me at 523-4427.

Sincerely,

MIKE MOON
Director

SCOPE OF WORK

PRE-FIELD LITERATURE SEARCH, ARCHAEOLOGICAL MONITORING,
AND ARCHAEOLOGICAL TESTING
IN A PARCEL OF DOWNTOWN HONOLULU, OAHU ISLAND

The Bishop Museum proposes to conduct three general archaeological research services for the above referenced project: (1) a prefield literature search; (2) monitoring of demolition activities on the subject parcel; and (3) limited stratigraphic trenching. The purpose of this research is to determine the presence and nature of previously existing historic structures, as well as possible prehistoric deposits on this property through a search of maps and literature pertaining to this property, as well as the limited stratigraphic testing. The results of the literature search, the archaeological monitoring and the stratigraphic testing will allow the determination of the location and nature of historic remains and prehistoric deposits on the property.

The proposed tasks include:

(1) prefield literature and documents search,
(2) monitoring the demolition of existing buildings,
(3) stratigraphic backhoe trenching of c. 25 meters,
(4) report writeup and peer review, and
(5) editing and production.

The proposed tasks entail 13 person/days of field research and 44 person/days at the Museum.

Close coordination with the State Historic Preservation Office will be maintained throughout the project.

University of Hawaii at Manoa

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

May 9, 1988
RE:0495

Mr. John P. Whalen, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Draft Environmental Impact Statement
Chinatown Gateway Plaza
Downtown Central Business District, Oahu

The proposed Chinatown Gateway Plaza Project consists of a 27 story residential tower of which 2 floors are designated for commercial space and a three level underground parking garage. Our review was prepared with the assistant of Jon Matsuoka, Social Work; Anders Daniels, Meterology; Michael Graves, Anthropology; and Jennifer Crummer, Environmental Center.

In general, the Draft EIS adequately addresses most of the concerns relevant to this project. Our reviewers have focused on three areas of particular interest: air pollution, social impacts, and archaeological concerns.

Air Pollution

The location of this project is in an area where air quality standards for carbon monoxide and ozone are already being violated on occasion, and therefore the project raises a specter of concern with regard to air pollution. The proposed addition of some 700 plus vehicle trips to the area will presumably increase the frequency with which present standards are exceeded. The mechanical venting systems should help in minimizing periods of exceedance of carbon monoxide in the parking structure, and we were pleased to note the modification of the height of the vents so that effects on pedestrians would be reduced.

We note that an Environmental Protection Agency air quality model, the Caline 4 with modal emissions, has been designed specifically for air quality modeling on city streets with surrounding structures and under

"stop and go" traffic conditions. It is likely that results with this model would better depict conditions at this project than the "Hiway model" used. If further analyses of air quality are required, given the predicted exceedence of certain standards, it would be more appropriate to use the Caline 4 model and/or on site air sampling.

Social Impact Issues

We note that the social impact study to identify issues of "importance to the community" included interviews with 32 individuals. In evaluating the significance of the responses we noted that a very large proportion of those interviewed represent business or land owner interests. There appears to be no input from human service related organizations or individuals such as the Chinese Counseling Service or Father Claude Du Teil. Such input should be included in the Final EIS.

Archaeology

We are pleased to note the inclusion of excavation procedures for monitoring for subsurface archaeological remains. This should assure that significant features will not be lost during the construction phase.

Yours truly,

Jacquelin H. Miller
Associate Environmental Coordinator

cc: OEQC
Mike Moon, DHCD
Jon Matsuoka
Anders Daniels
Michael Graves
Jennifer Crummer

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

MAE MOON
DIRECTOR

ROBERT NISHIMOTO
DEPUTY DIRECTOR

May 18, 1988

Ms. Jacquelin N. Miller
Environmental Center
University of Hawaii at Manoa
Crawford 317
2550 Campus Road
Honolulu, Hawaii 96822

Dear Ms. Miller:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza

Thank you for your comments dated May 9, 1988. Following receipt, we immediately requested our consultants to use your observations to improve our proposed project. Our responses are as follows:

1. Air Pollution Model Methodology:

CALINE 4 became the recommended EPA air pollution model over a year ago, but a cost-effective desktop computer version of the model became available only in early August 1987. The air quality study for this study was completed in August 1987 and used the HIWAY dispersion model which was the preferred EPA model for the previous ten years. Pursuant to suggestions in your letter of May 9, 1988, CALINE 4 has been used to reevaluate computations in the original study. Because of the time limitations required for a response to comments, only the worst case receptor site at the intersection of Nuuanu and King Streets was studied. For this case, using worst case CALINE 4 inputs, the computed carbon monoxide concentrations for peak morning rush hour in 1997 with the project turn out to be 10.3 milligrams per cubic meter for a one hour time period and 6.2 milligrams per cubic meter for eight hours. These values are significantly below those reported in the previous study because the street canyon option of CALINE 4 effectively bars pollutants from Nuuanu Street from making any significant contribution to pollutant levels that would occur along the King Street canyon. Furthermore, the modal emission algorithm used in CALINE 4 assumes

lower vehicular emission rates than those used for input into the HIWAY computations. Thus, using latest available EPA modeling guidelines, it appears that the worst case carbon monoxide impact from this project by 1997 would be levels just slightly over the State of Hawaii one hour limit of 10 milligrams per cubic meter and the eight hour standard of 5 milligrams per cubic meter. Any exceedance of the Federal standards of 40 and 10 milligrams per cubic meter for the one and eight hour periods now appears highly unlikely. These new computations will be included in the Final EIS.

2. Social Impact Assessment Methodology:

The Environmental Center comments imply that human service organization input is needed to supplement existing input because those interviewed represented a "very large proportion . . . [of] business or land owner interests." The comments do not indicate, however, what issues may be potentially modified, altered or added with information from the providers of certain human services.

Given the backgrounds and experiences of those interviewed, the resulting issues encompass a very wide range of concerns -- including those problems facing providers of human services.

During the interviews, our consultant, Earthplan, attempted to reach a cross section of potential interests and this is identified on page 30 of the social impact study. These people either (1) would be directly affected in their daily operations because of commercial displacement due to the clearing of existing buildings for open space or close proximity to the project site, or (2) are knowledgeable about the overall issues in the immediate community because of their involvement as residents or in community organizations and activities.

Members of the first group of people had a business or land perspective because these are what comprise the on-site uses and those in the immediately-surrounding neighborhood. These people did indeed represent a high proportion of interviewees, since they would be the most directly affected.

Members of the second group of people raised the community issues from their perspective as community members or "leaders." Their discussions often included the problems faced by human service organizations. Although these problems were not discussed from the provider's perspective, they were nevertheless raised by concerned community members and leaders. Their "constituents," or those they

are concerned about, included not just residents and businesses, but also immigrants, the homeless, the elderly and single parents.

3. Archaeological Research:

We note that the Final EIS will contain a scope of work for Bishop Museum's archaeological services as well as the Museum's "Summary of Pre-Field Literature and Documents Search for the Proposed Park in Downtown Honolulu."

Sincerely,

MIKE MOON
Director

cc: Lacayo Architects, Inc.

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU

COPY

April 29, 1988

DEPT OF HOUSING DEVELOPMENT
88 MAR 29 P 4:08

TO: JOHN P. WHALEN, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

SUBJECT: YOUR LETTER OF MARCH 22, 1988 ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED CHINATOWN GATEWAY PLAZA PROJECT, TMK: 2-1-02: 38, 39; AND 2-1-03: 15, 23, 24, AND 25

Thank you for the opportunity to review the environmental document.

As indicated on page 14 in the report, the availability of water for the proposed development will be determined when the building permit is submitted for our review and approval.

If water is made available, the developer will be assessed our Water Facilities Charges for source-transmission and storage.

If a 2-inch or larger meter is required, the construction drawings for the installation of the meter should be submitted for our review and approval.

If you have any questions, please contact Laurence Whang at 527-6138.

cc: Michael M. H. Moon
Department of Housing and Community Development

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

May 12, 1988

MEMORANDUM

TO: Kazu Hayashida, Manager and Chief Engineer
Board of Water Supply

FROM: Mike Moon

SUBJECT: Draft Environmental Impact Statement
Chinatown Gateway Plaza, Honolulu

We are in receipt of your comments dated April 29, 1988. Our responses to your comments are as follows:

1. Water Facilities Charge: The Draft EIS stated that the project will be assessed for source transmission and storage. We will also include a statement to that effect in the Final EIS.

2. Water Meter: Our architectural consultant, Norman Lacayo, Inc., and his sub-consultant, R. M. Towill Corporation, have submitted for your review construction drawings for the meter installation.

MIKE MOON
Director

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET

DONALD A. CLEGG
CHIEF PLANNING OFFICER

GENE CONNELL
DEPUTY CHIEF PLANNING OFFICER

MH/DGP 3/88-1244

April 20, 1988

MEMORANDUM

TO: MICHAEL M. H. MOON, DIRECTOR
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

FROM: DONALD A. CLEGG, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT
CHINATOWN GATEWAY PLAZA
TAX MAP KEYS 2-1-12: 38 AND 39; 2-1-3: 23, 24, AND 25

This is in response to your request for comments on the Draft Environmental Impact Statement (DEIS) for the Chinatown Gateway Plaza project identified above.

The DEIS is generally adequate. There are, however, certain areas of the DEIS that should be clarified.

The Alternatives section mentions that other sites were considered for the proposed use. These alternative sites should be identified in the EIS.

The section on Statement of Objectives mentions a number of improvements completed by the City under the heading on Central Business Districts. In clarification, most of the improvements which were mentioned are located within the Chinatown area, rather than the Central Business District section of Downtown.

The off-street parking situation should be further detailed in terms of the allocation of stalls for project tenants and for the general public.

Thank you for giving us the opportunity to comment on this matter. If you have any questions, please do not hesitate to call Mel Murakami of my staff at 527-6020.

DONALD A. CLEGG
Chief Planning Officer

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523-4191

FRANK F. FASI
MAYOR

May 12, 1988

MEMORANDUM

TO: Donald A. Clegg, Chief Planning Officer
Department of General Planning

FROM: Mike Moon

SUBJECT: Draft Environmental Impact Statement
Chinatown Gateway Plaza, Honolulu

Thank you for your comments dated April 20, 1988 which conclude that our document is generally adequate. Our responses to your requests for clarification follows:

1. Alternative Sites: The Draft EIS states that the City and County is considering the redevelopment of all of its parking lots in the Central Business District. At your suggestion, we will identify and list these parking lots in the final EIS: Kaahumanu, Block J, Maunakea Smith, Smith Beretania and Kekaulike parking lots.

2. Statement of Objectives: Your observation that the improvements to date have occurred primarily in the Chinatown area rather than the Central Business District is generally accurate. However, the City does have plans to improve the Fort Street Mall as well as redevelop the parking lots mentioned above. Three of the parking lots lie outside the Chinatown District. As you know, the Block J development on the corner of Pali Highway and Beretania Street will contain perhaps one million square feet of commercial space. In addition, the recently completed Hotel Street Transit Mall traverses the length and bisects the Central Business District.

3. Off-street Parking Allocation: The draft EIS in the Summary section states that of the 280 parking stalls, 200 will be made available for tenant rental. Eighty stalls as well as any remaining stalls not rented by tenants will be available to the public. This statement will be repeated in the design section as well.

Thank you for thoroughly reviewing the Draft EIS. We appreciate your comments.

MIKE MOON, Director

'88 APR 11 A11:13

DEPT. OF HOUSING
& COMM DEVELOPMENT

ENV 88-89

April 8, 1988

MEMORANDUM

TO: JOHN P. WHALEN, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: ALFRED J. THIEDE, DIRECTOR AND CHIEF ENGINEER

SUBJECT: DRAFT EIS FOR CHINATOWN GATEWAY PLAZA, CDD
HONOLULU, OAHU, HAWAII
(TAX MAP KEY: 2-1-02: 38, 39; 2-1-03: 15, 23, 24, 25)

We have reviewed the subject Draft EIS and have the following comments:

1. There are no requirements to Ordinance No. 2412.

2. There are no additional wastewater or drainage comments.

In replying to this memo, please refer to the identification number ENV 88-89 on the top right hand corner.

ALFRED J. THIEDE
Director and Chief Engineer

cc: DHCD

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYAGATO
DEPUTY DIRECTOR

May 12, 1988

MEMORANDUM

TO: Alfred Thiede, Director and Chief Engineer
Department of Public Works

FROM: Mike Moon

SUBJECT: Draft Environmental Impact Statement
Chinatown Gateway Plaza
Your Reference ENV 88-89

Thank you for your comments dated April 8, 1988. We will include in the Final EIS your statement that there are no requirements for Ordinance 2412.

MIKE MOON
Director

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

FRANK F. FASI
MAYOR

HIRAM K. KAMAKA
DIRECTOR

WALTER M. OZAWA
DEPUTY DIRECTOR

April 14, 1988

TO: JOHN P. WHALEN, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: HIRAM K. KAMAKA, DIRECTOR

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)
CHINATOWN GATEWAY PLAZA - DOWNTOWN
TAX MAP KEY 2-1-02: 38 & 39
2-1-03: 15, 23, 24 & 25

We have reviewed the draft EIS for the Chinatown Gateway Plaza and make the following comments:

The report has not addressed several concerns which we had made to our earlier review of the project's design plan. These concerns are as follows:

1. Park Dedication Ordinance - The project will be subject to compliance with the Ordinance. Compliance with the Ordinance is clearly specified in the City's Park Dedication Rules and Regulations.

2. Street Trees - Since the project abuts public roadways, a street tree planting plan must be submitted to our department for review and approval.

3. Plaza Design - Because the plaza will be highly visible to the public, the design of the plaza and landscaping should be planned to complement our street tree requirements for the project.

Contact should be made with our Department to discuss these concerns.

HIRAH K. KAMAKA, Director

HKK:jf

Attach.

cc: /Dept. of Housing & Community Development

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE: 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 18, 1988

MEMORANDUM

TO: Hiram K. Kamaka, Director
Department of Parks and Recreation

FROM: Mike Moon

SUBJECT: Draft Environmental Impact Statement
Chinatown Gateway Plaza
Response to Letter of April 14, 1988

Thank you for your review and comments regarding both the Draft EIS and conceptual design plans performed to date. Our response to your concerns follow:

1. Park Dedication Ordinance: We have been consulting with Jason Yuen of your staff to determine a method of compliance to the Ordinance which is mutually beneficial to both the residents and users of the project as well as the general public. We note that compliance to the Park Dedication Rules and Regulations must occur prior to issuance of building permit for construction of the project.

2. Street Trees: As requested, we will submit a "street tree planting plan" to you for review and approval.

3. Plaza Design: We are currently consulting with Michael Creagh of your staff to ensure that our architectural consultants, Lacayo Architects, Inc., and Michael Chu, A.S.L.A, provide a plaza design that meets with your approval.

MIKE MOON
Director

LU5/88-3816

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
HONOLULU MUNICIPAL BUILDING
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

'88 MAY 11 AM 10 12

FRANK F. FASI
MAYOR

JOHN E. HIRTEN
DIRECTOR

JOSEPH M. MAGALDI, JR.
DEPUTY DIRECTOR

TE-2053
PL1.1071

May 10, 1988

MEMORANDUM

TO: JOHN P. WHALEN, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: JOHN E. HIRTEN, DIRECTOR

SUBJECT: CHINATOWN GATEWAY PLAZA
DRAFT ENVIRONMENTAL IMPACT STATEMENT
TMK: 2-1-02: 38, 39
2-1-03: 15, 23, 24, 25

This is in response to the Office of Environmental Quality Control's letter dated March 22, 1988 requesting our review and comments on the Draft Environmental Impact Statement (EIS) for the subject project.

We have no additional comments to offer. We trust that our comments dated February 25, 1988, as shown in Table 3 of the EIS, will be addressed in the construction drawings which should be submitted for our review as soon as they become available.

for JOHN E. HIRTEN

cc: Department of Housing and
Community Development

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 18, 1988

MEMORANDUM

TO: John E. Hirten, Director
Department of Transportation Services

FROM: Mike Moon

SUBJECT: Draft EIS Chinatown Gateway Plaza
Response to Letters Dated May 10 and February 25, 1988

Our response to your comments dated May 10 referring to previous comments dated February 25 follows:

1. Adequate driveway sight distance: Our consultant in consultation with your staff has designed adequate sight distance between drivers of vehicles in the driveway, drivers of vehicles on Bethel Street and pedestrians using the sidewalk fronting the driveway entry.

2. Movement between exiting and entering vehicles: Our consultant in consultation with your staff has designed a driveway/street relationship that minimizes conflicting movement between exiting and entering vehicles, public and residential vehicles, and loading zone and parking lot vehicles.

3. Clear sidewalk space: Development of the plazas will enhance the opportunity for clear sidewalk space or other travel ways for pedestrians.

4. Loading vehicle turnaround: Offstreet loading areas are designed with no overhead obstructions and can accommodate delivery and service vehicles of unlimited height and have sufficient area to allow a typically sized delivery van to turn around without maneuvering on either the public sidewalk or Bethel Street. A parking attendant will be available during normal working hours to assist the movement of larger vehicles.

Lastly, we wish to thank you for the participation of your staff, as coordinated by Kenneth Hirata, in reviewing conceptual plans of the interior circulation of the underground parking structure. Due to their input, we have been able to improve our traffic control and counter system, provide a circulation pattern without major dead end aisles, motorcycle and bicycle parking areas, and a consistent traffic direction from the street through the structure.

MIKE MOON
Director

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

DOUGLAS G. GIBB
CHIEF

WARREN FERREIRA
DEPUTY CHIEF

OUR REFERENCE SS-LK

April 18, 1988

TO: JOHN P. WHALEN, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: DOUGLAS G. GIBB, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE CHINATOWN GATEWAY PLAZA, DOWNTOWN CENTRAL BUSINESS DISTRICT, OAHU

We have reviewed the EIS for the above proposed project and would like to offer the following comments.

Since the downtown business district is less populated at night, we recommend that adequate building and street lighting be provided to insure resident safety and security.

We have some concern with parking provisions, ingress and egress, and peak traffic congestion as addressed in the Social Impact Assessment. If the community continues to claim concern regarding these issues, we recommend that they be addressed.

DOUGLAS G. GIBB
Chief of Police

cc: Mr. Mike Moon

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

MIKE MOON
DIRECTOR

May 12, 1988

MEMORANDUM

TO: Douglas G. Gibb, Chief
Honolulu Police Department

FROM: Mike Moon, Director

SUBJECT: Draft Environmental Impact Statement
Chinatown Gateway Plaza, Honolulu

We are in receipt of your comments dated April 18, 1988.

1. Your recommendation that adequate building and street lighting be provided have been addressed by the design consultants. Also please note that we have provided security cameras to allow visual surveillance of the plaza, parking structure and internal common areas. We look forward to working with you when the proposed police substation on Hotel and Nuuanu Avenue becomes operational.

2. Community concerns regarding parking provisions, the single ingress and egress and its effect on peak traffic congestion were described in the social impact assessment. We believe that these concerns have been addressed to the extent possible. The number of parking stalls is the maximum possible above the water table. Furthermore, while 200 of the stalls will be made available for tenant rental, if less than 200 are rented, the balance will also become available to the public. Concerns about the adequacy of the single entrance and exit to the parking structure on Bethel Street have been addressed to the satisfaction of the Department of Transportation Services. An additional entrance or exit on Nuuanu Avenue was considered but discarded in the effort to maintain a line of continuous storefronts in keeping with the Chinatown Special District design parameters endorsed by many community groups in the area.

We hope this satisfactorily addresses your concerns.

MIKE MOON, Director

For information

May 9, 1988

Mr. John P. Whalen, Director
Department of Land Utilization
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Subject: Chinatown Gateway Plaza

We have reviewed the subject EIS with particular attention to those sections addressing air quality impacts and have the following comments to offer.

1. We were pleased to note that thought had been given to the location of the exhaust vents from the proposed parking garage subsequent to completion of the air quality impact study and that design changes have been implemented to reduce pedestrian exposure to motor vehicle emissions.

2. The air quality impact analysis (Appendix I, p. 13, Table 1) lists incorrect federal standards for particulate matter. Those standards were changed to PM-10 standards on July 1, 1987.

3. A non-EPA Guideline model was used for the air quality impact analysis. A more suitable model such as CALINE-4 with its options for modal emissions, intersections, and street canyon conditions would have been more appropriate.

4. Clearly, the most serious result of the study was the finding that state and possibly federal standards may already be exceeded by traffic in the area and that despite projected improvments due to the federal motor vehicle control program, these violations may continue with the contribution of the proposed project. Under these circumstances, either additional mitigation measures should have been proposed to eliminate or reduce the project's contribution or onsite CO

monitoring should have been conducted or planned during the fall and winter months to determine whether the model-predicted violations are actually occurring.

Thank you for providing the opportunity to review this draft EIS.

Sincerely yours,

Helene Takemoto
Chairman
Environmental Health Committee

HT:ct
L8824

cc: OEQC
DOH
UH-Environmental Center

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 18, 1988

Ms. Helene Takemoto, Chairman
Environmental Health Committee
American Lung Association
245 North Kukui Street
Honolulu, Hawaii 96817

Dear Ms. Takemoto:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza Project

Thank you for your comments dated May 9, 1988. Our responses follow:

1. We have been working with the Department of Health in developing ventilation plans to reduce pedestrian exposure to motor vehicle emissions.

2. The Final EIS contains a revised Table 1, "Summary of State of Hawaii and Federal Ambient Air Quality Standards (AAQS)," including changes to federal standards made in July 1987.

3. CALINE 4 became the recommended EPA air pollution model over a year ago, but a cost-effective desktop computer version of the model became available only in early August 1987. The air quality study for this study was completed in August 1987 and used the HIWAY dispersion model which was the preferred EPA model for the previous ten years. Pursuant to suggestions in your letter of May 9, 1988, CALINE 4 has been used to reevaluate computations in the original study. Because of the time limitations required for a response to comments, only the worst case receptor site at the intersection of Nuuanu and King Streets was studied. For this case, using worst case CALINE 4 inputs, the computed carbon monoxide concentrations for peak morning rush hour in 1997 with the project turn out to be 10.3 milligrams per cubic meter for a one hour time period and 6.2 milligrams per cubic meter for eight hours. These values are significantly below those reported in the previous study because the street canyon option of CALINE 4 effectively bars pollutants from Nuuanu Street from making any significant contribution to

pollutant levels that would occur along the King Street canyon. Furthermore, the modal emission algorithm used in CALINE 4 assumes lower vehicular emission rates than those used for input into the HIWAY computations. Thus, using latest available EPA modeling guidelines, it appears that the worst case carbon monoxide impact from this project by 1997 would be levels just slightly over the State of Hawaii one hour limit of 10 milligrams per cubic meter and the eight hour standard of 5 milligrams per cubic meter. Any exceedance of the Federal standards of 40 and 10 milligrams per cubic meter for the one and eight hour periods now appears highly unlikely. These new computations will be included in the Final EIS.

4. As noted in our response to Question 3, using worst case CALINE 4 inputs at the intersection of Nuuanu Avenue and King Street, carbon monoxide concentrations for peak morning rush hour in 1997 with the project are 10.3 milligrams per cubic meter for a one-hour period and 6.2 milligrams for eight hours. Thus, worst case carbon monoxide impact from the project by 1997 would be levels just slightly over the State one hour limit of 10 milligrams per cubic meter and the eight hour standard of 5 milligrams per cubic meter. Any exceedance of the Federal Standards of 40 and 10 milligrams per cubic meter for the one and eight hour periods now appears highly unlikely.

The siting and height of the parking structure exhaust vents have been designed to minimize pedestrian exposure to motor vehicle exhaust. As we have stated in the Draft EIS, the long term effect on air quality of bringing possibly 200 additional vehicles into the already congested downtown area is a matter that cannot be addressed by this project alone. Our marketing plan will target people who live outside the area and commute to work but would prefer to live in the area and walk to work. Some mitigation will occur with implementation of stringent Federal requirements on gasoline emissions. A potential long-term mitigation measure is implementation of the proposed rapid transit system which may reduce automobile usage in certain parts of downtown.

Sincerely,

MIKE MOON
Director

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840 0001

ENV 2-1
JA/G

April 25, 1988

Brenner Munger Ph D. PE
Manager
Environmental Department
(808) 548 6880

Mr. John P. Whalen, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Subject: Draft Supplemental Environmental Impact Statement (EIS) for Chinatown Gateway Plaza, Downtown Central Business District, Oahu

We have reviewed the above subject document and find there are no transmission lines planned in this area.

Sincerely,

Brenner Munger

cc: Mr. Mike Moon
Dept. of Housing and Community Development

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HAWAII 96813
PHONE 523-4181

FRANK F. FASI
MAYOR

MIKE MOON
DIRECTOR

ROBERT M. KASATO
DEPUTY DIRECTOR

May 12, 1988

Mr. Brenner Munger, Ph.D., P.E.
Manager Environmental Department
Hawaiian Electric Company
P. O. Box 2750
Honolulu, Hawaii 96840-0001

Dear Mr. Munger:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza, Honolulu

We have received your letter dated April 25, 1988 and will incorporate in the Final EIS your comment that there are no transmission lines planned in the project area. We look forward to working with you regarding specific hook-up of our project with your services.

Thank you for your assistance.

Sincerely,

MIKE MOON
Director

Hawaii Society
THE AMERICAN
INSTITUTE
OF ARCHITECTS

May 9, 1988

Mr. John P. Whalen, Director
Department of Land Utilization
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza

Dear Mr. Whalen:

The Hawaii Society/The American Institute of Architects has reviewed the draft EIS for the Chinatown Gateway Plaza Project and has no problem with it. We support the City's efforts to utilize this long vacant piece of downtown property.

Sincerely,

Norman G.Y. Hong, AIA
President, Hawaii Society

cc: Mr. Mike Moon
Department of Housing and Community Development

1128 Nuuanu Avenue • Honolulu, Hawaii 96817 • Telephone (808) 545-4242

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

MIKE MOON
DIRECTOR

ROBERT MIYASATO
DEPUTY DIRECTOR

May 12, 1988

Mr. Norman Hong, AIA
President, Hawaii Society
The American Institute of Architects
1128 Nuuanu Avenue
Honolulu, Hawaii 96817

Dear Mr. Hong:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza

We received your comments dated May 9, 1988. Thank you for your support of the City's downtown revitalization efforts.

Sincerely,

MIKE MOON
Director

DEPARTMENT OF THE NAVY
COMMANDER
NAVAL BASE PEARL HARBOR
BOX 110
PEARL HARBOR, HAWAII 96860-5020

IN REPLY REFER TO
5090 (24B)
Ser N58/738
24 MAR 1988

Mr. John P. Whalen, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

'88 MAR 28 P1:52
DEPT. OF HOUSING & COMM. DEVELOPMENT

Dear Mr. Whalen:

DRAFT ENVIRONMENTAL IMPACT STATEMENT
CHINATOWN GATEWAY PLAZA

The Draft Environmental Impact Statement for the Chinatown Gateway Plaza has been reviewed and we have no comments to offer. Since we have no further use for the EIS, it is being returned to the Office of Environmental Quality Control.

Thank you for the opportunity to review the Draft.

Sincerely,

W. K. Liu

W. K. LIU
Assistant to the Civil Engineer
By Direction of
the Commander

Enclosure

Copy to:
Mr. Mike Moon
Dept. of Housing & Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

REPRODUCED AT GOVERNMENT EXPENSE

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
P. O. BOX 50004
HONOLULU, HAWAII
96850

May 3, 1988

Mr. John P. Whalen, Director
Dept. of Land Utilization
City and County of Honolulu
650 S. King Street
Honolulu, HI 96813

Dear Mr. Whalen:

Subject: Draft Environmental Impact Statement -
Chinatown Gateway Plaza, Downtown Central Business District, Oahu

We have no comments to offer at this time, however, we would like the opportunity to review the final EIS.

Sincerely,

RICHARD N. DUNCAN
State Conservationist

cc:
Mr. Mike Moon, Dept. of Housing and Community Development, City and County of Honolulu, 650 S. King Street, Honolulu, HI

LU 88 3779

JOHN WAIHEE
GOVERNOR

'88 MAY 10 PM 10 28

SUZANNE D. PETERSON
CHAIRPERSON, BOARD OF AGRICULTURE

ROBERT Y. TSUYEMURA
ACTING DEPUTY
TO THE CHAIRPERSON

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 So. King Street
Honolulu, Hawaii 96814-2512

Mailing Address:
P. O. Box 22159
Honolulu, Hawaii 96822-0159

May 5, 1988

Mr. John P. Whalen, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Subject: Draft Environmental Impact Statement (DEIS)
Chinatown Gateway Plaza
Department of Housing and Community Development
TMK: 2-1-2: 38, 39;
2-1-2: 15, 23, 24, 25 Honolulu, Oahu
Area: 56,190 Square feet

The Department of Agriculture has reviewed the subject DEIS and has no comments to offer.

Thank you for the opportunity to comment.

Sincerely,

for
SUZANNE D. PETERSON
Chairperson, Board of Agriculture

cc: Mr. Mike Moon, DHCD

(P)1266.6

MAR 30

'88 APR -4 AM 9:46

DEPT OF HOUSING AND COMMUNITY DEVELOPMENT

Mr. John P. Whalen
Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Whalen:

Subject: Draft Environmental Impact Statement
Chinatown Gateway Plaza

We have reviewed the subject document and have no comments to offer.

Very truly yours,

TEUANE TOMINAGA
State Public Works Engineer

EM:jk
cc: Mr. Mike Moon

Engineering Office

Mr. John P. Whalen, Director
Dept. of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

'88 APR -5 P1:46
DEPT. OF HOUSING
& COMM. DEVELOPMENT

Dear Mr. Whalen:

Chinatown Gateway Plaza
Downtown Central Business District, Oahu

Thank you for providing us the opportunity to review the above subject project.

We have no comments to offer at this time regarding this project.

Sincerely,

Jerry H. Matsuda
Major, Hawaii Air
National Guard
Contr & Engr Officer

Enclosure

cc: Mr. Mike Moon

JOHN WAIHEE
GOVERNOR

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

EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
JOHN K. LICHAA
RONALD N. HIRANO
DANI T. KOCHI
JEANNE K. SCHULTZ

IN REPLY REFER TO
STP 8.2841

May 10, 1988

'88 MAY 11 A10:33
DEPT. OF HOUSING
& COMM. DEVELOPMENT

Mr. Michael M.H. Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Moon:

Environmental Impact Statement Preparation Notice
Proposed Chinatown Gateway Plaza Project
Honolulu, Oahu

We wish to have the opportunity to comment on the environmental impact statement for the proposed Chinatown Gateway Plaza Project. We would also like to be a consulted party as appropriate.

Very truly yours,

Edward Y. Hirata
Director of Transportation

PB 88-333

'88 APR -6 A8:10

DEPT. OF HOUSING & COMM. DEVELOPMENT

April 4, 1988

MEMO TO: JOHN P. WHALEN, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: HERBERT K. MURAOKA
DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR CHINATOWN GATEWAY PLAZA

We have reviewed the Draft Environmental Impact Statement for the Chinatown Gateway Plaza and have no comments.

Thank you for the opportunity to review the document.

Herbert K. Muraoka

HERBERT K. MURAOKA
Director and Building Superintendent

TH:lo
cc: Hous. & Comm. Dev. Dept.
J. Harada

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
1455 S. BERETANIA STREET ROOM 305
HONOLULU, HAWAII 96814

FRANK F. FASI
MAYOR

FRANK K. KAMOKAHAOKAHO
FIRE CHIEF

LIONEL E. CAMARA
DEPUTY FIRE CHIEF

April 11, 1988

TO: JOHN P. WHALEN, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: LIONEL E. CAMARA, ACTING FIRE CHIEF

SUBJECT: CHINATOWN GATEWAY PLAZA

We have reviewed the subject EIS and have no additional comments at this time.

Should you have any questions, please contact Battalion Chief Kenneth Word of our Administrative Services Bureau at local 3838.

Lionel E. Camara

LIONEL E. CAMARA
Acting Fire Chief

LEC/DF:lm

cc: Mike Hoon, DHCD

XII. LIST OF PREPARERS

City and County Department of Housing and Community Development

Austin Tsutsumi and Associates, Inc. - Traffic Impact

Barry Root - Air Quality

Y. Ebisu and Associates - Noise

Bishop Museum Applied Research Group - Historic and Archaeological Resources

Earthplan - Social Impact

Lacayo Architects, Inc. - Design

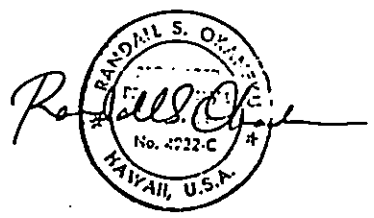
Ernest K. Hirata and Associates, Inc. - Soils Engineering

TRAFFIC IMPACT ASSESSMENT
FOR THE PROPOSED
CHINATOWN GATEWAY PLAZA

PREPARED FOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

CITY AND COUNTY OF HONOLULU



BY

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

ENGINEERS * SURVEYORS

HONOLULU, HAWAII

SEPTEMBER 1987

APPENDIX I

CONTENTS

CONTENTS
(Contd.)

SUBCONSULTANTS' REPORTS

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

TED S. HAMAMOTO PE
GEORGE M. MEURER PE
KENNETH K. KUROKAWA PE
PATRICK M. CUMMINS PLS

TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED CHINATOWN GATEWAY PLAZA

I. INTRODUCTION

This report summarizes the traffic impact assessment conducted for the Chinatown Gateway Plaza Project proposed by the City and County of Honolulu, Department of Housing and Community Development. The proposed project is a 300-unit rental housing development located on Hotel Street, between Nuuanu Avenue and Bethel Street. The project also includes 35,000 square feet of retail and commercial office space along Nuuanu Avenue. Access to the site will be exclusively off Bethel Street, near the existing driveway entrance. Exhibit 1 shows the project vicinity.

The study analyzes the existing conditions, develops trip generation characteristics for the proposed project, assesses the traffic impacts resulting from the proposed project, and makes recommendations that would mitigate any adverse impacts identified in this study.

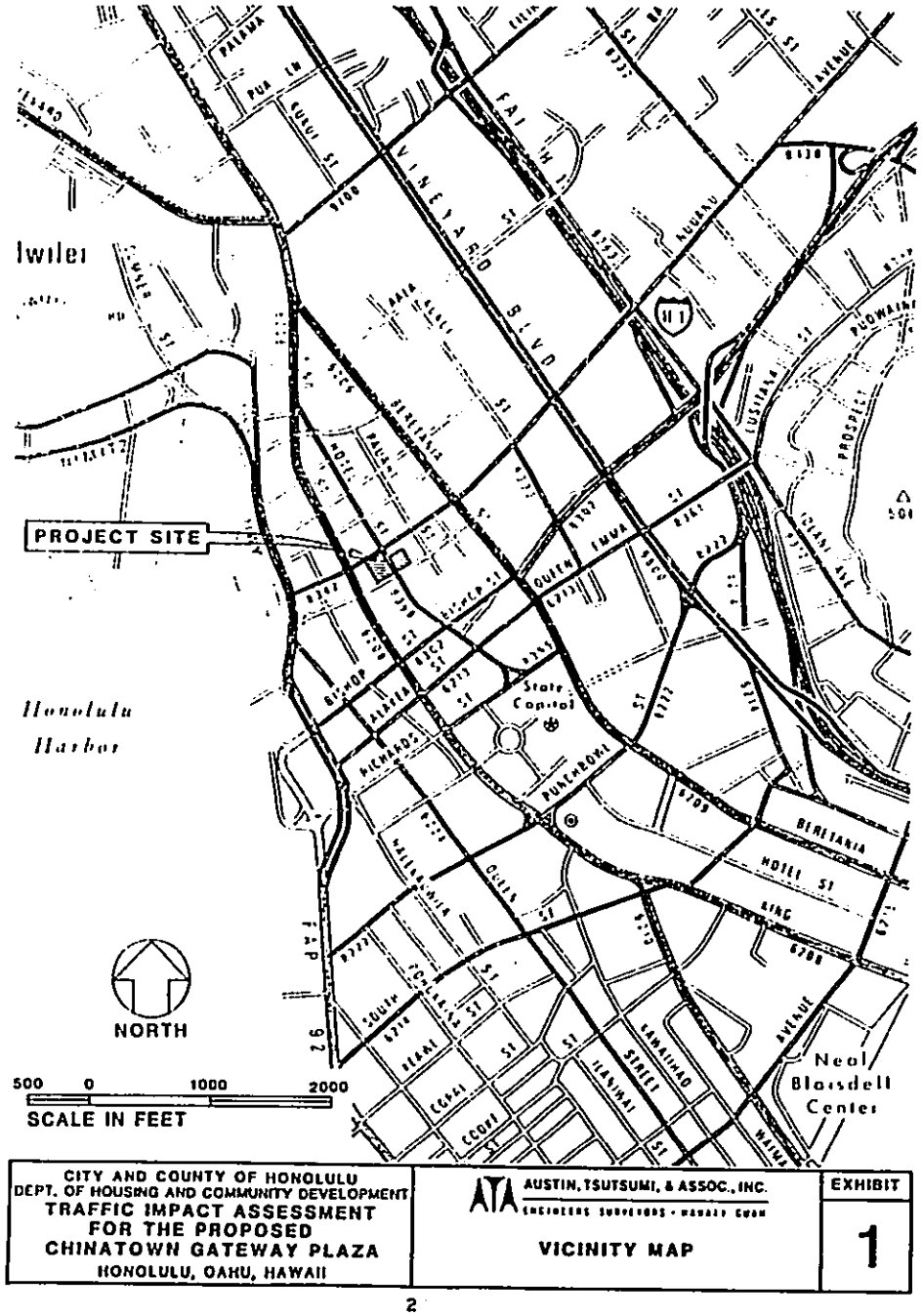
II. EXISTING CONDITIONS

A. Roadways

The major arterial roadways in the study area include: Nimitz Highway, an eight lane divided highway, in the vicinity of the project site, which provides access between the Honolulu

REPLY TO
501 SUMNER STREET, SUITE 521 • HONOLULU, HAWAII 96817-5031

OFFICES IN
HONOLULU, HAWAII



CITY AND COUNTY OF HONOLULU
DEPT. OF HOUSING AND COMMUNITY DEVELOPMENT
TRAFFIC IMPACT ASSESSMENT
FOR THE PROPOSED
CHINATOWN GATEWAY PLAZA
HONOLULU, OAHU, HAWAII

ATA AUSTIN, TSUTSUMI, & ASSOC., INC.
ENGINEERS SURVEYORS · HAWAII GUAM

VICINITY MAP

EXHIBIT 1

International Airport and Waikiki; King Street, a five lane, one way Koko Head bound roadway, which extends from Kalihi to Moiliili and Beretania Street, a five lane, one way Ewa bound roadway, which extends from Moiliili to Downtown Honolulu. Major collectors in the area include: Vineyard Boulevard, a six lane divided roadway between Palama Street and Punchbowl Street; Nuuanu Avenue, three lane, one way collector between Beretania Street and Nimitz Highway.

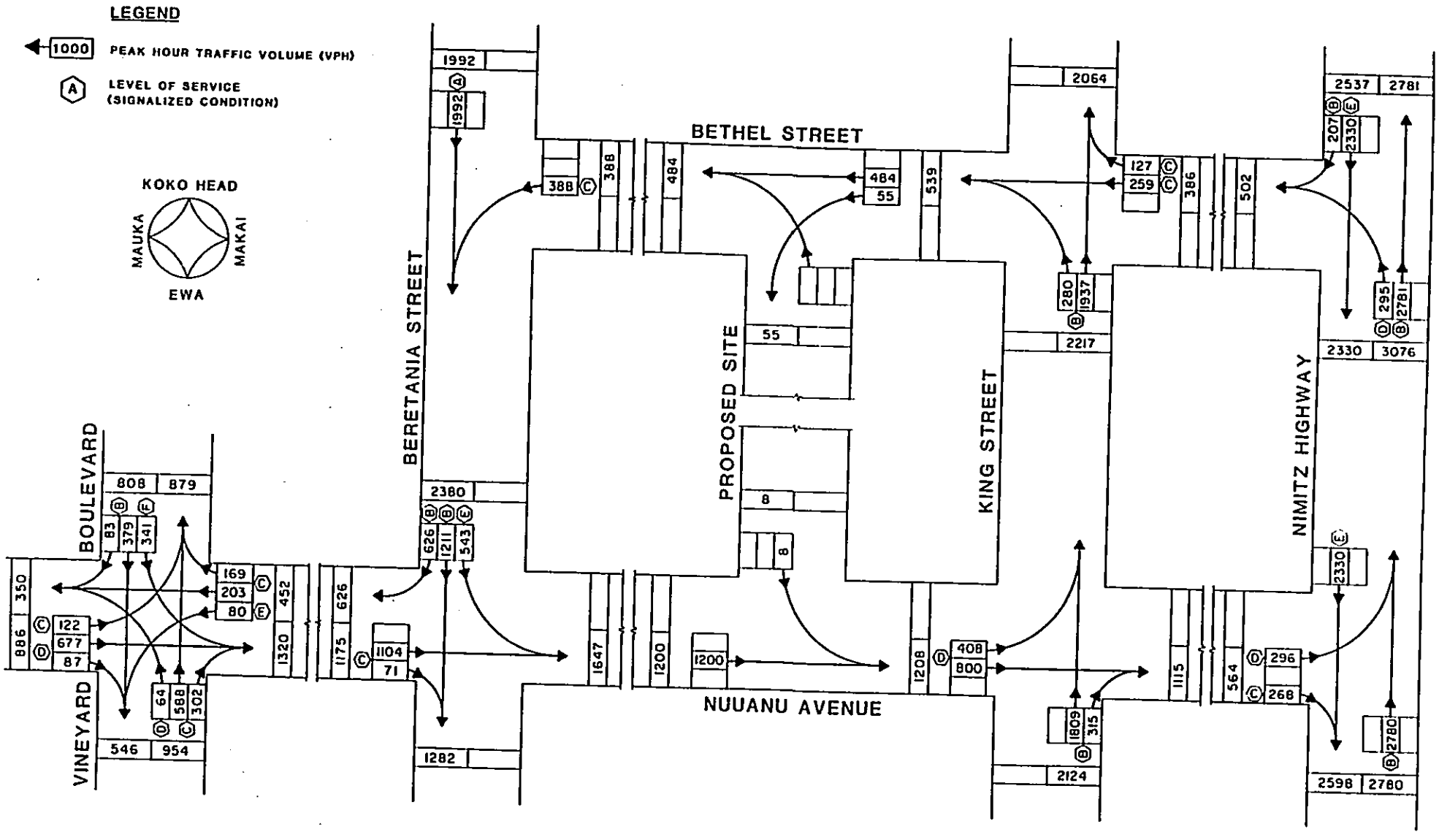
B. Traffic

1. General

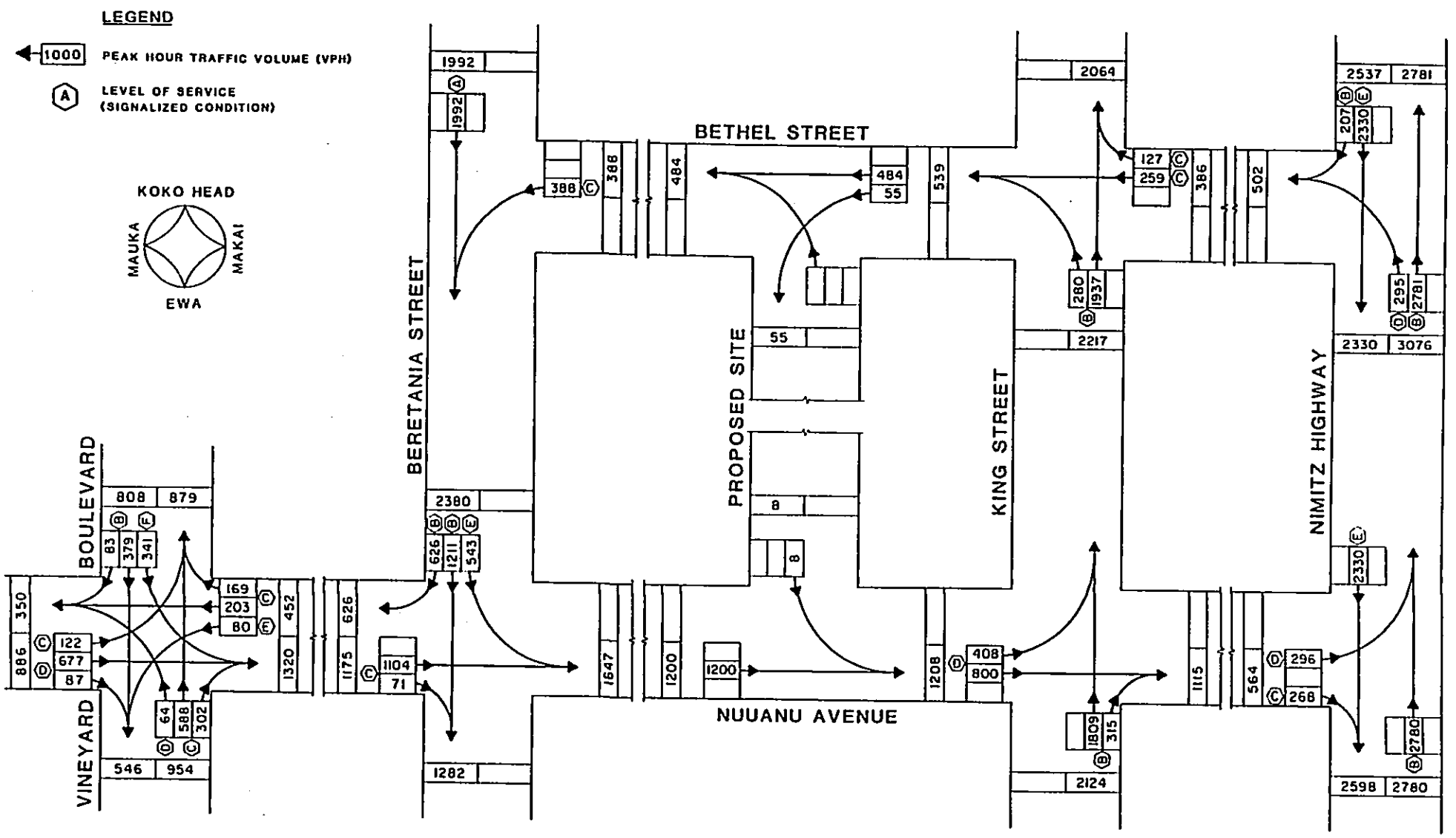
The traffic capacity analysis techniques utilized throughout this study are based upon procedures taken from the Highway Capacity Manual, 1985, (HCM) Transportation Research Board and the "Highway Capacity Software", Federal Highway Administration. The traffic operation for a signalized intersection is expressed in terms of Level of Service (LOS) "A" through "F"; LOS "A" being the best operating conditions and LOS "F" indicating severe congestion. The design Level of Service for an urban condition is LOS "D"; LOS "E" indicates that the intersection is near its capacity; and LOS "F" usually warrants intersection improvements.

2. AM Peak Period

The AM peak hour of traffic in the central business district (CBD) occurs between 7:00 AM and 8:00 AM. Exhibit 2 shows the existing AM peak hour traffic demand. The data



CITY AND COUNTY OF HONOLULU DEPT. OF HOUSING AND COMMUNITY DEVELOPMENT TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED CHINATOWN GATEWAY PLAZA HONOLULU, OAHU, HAWAII	ATA AUSTIN, TSUTSUMI, & ASSOC., INC. ENGINEERS SURVEYORS • HONOLULU EXISTING A.M. PEAK HOUR TRAFFIC	EXHIBIT 2



CITY AND COUNTY OF HONOLULU DEPT. OF HOUSING AND COMMUNITY DEVELOPMENT **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED CHINATOWN GATEWAY PLAZA** HONOLULU, OAHU, HAWAII	ATA AUSTIN, TSUTSUMI, & ASSOC., INC. ENGINEERS SURVEYORS - HONOLULU OAHU **EXISTING A.M. PEAK HOUR TRAFFIC**	EXHIBIT **2**

shown has not been adjusted for seasonal variation. The Levels of Service are also shown.

During the morning peak hour, westbound traffic on Nimitz Highway experiences LOS "E" at Bethel Street.

Traffic, entering the CBD, on King Street moves well. Although traffic is heavy, travel time delay is minimized due to the traffic signal synchronization along King Street. Past Nuuanu Avenue, the flow traffic becomes sluggish due the increase demands from Bishop Street and Nuuanu Avenue turning onto King Street.

The left turn movement on Beretania Street at Nuuanu Avenue experiences LOS "E" conditions. Some of this demand entering the financial district is diverted from the congested conditions on Bishop Street.

The Vineyard Boulevard acts as a distributor roadway between the Lunalilo Freeway and Downtown Honolulu. Its intersections with Nuuanu Avenue, Pali Highway, and Punchbowl Street experience heavy turning demands from both the eastbound and westbound directions toward Downtown and the Capitol District. The left turn movement on Vineyard Boulevard, westbound at Nuuanu Avenue, experiences LOS "F" conditions. The right lane of Vineyard Boulevard, eastbound, is queued from Punchbowl Street past Nuuanu Avenue.

Traffic entering the existing parking facility from Bethel Street were observed to queue back to King Street

during the midday, however this condition was not observed during the AM peak period.

3. PM Peak Period

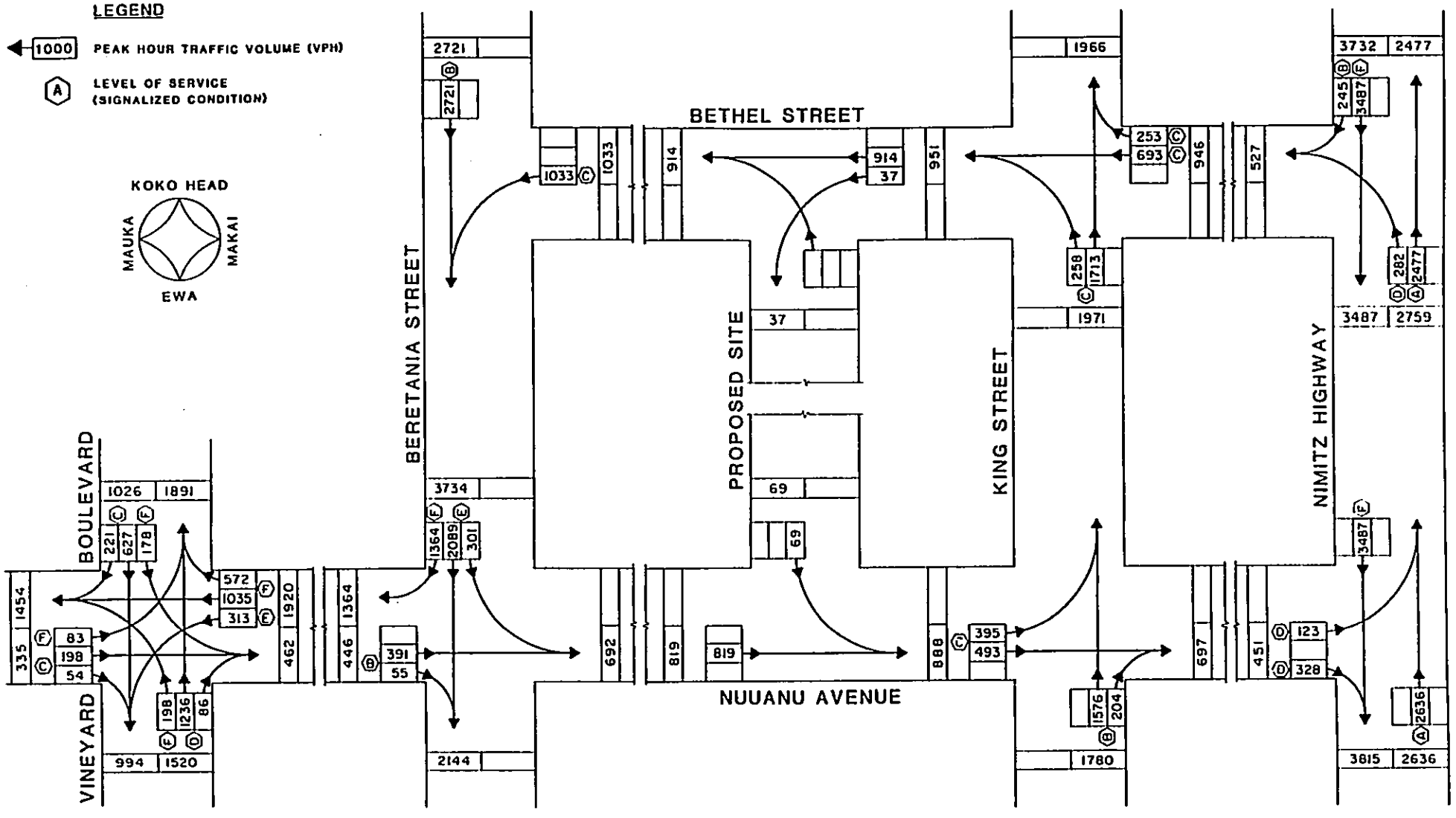
The PM peak hour of traffic occurs between 4:15 PM and 5:15 PM. Exhibit 3 shows the existing PM peak hour traffic demand and Levels of Service.

During the PM peak hour, the westbound traffic lanes on Nimitz Highway experiences LOS "F" conditions.

King Street traffic backs up from Alakea Street and Bishop Street as far back as Nuuanu Avenue. The recorded traffic flows are lower than would be expected under a free flow downstream condition, therefore the LOS shown is higher than observed.

Beretania Street experiences heavy traffic demand at Nuuanu Avenue. The double right turn lanes experience LOS "F" conditions, while the through and left turn movements experience LOS "E" conditions.

Vineyard Boulevard at Nuuanu Avenue experiences LOS "F" conditions on the mauka bound through and right turn movements and all the left turn movements on the makai bound, eastbound, and westbound approaches. The left turn movement on the mauka bound approach experiences LOS "E" conditions.



CITY AND COUNTY OF HONOLULU
DEPT. OF HOUSING AND COMMUNITY DEVELOPMENT
TRAFFIC IMPACT ASSESSMENT
FOR THE PROPOSED
CHINATOWN GATEWAY PLAZA
HONOLULU, OAHU, HAWAII

ATA AUSTIN, TSUTSUMI, & ASSOC., INC.
ENGINEERS SURVEYORS • HAWAII GUAM

EXISTING
P.M. PEAK HOUR TRAFFIC

EXHIBIT
3

III. TRIP GENERATION

A. General

The trip generation characteristics for the proposed project were developed from generally accepted techniques presented in "Trip Generation, Third Edition", prepared by the Institute of Transportation Engineers (ITE), 1982. In order to validate the ITE rates for residential apartment development and adjust them for local conditions, another trip generation study, conducted at an existing high rise condominium in the Downtown area, was adopted for this study.

No additional parking stalls, over and above the required number of stalls for the residential units and the replacement of stalls on the existing parking lot, will be provided for the commercial office and retail space. Therefore, site-generated traffic from these uses are assumed to be dispersed over the Downtown area, as employees and customers seek parking at existing facilities or use other modes of transportation such as walking or riding the bus.

B. Trip Generation Analysis

"The Traffic Generation Study for the Proposed Honolulu Tower II" prepsred for Pankow Development Inc. by Austin, Tsutsumi and Associates, Inc., August 1983, indicated that the actual number of vehicle trips generated by the Honolulu Tower I was about 59% of the ITE average weekday trip rate for a residential condominium. A number of factors may contribute this finding: (1) the residential condominium is located close to a

high employment center; (2) there is extensive transit service in the CBD; and (3) shopping opportunities and many services are locate within walking distances.

The ITE trip rates per dwelling unit for "apartment" were adjusted to reflect local conditions and are shown in Table 1. The proposed 300 unit rental apartment development is expected to generate a total of 1068 vehicle trips during the average weekday, 87 vehicle trips during the AM peak hour and 123 vehicle trips during the PM peak hour.

TABLE I.

TRIP GENERATION CHARACTERISTICS

			ITE AVG TRIP RATE	ADJUSTED TRIP RATE	VEHICLE TRIPS
AVERAGE WEEKDAY VEHICLE TRIP ENDS			6.10	3.56	1,068
PEAK	AM	ENTER	0.10	0.06	18
HOUR	BETWEEN	EXIT	0.40	0.23	69
OF	7 AND 9	TOTAL	0.50	0.29	87
ADJACENT					
STREET	PM	ENTER	0.40	0.27	81
TRAFFIC	BETWEEN	EXIT	0.20	0.14	42
	4 AND 6	TOTAL	0.70	0.41	123

Since the trips generated by the commercial-retail office space would be dispersed about the central business district, its traffic impacts were not assessed directly. However a trip generation analysis was conducted to show the total number of trips

that can be expected to enter and exit the CBD. The trip rates developed by ITE for general office land use were taken from non-CBD locations. Since most of the customer base for commercial uses would be walk-in traffic from the Downtown employee population, only the employees trips would increase traffic in the CBD. ITE estimates 4.7 employees per 1000 square feet of office space. The State of Hawaii Data Book 1985 estimates that about 78% of Oahu workers over the age of 16 drive or carpool to work. Furthermore, it estimates that the average auto occupancy for work trips to be 1.2 persons per vehicle. Finally, it is assumed that employee starting times are spread over a two hour period. Taking these figures together, the total number of vehicle trips can be estimated:

$$\frac{4.7 \text{ empl/1000 sf} \times .78 \text{ private veh. ridership}}{1.2 \text{ persons/veh} \times 2 \text{ hr}} = 1.5 \text{ vph/1000 sf}$$

The proposed projects commercial space can be expected to attract 53 vehicle trips per hour to the CBD.

IV. TRAFFIC IMPACT ASSESSMENT

A. General

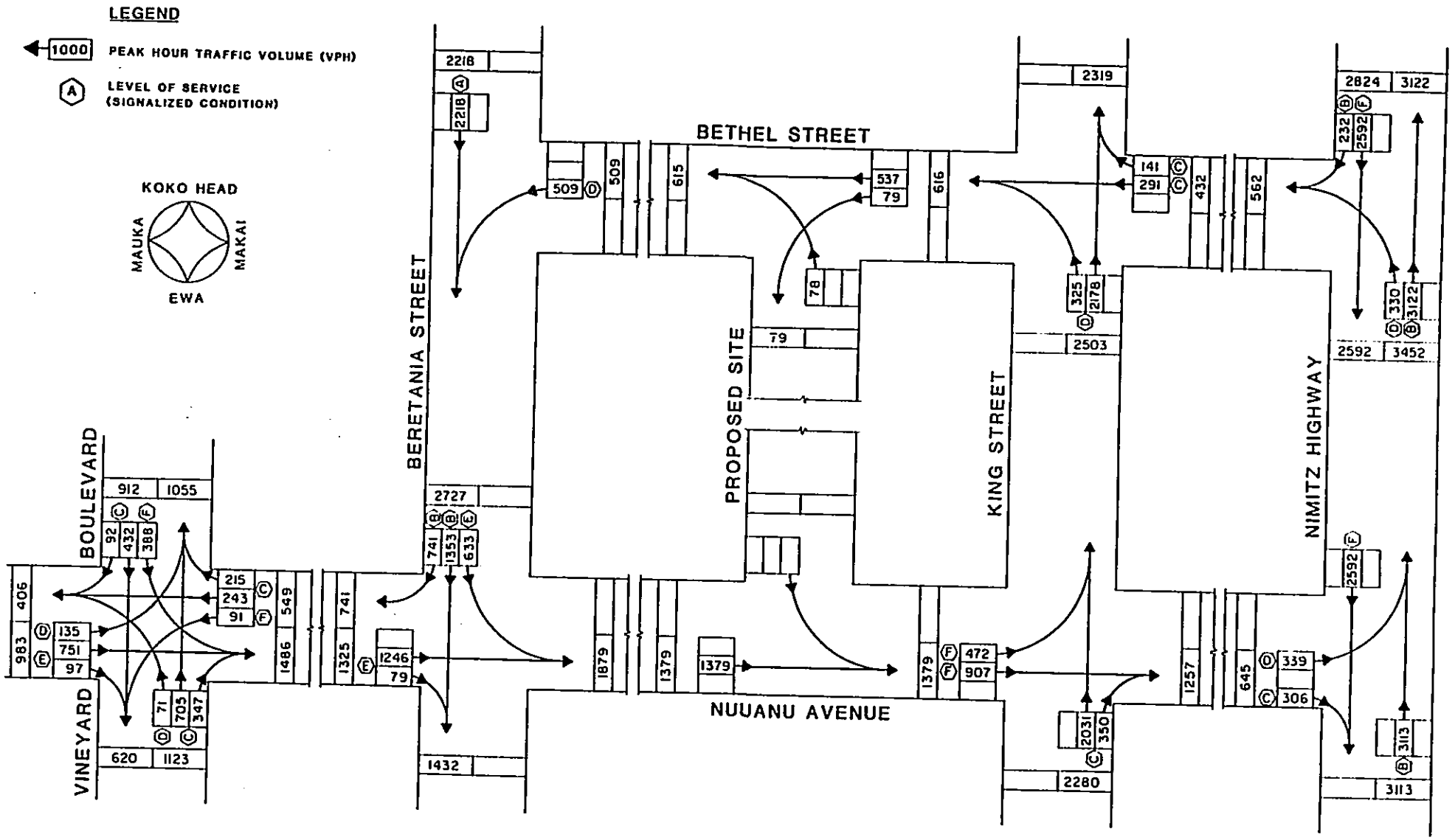
The traffic demands under projected conditions are based upon the trips generated from the proposed project, in addition to other projects proposed or being developed by the City and County Department of Housing and Community Development such as the River-Nimitz Housing Project and the Puuahi Project. Since the proposed project is expected to be completed by 1989, these

project-generated traffic demands are superimposed over the existing traffic conditions.

Traffic projections for the Year 1997 were developed for the noise and air quality impact assessments. Traffic projections presented in the HALI 2000 report prepared by the Oahu Metropolitan Planning Organization (OMPO) indicate traffic in the project vicinity is expected to grow at a rate of 0.8% per year. Therefore, traffic in the Year 1997 is expected to increase by 8% over existing conditions.

As discussed in the previous section, the trips generated by the commercial space are not included in the site impacts. The trip generation estimates are considered conservative, i.e. overstating the actual values since the travel characteristics were based on the island-wide average. CBD employees would tend to carpool or use the public transit more than the island average because of the high cost of parking, good transit accessibility, and increased opportunities for carpooling provided by the high concentration of employees. The actual increase in work trips to and from the CBD would be spread among the existing parking facilities in the area.

Because of the time frame over which this study was conducted, the field investigation was conducted during the summer. The difference in traffic conditions when school is in session and during the summer is readily apparent for anyone driving into the primary urban center. This condition has been documented by State DOT screenline traffic counts located around



CITY AND COUNTY OF HONOLULU DEPT. OF HOUSING AND COMMUNITY DEVELOPMENT **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED CHINATOWN GATEWAY PLAZA** HONOLULU, OAHU, HAWAII	AUSTIN, TSUTSUMI, & ASSOC., INC ENGINEERS SURVEYORS - HONOLULU	EXHIBIT **4**
	PROJECTED A.M. PEAK HOUR TRAFFIC	

the periphery of the primary urban center. The State DOT data has been summarized in the "School Hour Change Study" prepared for the Oahu Metropolitan Planning Organization by Kaku Associates, February, 1986. The seasonal variation in traffic conditions within the CBD has not been documented and data are not readily available. The Kaku study indicates that during the AM peak hour, the school season traffic entering the primary urban center is about 11% higher than the summer season traffic. This school season adjustment factor has been adopted for use in this study. Because both high school and University traffic dissipates by mid-afternoon, the PM peak hour should be unaffected by seasonal variation. Under the projected AM traffic conditions, the background traffic was increased by 11% to account for the seasonal variation.

A computerized traffic control system for Central Honolulu, proposed by the City and County of Honolulu, is awaiting the construction phase at this writing. Implementation is expected to begin by next year. This system is designed to optimize traffic signal operation in the Downtown area, as well as the rest of Central Honolulu, by reducing travel times on the main streets as well as reducing delay on the side streets. This project is also expected to upgrade the existing traffic signal hardware to accommodate the new system.

The traffic impact assessment is analyzed under the HCM procedures. LOS "F" condition is used as the criterion for warranting traffic improvements. The traffic impacts discussed in

the following sections are based upon the existing road conditions.

B. AM Peak Period

Exhibit 4 shows the projected traffic conditions for the AM peak hour, adjusting for the school seasonal variation. Much of the worsening of LOS conditions is attributed to this adjustment. The additional traffic generated by the proposed project would aggravate already existing congested conditions. Bethel Street will experience an increase in traffic due to the locating both the entrance and exit to the project and public parking on Bethel Street.

The westbound lanes of Nimitz Highway would operate under LOS "F" conditions. Queuing on King Street would be more apparent during the school season. The Nuuanu Avenue approach would operate at LOS F" conditions. The left turn movement on Beretania Street at Nuuanu Avenue would still operate at LOS "E". The Nuuanu Avenue approach also would operate at LOS "E". The left turn movement from Vineyard Boulevard, westbound, would again operate at LOS "F". The makai bound lanes on Nuuanu Avenue would operate at LOS "E"

C. PM Peak Period

During the afternoon peak hour, the site-generated traffic would aggravate already congested conditions. Exhibit 5 shows the projected PM peak hour of traffic. Westbound Nimitz Highway would continue to operate at LOS "F". Beretania Street approach would deteriorate to LOS "F" conditions at Nuuanu Avenue. The

intersection of Vineyard Boulevard and Nuuanu Avenue would continue to be congested.

V. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

As can be expected, the location of a residential development near a large employment center significantly reduces the number of vehicular trips generated by that development. Downtown Honolulu not only contains a high concentration of employment, but also has good transit service and contains shopping and other service opportunities within walking distances. Another study conducted for the Honolulu Tower confirmed this hypothesis. The residential condominium generated only about 59% of the total traffic estimated by standard trip rates developed by ITE.

The increase in traffic generated by the proposed project is not expected to significantly affect the existing traffic conditions. The recommendations made herein are intended to improve the already congested conditions.

B. Recommendations

1. The entrance to the project parking should provide for adequate storage within the site for entering vehicles to prevent queuing on Bethel Street, extending back onto King Street.

2. Proceed with the City plans for installing a centralized computer controlled traffic signal network. Capacity analysis indicates an imbalanced operation, i.e., LOS "F" on the side street and LOS "B" on the main street. Adjusting the traffic signal timing would improve the situation for the local condition, however it may adversely affect the overall operation of the traffic signal system coordination, therefore no recommendation is made at this time. The computerized traffic control project, proposed by the City, would minimize the inefficiencies in the present system by coordinating signals along the arterial streets and service minor street traffic in a more responsive manner, as well as replace obsolete traffic signal hardware.

LEGEND

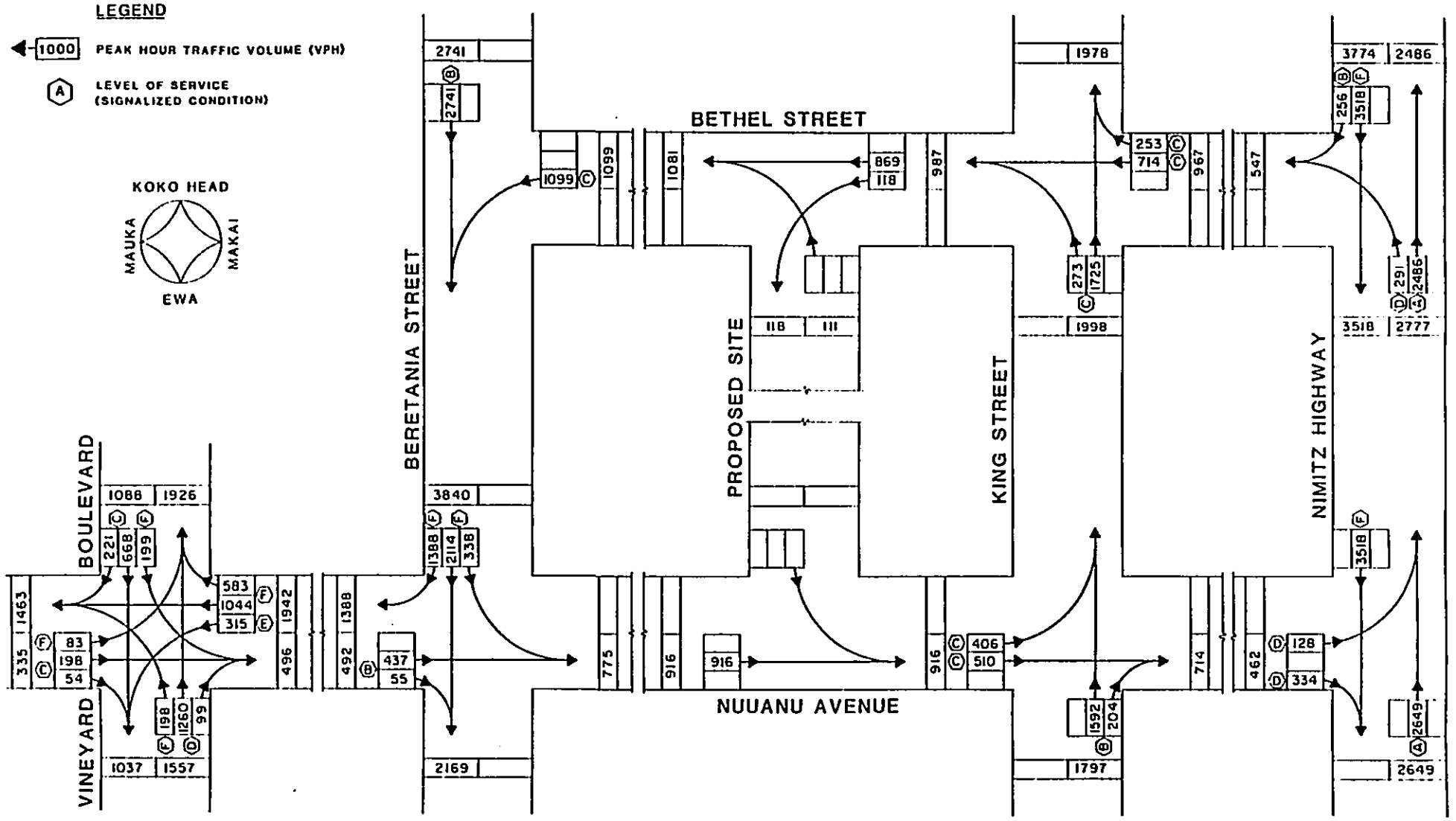
1000 PEAK HOUR TRAFFIC VOLUME (VPH)

A LEVEL OF SERVICE (SIGNALIZED CONDITION)

KOKO HEAD

MAUKA MAKAI

EWA



CITY AND COUNTY OF HONOLULU
DEPT. OF HOUSING AND COMMUNITY DEVELOPMENT
TRAFFIC IMPACT ASSESSMENT
FOR THE PROPOSED
CHINATOWN GATEWAY PLAZA
HONOLULU, OAHU, HAWAII

ATA AUSTIN, TSUTSUMI, & ASSOC., INC.
ENGINEERS SURVEYORS · HONOLULU GUAM

PROJECTED
P.M. PEAK HOUR TRAFFIC

EXHIBIT 5

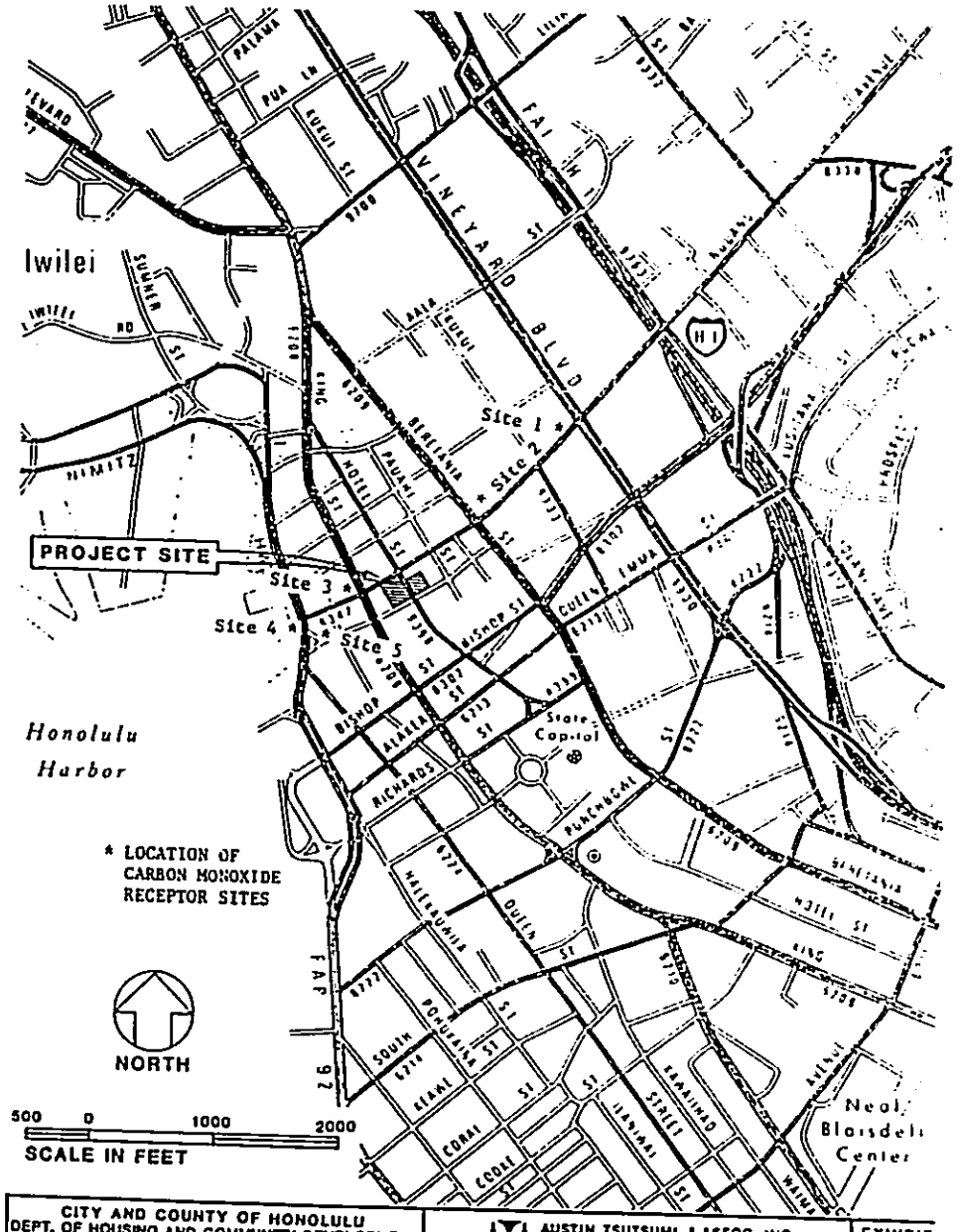
TABLE 4

RESULTS OF EIGHT HOUR CARBON MONOXIDE ANALYSIS
(Milligrams Per Cubic Meter)

SITE	LOCATION	1987	YEAR/SCENARIO 1997 WITHOUT PROJ	1997 WITH PROJ
1	VINEYARD & NUUANU	16.0	11.6	11.9
2	BERETANIA & NUUANU	13.5	9.4	9.8
3	KING & NUUANU	16.3	13.2	14.3
4	NIMITZ & NUUANU	11.5	8.5	8.6
5	NIMITZ & BETHEL	5.4	3.9	4.0

STATE OF HAWAII AQS: 5
NATIONAL AQS: 10

Notes: See Figure 1 for location of critical receptor site.
See text, Section 7, for models and assumptions used for producing these estimates.



TRAFFIC NOISE STUDY
FOR THE PROPOSED
CHINATOWN GATEWAY PLAZA PROJECT

PREPARED FOR
AUSTIN, TSUTSUMI & ASSOCIATES, INC.

BY
Y. EBISU & ASSOCIATES

AUGUST, 1987

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4. CALIFORNIA DEPARTMENT OF TRANSPORTATION, Energy and Transportation Systems, December, 1978.

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TABLE I

SUMMARY OF STATE OF HAWAII AND FEDERAL AMBIENT AIR QUALITY STANDARDS (AAQS) (micrograms per cubic meter)

POLLUTANT	SAMPLING PERIOD	FEDERAL PRIMARY	FEDERAL SECONDARY	STATE OF HAWAII
Total Suspended Particulate Matter (TSP)	Annual Geometric Mean	75	60	60
	24 Hour	260	150	150
PM-10 Particulates <10 microns in diameter	Annual Mean	50	50	50
	24 Hour	150	150	150
Sulfur Dioxide	Annual Mean	80		80
	24 Hour	365		365
	3 Hour		1300	1300
Nitrogen Dioxide	Annual Mean		100	100
Carbon Monoxide (micrograms per cubic meter)	8 Hour	9		4.5
	1 Hour	35		9
Photochemical Oxidants (as Ozone)	1 Hour	240		100
Lead	Calendar Quarter	1.5		1.5

TABLE 2

SUMMARY OF AIR POLLUTANT MEASUREMENTS AT NEAREST MONITORING STATIONS

POLLUTANT	1980	1981	1982	1983	1984	1985	1986
PARTICULATE MATTER							
No. of Samples	61	35	55	56	60	59	57
Range of Values	23-103	23-75	11-42	14-58	11-48	10-48	11-61
Average Value	37	40	29	27	25	24	25
No. of Times State AQS Exceeded	0	0	0	0	0	0	0
SULFUR DIOXIDE							
No. of Samples	58	38	50	60	58	53	57
Range of Values	<5-60	<5-44	<5-38	<5-16	<5-<5	<5-<5	<5-6
Average Value	18	19	11	<5	<5	<5	<5
No. of Times State AQS Exceeded	0	0	0	0	0	0	0
CARBON MONOXIDE							
No. of Samples		286	311	173	318	342	348
Range of Values		1.2-13.8	0-4.6	0-8.6	.6-10.9	0-10.4	.2-13.5
Average Value		5.1	1.2	2.3	2.4	1.5	2.2
No. of Times State AQS Exceeded		13	0	0	1	1	3
OXIDANT (OZONE)							
No. of Samples	295	314	335	349	296	341	346
Range of Values	10-84	10-104	0-151	0-123	0-104	8-198	10-88
Average Value	48	37	32	46	44	43	39
No. of Times State AQS Exceeded	0	1	2	2	1	3	0
OTHERS:		NITROGEN DIOXIDE				LEAD	
No. of Samples		46			54	58	57
Range of Values		6-77			0-1.8	0-.3	0-.2
Average Value		25			0.3	0.1	0
No. of Times State AQS Exceeded		0			0	0	0

NOTES: See text for locations of monitoring stations. Carbon monoxide is reported in milligrams per cubic meter; other pollutants in micrograms per cubic meter. Carbon monoxide and ozone are daily peak one hour values; lead is quarterly; other pollutant values are for a 24 hour sampling period.

SOURCE: State of Hawaii Department of Health

TABLE 3

RESULTS OF PEAK HOUR CARBON MONOXIDE ANALYSIS
(Milligrams Per Cubic Meter)

SITE	LOCATION	RUSH HOUR	WIND DIR	ANN % OCC	YEAR/SCENARIO 1987	1997 WITHOUT PROJ	1997 WITH PROJ
1	VINEYARD & NUUANU	PM	ENE	.60	26.6	19.3	19.8
2	BERETANIA & NUUANU	PM	S	.26	22.5	15.6	16.3
3	KING & NUUANU	AM	E	1.18	27.2	22.0	24.0
4	NIMITZ & NUUANU	PM	NNE	.53	19.2	14.1	14.3
5	NIMITZ & BETHEL	PM	SSW	.15	9.0	6.5	6.6

STATE OF HAWAII AQS: 10
NATIONAL AQS: 10

Notes: See Figure 1 for location of critical receptor sites.
See text, Section 7, for models and assumptions used for producing these estimates.

Average vehicle speeds were assumed to be 1 mph upstream from red signals and 15 mph downstream from signals or turns. An ambient temperature of 55 degrees F was assumed to simulate a cold winter morning for Site 3 calculations, while 65 degrees was used for evening peak hour conditions at the other sites. Vehicle operating characteristics were computed assuming that 20.6 percent of vehicles equipped with catalytic converters and 20.6 percent of vehicles without catalytic converters would be operating in the "cold start" mode and 27.3 percent of all vehicles would be operating in the hot start mode. The EPA computer model MOBILE3 was run using the above parameters to produce vehicular carbon monoxide emission estimates for each of the years studied.

The EPA computer model HIWAY 2 was used to calculate carbon monoxide concentrations at each of the selected critical receptor sites for each scenario studied. Stability category 4 was used for determining diffusion coefficients. This stability category represents the most stable (least favorable) atmospheric condition that would be likely to occur in an urban area such as this.

To simulate worst case wind conditions a uniform wind speed of one meter per second was assumed with the worst case wind direction determined by the traffic loading at each intersection. For each receptor site concentrations were computed at a height of 1.5 meters in order to estimate levels that would exist within the normal human breathing zone.

Background contributions of carbon monoxide from sources or distant roadways not directly considered in the analysis were assumed to be zero in order to more clearly indicate the impact of project-related traffic. In fact, background levels at these locations could be on the order of one milligram per cubic meter in both 1987 and 1997.

Results of the peak hour carbon monoxide study are presented in Table 3. Present peak hour carbon monoxide levels under the worst case assumptions used here are higher than the allowable State of Hawaii one hour AQS for four of the five sites considerd. Estimated peak hour values for 1997 are somewhat lower, but also above the State standard for Sites 1 through 4 with or without the additional traffic from the proposed project. For Site 5 all scenarios are within acceptable limits whether traffic from the proposed project is included in the computations or not. All of the estimated peak hour worst case carbon monoxide concentrations are well within the National one hour carbon monoxide limit.

Eight hour carbon monoxide levels are estimated by multiplying the peak hour values by a "meteorological persistence factor" of 0.6 which is recommended in EPA modeling guidelines to account for the fact that average one hour traffic volumes over an eight hour period are lower than peak hour volume and the fact that meteorological dispersion conditions are more variable (and hence more favorable) over an eight hour period than they are for a one hour period. Multiplying projected peak hour carbon monoxide levels by this factor yields the values that are shown in Table 4.

For the 1987 scenario, worst case traffic and meteorological assumptions indicate that the Hawaii eight hour standard could be exceeded at all five sites. By 1997 projected eight hour values for Site 5 are within the allowable Hawaii limit with or without the additional traffic from the proposed project, but Sites 1 through 4 would still have levels above the Hawaii standard and Sites 1 and 3 would have levels above the less stringent National standard.

It is important to note that the worst case conditions studied here have a relatively low probability of occurrence. The combination of wind speed and direction used in the computations for Site 3, the site with the highest projected carbon monoxide levels, occurs annually only 1.18 percent of the time during the 6 A.M. to 8 A.M. time period. This is equivalent to about four times per year. When the wind blows in an easterly direction it usually blows at higher speeds than one meter per second. With windspeeds of two meters per second, for example, computed carbon monoxide concentrations would be half the values shown in Table 3. For Sites 1 and 4, worst case wind direction and speed combinations would occur only about twice per year. Furthermore, the light wind speeds needed to produce the worst case values shown here would be most likely to occur in conjunction with highly variable wind directions rather than the steady conditions assumed in the calculations.

In computing eight hour carbon monoxide estimates the EPA-suggested factor of 0.6 appears to be reasonable for the case of urban Honolulu in terms of average one and eight hour concentrations. The State Department of Health just recently started to report eight hour concentrations in annual measurement summaries. For the DOH building, just one half mile from the project site, the 1986 average of daily peak hour levels was 2.2 milligrams per cubic meter, while the average daily eight hour value was 1.4, yielding an eight hour factor of 0.63. But the highest reported one hour average was 13.5 milligrams per cubic meter, while the highest eight hour value was only 4.7, yielding a relationship between maximum values of just 0.35. If this factor were to be used to convert one hour worst case estimates into worst case eight hour values, none of the projected values in Table 4 would be above National limits, but estimated levels for Sites 1 through 3 would still be higher than the State of Hawaii eight hour AQS.

8. MITIGATIVE MEASURES

A. SHORT TERM

As previously indicated the only short term direct adverse air quality impact that the proposed project is likely to create is the emission of fugitive dust during construction. State of Hawaii regulations stipulate the control measures that are to be employed to reduce this type of emissions. Primary control consists of wetting down loose soil areas. An effective watering program can reduce particulate emission levels from construction sites by as much as 50 percent. Other control measures include good housekeeping on the job site and pavement or landscaping of bare soil areas as quickly as possible. In the case of valid complaints from residents of nearby properties regarding fugitive dust, it might be necessary to erect a dust catching barrier during the dustier parts of project construction.

B. LONG TERM

Once completed, the proposed Chinatown Gateway Plaza Project would be expected to have little direct impact on ambient air quality. Direct emissions from the planned underground parking areas are of some concern, however, and extreme care will have to be taken to insure that adequate ventilation is provided within the parking area, including development of plans for provision of backup systems or operating procedures to be employed during power outages. Project design has not yet proceeded to the point where the specific locations of direct exhaust vents have been specified, but these vents should be located to minimize direct impact on ambient air quality.

Indirect air quality impacts are expected because of the new electrical power requirements of the proposed project. These requirements can be reduced somewhat by planning and implementing solar energy design features to the maximum extent possible.

Other indirect long term air quality impacts are expected in those areas where traffic congestion can potentially be worsened by the addition of vehicles traveling to and from the proposed project. Project planners can do very little to reduce the emission levels of individual vehicles, but in the case of this project it might be possible to reduce projected air quality impact slightly by considering two traffic access points to the project rather than the one that is currently planned.

Detailed carbon monoxide modeling at the intersection of King and Nuuanu Street indicates that the air quality impact of project-related traffic is likely to be greatest at that intersection. This result comes about for two reasons. During the morning rush hour all traffic attempting to reach the project entrance on Bethel Street (one-way mauka) from any direction other than makai, will have to do so by travelling over Nuuanu or King Streets. Because of the one-way configuration of the other streets surrounding the project, much of the traffic leaving the residential portion of the project will also pass through the King-Nuuanu intersection. Furthermore, the effect of increasing traffic on the Nuuanu leg of this intersection is to more evenly balance traffic loading on both legs of the intersection, increasing the amount of time that traffic is stopped on the King Street leg for a red signal light. This effect may be at least partly mitigated by the planned computerized signal network, but it could also be mitigated by provided project site access from/onto more than one one-way street.

As pointed out in the traffic study, it is possible that peak hour traffic projections for the project overstate the case and tenants or patrons of the project will make use of more numerous bus route or ride-sharing options or simple proximity to workplace to produce fewer peak hour vehicle trips than expected. In any case the only other logical way to mitigate potential air pollution impacts associated with the project would be to reduce the size and scope of the project to produce fewer peak hour vehicle trips.

Because the stringent national vehicular emissions reduction program now being pursued is entirely the product of ever changing government regulations, it is always possible that economic conditions or other factors could lead to an early abandonment of this program. If that were to occur, then the projected pollutant levels presented in this study could be too optimistic. On the other hand, this analysis did not consider the possibility that technological innovation may lead to new vehicular power systems that produce few or none of the currently regulated atmospheric pollutants.

For the benefit of future tenants of the proposed Chinatown Gateway Plaza Project it is also noted that tall, dense vegetation can provide some screening of residential areas from larger airborne particulates generated along streets and near construction areas. It is thus recommended that wherever possible such vegetative cover be included in landscaping plans with plantings occurring as early in the development process as practicable.

6. INDIRECT AIR QUALITY IMPACT OF INCREASED TRAFFIC

Once construction is completed the proposed project will not in itself constitute a major direct source of air pollutants, although care will have to be taken to ensure that exhaust ventilation from the proposed underground parking is properly designed to minimize indoor pollutant concentrations and avoid adverese impact on ambient air outside project boundaries.

Primarily by serving as an attraction for increased motor vehicle traffic in the area, however, the project must be considered to be a potentially significant indirect air pollution source.

Motor vehicles, especially those with gasoline-powered engines, are prodigious emitters of carbon monoxide. Motor vehicles also emit some nitrogen dioxide and those burning fuel which contains lead as an additive contribute some lead particles to the atmosphere as well. The major control measure designed to limit lead emissions is a Federal law requiring the use of unleaded fuel in most new automobiles. As older cars are removed from the vehicle fleet lead emissions should continue to fall. In fact, effective January 1, 1986, the Federal Environmental Protection Agency has revised the allowable lead amount in gasoline to 0.1 gram per gallon. At the beginning of 1985 the standard was 1.1 grams per gallon. The EPA is also advocating a total ban on lead in gasoline to take effect as early as 1988. Existing lead controls seem to have produced desired results in the Honolulu area, however, since measured lead levels at the DOH building averaged 0.0 micrograms per cubic meter over the last three quarters of 1986.

Federal control regulations also call for increased efficiency in removing carbon monoxide and nitrogen dioxide from vehicle exhausts. By the year 1997 carbon monoxide emissions from the Oahu vehicle fleet then operating should be about one third less than the amounts now emitted. At present, however, no further reductions in vehicular emissions have been mandated for years following 1995, and increases in traffic levels after 1995 will result in directly proportional increases in vehicle-related pollutant emissions.

7. CARBON MONOXIDE DIFFUSION MODELING

In order to evaluate the air quality impact of projected increases in traffic associated with the proposed project a detailed carbon monoxide modeling study was carried out. The study was designed to yield carbon monoxide concentration values which could be compared directly to allowable State and National Ambient Air Quality Standards.

Five receptor sites were selected for analysis: Sites 1 through 4 are near the major Nuuanu Street intersections with Vineyard Boulevard, Beretania Street, King Street, and Nimitz Highway, respectively, and Site 5 is near the intersection of Nimitz Highway and Bethel Street. The traffic study for the project indicated that these sites would be likely to have various degrees of increased traffic as a result of project development. Peak volumes of traffic at these intersections occurs during the evening rush hour for all sites except Site 3, near the intersection of King and Nuuanu Streets, where morning traffic volumes are greater.

Modeling was performed for a string of receptor sites located 3 meters from the edge of the street in each case and results of highest computed peak hour values are shown in Table 3. Locations of receptor sites are indicated on Exhibit 1.

Computations were made for current peak hour conditions and for 1997 (about 8 years after project completion). Calculations for 1997 included peak hour traffic volume scenarios with and without the proposed project. Future volume projections also include data for the proposed River-Nimitz Housing Project scheduled for development in about the same time frame as the Chinatown Gateway Plaza Project.

For air quality modeling purposes it was assumed that all intersections would be signalized to meet demand. The traffic study for the proposed project describes a City and County project in progress to intall a centralized computer-controlled traffic signal network for the downtown area, but how this network will affect signal timing at each of these intersections is impossible to predict at this time.

Using 1986 vehicle registration figures for Oahu, the existing peak hour vehicle mix in the project area is estimated to be 91.9% light duty gasoline-powered vehicles, 4.2% light duty gasoline-powered trucks and vans between 6000 and 8500 pounds, 0.5% heavy duty gasoline-powered vehicles, 0.5% diesel-powered automobiles, 0.1% diesel-powered light duty trucks, 1% diesel-powered trucks and buses, and 1% motorcycles. The same vehicle mix was assumed for 1987 and 1997 emission rate calculations.

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4. DIRECT AIR QUALITY IMPACT OF PROJECT CONSTRUCTION

During the demolition, site preparation and construction phases of this project it is inevitable that a certain amount of fugitive dust will be generated. Field measurements of such emissions from apartment and shopping center construction projects has yielded an estimated emission rate of 1.2 tons of dust per acre of construction per month of activity. This figure assumes medium level activity in a semi-arid climate with a moderate soil silt content. Actual emissions of fugitive dust from this project can be expected to vary daily depending upon the amount of activity and the moisture content of exposed soil in work areas.

One major generator of fugitive dust is heavy construction equipment moving over unpaved surfaces. This problem can be substantially mitigated by completing and paving work areas as early in the development process as possible. Because of the close proximity of existing retail establishments and other residences, dust control will have to be an item of special concern.

Heavy construction equipment will also emit some air pollutants in the form of engine exhausts. The largest equipment is usually diesel-powered. Carbon monoxide emissions from large diesel engines are generally about equal to those from a single automobile, but nitrogen dioxide emissions from this type of engine can be quite high. Fortunately, nitrogen dioxide emissions from other sources in the area should be relatively low and the overall impact of pollutant emissions from construction equipment should be minor compared to levels generated on nearby streets.

5. AIR QUALITY IMPACT OF INCREASED ENERGY UTILIZATION

Estimating about 610 square feet average size for the 300 planned residential units yields a total floor space of about 183,000 square feet. Energy consumption rates at the power plant for all-electric apartments are about 72,000 BTU per square foot, which would create a requirement for over 13 billion BTU of energy per year at the power plant, or about 30,000 barrels of oil if the demand were to be met totally by burning fuel oil. The proposed 35,000 square feet of commercial, retail, and office space would add significantly to this requirement.

The major impact of burning fuel oil to meet this new energy demand will be increased levels of sulfur dioxide and particulates in the vicinity of existing power plants, primarily the Kahe Power Plant on the Waianae coast.

New energy requirements could be reduced substantially by the installation of solar water heating for all units at the time of construction. It is also possible that the new demand could be met by means other than burning fuel oil. Generation of electrical energy by wind power and by using ocean thermal energy conversion are two such possibilities.

2. AIR QUALITY STANDARDS

State of Hawaii and National Ambient Air Quality Standards (AQS) have been established for six classes of pollutants as shown in Table 1. An AQS is a pollutant concentration not to be exceeded over a specified sampling period which varies for each pollutant depending upon the type of exposure necessary to cause adverse effects. Each of the regulated pollutants has the potential to cause some form of adverse health effect or to produce environmental degradation when present in sufficiently high concentration.

National AQS have been divided into primary and secondary levels. Primary AQS are designed to prevent adverse health impacts while secondary AQS refer to welfare impacts such as decreased visibility, diminished comfort levels, damage to vegetation, animals or property, or a reduction in the overall aesthetic quality of the atmosphere. State of Hawaii AQS have been set at a single level which is in some cases significantly more stringent than the lowest comparable national limit. In particular, the State of Hawaii one hour standard for carbon monoxide is four times more stringent than the National standard.

National AQS are based on 40 CFR Part 50, while State of Hawaii AQS are set in Chapter 11-59, Hawaii Administrative Rules. This chapter was amended in 1986 to make Hawaii AQS for particulates and sulfur dioxide essentially the same as National limits.

3. PRESENT AIR QUALITY

A summary of air pollutant measurements from State of Hawaii long term monitoring stations located nearest to the project is presented in Table 2. Data from several different sampling stations are included in the tabulation.

Particulates and sulfur dioxide have been measured at the Department of Health building located on the corner of Punchbowl and Beretania Streets (about one half mile southeast of the proposed project site) for more than fifteen years.

During 1981 carbon monoxide was measured at Fort DeRussy in Waikiki (about three miles southeast of the project), and in 1982 and 1983 carbon monoxide was monitored at Leahi Hospital in Kaimuki, about 4.5 miles southeast of the project. Carbon monoxide readings from 1984 onward are from the DOH building.

Ozone levels were also measured at the Department of Health building in urban Honolulu until December 1980, when the monitor was relocated to Sand Island (about one mile southwest of the project site). During 1981 nitrogen dioxide was also monitored at the Sand Island location, but all nitrogen dioxide monitoring has since been discontinued. Lead measurements are from the DOH building.

From the data presented in Table 2 it appears that State of Hawaii ambient air quality standards for particulates, sulfur dioxide, nitrogen dioxide, and lead are currently being met at nearest monitoring stations to the project site.

On the other hand, carbon monoxide and ozone readings from urban Honolulu indicate that allowable State of Hawaii standards for these vehicle-related air pollutants are being violated at a rate of about one to three times a year. Ozone is an indicator of the formation of photochemical pollutants in the air, a condition which tends to develop if the air mass over the islands has been fairly stable with little wind flow for a period stretching over several days.

Concentrations of carbon monoxide are more directly related to vehicular emissions and tend to be highest during periods of rush hour traffic. Carbon monoxide would thus be the pollutant most likely to cause difficulty in meeting allowable State of Hawaii AQS as a result of new residential development in Honolulu.

SUMMARY

1. The proposed Chinatown Gateway Plaza Project will involve site preparation and construction of 300 apartments in a single tower of about 25 stories to be located between Nuuanu and Bethel Streets, near Hotel Street in urban Honolulu. The project includes two underground parking areas and 35,00 square feet of commercial/retail use. The majority of the project site is currently occupied by a municipal parking lot.

2. Present air quality in the project area is estimated to be fair since nearby long term monitoring stations have consistently been recording airborne particulate and sulfur dioxide levels that are within allowable State of Hawaii Air Quality Standards, but vehicular emissions during peak period traffic conditions may be creating "hot spots" near congested intersections where carbon monoxide levels could exceed allowable air quality standards under especially unfavorable meteorological dispersion conditions.

3. There will be short term dust emissions during the construction phase of the development. Adequate control measures exist to limit the scope of this impact, but special care will have to be exerted to insure that nearby retail establishments are not subjected to excessive levels of particulate pollution from construction activities.

4. There could be long term direct air quality impact from the exhaust vents for the planned underground parking facility. At the time of this study sufficient detail regarding the location of these vents was not available to evaluate the potential magnitude of this impact.

5. Indirect air quality impacts are expected to result from new demands for electrical energy. This impact is most likely to occur in the vicinity of existing power plants such as the Kahe Plant on the Waianae coast where increased levels of particulates and sulfur dioxide can be expected. Maximum use of solar energy designs in project development can at least partially mitigate the magnitude of this impact. New methods of generating electrical power such as wind or ocean thermal energy conversion may eventually also play a mitigative role in this regard.

6. Increased traffic generated by the proposed project will increase emissions of carbon monoxide and nitrogen dioxide in the project area. Detailed carbon monoxide modeling carried out for five critical intersections indicates that both State of Hawaii and National Air Quality Standards could be exceeded near some of these intersections under present peak hour traffic conditions in the event worst case meteorological dispersion conditions were to occur. By 1997, decreased carbon monoxide emissions from individual vehicles coupled with a relatively low traffic growth rate in this area will yield projected worst case levels that are lower than present levels, but still higher than allowable standards. Providing two project access routes rather than one might provide some air pollution mitigation in the vicinity of the King-Nuuanu intersection where project-related traffic appears to have the greatest impact.

1. PROJECT DESCRIPTION

The proposed Chinatown Gateway Plaza Project will involve site preparation and construction of a 300-unit housing development consisting of a single tower about 25 stories high to be located between Nuuanu and Bethel Streets in urban Honolulu as shown in Exhibit 1. The project is being proposed by the City and County of Honolulu, Department of Housing and Community Development, and is expected to require about two years for completion. The project area consists of two sites mauka and makai of Hotel Street. The makai site is currently a municipal parking lot and the mauka site is occcupied by commercial/retail tenants. Primary site access would be via a single route connecting to Bethel Street.

One stated objective of project development is to maintain or enhance public parking capacity. To this end it is proposed that the project include approximately 200 stalls of underground parking on the makai site for residential use and 80 stalls on the mauka site for public use. It is also proposed that about 35,000 square feet of retail and office commercial space be provided in a two story structure along Nuuanu Avenue and in the ground and second floors of the residential tower and adjacent structures.

The purpose of this study is to describe existing ambient air quality in the project area and to estimate the magnitude of any increase in air pollutant concentrations resulting from actions related to the proposed project. Mitigative measures are suggested where applicable.

AIR QUALITY STUDY

FOR THE

PROPOSED CHINATOWN GATEWAY PLAZA PROJECT

HONOLULU, HAWAII

Prepared by

Barry D. Root
Kaneohe, Hawaii

August 31, 1987

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I. SUMMARY

The existing and projected traffic noise levels in the vicinity of the proposed Chinatown Gateway Plaza project at the corner of Hotel and Bethel Streets, Oahu, were evaluated for their relationship to current FHA/HUD noise standards. The traffic noise level increases along the 4 streets bordering the project were calculated. Immediately following completion of the project, increases in traffic noise of 0.7 Ldn units or less were predicted to occur as a result of project and non-project traffic. This level of increase should not generate adverse noise impacts on surrounding properties.

Over the longer term (by the Year 1997), traffic noise levels in the vicinity of the project are also expected to rise by a maximum of 0.7 Ldn units. Adequate setbacks from the centerlines of King and Bethel Streets and Nuuanu Avenue have been incorporated into the proposed siting of the tower building. Special sound attenuation measures are not required for units on the east, west, and south faces of the proposed tower building. Units to the north which face Hotel Street may require special sound attenuation treatment if noise sensitive areas (bedrooms or living rooms) have ventilation openings on the north face of the tower building. However, if ventilation openings to noise sensitive spaces are restricted to the east, west, or south faces of the new tower building, special sound attenuation measures should not be required for compliance with FHA/HUD noise standards.

II. PURPOSE

The purposes of this study were to evaluate the existing and future traffic noise at the proposed Chinatown Gateway Plaza development at Hotel and Bethel Streets, and to determine if noise attenuation measures are required to comply with FHA/HUD regulations (Reference 1). Also, possible traffic noise impacts resulting from the proposed development were also to be evaluated. Recommendations for the implementation of noise mitigation measures were also to be provided as required.

III. NOISE DESCRIPTORS AND THEIR RELATIONSHIP TO LAND USE COMPATIBILITY

The noise descriptor currently used by FHA/HUD to assess environmental noise in general is the Day-Night Average Sound Level (Ldn). This descriptor incorporates a 24-hour average of instantaneous A-Weighted Sound Levels as read on a standard Sound Level Meter. The minimum averaging period for the Ldn descriptor is 24 hours (by definition). Additionally, sound levels which occur during the nighttime hours of 10:00 PM to 7:00 AM are increased by 10 decibels (dB) prior to computing the 24-hour average by the Ldn descriptor. A more complete list of noise descriptors is provided in APPENDIX B to this report.

TABLE 1, derived from Reference 2, presents current federal standards and acceptability criteria for residential land uses exposed to various levels of environmental noise. As a general rule, noise levels of 55 Ldn or less occur in rural areas, or urbanized areas which are shielded from high volume streets. In urbanized areas, Ldn levels generally range from 55 to 65 Ldn, and are usually controlled by motor vehicle traffic noise. Residences which front major roadways are generally exposed to levels of 65 Ldn, and as high as 72 Ldn when the roadway is a high speed freeway. Due to noise shielding effects from intervening structures, residences which are located within interior lots are usually exposed to lower noise levels of 60 Ldn or less.

For the purposes of determining noise acceptability for funding assistance from federal agencies (FHA/HUD and VA), an exterior noise level of 65 Ldn or lower is considered acceptable. This standard is applied nationally (see Reference 1), including Hawaii. Because of our open-living conditions, the predominant use of naturally ventilated dwellings, and the relatively low exterior-to-interior sound attenuation afforded by these naturally ventilated structures, an exterior noise level of 65 Ldn does not eliminate all risks of noise impacts. For these reasons, and as recommended in Reference 3, a lower level of 55 Ldn is considered

TABLE 1

EXTERIOR NOISE EXPOSURE CLASSIFICATION
(RESIDENTIAL LAND USE)

Noise Exposure Class	Day-Night Sound Level	Equivalent Sound Level	Federal Standard (1)
Minimal Exposure	Not Exceeding 55 Ldn	Not Exceeding 55 Leq	Unconditionally Acceptable
Moderate Exposure	Above 55 Ldn But Not Above 65 Ldn	Above 55 Leq But Not Above 65 Leq	Acceptable (2)
Significant Exposure	Above 65 Ldn But Not Above 75 Ldn	Above 65 Leq But Not Above 75 Leq	Normally Unacceptable
Severe Exposure	Above 75 Ldn	Above 75 Leq	Unacceptable

Note: (1) Federal Housing Administration, Veterans Administration, Department of Defense, and Department of Transportation.

(2) FHWA uses the Leq instead of the Ldn descriptor. For planning purposes, both are equivalent if: (a) heavy trucks do not exceed 10 percent of total traffic flow in vehicles per 24 hours, and (b) traffic between 10:00 PM and 7:00 AM does not exceed 15 percent of average daily traffic flow in vehicles per 24 hours.

Source: Reference 2.

as the "Unconditionally Acceptable" (or "Near-Zero Risk") level of exterior noise. However, after considering the cost and feasibility of applying the lower level of 55 Ldn, government agencies such as FHA/HUD and VA have selected 65 Ldn as a more appropriate regulatory standard.

IV. GENERAL STUDY METHODOLOGY

Traffic noise predictions were performed using the Federal Highway Administration (FHWA) Noise Prediction Model (Reference 4). Existing and projected traffic data on the streets of downtown Honolulu were obtained from Austin, Tsutsumi & Associates, Inc. (References 5 and 6). Hourly traffic counts on King Street at the Nuuanu Stream Screenline, which were obtained in April, 1986, were used to calculate the relationship between peak hour Leq(h) and Ldn. For noise modeling purposes, average traffic volumes on the street segments examined were obtained by averaging the traffic volumes at their respective intersection end points. Reference 6 was used to predict future traffic noise levels along the future Hotel Street transit mall, under the assumption that PM peak hour bus traffic would not exceed 123 vehicles per hour upon completion of the proposed Chinatown Gateway Plaza project.

Existing traffic noise measurements along Bethel Street, Nuuanu Avenue, and King Street were made in July, 1987 to calibrate the noise prediction model, and to refine predictions of future traffic noise levels. It was not possible to validate the model along Nuuanu Avenue and Bethel Street due to the noise from heavy construction on Hotel Street. For this reason, an alternate measurement site along King Street was used.

The future traffic noise levels were predicted for the various conditions of receptor setback distances and elevations at the proposed Chinatown Gateway Plaza building. Additionally, existing and future setback distances from the centerlines of Nuuanu Avenue, Hotel, Bethel, and King streets to the 60, 65, and 70 Ldn iso-noise contour lines were also calculated for the worst case condition of unobstructed line of sight to the traffic lanes. The required setback distance to the future 65 Ldn contour line, plus the calculations of traffic noise levels at different receptor elevations, were used to determine the necessity of noise abatement measures for compliance with FHA/HUD noise standards.

V. EXISTING TRAFFIC NOISE ENVIRONMENT

TABLE 2 presents the results of the noise measurements on the project site and along King Street. FIGURE 1 shows the locations of the 3 measurement sites in relationship to the project site. The measurements were made in July, 1987 while construction of the transit mall was underway along Hotel Street. For this reason, an alternate Site C, approximately 6 floors above King Street, was included in the survey. Agreement between measured and predicted traffic noise levels at Sites B-1 and B-2 were poor due to the influence of construction noise. Agreement at Site C was good, but it was necessary to increase modeled vehicle speeds by approximately 5 MPH to account for the increases in traffic noise attributable to multiple sound reflections in the highrise environment. Similar increases in modeled vehicle speeds were also applied to Bethel Street and Nuuanu Avenue in TABLE 2.

TABLE 3 presents the AM and PM peak hour traffic volumes, speeds, and mix assumptions for the existing period, with computed hourly equivalent noise levels (Leq) at 50 FT distance from the centerlines of the streets bordering the project. The existing traffic noise levels along the streets surrounding the project site are summarized in TABLE 3. Calculated Ldn at 50 FT distance from the roadways' centerlines are also shown in the same table. The existing setback distances of the 60, 65, and 70 Ldn contours from the centerlines of the bordering streets under worst case, unobstructed line of sight conditions are shown in TABLE 4. Due to shielding effects from the existing structures between the project site and King Street, the existing traffic noise contributions from King Street are not significant on the project site. Existing traffic noise levels are in the FHA/HUD "Acceptable" category toward the east, west, and south directions from the proposed new tower location. Toward the north, in the direction of Hotel Street, construction is presently underway for a future transit mall, and construction noise is the current dominant noise source.

TABLE 2

JULY, 1987 BACKGROUND AMBIENT NOISE MEASUREMENTS

Location	Time of Day (HRS)	Ave.Speed (MPH)	---Hourly Traffic Volume--- Auto	Med.Truck	Heavy Truck	Measured Leq (dB)	Predicted Leq (dB)
1. SITE B-1 On project site, 50' from Bethel Street centerline.*	0700 TO 0730	27	550	11	6	64.8	61.1
2. SITE B-2 On project site, 50' from Nuuanu Ave. centerline.*	0750 TO 1030	27	803	17	8	69.7	62.7
3. SITE C. 6th floor Liberty House parking deck, 50' from King Street centerline.	0910 TO 1200	29	1,296	34	34	66.3	66.4

Notes:

* High measured noise levels due to contruction on Hotel Street.

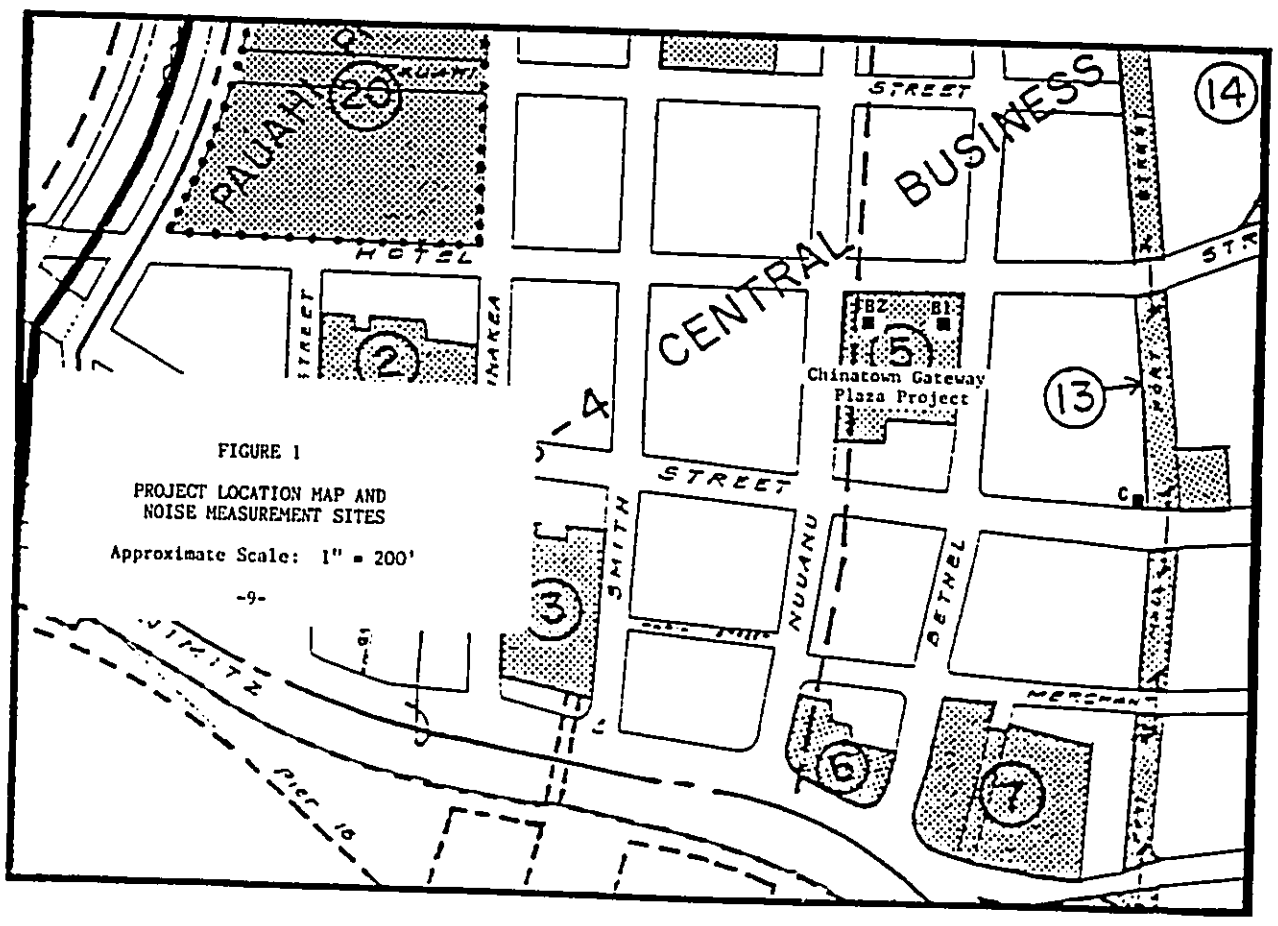

FIGURE 1

PROJECT LOCATION MAP AND NOISE MEASUREMENT SITES

Approximate Scale: 1" = 200'

TABLE 3

CHINATOWN GATEWAY PROJECT
EXISTING (1987) TRAFFIC NOISE LEVELS

STREET SEGMENT	SPEED MPH	MIX (%) A/MT/HT	----AM PEAK---- VPH	LEQ(50') IN DB	----PM PEAK---- VPH	LEQ(50') IN DB	LDN(50')
Nuuanu Ave.	27	97/2/1	1,336	64.7	858	62.8	65.7
Bethel Street	27	97/2/1	568	61.0	933	63.2	63.2
King Street	29	95/2.5/2.5	2,411	69.9	2,164	69.5	70.9
Hotel Street	(Currently under construction.)						

Notes:

1. Along Bethel Street, Ldn assumed to be equal to PM Peak Hour Leq(h).
2. Along Nuuanu Avenue and King Street, Ldn assumed to be 1 dB greater than AM Peak Hour Leq(h).
3. Excess ground attenuation coefficient assumed to be zero.

TABLE 4

EXISTING AND FUTURE DISTANCES TO 60, 65, AND 70 Ldn CONTOURS

STREET SECTION	60 Ldn SETBACK (FT) EXISTING	FUTURE	65 Ldn SETBACK (FT) EXISTING	FUTURE	70 Ldn SETBACK(FT) EXISTING	FUTURE
Nuuanu Avenue	187	208	59	66	19	21
Bethel Street	104	121	33	38	10	12
King Street	621	597	196	189	62	60
Hotel Street	-	358	-	113	-	36

Notes:

All setback distances are to the roadway centerlines. Setback distances are for unobstructed line-of-sight conditions, under hard ground conditions.

VI. PROJECTED TRAFFIC NOISE ENVIRONMENT AND IMPACTS

Predictions of future traffic noise levels along the streets bordering the project site were made using the traffic volume projections of Reference 5. Projected increases in peak hour traffic volumes attributable to the project are small (less than 17 percent), with corresponding increases of less than 1 Ldn unit along the streets bordering the project. Because of this, traffic noise impacts should not be generated by the project. By the Year 1997, increases in traffic noise are predicted to be approximately 0.7 Ldn or less. Future bus traffic along the Hotel Street transit mall were assumed to be equal to the worst case 5-17-83 counts obtained along Hotel Street (Reference 6). TABLE 5 summarizes the calculations of projected Year 1997 peak hour traffic and noise levels along the 4 streets bordering the project.

TABLE 6 presents calculations of predicted traffic noise level vs. receptor elevation on the four faces of the proposed project tower building for the Year 1997. These calculations take into account noise contributions from the other bordering streets within the receptor's field of view, and the shielding effects of the adjoining buildings along King Street. The planned setback distances of the new project tower from the 4 bordering streets are also shown in TABLE 6. As indicated in TABLE 6, total traffic noise levels are predicted to be below the 65 Ldn standard on the east, west, and south faces of the project tower. On the north face and up to the 113 FT elevation, traffic noise levels are predicted to be above the 65 Ldn standard due to bus traffic along the future transit mall. These conclusions are based on a projected peak hour volume of 123 buses per hour along the new transit mall.

TABLE 5

CHINATOWN GATEWAY PROJECT
FUTURE (1997) TRAFFIC NOISE LEVELS

STREET SEGMENT	SPEED MPH	MIX (%) A/MT/HT	----AM PEAK---- VPH	LEQ(50') IN DB	----PM PEAK---- VPH	LEQ(50') IN DB	LDN(50') IN DB
Nuuanu Ave.	27	97/2/1	1,486	65.2	927	63.2	66.2
Bethel Street	27	97/2/1	656	61.7	1,089	63.9	63.9
King Street	29	95/2.5/2.5	2,788	70.6	2,322	69.8	71.6
Hotel Street	21	0/0/100	106	67.9	123	68.6	68.6

Notes:

1. Along Bethel and Hotel Streets, Ldn assumed to be equal to PM Peak Hour Leq(h).
2. Along Nuuanu Avenue and King Street, Ldn assumed to be 1 dB greater than AM Peak Hour Leq(h).
3. Excess ground attenuation coefficient assumed to be zero.

TABLE 6

PROJECTED NOISE LEVEL VS. RECEPTOR ELEVATION

BUILDING FACE	TRAFFIC NOISE SEGMENT AND SOURCE	HORIZ. SETBACK OF HIGHRISE TO CENTERLINE	FIELD OF VIEW ANGLES TO LEFT/RIGHT LOWER	FIELD OF VIEW ANGLES TO LEFT/RIGHT UPPER	LDN VS. ELEVATION @ 5'/ 32'/ 68'/ 113'/ 230'
North	Bethel Street	106'	+60/ 0	+75/ 0	55.8/55.7/ 55.4/ 56.0/ 54.7
North	Hotel Street	92'	+80/+80	+80/+80	65.3/65.2/ 64.9/ 64.4/ 62.8
North	Nuuanu Avenue	138'	0 /+60	0 /+70	57.0/56.9/ 56.8/ 57.1/ 56.2
			Total Traffic Noise:		66.3/66.2/ 65.9/ 65.6/ 64.2
West	Hotel Street	130'	+60/ 0	+75/ 0	59.6/59.4/ 59.3/ 60.0/ 59.0
West	Nuuanu Avenue	100'	+60/+70	+80/+80	61.7/61.6/ 61.4/ 61.8/ 60.4
West	King Street	228'	NONE	-20/+60	----/----/ ----/ 58.2/ 57.7
			Total Traffic Noise:		63.8/63.6/ 63.5/ 65.0/ 63.9
South	Nuuanu Avenue	138'	+40/ 0	+70/ 0	55.2/55.1/ 55.0/ 57.1/ 56.2
South	King Street	192'	NONE	-30/+70	----/----/ ----/ 58.9/ 58.2
South	Bethel Street	106'	0 /+30	0 /+50	52.7/52.7/ 52.4/ 54.2/ 52.9
			Total Traffic Noise:		57.1/57.1/ 56.9/ 61.9/ 61.0
East	King Street	228'	NONE	NONE	----/----/ ----/ ----/ ----
East	Bethel Street	68'	+80/+60	+80/+70	61.4/61.1/ 60.7/ 60.2/ 58.3
East	Hotel Street	130'	0 /+45	0 /+70	58.3/58.2/ 58.1/ 59.7/ 58.7
			Total Traffic Noise:		63.1/62.9/ 62.6/ 63.0/ 61.5

VII. RECOMMENDED NOISE MITIGATION MEASURES

Because traffic volume and noise level increases along the streets bordering the project are predicted to be small, traffic noise mitigation measures are not necessary for mitigating noise impacts which might have resulted from project traffic. Also, the planned setbacks of the Chinatown Gateway Plaza tower are adequate to comply with FHA/HUD noise standards along the east, west, and south faces of the planned tower. Due to "Normally Unacceptable" traffic noise levels projected on the north face of the tower, consideration should be given to eliminating ventilation openings to noise sensitive spaces (living rooms and bedrooms) on the north face of the tower. If ventilation openings must be provided on the north face, special sound attenuation measures will probably be required to comply with FHA/HUD noise standards. The recommended mitigation measures will probably take the form of special sound attenuation windows or ventilation openings on the north face of the tower building, or air conditioning.

Short term construction noise impacts may occur with projects of this type. However, State Department of Health permit procedures would be applicable to this project, and if followed, should minimize noise impacts resulting from on site construction activities.

A. REFERENCES

(1) "Environmental Criteria and Standards, Noise Abatement and Control, 24 CFR, Part 51, Subpart B," U.S. Department of Housing and Urban Development, July 12, 1979.

(2) "Guidelines for Considering Noise in Land Use Planning and Control," Federal Interagency Committee on Urban Noise, June 1980.

(3) "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," Environmental Protection Agency, EPA 550/9-74-004), March 1974.

(4) Barry, T. and J. Reagan, "FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, Federal Highway Administration, Washington, D.C., December 1978.

(5) Existing and projected AM and PM Peak Hour traffic volumes at downtown Honolulu intersections in the project area; August 11, 1987, via transmittal from Austin, Tsutsumi & Associates, Inc.

(6) 11-3-81, 11-24-81, 3-2-82, 1-18-83, 5-17-83, and 5-18-83 Transit Hour Vehicle Traffic Counts; Hotel Street between Bethel Street and Ft. Street Mall; via transmittal from Austin, Tsutsumi & Associates, Inc.

FHWA

TEXT

EXCERPTS FROM EPA'S ACOUSTIC TERMINOLOGY GUIDE

Descriptor Symbol Usage

The recommended symbols for the commonly used acoustic descriptors based on A-weighting are contained in Table I. As most acoustic criteria and standards used by EPA are derived from the A-weighted sound level, almost all descriptor symbol usage guidance is contained in Table I.

Since acoustic nomenclature includes weighting networks other than "A" and measurements other than pressure, an expansion of Table I was developed (Table II). The group adopted the ANSI descriptor-symbol scheme which is structured into three stages. The first stage indicates that the descriptor is a level (i.e., based upon the logarithm of a ratio), the second stage indicates the type of quantity (power, pressure, or sound exposure), and the third stage indicates the weighting network (A, B, C, D, E.....). If no weighting network is specified, "A" weighting is understood. Exceptions are the A-weighted sound level and the A-weighted peak sound level which require that the "A" be specified. For convenience in those situations in which an A-weighted descriptor is being compared to that of another weighting, the alternative column in Table II permits the inclusion of the "A". For example, a report on blast noise might wish to contrast the L_{dn} with the L_{Adn}.

Although not included in the tables, it is also recommended that "L_{PNT}" and "L_{EPNT}" be used as symbols for perceived noise levels and effective perceived noise level, respectively.

It is recommended that in their initial use within a report, such terms be written in full, rather than abbreviated. An example of preferred usage is as follows:

The A-weighted sound level (LA) was measured before and after the installation of acoustical treatment. The measured LA values were 85 and 75 dB respectively.

Descriptor Nomenclature

With regard to energy averaging over time, the term "average" should be discouraged in favor of the term "equivalent". Hence, L_{eq} is designated the "equivalent sound level". For L_d, L_n, and L_{dn}, "equivalent" need not be stated since the concept of day, night, or day-night averaging is by definition understood. Therefore, the designations are "day sound level", "night sound level", and "day-night sound level", respectively.

The peak sound level is the logarithmic ratio of peak sound pressure to a reference pressure and not the maximum root mean square pressure. While the latter is the maximum sound pressure level, it is often incorrectly labelled peak. In that sound level meters have "peak" settings, this distinction is most important.

"Background ambient" should be used in lieu of "background", "ambient", "residual", or "indigenous" to describe the level characteristic of the general background noise due to the contribution of many undistinguishable noise sources near and far.

With regard to units, it is recommended that the unit decibel (abbreviated dB) be used without modification. Hence, dBA, PNdB, and EPNdB are not to be used. Examples of this preferred usage are: the Perceived Noise Level (L_{PN}) was found to be 75 dB. (L_{PN} = 75 dB). This decision was based upon the recommendations of the National Bureau of Standards, and the policies of ANSI and the Acoustical Society of America, all of which disallow any modification of bel except for prefixes indicating its multiples or submultiples (e.g., deci).

Noise Impact

In discussing noise impact, it is recommended that "Level Weighted Population" (LWP) replace "Equivalent Noise Impact" (ENI). The term "Relative Change of Impact" (RCI) shall be used for comparing the relative differences in LWP between two alternatives.

Further, when appropriate, "Noise Impact Index" (NII) and "Population Weighted Loss of Hearing" (PLH) shall be used consistent with CHABA Working Group 69 Report Guidelines for Preparing Environmental Impact Statements (1977).

TABLE I: A-Weighted Recommended Descriptor List

	Term	Symbol
1.	A-Weighted Sound Level	L_A
2.	A-Weighted Sound Power Level	L_{WA}
3.	Maximum A-Weighted Sound Level	L_{max}
4.	Peak A-Weighted Sound Level	L_{Apk}
5.	Level Exceeded x% of the time	L_x
6.	Equivalent Sound Level	L_{eq}
7.	Equivalent Sound Level over Time (T) (1)	$L_{eq(T)}$
8.	Day Sound Level	L_d
9.	Night Sound Level	L_n
10.	Day-Night Sound Level	L_{dn}
11.	Yearly Day-Night Sound Level	$L_{dn(y)}$
12.	Sound Exposure Level	L_{SE}

(1) Unless otherwise specified, time is in hours (e.g. the hourly equivalent level is L_{eq} [1]). Time may be specified in non-quantitative terms (e.g., $L_{eq(WASH)}$ could be specified as the L_{eq} to mean the washing cycle noise for a washing machine.)

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TABLE II: Recommended Descriptor List

	TERM	A-WEIGHTING	ALTERNATIVE(1) A-WEIGHTING	OTHER WEIGHTING (2)	UNWEIGHTED
1.	Sound (Pressure) (3) Level	L_A	L_{pA}	L_B, L_{pB}	L_p
2.	Sound Power Level	L_{WA}		L_{WB}	L_W
3.	Max. Sound Level	L_{max}	L_{Amax}	L_{Bmax}	L_{pmax}
4.	Peak Sound (Pressure) Level	L_{Apk}		L_{Bpk}	L_{pk}
5.	Level Exceeded x% of the time	L_x	L_{Ax}	L_{Bx}	L_{px}
6.	Equivalent Sound Level	L_{eq}	L_{Aeq}	L_{Beq}	L_{peq}
7.	Equivalent Sound Level Over Time(T) (4)	$L_{eq(T)}$	$L_{Aeq(T)}$	$L_{Beq(T)}$	$L_{peq(T)}$
8.	Day Sound Level	L_d	L_{Ad}	L_{Bd}	L_{pd}
9.	Night Sound Level	L_n	L_{An}	L_{Bn}	L_{pn}
10.	Day-Night Sound Level	L_{dn}	L_{Adn}	L_{Bdn}	L_{pdn}
11.	Yearly Day-Night Sound Level	$L_{dn(y)}$	$L_{Adn(Y)}$	$L_{Bdn(Y)}$	$L_{pdn(Y)}$
12.	Sound Exposure Level	L_S	L_{SA}	L_{SB}	L_{Sp}
13.	Energy Average value over (non-time domain) set of observations	$L_{eq(e)}$	$L_{Aeq(e)}$	$L_{Beq(e)}$	$L_{peq(e)}$
14.	Level exceeded x% of the total set of (non-time domain) observations	$L_{x(e)}$	$L_{Ax(e)}$	$L_{Bx(e)}$	$L_{px(e)}$
15.	Average L_x value	L_x	L_{Ax}	L_{Bx}	L_{px}

(1) "Alternative" symbols may be used to assure clarity or consistency.
(2) Only B-weighting shown. Applies also to C,D,E,..... weighting.
(3) The term "pressure" is used only for the unweighted level.
(4) Unless otherwise specified, time is in hours (e.g., the hourly equivalent level is $L_{eq(1)}$). Time may be specified in non-quantitative terms (e.g., could be specified as $L_{eq(WASH)}$ to mean the washing cycle noise for a washing machine).

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SOCIAL IMPACT ASSESSMENT
CHINATOWN GATEWAY PLAZA

Prepared for
City and County of Honolulu
Department of Housing and
Community Development

by Earthplan

March 1988

REPORT PREPARATION

This Social Impact Assessment for the Chinatown Gateway Plaza was prepared by Earthplan, located at 81 South Hotel Street, Suite 211, Honolulu, Hawaii. Berna Cabacungan, principal of Earthplan managed the research, writing, editing and production of the report and was personally responsible for all of the informant interviews.

Earthplan retained sub-contractor Community Resources, Inc., located at 900 Fort Street, Suite 860, Honolulu, Hawaii. Community Resources was responsible for the research and writing of Sections 2 (The Existing Community), 3.1 (Plans and Guidelines in Relation to Chinatown Gateway Plaza), 4.1 (Population Impacts), 4.2 (Employment Impacts), and 4.3 (Public Services).

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SOCIAL IMPACT ASSESSMENT
CHINATOWN GATEWAY PLAZA

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Summary

REPORT SUMMARY

This Social Impact Assessment was prepared for the Environmental Impact Statement (EIS) of the Chinatown Gateway Plaza Project proposed by the City and County of Honolulu. An Environmental Assessment was previously prepared in November 1987.

Project Description

The City and County of Honolulu proposes to develop the Chinatown Gateway Plaza on 1.28 acres lying within Honolulu's Central Business District and Chinatown. The site is bounded by Nuuanu Avenue, and the Perry Block (two-story commercial/office building) on its western, or Chinatown, side. Its eastern, or downtown-side, boundary is bounded by Bethel Street. The Hawaii Theater abuts its mauka boundary, and three office buildings (the National Mortgage and Finance Co. Building, King's Court and First Federal Savings) front its makai boundary.

The project site comprises five separate parcels which are divided by South Hotel Street. The largest is owned by the City and County of Honolulu. This site is currently leased for a privately-operated public parking. The other four parcels are makai of South Hotel Street; these are owned by private entities and the State of Hawaii. One parcel is a narrow street; the others contain low-rise buildings with a mix of commercial, service, entertainment-related businesses.

The Chinatown Gateway Plaza includes a 27-story structure which would contain 200 1-bedroom units; a two-story structure with commercial and office space; an underground 280-stall parking lot; and a pedestrian plaza incorporating walkways, plantings and a water feature.

The target residential market is mixed -- 20 percent for people with low-moderate incomes, 40 percent for people with gap group incomes, and 40 percent for people who can afford market rent.

The Existing Community

Population, housing and labor force

The Chinatown Gateway project site is between the Honolulu Central Business District and Chinatown. The Nuuanu Avenue edge of the site is within the Chinatown Historic District.

The study area consists of four census tracts which cover the neighborhoods easily accessible to the project and the variety of residential, commercial and office developments in the area. Two of these tracts (C.T.40 and 42) on the Downtown side of the project site, and two (C.T.51 and 52) are on the Chinatown side of the project site.

Over 7,000 people currently live in the study area. The total study area population decreased between 1960 and 1970, and has increased since 1970.

The study area's residential units are nearly all in multiple-unit buildings, small (in comparison to the City and County norm) and mostly occupied by renters. In most of the study area, 1980 rents were below the City and County average and demand for housing was strong, as low vacancy rates indicate.

Today, the overall increase in the housing stock between 1980 and 1985 is well above the estimated increase of 7.2 percent for the entire City and County of Honolulu.

The housing trends of the Downtown and Chinatown sides of the project site differ. A more recent estimate of population and housing shows a decline in the housing stock on the Downtown side of the study area, and increases on the Chinatown side.

In the overall study area, residents are relatively old and a large part of the 1980 population lived in non-family households. The average number of persons per family was below the City and County average and in all tracts, the majority of the 1980 population was not Hawaii-born, though the population of different tracts vary in background.

Residents on the Downtown side of the project site differed from those on the Chinatown side. Downtown residents were well educated and affluent and most families did not have children in the household in 1980. Caucasians formed the largest ethnic group in this area.

On the Chinatown side, most residents were far less affluent in 1980. The proportion of both family and non-family households below the poverty line in tracts 51 and 52 was well above the Oahu averages. Also, many residents had relatively little schooling.

There were also distinctions between residents makai of Beretania Street (C.T. 52) and those mauka (C.T. 51). They differed primarily in ethnicity, place of birth, age, and family size.

The 1980 Census showed residents in the Downtown side of the study area were likely to have relatively high-status and well paid occupations. Laborers and service workers were numerous on the Chinatown side. Unemployment was relatively high in the tracts west of Nuuanu Avenue and in tract 40 as well.

Issues and concerns independent of the project

Opinion polls provide evidence of the concerns of Oahu residents in general. Recent respondents to an islandwide poll mentioned traffic first among the "most important problems in Hawaii that

government should do something about." Also, the high cost of housing, public education, and crime were each mentioned as concerns by over a fifth of those polled.

In a Downtown Neighborhood Board survey, residents felt positively in their evaluation of public services, although a few were dissatisfied with sanitation and health and safety.

The Downtown Neighborhood Board deals with problems linked to the presence of many people and diverse activities in a restricted area. Concern was expressed with safety, with beautification, with illegal activities and suspicious loiterers, and with street people, but perhaps the most pervasive issue was noise. This is in contrast to suburban and rural areas, where Neighborhood Boards are more often concerned with proposals for extensive land use changes or with traffic congestion.

Non-Project Changes to the Community

Plans and guidelines in relation to the study area

In a review of the Honolulu General Plan and the City and County of Honolulu Land Use Ordinance, several themes on the development of Downtown and Chinatown recur:

- respect for Chinatown's architecture and scale,
- attempts to identify Chinatown as a complex environment, and to encourage the co-presence of diverse groups, land uses, and activities in a small area,
- support for the residents and merchants of Chinatown, and
- an effort to intensify land uses in the Central Business District.

Although there is desire for revitalization, a clearly defined policy and strategy for the area has yet to be determined. Changing Federal procedures were cited as one reason for the supposedly uncertain situation, along with the difficulty of developing policy for both urban renewal areas and for preservation areas in the heart of Chinatown.

Changes already occurring in the area

Downtown and Chinatown developments and proposals are rapidly changing the complexion of the community. In the Downtown side of the study area, more office space is being made available with the renovation of old buildings, the construction of new buildings, and long-range development proposals.

On the Chinatown side of the study area, the changes are more mixed in use. Numerous renovations of privately-owned buildings have provided more office and commercial space in low-rise buildings, while a number of City and private proposals hope to add more residential and commercial structures.

Potential Social Impacts

Population and employment impacts

When the proposed 200 housing units are filled, the project will house between 360 and 420 persons, based on average household sizes ranging from 1.8 to 2.1 persons. The lower end of this range is more likely, based on current experiences of study area resident managers.

The population of the project will amount to a small part of the projected increase in the Development Plan Area population. The estimated population is 1.2 percent of the increase projected to reach "capacity," 1.1 percent of the increase projected on the basis of the M-F Series, and 0.8 percent of the increase projected on the basis of the M-K Series.

An estimated 150 construction workers will be needed to build the Chinatown Gateway Plaza. An estimate of 130 permanent employees will be needed for the commercial space (up to 120 retail and service jobs) and building maintenance, parking and security requirements.

Public services

Response from the Police Department focussed on traffic flow and pedestrian safety during construction. Planned developments, including a new sub-station adjacent to the project site and a new police headquarters near the Capitol District, will bring police services closer to the study area.

The project is very near the Central Fire Station, and the Fire Department indicated that existing fire protection is adequate for the project.

The Department of Education indicated that the project will have a negligible impact on its existing school facilities. A wide variety of health care and government social services are provided within proximity of the project site.

Community issues and concerns

Interviews with thirty-two study area residents and organizations, as well as nearby users, were held to identify potential issues related to the Chinatown Gateway Plaza. The selection of individuals was based a cross-section of potential interests and the following is a highly-generalized summary of their reactions:

On-site commercial tenants -- Most of the on-site commercial tenants focussed on their eventual displacement and were eager and anxious to discuss their relocation.

Residents in the study area -- They tended to believe that the study area needed more residents and that the project would help create a safer and more attractive neighborhood. Most suggested that the one-bedroom aspect was not entirely appropriate, since their own experience showed that two-bedroom units are in more demand.

Owners and users of nearby parcels -- These people generally felt that the project site was currently either under-utilized and deteriorated. The Chinatown Gateway Plaza was therefore an improvement.

Regional and islandwide community/professional/business organizations (including the Neighborhood Board) -- They mostly approved of the project concept and its general components, although some felt that the execution of the concept, vis-a-vis design and site plan, was not preferable.

The following summarizes specific concerns raised about the Chinatown Gateway Plaza:

Need for the project -- The most common reason for favoring the project's intent was a belief that this project would contribute to the revitalization of the study area.

- Many pointed out the need for more housing in Chinatown and Downtown; they approved of rental housing; and felt that the market mix was good.
- Many people also felt that the project would revitalize an under-utilized area by offering more commercial space and bringing more customers to businesses in the area.
- They also wanted to see the "red-light district" eliminated.

A couple of people qualified their support for the project, however, because they either preferred office space or a private developer.

In their generally positive reaction to the general concept of the project, informants were consistent with the policies governing Chinatown and Downtown. The infusion of more residents, the creation of more commercial space, and the incorporation of open spaces -- these elements appreciated by the informants are part of the mixed use and diversity embodied in public policies and guidelines for the study area.

Project design -- Some of those interviewed were concerned that the project is offering only one-bedroom units. In general, these people felt that this project would not necessarily contribute to a desired neighborhood quality. They felt that these units

- would not accommodate children,
- would not be affordable to many elderly (since "only 20 percent" is for low/moderate income levels), and
- would encourage a high turnover.

The informants' expectations of one-bedroom units is based on their actual experiences and observations. Based on interviews with study area project and resident managers, most of the study area's one-bedroom units had one or two people, and only a handful had three people. Most of these occupants were elderly, single or a childless couple.

Although a vertical unit type mix is not part of the Chinatown Gateway Plaza, there is already a horizontal mixture of unit types in the Study Area. The overall types of housing units will further diversify if current private and public development proposals are implemented.

Another concern was the adequacy of the 280-stall parking lot, as well as pedestrian access to the commercial and office spaces. It appears that, even though the project will increase the overall number of parking spaces, there may actually be a net loss of stalls for the general public, since a number of the new stalls will be available for tenant rental. Note, however, that, if the project were not built, the number of on-site parking stalls would have eventually decreased due a planned bus shelter and landscaping along Hotel Street.

Accommodating more residents in the study area -- Because most interviewees felt that more people should live in the study area, there were also comments about how to better attract Chinatown/Downtown residents.

- Study area residents expressed a need for more security and police protection, better provisions for the homeless, and more service-oriented and retail businesses.
- Other study area users (business, etc.) felt that the study area needed to be "cleaned up" -- by relocating the homeless, and getting rid of the "red light" district. Almost all felt that, although they did not find the project ideal, the Chinatown Gateway Plaza was a step in the right direction.

While meeting all of these needs would certainly make the study area more attractive for residents, it is difficult for government and businesses to provide these services unless there is a larger population base to justifying an increase in services.

Nevertheless, certain steps are already being taken. A Chinatown police sub-station will help improve security in the area. The Downtown Neighborhood Board is working with the State Department of Health in accommodating homeless people in the area.

Construction inconveniences -- Traffic and noise from construction activities was a concern of almost all interviewed, primarily because of current experiences related to the Hotel Street improvements.

Compatibility with Nearby Uses

The immediately-surrounding area is a microcosm of the entire study area. It contains low-rise structures with financial, commercial and office spaces on the Chinatown side of the project site, with an array of restaurants, offices, art galleries, retail shops and a residential tower (Smith Beretania) further up on Nuuanu Avenue. Structural changes to the Chinatown side of the immediately surrounding area are primarily related to building renovations.

On the Downtown side of the project site, there are retail operations, office spaces and residential towers. Changes on this side are more in line with the high-rise quality of that area.

Mauka of the project site is the Hawaii Theater (on the Historic Register) and more buildings with offices and stores. The Hawaii Theater has long range plans to further improve the theater, including expansion.

Makai of the project site are three office buildings (Mortgage and Finance Co. Building, King's Alley Court and First Federal Savings) with ground floor retail operations and financial institutions.

The Chinatown Gateway Plaza will have temporary difficulty being compatible with nearby uses because of construction activities. Short-term adverse impact on the immediately-surrounding uses include a temporary displacement of public parking stalls, noise from construction activities, and traffic from construction activities.

The Chinatown Gateway Plaza will nevertheless be compatible with nearby uses on a long-term basis. In general, the project is designed to be a transition between the Chinatown low-rise buildings and the Downtown high-rises. The Chinatown Gateway Plaza meets policy objectives for creating mixed uses in the area, particularly by providing more housing and office/commercial space and open space.

The project will bring more residents to the area, a community desire expressed by residents and businesses alike. The project is a major step in changing the complexion of Hotel Street, by encouraging private landowners to renovate their older Chinatown buildings and this revitalization could eventually cause the displacement of the activities related to adult entertainment.

It will provide an open space area for a wide array of activities, thus contributing to the neighborhood quality of the area. The pedestrian plaza will be compatible with the long range expansion of Hawaii Theater.

By itself, however, the Chinatown Gateway Plaza will not address some major concerns of the nearby and regional interests.

It will not bring substantially more families into the study area, because its units are more appropriate for small households. Thus, the Chinatown Gateway Plaza will not totally create the "neighborhood."

Its commercial shops will not have direct street level frontage. Further, it will not increase parking spaces -- a need often raised by informants.

These concerns will be addressed on a more regional level, however, if public and private proposals for the study area are implemented.

Displacement of Existing Uses

The project site currently contains a parking lot and three structures, the latter of which are mauka of South Hotel Street. Two of the structures have two stories; the other is a single-level building. The current on-site facilities house service-related operations, artist studios, eating establishments, bars and adult entertainment businesses.

Four of these have occupied their current spaces for over 15 years; the other eight informants indicated that they were at this site for less than six years. These informants currently employ a total of 41 employees. The estimated total of on-site employees, including the two businesses not contacted, is 50 people.

All of these on-site uses will be displaced if the Chinatown Gateway Plaza is implemented. The impact of this displacement includes relocation arrangements and costs, change of location, possible increase in rent, difficulty in finding a compatible location and potential termination of employees.

SOCIAL IMPACT ASSESSMENT
CHINATOWN GATEWAY PLAZA

Section 1
Background and Purpose

1. BACKGROUND AND PURPOSE

1.1 Report Purpose, Methodology and Contents

This Social Impact Assessment was prepared for the Environmental Impact Statement (EIS) of the Chinatown Gateway Plaza Project proposed by the City and County of Honolulu. An Environmental Assessment was prepared in November 1987.

Social impact assessments are conducted to develop and disclose social information relevant to (1) informing decision-making process and (2) developing management actions to deal with problematic social outcomes of a proposed project.

This report is organized to, first, describe the social context in which the Chinatown Gateway Plaza Project is proposed. This social context -- which includes community changes independent of the Chinatown Gateway Plaza -- helps in understanding who the community is and its desires and aspirations. This information indicates what might be potential impacts of the Chinatown Gateway Plaza.

The second half of the report identifies and analyzes potential social impacts of the proposal, including community issues and concerns. These impacts, issues and concerns are often discussed within the existing social context.

The following outlines the report's sections:

Section 2 describes the existing community, independent of the proposed Chinatown Gateway Plaza Project. Information includes:

- general descriptions of the Study Areas
- population characteristics and an employment and economic profile, and
- a discussion of community values and current issues.

Section 3 identifies relevant policy directions and current and potential changes to the community without the proposed Chinatown Gateway Plaza Project.

Section 4 identifies potential social impacts, particularly in the areas of

- population and employment,
- public services,
- community issues and concerns,
- compatibility with nearby uses, and
- displacement.

1.2 Project Description

The City and County of Honolulu proposes to develop the Chinatown Gateway Plaza on 1.28 acres lying within Honolulu's Central Business District and Chinatown.

The site is bounded by Nuuanu Avenue and the Perry Block, a two-story commercial/office building, on its western, or Chinatown, side. Its eastern, or downtown-side, boundary is Bethel Street.

The Hawaii Theater abuts its mauka boundary, and the National Mortgage and Finance Co. Building, King's Court and First Federal Savings building front its makai boundary.

The project site comprises five separate parcels which are divided by South Hotel Street.

The largest parcel, located makai of South Hotel Street, encompasses almost 39,000 square feet and is owned by the City and County of Honolulu. This site is currently leased for a privately-operated public parking.

The other four parcels collectively encompass over 17,000 square feet and are makai of South Hotel Street. These parcels are owned by private entities and the State of Hawaii. One parcel is Bijou Lane, an angled and narrow street emptying on both South Hotel and Bethel Street. The other three parcels contain low-rise buildings with a mix of commercial, service, entertainment-related businesses. The on-site businesses are further described in Section 4.6.1.

The project is proposed to support the City Charter and General Plan by addressing rental housing needs and correcting local land use deficiencies. A major project objective is to prompt private redevelopment of nearby commercial stock and reverse economic decline. The Chinatown Gateway Plaza contains the following components:

Residential -- A 27-story structure is proposed for the middle area of the makai portion of the site. The building would contain 200 1-bedroom units. These units are to be relatively large, with an average size of 610 square feet.

The target market is mixed -- 20 percent for people with low-moderate incomes, 40 percent for people with gap group incomes, and 40 percent for people who can afford market rent.

Commercial -- A two-story structure is proposed for the Nuuanu Avenue frontage on the makai portion of the site. Its 30,000 square feet is envisioned to contain restaurants, retail operations and service-type businesses.

Parking -- To support these activities, a 280-stall parking lot would be located underground, and would be accessible from Bethel Street.

Pedestrian plaza -- This includes a landscaped area incorporating walkways, plantings and a cascading fountain. This plaza would occur on the street-level of both sides of South Hotel Street; the entire mauka portion of the site would be dedicated for park use.

SOCIAL IMPACT ASSESSMENT

CHINATOWN GATEWAY PLAZA

Section 2

The Existing Community

2.0 THE EXISTING COMMUNITY

This section describes the social context in which the Chinatown Gateway Plaza Project is proposed. This information helps in understanding who the community is and its desires and aspirations. It also indicates what might be impacts of the Chinatown Gateway Plaza.

2.1 Description of the Study Area

The Chinatown Gateway project site is between the Honolulu Central Business District and Chinatown. The Nuuanu Avenue edge of the site is within the Chinatown Historic District.

In this report, the study area comprises the neighborhoods easily accessible to the project and the variety of residential, commercial and office developments in the area. It includes U.S. Census Tracts 40, 42, 51, and 52 and is depicted in Figure 1.

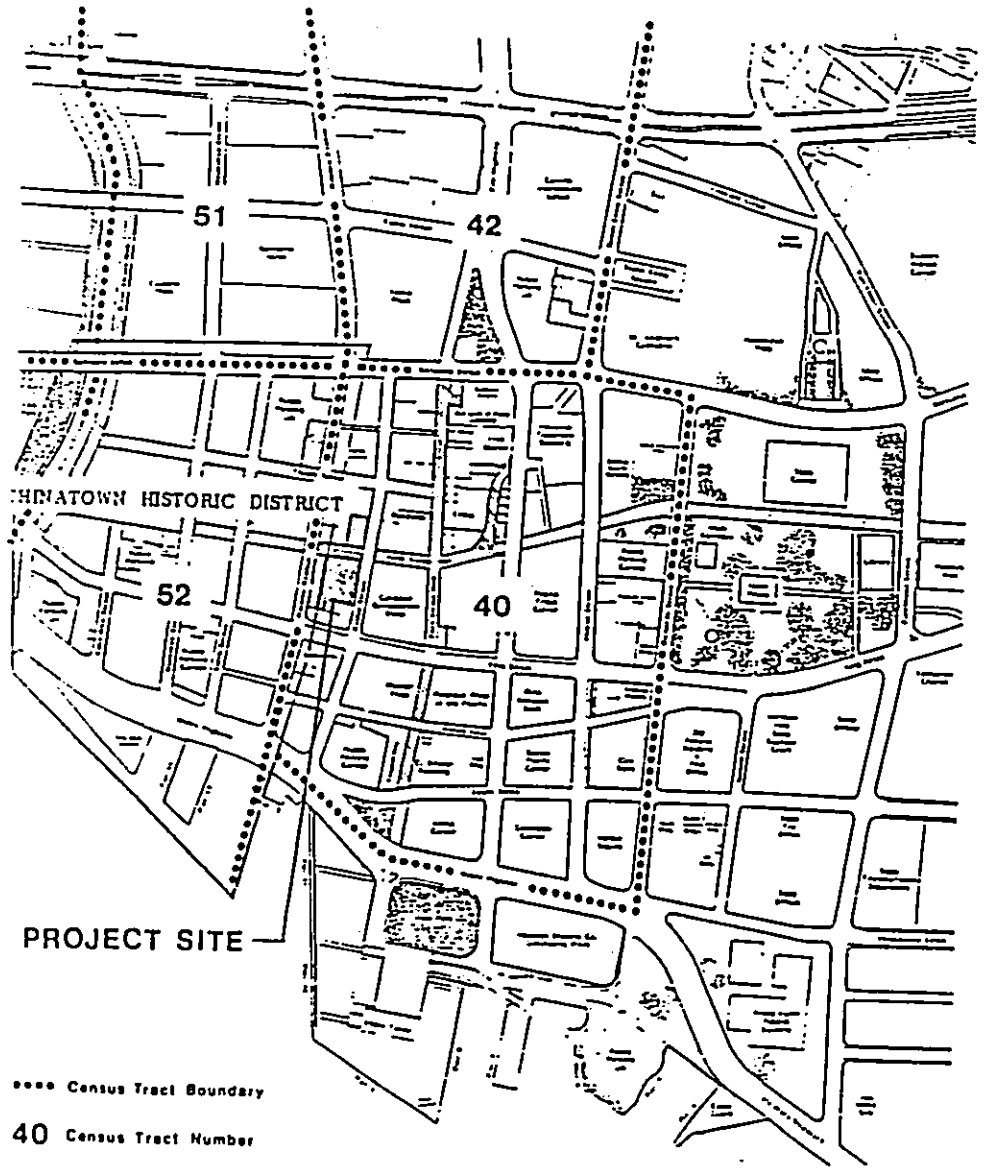
The Downtown side of the study area includes tracts 40 and 42. The project site is in Census Tract 40, along with most of the Central Business District. Census Tract 42, mauka of the Central Business District, also includes apartment buildings.

The Chinatown side of the study area includes tracts 52 and 51. Census Tract 52 is at times referred to as Chinatown. With urban redevelopment, some of Chinatown's residents moved into Census Tract 51. Also, commercial and social activities linked to Chinatown have been established in that tract at the Chinese Cultural Plaza.

In the late 1800s, Honolulu's commercial area centered around Fort and Hotel Streets. Less extensive, Chinatown was further inland, bounded by Hotel, Nuuanu, Beretania and River Streets. Both districts have since grown over the years and they now meet at Nuuanu Avenue and extend from Nimitz Highway to Beretania.

Chinatown and the Central Business District were Honolulu's retail and commercial center earlier in this century. Over time, however, residential growth occurred further and further away from downtown Honolulu. Subsequently, supermarkets and shopping centers were built in outlying areas, offering customers more convenience and a wide range of merchandise. Ala Moana Shopping Center became the primary retail center of the island, followed by other shopping centers.

Figure 1
PROJECT SITE



Chinatown merchants had difficulty competing with shopping centers (Peat, Marwick, Mitchell & Co., 1981). Some stores closed; those that stayed kept renovations to a minimum. The deteriorating appearance of the area was exacerbated by the fragility most of Chinatown's buildings which are wooden structures built soon after 1900.

Hotel Street in Chinatown was recognized as Honolulu's adult entertainment center. While business boomed on that street, it did not contribute to a general urban revitalization.

Plans for urban renewal were drawn up in the 1960s and 1970s. In the Central Business District, new high-rises have replaced many older structures. Further construction and beautification have been proposed by private developers and the City.

Initially, the renewal of Chinatown was conceived as a matter of clearing away most structures to build a new "superblock" (Gruen, 1968).

Current City policy, however, calls for the respect and enhancement of the historical quality of much of Chinatown, while encouraging new residential developments which meet housing needs and help the economic renewal of small businesses in the area.

Further inland are areas affected by the development of both the Business District and Chinatown, but are not directly identified with these areas. Between Beretania and School Street, there are multifamily buildings mostly built since 1970, a few service enterprises, and the H-1 highway. Large parts of these areas were cleared for the highway and as part of the urban renewal process, making them distinct from the older residential districts further from the urban center.

2.2 Characteristics of the Existing Community

2.2.1 Population Trends

The City and County's population has grown regularly since 1950, although the rate of increase has been steadily decreasing. From 1950 to 1960, the island population grew at an annual rate of 3.5 percent. This rate lessened to 2.3 percent from 1960 to 1970, and to 1.9 percent from 1970 to 1980. From 1980 to 1985, the growth rate was about 1.3 percent (see Table 1).

The study area population has experienced a net increase since 1960, although it has fluctuated over the two decades. The total study area population decreased between 1960 and 1970, and has increased since 1970. This uneven pattern of growth reflects the fact that major construction projects -- the H-1 highway and urban development efforts -- have occurred in the study area.

TABLE 1

Population Trends: City and County of Honolulu and Study Area
1960, 1970, 1980, and 1985 (estimated)

	April 1, 1960	April 1, 1970	April 1, 1980	July 1, 1985 (est.)	Average Annual Rate of Growth 1960-80	1980-85	1960-85
City and County of Honolulu	500,409	630,528	762,565	814,642	2.1%	1.3%	2.0%
Study Area							
Census Tract 40	288	100	820	1,066	5.4%	5.4%	5.4%
Census Tract 42	991	1,162	2,637	2,604	5.0%	-0.2%	3.9%
Census Tract 52	1,237	1,405	858	1,103	-1.8%	5.2%	-0.5%
Census Tract 51	2,150	0	1,611	2,408	-1.4%	8.4%	0.5%
Total Study Area	4,666	2,667	5,926	7,181	1.2%	3.9%	1.7%

Sources: U.S. Bureau of the Census, 1972 and 1981; Hawaii State Department of Planning and Economic Development, 1971, and unpublished data in City and County of Honolulu Department of General Planning, 1987a.

Today, an estimated 7,200 people live in the study area.

The size of the population in particular tracts has changed greatly as parts of these were cleared and redeveloped. On the Chinatown side, for example, the population in Tract 51 grew most dramatically during the 1970s.

Honolulu's so-called Chinatown has never had exclusively Chinese residents (Lind, 1980; Glick, 1936). Chinatown has been, and still remains, an urban hub for new immigrants and immigrants who first came to rural sites in Hawaii. Its population has declined, as the flow of new immigrants has decreased and the housing stock has aged.

The Central Business District has not been a major residential zone. In the inland tracts of the study area (C.T.s 42 and 51) population growth began in the 1970s, with the construction of Kukui Gardens, Kukui Plaza, and Beretania North, and has continued. In 1987, Hale Pauahi added nearly 400 housing units in Chinatown (C.T. 52).

2.2.2 Housing Characteristics

The 1980 U.S. Census provides more detailed information about the people and housing stock of the study area. The residential units in the area are nearly all in multiple-unit buildings. The units are small, in comparison to the City and County norm, as Table 2 shows. The average number of persons per household is much lower than in the City and County as a whole.

In all the study area tracts, most units are occupied by renters. On the Downtown side of the study area most units are in condominiums.

In most of the study area, 1980 rents were below the City and County average. This is in part because of the relatively high density of government-subsidized housing in the area. At the same time, demand for housing in tracts 42, 51, and 52 was strong, as the low vacancy rates indicate. The relatively high vacancy rate in tract 40 for 1980 may have resulted from apartments being held for vacation rentals or for short-term rentals.

In the past, single-room "bachelor housing" units were numerous in the area. Relatively crowded quarters and shared plumbing facilities were not uncommon. This is less apt to be the case as older buildings are replaced or turned to non-residential uses.

TABLE 2

Housing Stock and Characteristics:
City and County of Honolulu and Study Area, 1980

	CITY AND COUNTY OF HONOLULU	East of Nuuanu C.T. 40	East of Nuuanu C.T. 42	West of Nuuanu C.T. 52	West of Nuuanu C.T. 51
TOTAL YEAR-ROUND HOUSING-UNITS	250,866	608	1590	260	764
vacant (all)	8.2%	4.6%	18.1%	4.2%	0.7%
vacant for sale	0.5%	0.0%	0.0%	0.1%	0.0%
vacant for rent	3.6%	2.3%	9.4%	1.8%	0.4%
held for occas.use	0.9%	0.4%	3.8%	0.1%	0.1%
other	3.2%	1.9%	4.9%	2.1%	0.1%
MEDIAN NUMBER OF ROOMS	4.3	2.7	2.7	1.1	2.2
CONDOMINIUM UNITS	56,390	349	929	11	201
as percentage of total stock	22.5%	57.4%	58.4%	4.6%	26.3%
TOTAL YEAR-ROUND OCCUPIED UNITS	230,214	498	1524	248	759
TENURE					
owner-occupied	49.9%	35.1%	31.1%	0.0%	0.5%
renter-occupied	50.1%	64.9%	68.9%	100.0%	99.5%
SELECTED CONDITIONS					
lacking some or all plumbing	1.5%	30.9%	4.6%	31.9%	3.4%
1.51 or more persons/room	7.4%	3.8%	4.9%	36.3%	11.9%
PERSONS PER HOUSEHOLD	3.15	1.57	1.73	1.95	2.12
MEDIAN CASH RENT (renter-occupied)	$279	$250	$347	$150	$163
as % of median family income	14.2%	9.4%	17.7%	14.6%	19.8%

Sources: U.S. Bureau of the Census, 1980 Summary Tape File 1-A.
Percentages calculated by Community Resources, Inc.

Today, the overall increase in the housing stock between 1980 and 1985 is proportionally well above the estimated increase of 7.2% for the entire City and County of Honolulu. The housing trends of the Downtown and Chinatown sides of the study area differ, however. A more recent estimate of population and housing (City and County of Honolulu Department of General Planning, 1987a) shows a decline in the housing stock on the Downtown side of the study area, and increases on the Chinatown side:

1985 Occupied Housing units (est.)

	Number	As percentage of 1980 figure
Downtown Side		
Census Tract 40	441	88.6%
Census Tract 42	1,473	96.7%
Chinatown Side		
Census Tract 52	569	229.4%
Census Tract 51	1,143	150.6%
TOTAL STUDY AREA	3,626	119.7%

2.2.3 Population and Family Characteristics

Tables 3 and 4 shows that:

The people of the study area are relatively old.

In much of the study area, a large part of the 1980 population lived in non-family households.

Throughout the study area, the average number of persons per family was below the City and County average (see Table 4).

In all tracts, the majority of the 1980 population was not Hawaii-born, though the population of different tracts vary in background.

It is useful to discuss the Downtown side (east of Nuuanu Avenue) and the Chinatown side (west of Nuuanu Avenue) of the study area separately, as their populations differ in several respects.

On the Downtown side of the study area,

The population is relatively well educated and affluent. Median family incomes in tract 40 were well above the Oahu average in 1980, while incomes of tract 42 families were close to the average. In both tracts, few families had incomes below the poverty line.

TABLE 3

Population Characteristics:
City and County of Honolulu and Study Area, 1980

	CITY AND COUNTY OF HONOLULU	East of Nuuanu C.T. 40	East of Nuuanu C.T. 42	West of Nuuanu C.T. 52	West of Nuuanu C.T. 51
TOTAL POPULATION	762,565	820	2,637	858	1,611
ETHNICITY	%	%	%	%	%
Caucasian	33.1	63.0	43.2	9.6	12.3
Japanese	24.9	12.8	23.3	7.5	10.9
Chinese	6.9	2.4	14.3	19.0	23.2
Filipino	12.8	7.2	4.6	47.7	11.5
Hawaiian	10.5	3.7	4.3	10.0	11.4
Other	11.8	10.9	10.3	6.3	30.7
AGE					
Less than 5 yrs.	7.8	2.3	4.3	3.8	13.0
5 - 17 yrs.	24.2	4.9	6.9	7.0	16.3
18 - 64 yrs.	60.7	81.0	74.3	60.6	53.5
65 or more yrs.	7.2	11.8	14.6	28.6	17.1
Median age	28.1 years	42.6 years	39.2 years	51.0 years	29.5 years
EDUCATION* (people aged 25+)					
0-8 years only	14.4	4.3	9.7	56.8	40.1
H.S.only (9-12)	45.5	44.4	34.9	31.3	38.2
Some post-H.S.	18.3	19.8	21.5	5.4	12.4
College, 4+ yrs.	21.7	31.5	33.9	6.5	9.3
PLACE OF BIRTH*					
Hawaii	55.1	44.7	45.1	28.2	48.9
Other U.S.**	30.1	42.8	40.3	17.1	6.4
Foreign country	14.8	12.5	14.6	54.7	44.7
RESIDENCE 5 YRS. PREVIOUS* (people aged 5+)					
Same house	48.2	31.9	23.5	49.8	11.5
Same island	25.5	31.2	58.8	35.1	57.7
Different island	1.3	3.4	2.1	0.0	2.2
Different state	18.4	33.5	10.6	4.3	6.4
Different country	6.6	0.0	5.0	10.7	22.2

Notes: * Figures based on 15 percent sample; hence numbers represent estimates.
** Including persons born in U.S. territories and persons born abroad or at sea to American parent(s).

Sources: U.S. Bureau of the Census, 1980 Summary Tape Files 1-A and 3-1. Percentages calculated by Community Resources, Inc.

TABLE 4

Family Characteristics and Income Levels
City and County of Honolulu and Study Area, 1980

	CITY AND COUNTY OF HONOLULU	East of Nuuanu C.T. 40	East of Nuuanu C.T. 42	West of Nuuanu C.T. 52	West of Nuuanu C.T. 51
POPULATION IN FAMILIES	653,118	404	2,329	301	1,281
as percentage of total population	85.6%	49.3%	88.3%	35.1%	79.5%
NUMBER OF FAMILIES	178,516	190	681	91	435
	%	%	%	%	%
HEAD					
Husband/Wife	82.8	63.2	80.2	69.2	52.2
Male only	4.5	12.6	6.6	17.6	2.8
Female only	12.7	24.2	13.2	13.2	45.1
WITH OWN CHILDREN UNDER 18	54.9	40.0	31.9	36.3	69.4
Female head	7.5	17.4	6.5	6.6	34.3
BELOW POVERTY LEVEL	7.5	3.2	4.1	31.9	27.8
MEDIAN FAMILY INCOME	$23,554	$32,004	$23,460	$12,292	$9,886
NON-FAMILY HOUSEHOLDS	52,415	250	860	165	333
percentage below poverty level	15.9%	16.4%	4.8%	44.8%	47.4%

Note: All figures (except "Population in Families") based on 15 percent sample; hence, numbers represent estimates.

Sources: As in Table 3.

Most families in the Downtown side of the study area did not have children in the household in 1980.

In 1980, Caucasians formed the largest ethnic group in Census Tracts 40 and 42. Ethnic Japanese and Chinese formed the next largest groups on the Downtown side of the study area. While many residents were Hawaii-born, a high percentage were from other states.

The proportion of the population who had lived in the same house five years previously was low. In tract 40, a third of the residents had lived elsewhere in the United States five years earlier.

On the Chinatown side, most residents were far less affluent in 1980. The proportion of both family and non-family households below the poverty line in tracts 51 and 52 was well above the Oahu averages. Also, many residents had relatively little schooling.

There were some distinctions, however, between Census Tract 52 (Chinatown) and Census Tract 51. Makai of Beretania Street, residents of C.T. 52 had the following characteristics:

Residents were likely to have been born outside the United States. Nearly half were Filipino in 1980. Chinese were also well represented, but other major groups had few members in the district.

Older men were numerous. Only a third of the resident families had children in the household. The neighborhood was quite stable, with half the residents in the same house they had occupied five years before.

Living mauka of Beretania Street, residents of C.T. 52 can be described as follows:

Many of the residents could not have lived in the same house in 1975 and 1980, since many buildings in that tract were constructed in the 1970s.

Most of the residents came from Oahu, but a substantial number had lived outside the United States. Also, nearly as many residents were foreign-born as were Hawaii-born, and other U.S.-born Americans were few.

Ethnically, Chinese and Koreans were strongly represented in this tract, while Caucasians, Japanese, Filipinos and Hawaiians were all present in roughly equal numbers.

The population was young compared to the rest of the study area, and families with dependent children were in the majority. The proportion of families headed by women was exceptional.

2.2.4 Labor Force Characteristics

Labor force characteristics were in line with the findings concerning population and families noted in Sections 2.2.3.

The 1980 Census showed residents in the Downtown side of the study area were likely to have relatively high-status and well paid occupations. Laborers and service workers were numerous on the Chinatown side (see Table 5).

Labor force participation was high among residents of the Downtown side of the study area, while many more adults were not in the labor force on the Chinatown side. Unemployment was relatively high in the tracts west of Nuuanu Avenue and in tract 40 as well.

Although residents of the study area live near Honolulu's financial and government center, they had to spend about as much time getting to work as did other Oahu residents in 1980.

2.3 Issues and Concerns Independent of the Proposal

The section identifies major community concerns which may be directly or indirectly relevant to the project. The focus here is on general needs and issues. The particular concerns and issues that take on importance in relation to the proposed project will be discussed in section 4.

2.3.1 Islandwide

Opinion polls provide evidence of the concerns of Oahu residents in general. Most recently, respondents to the February, 1988 Hawaii Poll conducted by SMS Research, Inc., mentioned traffic first among the "most important problems in Hawaii that government should do something about" (Keir, 1988). Also, the high cost of housing, public education, and crime were each mentioned as concerns by over a fifth of those polled.

Over the last decade, five issues have stood out as major concerns of Oahu residents: jobs, crime, traffic, education, and housing (Aloha United Way and the Health and Community Services Council, 1987). These appear as priorities in several surveys. In some surveys, respondents have viewed inflation and the high cost of living and inflation as important. Environmental issues, land use, social problems, and specific economic issues (tourism, economic growth, and the preservation of agricultural land) have all scored lower in measures of residents' priorities in the 1980s.

The ranking of the five or six most prominent issues has changed from survey to survey. Discussing this survey, the Aloha United Way and Health and Community Services Council summary report stressed two major trends during the 1980s:

TABLE 5

Labor Force Size and Characteristics
City and County of Honolulu and Study Area, 1980

	CITY AND COUNTY OF HONOLULU	East of Nuuanu C.T. 40	East of Nuuanu C.T. 42	West of Nuuanu C.T. 52	West of Nuuanu C.T. 51
POTENTIAL LABOR FORCE (aged 16+)	574,903	746	2,373	799	1,178
not in labor force	30.8%	17.4%	26.0%	46.2%	46.3%
armed forces	10.1%	2.1%	0.9%	1.5%	0.0%
civilian labor force	59.1%	80.4%	73.1%	52.3%	53.7%
CIVILIAN-LABOR FORCE	339,863	600	1,735	346	633
unemployed	4.6%	8.8%	0.3%	17.2%	8.7%
TOTAL EMPLOYED CIV. LABOR FORCE	324,113	547	1,729	346	578
OCCUPATION					
manager, profess. technical, sales & admin.	24.7%	28.5%	41.1%	4.8%	10.4%
service	33.8%	43.7%	34.3%	9.3%	26.8%
farm, fish, forest	17.6%	14.6%	13.1%	35.9%	39.1%
precision, craft, repair	1.8%	2.6%	1.1%	0.0%	1.0%
operators, fabricators, laborers	11.3%	4.2%	6.7%	7.9%	5.5%
COMMUTE TO WORK	10.9%	6.4%	3.7%	24.9%	17.1%
mean travel time (minutes)	22.6 m	18.8 m	17.3 m	21.4 m	20.1 m

Note: All figures based on 15 percent sample; hence, numbers represent estimates.

Sources: U.S. Bureau of the Census, 1980 Summary Tape 3-A. Percentages calculated by Community Resources, Inc.

- Most Oahu residents' concern with housing has varied in response to economic conditions. Concern over the high cost of real estate peaked in 1984, and then dropped as income levels improved.

- Concern with traffic congestion has increased rapidly. This issue does not seem so responsive to economic change.

2.3.2 Study Area

The minutes and newsletter of the Downtown Neighborhood Board No. 13 provide indications of the concerns of the residents of the study area.

Note that the Neighborhood Board area is larger than the study area. In 1980, its population was 8,674, compared to 5,926 for the study area. Thus the study area population comprised just over two-thirds of the Neighborhood Board area population.

A survey was mailed to 5,431 households in the district in 1986; 164 copies were returned (3.0 percent). A mail survey with such a low return rate can be viewed as an indication of some of the opinions held in the area surveyed, but not of the precise distribution of viewpoints of the resident population.

Residents were asked to rate public services. Table 6 shows that the evaluation of public services was broadly positive, but that a minority expressed some dissatisfaction, especially with regard to sanitation and health and safety.

The form invited comments from respondents on noise, transportation issues, and other topics of concern. Respondents expressed concern over pedestrian safety at three locales. The question about other concerns elicited comments about street cleaning, toilets on Fort Street Mall, police foot patrols, and "careful checking of suspicious characters."

The Board's minutes for the period January, 1986 - February, 1988 were reviewed to learn of the issues and concerns important for residents. During that time, an election brought new members to most places on the Board. Thus, in the period in question, some 17 different people occupied the Board's 9 seats over two terms.

The minutes show that the Board or some of its members expressed concern with several issues. Among them were:

Noise -- Residents identified several noise sources as unpleasant. Noise at night from a bar on Hotel Street disturbed some residents, while others were concerned about road repairs at night or garbage pickups early in the morning. Other noise problems were also reported.

TABLE 6

Responses to 1986 Mail Survey of Downtown Area Residents

Public Services	Evaluation (percentages)				
	Excellent	Good	Fair	Poor	No Response
TheBus	23.2	48.8	13.4	1.8	12.8
Police	17.7	47.6	20.1	7.3	7.3
Sanitation	15.2	45.7	19.5	8.5	18.3
Health and Safety	11.0	44.5	14.5	10.4	19.5

Source: City and County of Honolulu, Neighborhood Commission. Downtown Neighborhood Board Newsletter. Honolulu, Hawaii. January, 1987.

Safety and Security -- Members of the Board repeatedly spoke in favor of foot patrols by Honolulu Police Department personnel. Concern was expressed over the presence of prostitutes in residential areas. The Board requested presentations from the Honolulu Police Department concerning the procedures involved in homicide investigations.

Street People and the Homeless -- The Board discussed street people and the homeless in several connections. The need for public toilets in the Downtown area was a concern at some meetings. A proposal for a mental health center downtown for street people was viewed critically at one meeting. The Institute for Human Services gained the approval of Board members, while proposals for housing for the homeless were strongly supported by the Board.

Parking -- Questions were repeatedly raised about parking in Union Mall and Fort Street Mall, and about sidewalk parking. A proposal to relocate Department of Motor Vehicles offices on Bethel Street was opposed partly because it would reduce parking space in the Downtown area. In an informal straw poll, the Board voted to accept sidewalk parking for the time being, until the City ordinance covering it is revised.

Beautification and Sanitation -- The Board considered sponsoring a volunteer clean-up day covering parts of Chinatown and Downtown. The Board welcomed the City's beautification work on King Street and efforts at urban renovation in Chinatown. The Board responded to presentations by Downtown groups with interest in attempts at beautification.

Traffic and Transit Systems -- In an unofficial vote, the Board supported the experiment to stagger working hours. A presentation on the City's Rapid Transit plans did not lead to a vote.

Fires in High-Rise Buildings -- One member asked for information about the Fire Department's ability to deal with these fires.

Aala Park -- Questions were raised by one resident about children's safety at the rink in the park, and about maintenance of facilities there. Police representatives at Board meetings discussed loiterers in the park on two occasions.

The Downtown Neighborhood Board deals with problems linked to the presence of many people and diverse activities in a restricted area. Concern was expressed with safety, with beautification, with illegal activities and suspicious loiterers, and with street people, but perhaps the most pervasive issue was noise.

This is in contrast to suburban and rural areas, where Neighborhood Boards are often concerned with proposals for extensive land use changes or with traffic congestion.

Some of the Neighborhood Board issues have received more prominent attention in the news media.

Residents of the Smith Beretania Apartments asked for more police protection because of a recent stabbing (Star Bulletin Staff, 1987).

The City proposal for Maunakea Marketplace was revised to reflect changes requested by Chinatown merchants (Kresnak, 1987a and 1987b).

A drop-in center for the homeless was opposed by nearby merchants (Ong, 1988).

Chinatown merchants are asking to work together and with government officials to revitalize the area's business community (Mariani, 1988).

Section 3

Policies and Non-Project Changes to the Community

3.0 POLICIES AND NON-PROJECT CHANGES TO THE COMMUNITY

This section looks at what guides the changes in the study area, as well as identifies some community changes which may occur. This information how the proposed Chinatown Gateway Plaza relates to the expectations of the existing community, and the likely changes this community will experience.

Note that the scope of this Social Impact Assessment does not include the EIS requirement of examining project compliance with public plans and policies. This section is included here only to understand the unique policies guiding the future of the project site and its community.

3.1 Plans and Guidelines in Relation to Chinatown Gateway Project

The project site lies between the centers of the Chinatown Historic and Central Business Districts. It can be considered part of both, and 50 feet of the site's Nuuanu frontage is in the Chinatown Historic District.

In this section, planning policies and guidelines developed for the Central Business District and Chinatown District are listed. These policies are reviewed here as expressions of decision-makers' concerns.

3.1.1 The Honolulu General Plan

Several urban design policies of the City and County of Honolulu General Plan (1982) bear on the project, notably:

> Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.
>
> Provide downtown Honolulu and other major business centers with a well-balanced mixture of uses.
>
> Encourage the development of attractive residential communities in downtown and other business centers.
>
> Encourage distinctive community identities for both new and existing districts and neighborhoods.
>
> Provide special design standards and controls that will allow more compact development and intensive use of lands in the primary urban center.
>
> Design public structures to meet high aesthetic and functional standards and to complement the physical character of the communities they will serve.

The Oahu General Plan identifies guidelines for the distribution of the resident population in the year 2005. The population level proposed for the Primary Urban Center is discussed in section 4.1.

3.1.2 The Land Use Ordinance

When the City and County adopted the Land Use Ordinance now in force, it brought together zoning requirements for the city as a whole and for special districts (City and County of Honolulu, Department of Land Utilization, 1986).

The area near the project site was singled out for distinctive treatment as both a mixed-use district (the Central Business Mixed Use District, BMX-4) and as a Special District (Chinatown Historic District). The intent of the BMX-4 district is to "set apart" the Downtown area "for financial, office and governmental" activities and for housing. The standards applied to the district provide for "the highest land use intensity for commerce, business and housing."

Objectives of the ordinance establishing the Chinatown District include:

- preservation of historic architecture,
- preservation of "human scale of development,"
- insuring that new developments are compatible with the character of the area and with existing structures of historic and architectural significance,
- economic revitalization of the Chinatown area, and
- promotion of the health, safety, and welfare of the residents.

The Nuuanu Avenue frontage of the project site is in Precinct 5 of the five Chinatown District precincts. In this zone, new structures "should not be in sharp contrast with the existing treatment, scale and materials of buildings of historically significant architecture."

According to the ordinance, City and County agencies are to consider three reports as "general guidelines" for development applications. Those reports are:

> Chinatown, A Plan for Renewal (Daniel, Mann, Johnson & Mendenhall, 1975). This document combines general planning considerations with a more specific plan for the Pauahi area. It states that development "should primarily satisfy the needs of those presently forming the Chinatown

community" while providing for growth with minimal disruption. Guidelines, underlining the mixed-use character of the district, include:

- increasing housing for young and old, and for all age groups,
- construction of housing of varying heights, ranging from low- to high-rise, and
- encouragement of mixed uses and activities in Chinatown.

Chinatown Historic Preservation Plan (Aotani & Hartwell Associates, Inc., 1974). This plan identifies "treatment areas," forerunners to the "precincts" of the Chinatown Historic District ordinance. The Chinatown edge of the project site is placed in the least restrictive area. To meet general objectives, the authors emphasize both the importance of complementing existing structures and a flexible attitude toward new structures for this area:

> ". . . development control guidelines would address the scale of buildings, their contribution to streetscape, the treatment of ground floor facades, particularly Chinatown's dominance of small open front shops and sidewalk canopies; and the general compatibility of exterior design, arrangement, texture and materials. The guidelines should also be flexible so new development is encouraged and not overly restricted" (Aotani & Hartwell Associates, 1974, p. 44).

The preservation plan identifies Nuuanu Avenue as a transition area between the business district and Chinatown. It calls for a gradual transition between the high-rise buildings of the business district and Chinatown's lower scale. The report suggests that the part of the project site makai of Hotel Street be converted to "an open landscaped square surrounded by buildings reflecting the historical scale of Chinatown." A potential use of the site for housing is also mentioned.

Guidelines for Change in Chinatown (City and County of Honolulu, Department of Housing and Community Development, n.d.). This document sets forth standards developed by the Chinatown Design Review Advisory Committee. The standards are to be enforced in the Pauahi area, with compliance voluntary elsewhere.

This document adds guidelines of two sorts: a set of design criteria, covering building height, scale, facades and materials for the three treatment areas, and a formula for calculating maximum building height in the Historic District.

The design criteria applying to the Nuuanu Avenue side of the project site emphasize "respect" for the architecture of adjacent buildings and encouragement of relatively low-rise buildings and "intimate scaled open spaces."

The formula for calculating maximum building heights also underlines the relation between new structures in the Historic District and existing buildings.

In a later study (Peat, Marwick, Mitchell & Co., 1981) the building heights permitted under the "Guidelines for Change in Chinatown were estimated as ranging from three to twelve floors. (The project site was not in the area for which heights were calculated.)

3.1.3 Policy Themes

The plans and studies reviewed combine several recurrent themes:

- respect for Chinatown's architecture and scale,
- attempts to identify Chinatown as a complex environment, and to encourage the co-presence of diverse groups, land uses, and activities in a small area, and
- support for the residents and merchants of Chinatown.

One study later asserted that "there has not emerged a clearly defined County policy and strategy" for the area (Ibid.). Changing Federal procedures were cited as one reason for the supposedly uncertain situation, along with the difficulty of developing policy for both urban renewal areas (Pauahi and Smith-Beretania) and for preservation areas in the heart of Chinatown.

The broad social themes noted here are not easily converted into guidelines for development. Architectural and aesthetic criteria have been detailed, but with some recognition that they respond only in part to the goals established for the area.

3.2 Changes Already Occurring in the Area

The Study Area is already undergoing major changes which change the complexion of Downtown and Chinatown. These changes range from building renovations to new office and residential towers, and are generally aimed at implementing the policies described in Section 3.1. This section provides an overview of these changes.

In the Downtown side of the study area, more office space is being made available.

The renovation of old buildings along Fort Street Mall, and Richards, Hotel, Merchant, Alakea and King Streets have been completed or are currently underway.

A high-rise office building on Alakea Street is currently under construction, and sitework has begun for an office building on King Street (makai of Liberty House).

An application for the redevelopment of Union Mall and the Kress Building (corner of Bishop and Hotel Streets) is currently in process.

Proposals which would be implemented over a longer period of time include an office building on Beretania Street (near Richard Street), office towers on Hotel Street between Fort Street Mall and Bethel Street and the Pacific Nations Center (Pali Highway and Beretania Street).

On the Chinatown side of the study area, the changes are more mixed in use.

Numerous renovations of privately-owned buildings have provided more office and commercial space in low-rise buildings.

The "Honolulu Tower II", a residential tower at the corner of Beretania Street and Nuuanu Avenue, is scheduled to begin construction in May 1988.

The City and County of Honolulu has a number of proposals, which are in various stages of planning and funding, including:

A Chinatown police sub-station at the corner of Nuuanu Avenue and Hotel Street (adjacent to project site),

Maunakea Smith, a 200-unit rental project with ground floor commercial space and parking, which would be located at the City parking garage on Smith Street,

Smith Beretania II, a 200-unit rental project with a park, child care center and parking, which would be located ewa of the existing Smith Beretania Apartments, and

A residential project at the corner of River Street and Nimitz Highway.

Further, feasibility studies for City properties on both sides of Bethel Street, near Nimitz Highway, are being conducted.

A major public improvement is the repaving and improvement of Hotel Street to better meet the requirements of being Downtown's bus corridor.

SOCIAL IMPACT ASSESSMENT
CHINATOWN GATEWAY PLAZA

Section 4
Potential Social Impacts

4.0 POTENTIAL SOCIAL IMPACTS

This section deals with social impacts of the Chinatown Gateway Plaza proposal.

Population and employment impacts are presented in Sections 4.1 and 4.2, respectively. Section 4.3 looks at the impacts on public services. Community issues and concerns are identified and analyzed in Section 4.4. Section 4.5 discusses compatibility impacts, followed by an identification of displacement impacts in Section 4.6.

4.1 Population Impacts

Currently, there are no residents on the project site.

When the proposed 200 housing units are filled, the project will house between 360 and 420 persons. This range is based on average household sizes ranging from 1.8 to 2.1 persons, estimates of which were derived from the following sources:

> In 1980, the average number of persons per household in three of the four tracts of the study area, indicated in Table 2 of Section 2.2.1, was 1.8 persons for the entire study area.
>
> A more recent household estimate can be derived from the median size of rental households in the Honolulu District (the Central City for the Honolulu Standard Metropolitan Statistical Area) in August 1983 (U. S. Department of Commerce and U.S. Department of Housing and Urban Development, 1985). An average of 2.1 persons per rental apartment was estimated.

Neither estimate can be used exclusively to estimate population of the proposed Chinatown Gateway Plaza, for the following reasons:

> The 1.8 persons/household does not include residential projects built since 1980, such as the Hale Pauahi, nor does it distinguish owner-occupied from rental units.
>
> The 2.1 persons/household does not distinguish bedroom sizes; it therefore is based on occupancy in a mix of studios, and one- to three-bedroom apartments.

The lower end of the population range is probably more likely to occur, based on information gathered from interviews with seven resident and property managers of the study area. All indicated that most of their one-bedroom units had one or two people, and only a handful had three people. One-bedroom occupants with children tended to be single parents. Very few couples (ranging from "2 or 3" to "5 percent") had children, and most children were infants and toddlers.

Census Tract 40's population was estimated as 1,066 in 1985. The project's potential population would account for 34 to 39 percent of that amount. In relation to the study area as a whole, however, the project represents only 5.8 percent of the 1985 population.

The City and County's General Plan includes guidelines for population growth in the eight Development Plan Areas over a 20-year period. These guidelines allot a percentage of Oahu's population to each Area.

The General Plan population distribution guideline for the Primary Urban Center provides for a range from 47.5 percent to 52.5 percent of the island's total population in 2005. The official forecast of population provided by the Hawaii State Department of Planning and Economic Development (1984) -- the Series M-F projections -- estimates that Oahu will have 954,500 residents by 2005. This indicates a projected population in the Primary Urban Center of 453,400 to 501,100 residents. The mid-point of that range is 477,250.

The State Department of Business and Economic Development (1988) has recently issued a revised population projection, the M-K Series, which is under review and not official. It projects a resident population of 975,100 on Oahu in 2005. With this projection, the guideline for the population of the Primary Urban Center is the range from 463,200 to 511,900. The mid-range figure is 487,550.

The City and County of Honolulu's Department of General Planning (1987b) has calculated a residential "capacity" for each Development Plan Area, on the assumption that land deemed appropriate and available for homes is developed. The "capacity" for the Primary Urban Center is 474,200.

The 1985 population of the Primary Urban Center was estimated as 439,841 (Department of General Planning, 1987a). The difference between that figure and the projected 2005 capacity is 34,359; the difference between that figure and the midpoint for the (still official) M-F Series forecast is 37,409; the difference between that figure and the midpoint for the M-K Series projections is 47,709.

The population of the project will amount to a small part of the projected increase in the Development Plan Area population, much less of the total population of the Development Plan Area. The estimated population is 1.2 percent of the increase projected to reach "capacity," 1.1 percent of the increase projected on the basis of the M-F Series, and 0.8 percent of the increase projected on the basis of the M-K Series.

4.2 Employment Impacts

On-site employment impacts will be generated first by construction and subsequently by the operation of businesses in the commercial space in the project.

Construction is expected to take 14 months. The number of workers on the site will vary during the construction period. It is customary to estimate an average workforce, evening out that variation.

Based on discussions with construction and housing professionals, construction employment is estimated at an average of 150 workers.

The commercial space will provide space for up to 120 retail and service jobs. This figure is based on an islandwide average of one employee per 250 square feet of leasable area, and a planned leasable area of 30,000 square feet (Community Resources, Inc., 1987). When building maintenance, parking and security personnel are counted as well, the total on-site employment, with full occupancy, will be about 130 jobs.

The project is expected to contribute, along with other residential, commercial, and beautification efforts, to the economic revitalization of the Chinatown area.

4.3 Public Services

4.3.1 Police Protection

In response to information about the project, Honolulu Police Chief Gibb stated, in a letter dated March 2, 1987, that his Department had no objection to the project. He expressed concern about traffic flow and pedestrian safety during construction, recommending that special duty officers be hired to control traffic during construction.

At this time, the Honolulu Police Department organizes its center-city operations from Police Headquarters on Young Street, about 2 miles from the project site. In the future, planned developments will bring police services closer to the project and the study area.

First, a new police headquarters is to be located as of the early 1990s on the Alapai Street site now used as a bus depot.

Next, plans are being developed for a Chinatown sub-station to be located in an existing building adjacent to the project site. That sub-station would be staffed at all times by a few officers. The Central Honolulu Frequency 3 Command, responsible for the downtown area, is expected to operate out of the sub-station as well as from the headquarters building (personal communication, officer Ed Nishi, Patrol Major's Office of District 1, Honolulu Police Department, March 1, 1988).

4.3.2 Fire Protection

The project is approximately 0.2 mile from the Central Fire Station on Beretania Street. In response to information about the project provided by the Department of Housing and Community Development, Fire Chief Kahoohanohano indicated, in a letter dated March 11, 1987, that existing fire protection is adequate, and no adverse impact on existing facilities is foreseen.

4.3.3 Schools

The project site will be serviced by three public schools, all of which are within a distance of 1.5 miles. These schools are Royal Elementary, Central Intermediate, and McKinley High Schools.

According to the 1987 Department of Education Directory, enrollment at these schools is as follows:

Royal Elementary	399 students
Central Intermediate	450 students
McKinley High	2,404 students

In a letter dated March 3, 1987, the Department of Education commented that the proposed project would have a negligible impact on existing school facilities.

4.3.4 Health Care and Social Services

Presently, there are a number of health care or related facilities within a 2-mile distance from the project site. These include Queen's Hospital, Straub Clinic, Kuakini Hospital, St. Francis Hospital and the City and County of Honolulu Central Fire Station. The facilities provide a full range of services, including 24-hour emergency service. With the existing circulation system, each of these facilities is only three to ten minutes from the project site.

Services provided by the governmental social service agencies in such categories as child care, adult assistance and family services, are available from the State Department of Social Services and Housing located on Punchbowl Street. Also, one

block from the project site is the location of the public welfare office which offers aid for food, shelter and utility payments. Other public resource groups, such as child and family service and religious groups, also provide various types of aid to those in need.

4.4 Community Concerns Specifically About the Chinatown Gateway Plaza

The issues identified in this section are preliminary in that they indicate what is important to the community in a specific point in time (March 1988). Changes in attitude and issues may occur in time, given possible project modifications and other events or influences in the community.

4.4.1 Description of the Informant Interviews

Interviews with community residents and organizations, as well as nearby users, were held to identify potential issues related to the Chinatown Gateway Plaza. No attempt was made to assess the extent or "quantity" of project support or opposition.

The selection of individuals was based on the following cross-section of potential interests:

- On-site commercial tenants
- Residents in the study area
- Owners and users of nearby parcels
- Regional and islandwide community and professional organizations, including the Neighborhood Board
- Regional business organizations

Thirty-two people were interviewed during this study and the list is presented in Table 7. Note that Earthplan was unable to contact all of the on-site tenants and adjacent businesses because of schedule conflicts and time frame. Every effort was made, however, to obtain pertinent information on these businesses from other informants.

In general, the interviewer (Berna Cabacungan of Earthplan) asked people to provide input as individuals. In some cases, the interviewer asked the informants to further explain their organization's position, in addition to their own personal viewpoint. Informants were not asked to "take a position," nor were they asked to predict their organization's position if one were not yet taken.

TABLE 7

List of People Interviewed

(Note that those interviewed provided their comments as individuals and not as representatives of their organizations. Organizational affiliations are provided only to indicate some of the networks and interests of those interviewed.)

Name	Organization/Affiliation
Helen Yang Adachi	Owner, Club Darling Current on-site business
Takaichi Akiyama	Owner, Service Portrait Studio Current on-site business
Henry Best	Resident Manager, Harbor Square (Town and Harbor Towers) Resident of Study Area
Sok Chang	Owner's daughter, Brown Shoe Repair Current on-site business
Michael Chu	Chair, Chinatown Design Advisory Committee Landscape Architect, Chinatown Gateway Plaza
Geoff Darr	General Manager, Kukui Plaza Member, Pacific Nations Centre Advisory Committee Resident of Study Area
Claire Engel	First Vice President and Chair of Development Committee, Hawaii Theater Center
Murray Feltman	Resident Manager, Honolulu Tower Resident of Study Area
Phyllis Fox	President, Historic Hawaii Member, Chinatown Gateway Plaza Citizens' Advisory Committee
William Grant	Executive Director, Downtown Improvement Association Member, Chinatown Gateway Plaza Citizens' Advisory Committee
Chuck Harris	Resident Manager, Beretania North (Kukui and Maunakea Towers) Resident of Study Area

Marnie Herkes	Statewide Director, Main Street Member, Chinatown Gateway Plaza Citizens' Advisory Committee
Peter Ho	Owner, Garman Jewelry Company Current on-site business
Norman Hong	President, Hawaii Chapter, American Institute of Architects Member, Chinatown Gateway Plaza Citizens' Advisory Committee
Bob Hutchison	Account Executive, Loyalty Enterprises (property management)
Donald Kamoda	Owner, Cafe Seven Seas Current on-site business
Chol Kim	Resident Manager, Smith-Beretania Apartments Resident of Study Area
Suzie Lee	Owner, Club Overseas Current on-site business
Ted C. T. Li	President, Association of Chinese from Vietnam, Laos and Cambodia President, Hawaii Chinese Industrial Association Vice President, United Chinese Labor Association
Jessica Lloyd-Rogers	Chair, Downtown Neighborhood Board No. 13 Founder/Coordinator, Heart of Honolulu Member, Pacific Nations Centre Advisory Committee Resident of Study Area
Diane Logsdon	Executive Secretary, Downtown Business Council Member, Chinatown Gateway Plaza Citizens' Advisory Committee
Warren Luke	Chair, Governor's Commission Commemorating the 200th Anniversary of the Arrival of Chinese in Hawaii

Warren Luke (continued)	Member of Board of Directors, Chinese Chamber of Commerce Downtown Improvement Association, Chinatown Committee Member, Chinatown Gateway Plaza Citizens' Advisory Committee
Betsy Au Lum	Owner, World Wide Travel Service Current on-site business
David Lyon	Owner's spouse, Club Overseas Current on-site business
Sid Marumoto	Clerk, Playland Arcade (same owner as Lido Theater) Current on-site business
Charles Park	Field Manager, Diamond Parking Current on-site business
Amy Russell	Painter Current on-site operation
John Sontag	Building Manager, Executive Centre Resident of Study Area
Tita Stack	Partner, McCandless Properties, Inc
Franklin Sunn	Trustee and Auditor and Chair of the Long Range Planning Committee, United Chinese Society Past President and Chair of Long Range Planning Committee, Chinese Chamber of Commerce
Ivan Takeuchi	Store Manager, Liberty House, Downtown store Nearby retail operation
Frank Tokioka	Officer, National Mortgage and Finance Co. Adjacent landowner and business
Gerald Yamamoto	Senior Vice President, International Savings and Loan (adjacent business)
Yiu Yu	Owner, Hawaii Barber Shop On-site commercial tenant

Each person was informed that input would be summarized in the Social Impact Assessment and that individual conversations would remain confidential. The basic source of project information was the Environmental Assessment/Negative Declaration for Chinatown Gateway Plaza Project (Hotel Bethel) (City and County of Honolulu, Department of Housing and Community Development, 1987). Information on recent project changes and modifications was provided by this Department's staff.

4.4.2 Overview of Community Issues and Concerns

All of those interviewed supported the intent of the Chinatown Gateway Plaza, and most felt that the project, as proposed, is a good one.

This section provides an overview of the informants' concerns. Each concern is further discussed in Sections 4.4.3 through 4.4.6.

Need for the project -- The most common reason for favoring the project's intent was a belief that this project would contribute to the revitalization of the study area.

> Many pointed out the need for more housing in Chinatown and Downtown; they approved of rental housing; and felt that the market mix was good.
>
> Many people also felt that the project would revitalize an under-utilized area by offering more commercial space and bringing more customers to businesses in the area.
>
> They also wanted to see the "red-light district" eliminated.
>
> A couple of people qualified their support for the project, however, because they either preferred office space or a private developer.

Project design -- Some of those interviewed were concerned that the project is offering only one-bedroom units. In general, these people felt that this project would not necessarily contribute to a desired neighborhood quality. They felt that these units

- would not accommodate children,
- would not be affordable to many elderly (since "only 20 percent" is for low/moderate income levels), and
- would encourage a high turnover.

Another concern was the adequacy of the 280-stall parking lot, as well as pedestrian access to the commercial and office spaces.

Accommodating more residents in the study area -- Because most informants wanted more residents in the study area, there were also comments about how to better attract Chinatown/Downtown residents.

Study area residents expressed a need for more security and police protection, better provisions for the homeless, and more service-oriented and retail businesses.

Other study area users (business, etc.) felt that the study area needed to be "cleaned up" -- by relocating the homeless, and getting rid of the "red light" district. Almost all felt that, although they did not find the project ideal, the Chinatown Gateway Plaza was a step in the right direction.

Construction inconveniences -- Traffic and noise from construction activities was a concern of almost all interviewed, primarily because of current experiences related to the Hotel Street improvements.

Note that issues relating to compatibility and displacement were also raised. These are discussed in Sections 4.5 and 4.6, respectively.

General Feedback From the Interest Groups

As discussed in Section 4.4.1, Earthplan attempted to interview a cross section of potential interest in the project and/or the project site. The following is a highly-generalized summary of how people from the various interest groups reacted to the proposed Chinatown Gateway Plaza:

On-site commercial tenants -- Most of the on-site commercial tenants focussed on their eventual displacement. They were eager and anxious to discuss their relocation with the City. Their concerns are discussed in Section 4.6.

Residents of the study area -- They tended to believe that the study area needed more residents and that the project would help create a safer and more attractive neighborhood. Most suggested that the one-bedroom aspect was not entirely appropriate, since their own experience showed that two-bedroom units are in more demand.

Owners and users of nearby parcels -- These people generally felt that the project site was either under-utilized or deteriorated. The Chinatown Gateway Plaza was therefore an improvement.

Regional and islandwide community/professional/business organizations (including the Neighborhood Board) -- All of these people were familiar with policies and efforts guiding the future of Chinatown/Downtown. They mostly approved of the project concept and its general components, although some felt that the execution of the concept, vis-a-vis design and site plan, was not preferable.

4.4.3 Need For The Project

Those interviewed approved of the project's general concept and intent.

All of those interviewed felt that the portion of the project site makai of Hotel Street (currently a parking lot) needs to be used more efficiently. They saw a need to develop the site so that it generates more revenue, provides more services, and benefits the surrounding areas. They hoped that the project, in turn, would contribute to Chinatown's revitalization.

Except for the on-site commercial tenants, those interviewed also wanted to see the mauka portion of the site improved. They felt that the some of the existing structures have not been well-maintained. Most wanted to see a more family-oriented use of the site; they particularly did not like the existing on-site bars and adult entertainment operations.

Many pointed out the need for more housing in Chinatown and Downtown. They felt that many study area employees would prefer living near their place of work and pointed out that current residential units are in demand. Not everyone approved of rentals. A few felt that owner-occupied units would create a more stable community.

Those interviewed did like the housing mix, however, mostly because they wanted neither "a slum" or an exclusive project.

Except for a few of the on-site commercial tenants, those interviewed did not like the existing adult entertainment activities identified with Hotel Street. They wanted to see the removal of pornography, prostitution, drug dealings and general illegal activity from the area. They saw the Chinatown Gateway Plaza as a major improvement, and hoped that more residential projects would discourage these other activities.

Most appreciated the commercial component because they felt that the study area needs more commercial and office space; concerns about the design of these spaces are presented in the next section.

The pedestrian plaza was well-received, primarily because it would create open space and would complement the Hawaii Theater. A few of the on-site tenants felt that businesses should not be displaced for a park because the latter does not generate revenue.

Comment and analysis: In their positive reaction to the general concept of the project, informants were consistent with the policies governing Chinatown and Downtown. The infusion of more residents, the creation of more commercial space, and the addition of open spaces -- these elements appreciated by the informants are part of the mixed use and diversity embodied in public policies and guidelines for the study area.

4.4.4 Project Design

Although most informants liked the project's concept, some did not agree with the City's execution of the concept. Some were critical of the project offering only one-bedroom units; some worried about the short- and long-term impacts on parking spaces; a few questioned the maintenance requirements of the building; and a few saw problems with pedestrian access to the residential tower and commercial facilities.

Limitations of Only One-Bedroom Units

Many of those interviewed felt that the Chinatown Gateway Plaza should have a mixture of unit types. They believed that one-bedroom units would attract primarily the elderly, single people and young couples without children.

Though they did not object to these people living here, informants preferred families. To them, families meant neighborhood, and study area residents stressed that a strong community identity is dependent on people who intend to make the area their home for a long period of time.

They also wanted to see a variety of residents using nearby businesses -- this would be a sign of revitalization, of intensifying uses.

Comment and Analysis: The informants' expectations of one-bedroom units is based on their actual experiences and observations.

As discussed in Section 4.1, most of the study area's one-bedroom units had one or two people, and only a handful had three people. Most of these occupants were elderly, single or a childless couple. One-bedroom occupants with children tended to be single parents. Very few couples (ranging from "2 or 3" to "5 percent") had children, and

most children were infants and toddlers (from information gathered from interviews with seven resident and property managers of the study area).

Although a vertical unit type mix is not part of the Chinatown Gateway Plaza, there is already a horizontal mixture of unit types in the total study area. Further, the City is currently proposing other projects, namely Maunakea Smith and Smith Beretania II, which contain a mixture of unit types. The Honolulu Tower II is another residential project with different unit types.

With these other projects, then, the Chinatown Gateway Plaza will still be part of a larger neighborhood.

Maintenance

Those familiar with the architectural design of the project were split on their opinion. A few felt that the building was overly decorative; they feared this would lead to a maintenance problem. Others liked the design with its geometric forms because it would introduce another architectural style to the area.

Parking Adequacy and Access

Many of the merchants and community organizations wanted to make sure that Chinatown Gateway Plaza would include sufficient parking for its residents, its commercial/office tenants and their customers, as well as for the general public. It was often pointed out that the study area has a shortage of parking spaces, and that any new project should increase the number of available spaces.

Although the informants liked the parking component of the proposal, some feared that the 280 stalls may be inadequate for the various on-site and public needs. They felt that, if 200 spaces were available for tenant rental for the residents, the remaining 80 stalls would not sufficiently meet the current and increased need, the latter of which would be generated by the on-site non-residential uses.

A few also felt that one ingress/egress may not adequately serve the parking lot, since there is already congestion with the two accesses (on Bethel Street and Nuuanu Avenue) of the existing on-site lot.

Comment and Analysis: The portion of the project site makai of South Hotel Street is currently leased to a private parking operator which runs the facility from 6 A.M. to midnight, 7 days a week. The site holds a total of 135 stalls, and is well-used during weekday business hours, to

the point where many are turned away each day. Most of its customers appear to be Downtown and Chinatown employees; shoppers tend to use the parking lots on the fringes of the study area, such as those on Alakea and Smith Streets (personal communication with Charlie Park, Field Manager, Diamond Parking, March 10, 1988).

It appears, then, that, even though the project will increase the overall number of parking spaces, there may actually be a net loss of stalls for the general public, since most of the new stalls will be reserved for residents.

Note, however, that, if the project were not built, the number of on-site parking stalls would have eventually decreased. Long-range plans for the improvement of Hotel Street included a bus shelter and landscaping -- these would have reduced the site's parking to 80 stalls (personal communication with Gail Kaito, City and County of Honolulu Department of Housing and Community Development, March 8, 1988 and May 10, 1988).

Regarding the access to the parking lot, the current plan calls for parking lot access on Bethel Street. A second access on Nuuanu Avenue is not being created to preserve the continuous line of storefronts and to conform with the special design requirements of the Chinatown District.

Note that this is also related to compatibility with nearby uses, a topic presented in Section 4.5.

Pedestrian Access

A few informants questioned the practicality of establishing the main pedestrian access on Hotel Street. They felt that the residential towers should be accessible from all sides (regardless of the which way the lobby faces). There was also strong suggestions that the commercial facility be on ground level to encourage foot traffic. A few people questioned the adequacy of accesses for the handicapped people.

Comment and Analysis: Current plans (March 1988) show that the residential tower will face Hotel Street, and that pedestrians will enter and exist the plaza and building lobby from Hotel Street. The commercial facilities would be accessible to pedestrians from the Hotel Street Plaza and two stairways on Nuuanu Avenue.

Two accesses, at both ends of the site's Hotel Street frontage, will be available on ground level for handicapped people. Neither of these lead to the lobby or commercial complex in a direct straight line.

Note that this is also related to compatibility with nearby uses, a topic presented in Section 4.5.

4.4.5 Accommodating More Residents In The Study Area

As discussed in Section 4.4.3, community informants generally felt that Chinatown and Downtown should have more residents.

This desire was often accompanied by suggestions for more and better accommodations for a residential community. Study area residents in particular pointed to a need for a "neighborhood feeling." When asked what constituted this neighborhood, informants identified the following needs:

More security -- Many residents said they did not feel safe in the study area at night. They felt that the Hotel Street night life was unsafe because of illegal activity, and did not feel comfortable with the "street people," many of whom are homeless and disoriented.

Better provisions for the homeless -- In a related matter, residents and business people alike wanted to see the homeless people better accommodated. Informants were split on how best to achieve this. Some felt that the homeless were an inevitable part of the study area's social fabric; thus, they should be helped within the immediate area. Others wanted to see the homeless removed from the study area. This difference in opinion was manifested in the recent controversy on establishing a "drop-in" center at the corner of Nuuanu Avenue and Pauahi Street (see Section 2.3.3).

More family-related activities and facilities -- Informants felt that the study area would inevitably attract more families with children. Currently, however, the study area had few parks or passive gathering places for families with children within walking distance of residential complexes. People also wanted to see more residential and family-related activities at the Cultural Plaza and Fort Street Mall.

More service-oriented and retail businesses -- Study area residents wanted to see more such businesses which would be convenient for residents. Restaurants, shoe repair, florists, bakeries, mini-markets -- these were suggestions of what would make Chinatown/Downtown area more convenient for residents.

Comment and Analysis: These needs are addressed in policies governing the Chinatown and Downtown areas (outlined in Section 3.1). They also correlate to the Downtown Neighborhood Board issues and concerns presented in Section 2.3.2.

In a sense, this is an "chicken and egg" situation. While meeting all of these needs would certainly make the study area more attractive for residents, it is difficult for government and businesses to provide these services unless there is a larger population base to justifying an increase in services.

The Downtown Liberty House attempted to provide this convenience by opening on Sunday, for example. This proved economically infeasible, however, because very few customers patronized the store during this time. This store now only opens on Sunday during major sales and the Christmas season (personal communication with Ivan Takeuchi, Store Manager, Liberty House, March 9, 1988).

Nevertheless, certain steps are already being taken. A police sub-station at the corner of Nuuanu Avenue and Hotel Street will help improve security in the area. The Downtown Neighborhood Board is working with the State Department of Health on ways to accommodate the homeless and street people.

There was also a feeling that some of the current needs will be met as the area is revitalized and the population increases. It was predicted that the "red light" operations will be slowly moved out of the area as landowners renovate old buildings and raise lease rents. Further, the Downtown Neighborhood Board is seeking ways to have informal social gatherings in which residents of different complexes could interact.

4.4.6 Construction Inconveniences

Study area residents and business operators complained about existing noises and traffic brought on by construction activities. Residents said that construction noise was a major problem, particularly for the elderly who were at home during business hours. Street construction was a problem for all because of traffic tie-ups. Business operators along Hotel Street were particularly concerned, since the Hotel Street construction activities reportedly turned away many of their customers.

Business-related informants were particularly concerned that they would lose the on-site parking stalls during construction.

Comment and Analysis: These concerns are consistent with those voiced in other matters at the Downtown Neighborhood Board.

Construction activities will inevitably disturb the area's businesses and residents, despite the contractor's compliance with related rules and regulations.

Note that this is also related to compatibility with nearby uses, a topic presented in Section 4.5.

4.5 Compatibility with Nearby Uses

This section explores the degree to which the proposed Chinatown Gateway Plaza will be compatible with nearby uses.

4.5.1 Overview of Nearby Uses

The immediately-surrounding area is a microcosm of the entire study area.

Directly across Nuuanu Avenue (the Chinatown side of the project site), there are one- and two-story buildings with financial, commercial and office spaces. Further up on Nuuanu Avenue are an array of restaurants, offices, art galleries, retail shops and a residential tower. Except for the Smith Beretania Apartments, these uses are housed in older low-rise buildings, characteristic of low-rise Chinatown.

Directly across Bethel Street (the Downtown side of the project site) are Liberty House and its parking garage, and the Empire Building which is a three-story building housing service operations, offices, and retail shops. Just beyond these is the Executive Center, a mixed-use tower with stores, a restaurant, residences, office space, and a parking garage

Mauka of the project site is the Hawaii Theater (on the Historic Register) and more buildings with offices and stores. Makai of the project site are three office buildings (Mortgage and Finance Co. building, King's Court and First Federal Building) with ground floor retail operations and financial institutions.

Structural changes to the Chinatown side of the immediately surrounding area are primarily related to building renovations.

On the Downtown side, potential changes are more in line with the high-rise quality of that area. The Estate of James Campbell owns the Empire Building across Bethel Street, as well as the two perpendicular low-rises fronting Hotel Street. Over the years, the Estate has indicated its long-range plans to develop two high rise office towers. Its short-term plans to renovate these buildings was implemented in 1987.

Mauka of the project site, the Hawaii Theater has long range plans to further improve the theater, including expansion.

No major structural developments are expected immediately makai of the project site.

4.5.2 Potential Compatibility with Nearby Uses

The Chinatown Gateway Plaza will have temporary difficulty in being compatible with nearby uses during its construction phase. Adverse impact on the immediately-surrounding uses due of its construction activities would include:

1. It will temporarily displace 135 existing public parking stalls. The nearest parking garage is the Liberty House building, although a portion of this is already allocated to monthly permit holders. Study area employees, in particular, will feel this loss (see Section 4.4.4 for more discussion).

2. Noise from construction activities will be a nuisance to nearby businesses, as was the case in the Hotel Street construction. This may be particularly bothersome for office workers who normally have a quiet environment and may discourage walk-in retail and restaurant customers (see Section 4.4.6 for more discussion).

3. Traffic impacts from construction activities will add to the already congested conditions (see Section 4.4.6 for more discussion).

Construction activities are expected to last 14 months. The more severe noise and traffic impacts will probably occur during the initial sitework. The loss of public parking will be experienced throughout construction.

The Chinatown Gateway Plaza will nevertheless be compatible with nearby uses on a long-term basis.

1. In general, the project is designed to be a transition between the Chinatown low-rise buildings and the Downtown high-rises. Its Nuuanu Avenue frontage will be similar to the small open front shops and sidewalk canopies typical of Chinatown. Its residential tower will be similar to the office and residential towers of Downtown; this will be more so if The Estate of James Campbell proceeds with its plans for office towers (see Section 4.5.1).

2. The Chinatown Gateway Plaza meets policy objectives for creating mixed uses in the area, particularly by providing more housing and office/commercial space and open space.

3. The project will bring more residents to the area, a community desire expressed by residents and businesses alike.

4. The project is a major step in changing the complexion of Hotel Street. Private landowners will be encouraged to renovate their older Chinatown buildings and this revitalization could eventually cause the displacement of the activities related to adult entertainment.

5. It will provide an open space area for a wide array of activities, thus contributing to the neighborhood quality of the area.

6. The pedestrian plaza will be compatible with the long range expansion of Hawaii Theater. The City has been meeting with the Hawaii Theater Center and is currently revising their plans to accommodate the expansion.

By itself, however, the Chinatown Gateway Plaza will not address some major concerns of the nearby and regional interests.

It will not bring substantially more families into the study area, because its units are more appropriate for small households. Thus, the Chinatown Gateway Plaza will not create the total "neighborhood."

Its commercial shops will not have street level access. Because of some design constraints related to the water table and underground parking, the shops will be accessible to pedestrians from the pedestrian plaza on Hotel Street and two stairways on Nuuanu Avenue. Some people felt that this is not conducive to foot traffic.

Further, it will not increase parking spaces -- a need often raised by informants, as discussed in Section 4.4.4.

These concerns will be addressed on a more regional level, however, if public and private proposals, as described in Section 3.2, are implemented.

4.6 Displacement of Existing Uses

4.6.1 Overview of Existing On-Site Uses

The project site currently contains a parking lot and three structures, the latter of which are mauka of South Hotel Street. Two of the existing structures have two stories; the other is a single-level building.

The current on-site facilities house service-related operations, artist studios, eating establishments, bars and adult entertainment businesses.

The following are businesses which currently operate on the project site (presented in alphabetical order):

Artist studios (3)
Brown Shoe Repair
Cafe Seven Seas
Club Darling
Club Overseas
Cool Cucumber
Diamond Parking
Garman Jewelry Co.
Hawaii Barber Shop
Lido Theater
Playland Arcade
Punky Kid Saloon
Service Portrait Studio
World Wide Travel Service

Earthplan contacted owners and representatives of 12 of these businesses, and the following summarizes their current situation:

1. Four of these have occupied their current spaces for over 15 years; the longest period of these tenancies was 43 years, with the others ranging between 16 and 29 years.

2. The other eight informants indicated that they were at this site for less than six years, and most of these tenants were there for two to three years.

3. These informants currently employ a total of 41 employees.

Given the nature of the two businesses not contacted (restaurant and bar),both of which were bars, it is possible that they employ about 10 people. The estimated total of on-site employees is therefore 50 people.

4.6.2 Impact on Existing On-Site Uses

All of these on-site uses will be displaced if the Chinatown Gateway Plaza is implemented. The impact of this displacement includes:

Relocation arrangements and costs -- Except for the parking lot which operates on lease arrangements and space availability, these on-site operations may be relocated. The relocation process will entail an inventory of available spaces, arrangements with movers, and the actual moving. These activities will incur costs, in terms of both expenses and time.

In written communications with these tenants, the City has indicated that it will provide relocation assistance in accordance with State statutes and administrative rules. This assistance includes both a monetary reimbursement for moving expenses and exploring alternative relocation sites.

One informant indicated that he will retire and, thus, not relocate his business.

Change of location -- The on-site businesses depend on regular customers, walk-in customers and referrals. A change of location may cause an inconvenience for their customers, and, thus, affect business revenues until people are accustomed to their new locations.

Most of the informants indicated a desire to relocate in the study area, preferably in Chinatown, so that they will be in the general vicinity. Some of the informants expressed a desire to relocate within the commercial component of the Chinatown Gateway Plaza. One informant indicated that she wants to move her operation to the Pearl City area.

Possible increase in rent -- Many of the on-site business owners chose their present location because of the relatively low rent. It is highly unlikely that they will find similar rates in a renovated or new building, or in the Chinatown Gateway Plaza. One informant indicated that the owner is looking to buy an existing to relocate his business.

Difficulty in finding compatible location -- The on-site bars and adult entertainment businesses may have difficulty finding locations with nearby compatible operations. Family- and service-oriented businesses, as well as residents, may not want these operations near them. This is highly likely, based on the informant and community desire to eliminate such uses in the study area.

Possible termination of employees -- Only one of the tenants indicated that some of his employees may be terminated, since this business will not relocate and his other operations cannot absorb all of the on-site employees. Others said they would retain their current employees as possible.

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SUMMARY OF PRE-FIELD LITERATURE AND DOCUMENTS SEARCH FOR THE PROPOSED PARK IN DOWNTOWN HONOLULU (TMK 2-1-03:15, 23, 24, AND 25)

For

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March 1988

PUBLIC ARCHAEOLOGY SECTION
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APPENDIX III

INTRODUCTION

Under contract to Lacayo Architects, Inc. the Applied Research Group, Bishop Museum, conducted pre-field archival research for a proposed park in downtown Honolulu (TMK 2-1-03:15, 23, 24, .25). The research was conducted by the author.

SCOPE OF WORK

The first phase of work included:

1. Archival research to aid in determining the location, nature, and potential for recovery of archaeological deposits on the subject parcels.

Subsequent research services will include:

1. Monitoring of demolition activities on the subject parcels.
2. Stratigraphic backhoe trenching of ca. 25 m.

PROJECT LOCATION

The project area occupies four land parcels in the Central Business Mixed Use District of downtown Honolulu. The properties are bounded by S. Hotel Street (makai), Bethel Street (Diamond Head), Hawaii Theater (mauka), and the Perry and McLean buildings ('Ewa). The parcels are level at street grade and occupy a total land area of 17,154 sq. ft. The project area is situated within the ahupua'a of Honolulu in the leeward district of Kona, O'ahu Island.

The subject parcels have been defined as follows (see Fig. 1):

Parcel 1 (TMK 2-1-03-15): a rectangular-shaped parcel located on the north corner of Hotel/Bethel Street intersection.

Parcel 2 (TMK 2-1-03-23): Bijou Lane as it extends mauka-makai from Hotel Street to the Hawaii Theater, where it turns at right angles to itself and extends Waikīkī to Bethel.

Parcel 3 (TMK 2-1-03-24): an irregular, but essentially rectangular parcel fronting on Hotel Street with the Waikīkī side fronting Bijou Lane and the 'Ewa side along the "Perry building" (at the corner of Hotel and Nu'uanu).

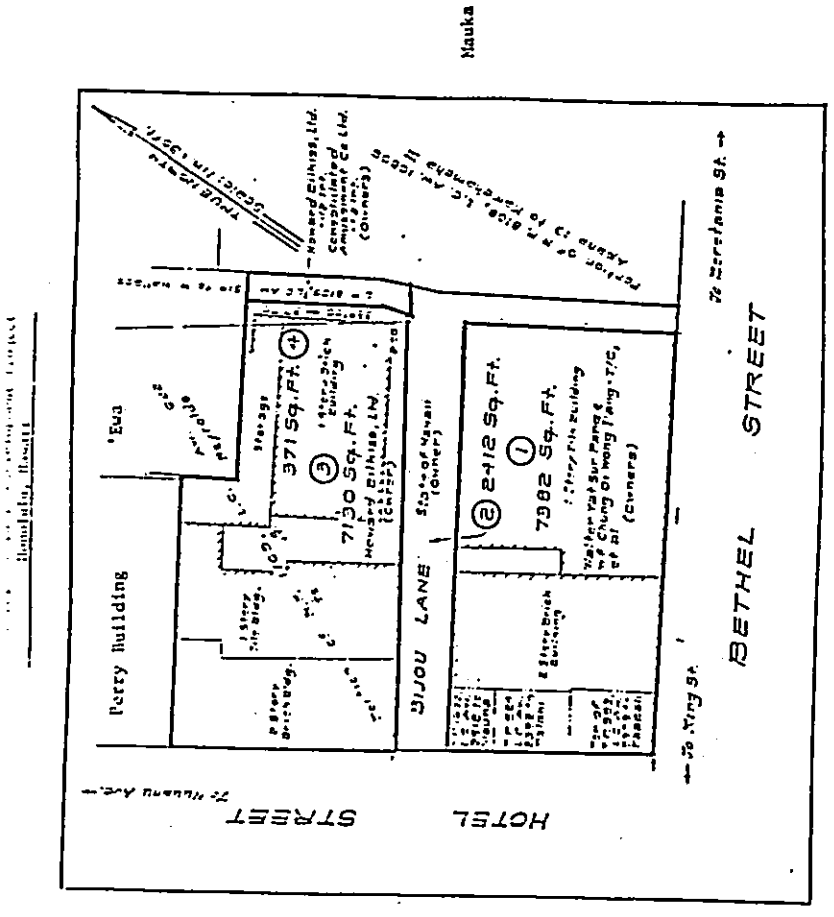

Figure 1. Parcel numbers are circled.

Parcel 4 (TMK 2-1-03-25): an irregular-shaped parcel along the mauka boundary of Parcel 3 and the makai boundary of the Hawaii Theater.

METHODOLOGY

The primary purpose of pre-field historical research is to locate archival material that will provide a framework for the interpretation of subsurface archaeological deposits. The archival research, then, focuses heavily on the more "material" aspects of culture, but addresses "events" only if they can be expected to impact the stratigraphic record (e.g., fires or floods), and dwells on "personalities" very little, if at all. To construct an interpretive framework certain questions guided the research: were the subject parcels agricultural? When? Dry or wetland cultivation? What crops? If habitation (or business), how many buildings? Of what material were they constructed? What ethnic group occupied them? Answers to questions like these, even if only tentative, are a necessary prelude to comprehensive field work and subsequent interpretation of data.

PREVIOUS ARCHAEOLOGY

Although several historic period bottle collections have been inventoried in Tax Zone 2, with a single exception no formal, controlled archaeological investigations have been conducted in the immediate area. The lone exception is a project undertaken by Joseph Kennedy of Archaeological Consultants of Hawaii in July 1984, at the request of Capital Pacific Development Corporation.

Kennedy's project was located directly across Hotel Street from the subject properties, on the asphalt parking lot bounded by Nu'uanu, Hotel, and Bethel (TMK 2-1-02:38, 39). Before test excavation, borings indicated 6 in. of asphaltic concrete and coral base at the surface (Kennedy's level 1), followed by 8-12 ft of "very loose, brown, silty sand" (level 2), underlain by the coral substrate 16-36 ft thick (level 3). The layer of silty sand was assumed to contain the cultural deposits. Eventually it was determined that level 2 was backfill containing cultural material, imported from "somewhere" in 'Ewa. Evidently, structures on the site in the mid-60s had burned and the resultant debris had collapsed into the basements. In order to stabilize the

property to render it fit for new construction, the rubble was cleared by earth-movers and backfill dumped into the open 10-ft trenches, thus destroying any possibility for meaningful data recovery. At this point the project was terminated (Kennedy 1984).

Although the "basement problem" was extremely unfortunate in terms of loss of archaeological data, the incident has served to underscore the potential for similar problems on other projects in the downtown area. In response to this possibility Dr. Joyce Bath of the Department of Land and Natural Resources insisted that the proposed project area be researched as to the likelihood of "basements" even before the project was put out for bid. It has been determined that one of four buildings on the subject property does indeed have a basement, but it is not known whether any structures immediately previous to those now occupying the site had basements or not, nor has the problem of "deep" foundations in general been addressed. Nevertheless, the potential for meaningful archaeological data recovery seems quite good, for reasons which will be discussed later in this report.

SOURCES

In the absence of archaeological documentation much of the archival research with regard to the history of the subject parcels was derived from historic maps, in particular the Sanborn and Dakin Fire insurance maps and various surveyors' maps. Data regarding the early historic and late prehistoric periods were obtained from such sources as Malo, Kamakau, Handy, Ii, and others. Of immense help in locating material were Mr. Charles Okino of Department of Land and Natural Resources, Mr. R. Thompson of Hawaii State Archives, and Ms. Karen Stockton of Bishop Museum--all of whom spent literally hours with me pouring over maps and puzzling out dates in order that there would be an accurate chronology of change over time.

The Early Period to 1850

Downtown Honolulu is situated near the confluence of the Waolani, Nu'uanu, and Pauoa streams on the seaward expanse of the Honolulu coastal plain. The site area, in particular, has almost always enjoyed an ample supply of freshwater for irrigation. Numerous sources, especially Handy

(1940), commented on the amazing number of lo'i (irrigated terraces) that covered the landscape, sweeping all the way back to the uppermost reaches of Nu'uanu Valley. A famous taro terrace, Kamanuwai, near the junction of what is now Nu'uanu and Beretania Streets (Handy 1940:79) is only a block or so north of the subject parcels; its presence suggests that cultivated land, possibly lo'i, extended at least as far makai as the proposed site. The parcels may have been in irrigated taro, but it is more probable that the site area was either a non-irrigated (dryland) terrace, or a mo'o (raised strip of land) between the irrigated terraces mauka and the village of Kou makai (see below). As such it may have been in sugar cane (Saccarum spp.), banana (Musa spp.), wauke (Broussonetia papyrifera), olonā (Touchardia spp.) or any other of the many crops traditionally cultivated on mo'o dividing pondfield terraces. That the parcels were indeed part of a mo'o is suggested by the Hawaiian name of the district, Pa Mo'o (Pa, enclosed), a name in use for the first time in print on a map by Metcalf of 1847-1849 (see Fig. 3). (On Metcalf's map Pa Mo'o district is delineated by Nu'uanu-'Ewa, Fort Street-Waikīkī, Hotel Street-makai and Chaplain Lane-mauka).

However, there is some evidence that suggests that Hotel Street may have been a traditional boundary between agricultural land and habitation. "The old name for Honolulu is said to be Kou, a district from Nu'uanu to Alakea Streets and from Hotel Street to the sea" (McAllister 1933:80). Little is known of the village of Kou save that it contained at least one prominent heiau, Pakaka, located at the foot of Fort Street, and apparently several other lesser heiau as well (McAllister 1933). Thus prehistoric use of the land may have been agricultural, or the subject parcels may possibly be at the edge of an ancient habitation site. By the end of the 18th century, however, momentous changes in Hawai'i's social and political landscape were bringing about changes in land use as well. By 1810 the subject parcels are in the middle of Kapauhi, the (Royal) yam patch.

A map compiled by Dorothy Barrère (1957, see Fig. 2) from data supplied by Ii in the latter part of the 19th century places the subject parcels in the west quadrant of Pa Uhi, a rockwall enclosed yam field belonging to Kamehameha I (Ii 1959). The yam farm extended as far makai as King Street over what McAllister had defined as the village of Kou; it was probably irrigated only intermittently as needed, and it seems very probable that the life span of the yam field was brief, possibly as brief as the King's residency in Honolulu.

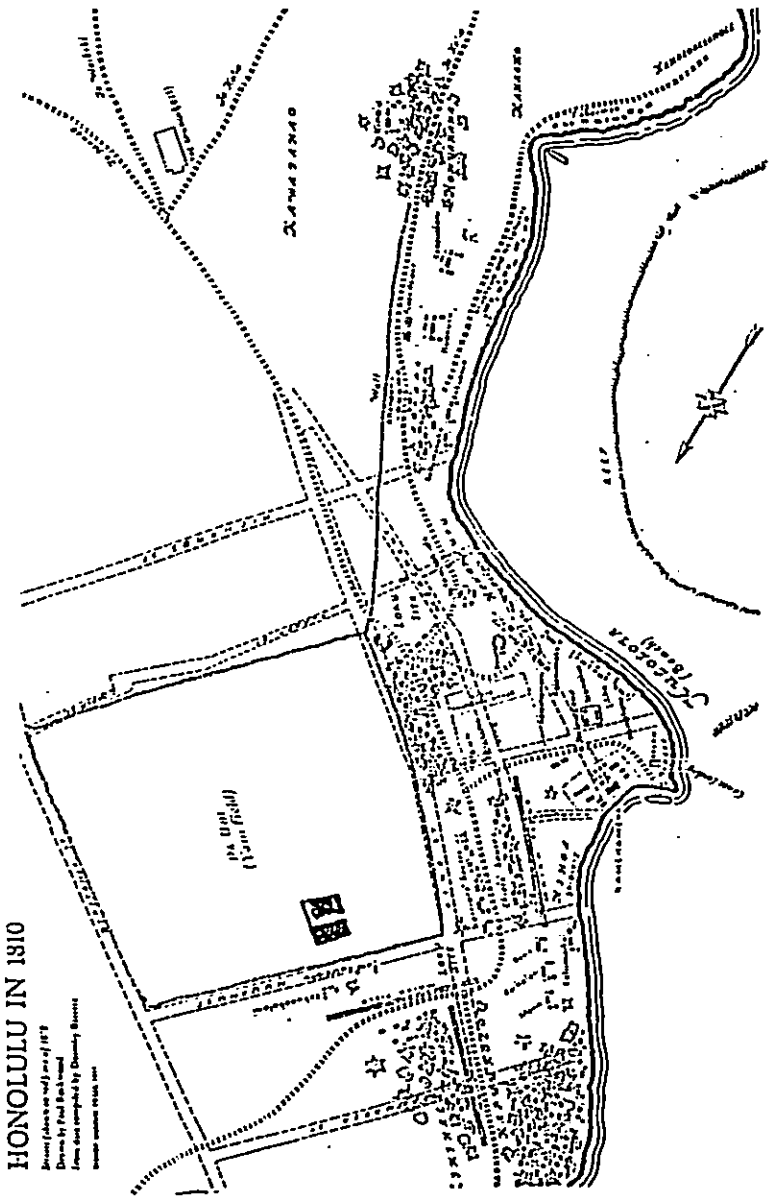

Figure 2. Subject parcels are dark block.

Kamehameha I moved from Waikīkī to Honolulu in 1809, resided only three years there, then returned to Hawai'i in 1812 where he remained until his death in 1919. His move to Honolulu was probably prompted by a need to observe the activity surrounding the city's burgeoning economy close at hand. In the first decade of the century, Honolulu was already experiencing a population explosion; the whalers and sailors gravitating to the area because of the deep harbor were quickly followed by merchants, traders, and saloon keepers eager to relieve the whalers of their profits. Honolulu quickly became an economic hub. Kamehameha's move to Honolulu with his wives, courtiers, attendants, warriors, and priests only intensified the activities that were modifying traditional land use; for a brief time Honolulu became a royal domicile.

Pa Uhi, the yam farm, was probably among the many changes wrought by Kamehameha's residence. Yams had never been popular on O'ahu and were only cultivated infrequently. It is possible that Kamehameha had a taste for yams, having come from the Big Island where they were popular, but it is far more likely that they were cultivated for sale to the sailing ships (Handy 1940), thus providing a reasonable, if not substantial profit for the King. Sometime after the removal of Kamehameha I to Hawai'i in 1812 and before the Mahele (Land Division) of 1848 the yam field fell into disuse, or more likely was simply invaded by the rampant growth of Honolulu. When, precisely, the transition from farmland to homesites was made is not known.

For an overview of the transition period of 1812-1848 the testimony given by Stephen Reynolds before the Land Commission is informative.

> Stephen Reynolds recalled how [Honolulu was] in 1823 . . . not many house lots had been fenced and very few indeed enjoyed the privacy of adobe walls. There had been no streets, but only pathways leading to the main trails quartering Honolulu. The city began at the waterfront and straggled to an end less than a mile inland. . . . [The current project site is less than 1/2 mile inland.] Late in the 1830s . . . the local chiefs were seized by a fit of energy for road and bridge-building around the town . . . straightening and widening streets and often clipping slips of land from lots which had encroached upon thoroughfares. By the 1850s promiscuous huddles of Hawaiian thatched huts, though still numerous, were interrupted more and more by individual houses of western design in adobe, wood or stone on individual lots. The King and Chiefs held choice lots scattered about the district, in town and out. (Daws 1966:254)

Not all the establishments were residences of course; Honolulu sported a retail store by 1817-1818, seventeen bars by 1822, and by 1825, at the junction of what is now Hotel and Bethel Streets, the first restaurant, known as "Major Warren's Hotel" (Schmitt 1980). Unfortunately it is not known at this time on what corner this structure stood. It seems clear that Honolulu during this period was a mix of homes and businesses of varying styles and material construction, and that the population was predominately Hawaiian and haole with a small proportion of other ethnic groups.

Pa Ho'o 1848-1852

A map by Metcalf (1847-1849, see Fig. 3) shows that certain streets around the proposed site were already marked out by 1847-1849. Nu'uanu-'Ewa, Pāpū (Fort)-Waikīkī, Kahuna (Chaplain Lane)-mauka and Hotele (Hotel)-makai enclosed the "Pa Noo" district. The project is in the west quadrant. Also in evidence at this early date, but as yet referred to only as alanui li'i li'i (little street) was the alley-way now named Bijou Lane. Bethel, on the Metcalf map, was only a trail from Merchant to King Street, while Pauahi Street was non-existent. The block containing the subject parcels will not have its current configuration until later when these two streets are cut through (Bethel not until 1923).

Land Commission Awards--1848

The Mahele or Land Division of 1848 was enormously significant in Hawaiian history. Aside from its political, economic, and social impact, it marks the first time deeds of transfer were "official," and the description of the LCAs or kuleanas in terms of land parcel size and "improvements" are among the earliest available.

Parcel 1. LCA 2518 to Hauna--its 'Ewa Boundary Parcel 2 (Bijou Lane). Measuring roughly 17 by 14 ft, the property was deeded to Hauna from Wahineau in 1833. At the time of the Mahele, there was one house (construction unknown) on the property. LCA 2322 to Palani--roughly 17 by 21 ft, had one house. On LCA 8373 (portion only) to Kaapali, the size of lot or structures were not known. The balance of the parcel was deeded to William C. Parke and Robert A. S. Wood from Governor M. Kekuanaoa in 1851, but this and the other

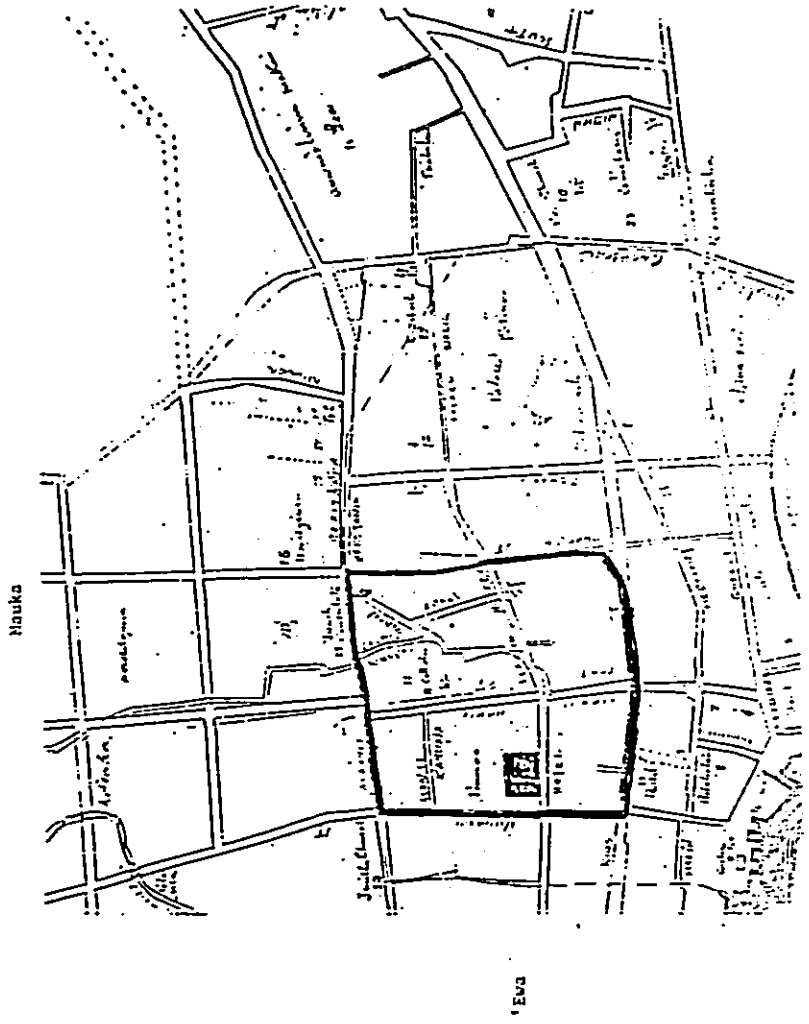

Figure 3. Metcalf map of 1847-49. Kapaahi outlined and superimposed on city streets. Subject parcels are dark block.

kuleanas on this parcel were involved in a property dispute with one Halihini. Although it seems fairly clear that the parcel contained houses at this time, whether the actual occupants were Hawaiian or haole is not clear.

Parcel 2. No kuleana award. All research indicates that this parcel has been an open throughway for much of its history, particular the mauka-makai segment.

Parcel 3. LCA 622 to Stephen Reynolds (parcel on only part of the kuleana). A large kuleana, the original award was bounded on the Waikīkī side by Parcel 2 (Bijou Lane) and by Nu'uanu Street on the 'Ewa side. Parcel 3 occupies essentially the Waikīkī half of the Land Commission Award. English Consul Richard Carlton deeded the property to one David Owens (date not known). At the time of transfer the property contained one dilapidated house which Owens repaired. Owens and his wife, Kahili, transferred the property to Stephen Reynolds in 1841 (Native Testimony). The location of the house on the property is not known. It is noted also that Reynolds held another kuleana (LCA 630) adjoining the north corner of LCA 622, which was fenced, contained a house, cookhouse, and a well. The major property owner in the area, however, was Kamehameha III (LCA 10806, part of which was the property now occupied by the Hawaii Theater immediately mauka of the subject parcels, is now Bishop Estate lands). Native testimony suggests that LCA 622 (Reynolds) had been a homesite for many years. Reynolds received the property in 1841 from Owens, who had purchased it some time before from the English consul; at the time of transfer the property had a "dilapidated" house on it, so it may be inferred that the house had been built some time before, perhaps as early as the 1820s.

Parcel 4. LCA 514 to Wallace. No data.

Transition 1852-1885

A map dated 1879, but possibly surveyed somewhat earlier, indicates "native" houses on the Hawaii Theater property and about a dozen structures on the subject parcels, including several small dwellings, some sheds, a tailor, and a barber on Parcel 1. The structures are well spaced and there are open areas. At this time Pa Mo'o exhibits many small dwellings, many stables, a few groceries, shoemakers, cabinet makers and the like. Several structures are labelled "native" and two (large buildings, possibly dormitories) are labelled Chinese. Another map, also dated 1879 but possibly later than the

first, indicates that building density has increased slightly and the businesses have become more service oriented; there are still abundant small dwellings, but also a tailor, a lodging and shooting gallery on the makai half of Parcel 1, bakeries, a candy store, saloons, dormitories (sleeping rooms), livery stables and harness makers as well as the Enterprising Planning Mill across from the Hawaii Theater property--a colorful mix of homes and businesses, largely Chinese and Hawaiian with a few haole (see Fig. 4).

With the influx of Chinese immigrants, change was very rapid. By 1885 Parcel 1 had no less than nine dwellings on the property including the Chinese dormitory, while the makai half of the parcel contained a cabinetmaker, a grocer, cake and shoe shop, another grocer, and a soda works, all in buildings of single or two-story wood-frame construction, most with metal roofs. Parcel 3 had two new brick buildings on the Hotel Street frontage housing watchmaker and dry goods respectively. The brick buildings were two stories and slate-roofed. Mauka of the brick structures on Parcel 3 were one- and two-story wood-frame, tin-roof constructions, including a wagon house, a shed, a stable and a dwelling. This parcel still had considerable open space. The property occupied by Hawaii Theater had become Fowler's Yard, a sort of boarding house/hotel affair with 20 or so tiny cottages. The planning mill across the way had given way to Fischel's dry goods, which burned to the ground in late 1885 and was mapped as "ruins." At the time of mapping, Fort, Hotel, and Nu'uanu Streets were fitted with 4-in. water pipe with hydrants and stopcocks at each corner. A 22,400-gal. cistern was at the corner of Hotel and Fort. The building had density increased rapidly over a very short period of time. There were more buildings, more businesses, more different kinds of businesses, more living quarters, more of everything except sanitation. Chinatown, described as "an aggregation of wooden shacks" and "pestilential slums," housing "6 to 8 thousand souls" (Greer 1976:33) had been a subject of concern for some time.

The Fire of 1886

Shortly before 4:00 p.m. on Sunday 18 April 1886, a Chinese cookhouse at the corner of Smith and Hotel a block 'Ewa of the subject parcels caught fire. Early attempts to extinguish the fire failed; the policemen could not get water. Seven hours later at 11:20 p.m. the last building to collapse fell in.

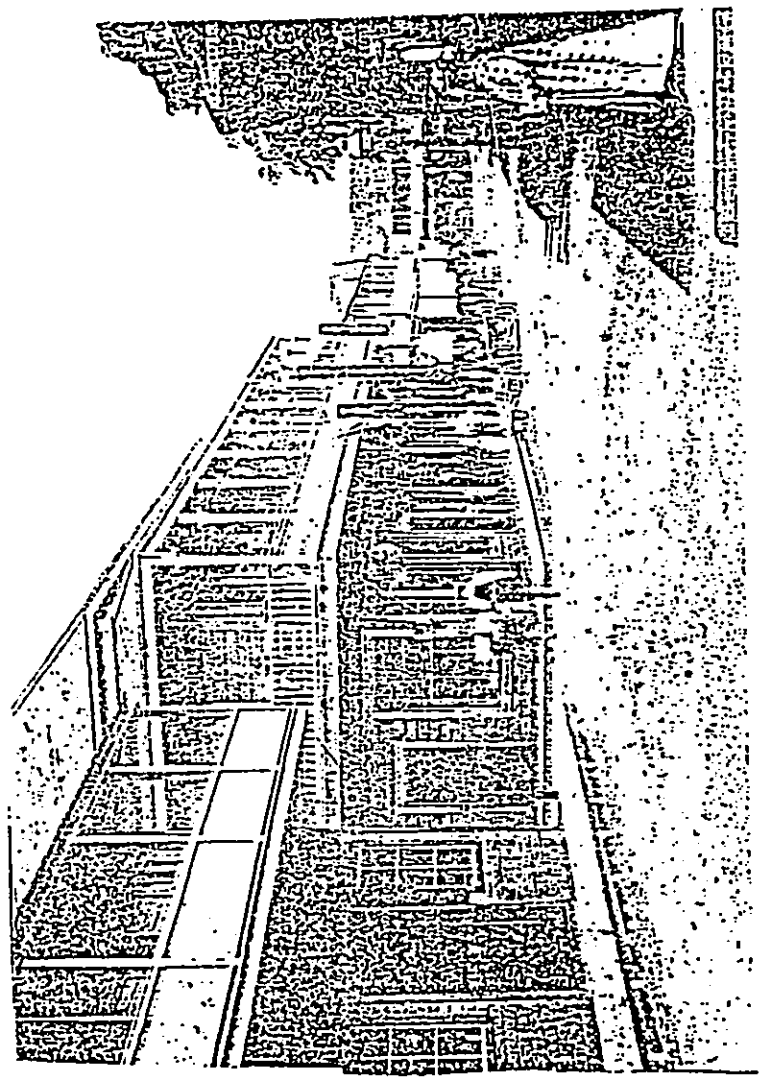

Figure 4. Chinatown, 1886. Note wood frame construction with second story veranda. Hawaii State Archives.

Eight blocks of Chinatown were incinerated and hundreds of Chinese and Hawaiians were homeless (Greer 1976). Incredibly, the subject parcels were not touched (see Fig. 5). The fire missed the site quite literally by inches, although the buildings probably suffered smoke damage.

Rebuilding--the 1890s

Surveyors moved into Chinatown within days with ambitious plans for widening streets and reconstructing blocks. Pa Ho'o, however, was not surveyed until 1890. At the time of survey the wood-frame buildings on the makai half of Parcel 1 had been demolished and by 1891 a two-story brick building with a metal roof (the present "Robinson building," see Fig. 6), partitioned into four shops, each with a staircase, had replaced the wood frame. All the shops on the Hotel Street frontage in the subject parcels were now brick and the "Perry building" on the east corner of the Nu'uanu/Hotel intersection (constructed in 1888) was also brick. The buildings in the interior of the parcels, however, were still wood frame construction. There were still at least half a dozen dwellings on the parcels including a stable (Parcel 3), and sheds; there were one or two general merchandise and dry goods stores. Mid-decade Parcel 1 housed dry goods, liquors, general merchandise, and hats, and two "iron" buildings had been added at the mauka edge of the brick structures. On Parcel 3 the shops were ice cream, billiards, and a barber shop.

A map of 1900, just before the second great fire, shows some important changes. The stable in Parcel 3 had been enlarged and become a bowling alley (with "watercloset"). The "Wm. H. Cook" buildings and offices occupied space on both Parcels 1 and 3. The Robinson Block shops (contemporary name for the makai half of Parcel 1) all housed Japanese merchants. The mauka half of Parcel 1 contained the "Iwakami Warehouse." There were no longer any dwellings and very little open space. The Fowler's Yard at the Hawaii Theater property had given way to a merry-go-round (see Fig. 7).

The Fire of 1900

Larger even than the first conflagration, the fire of January 1900 was significant only that it too skirted the subject parcels, missing the site

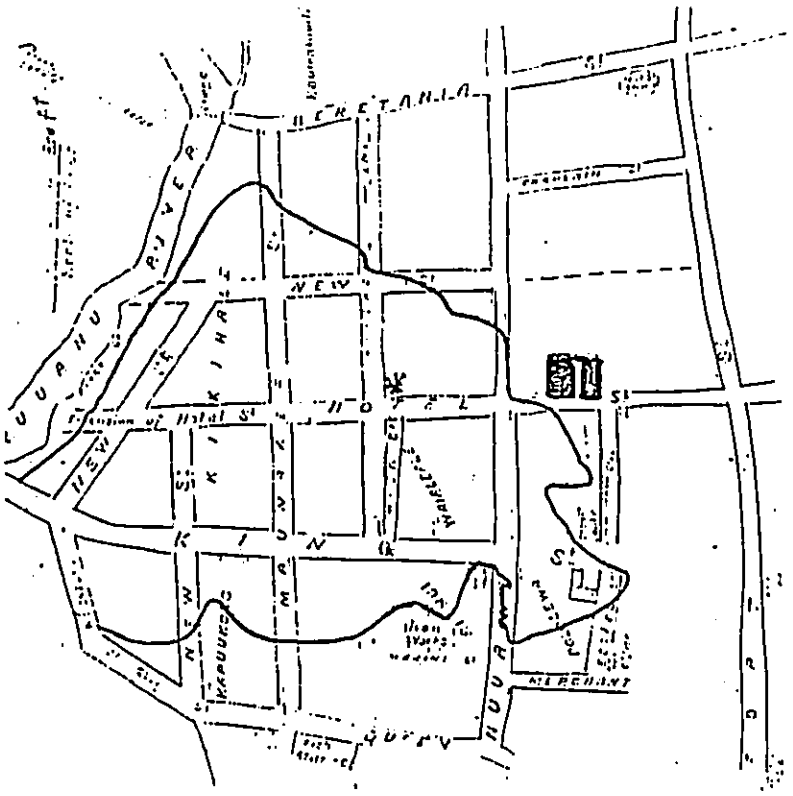

Figure 5. Map by Monsarrat of Chinatown Fire of April 1886. Dark line indicates fire boundary. Dark asterisk locates start of fire. Subject parcels are dark block.

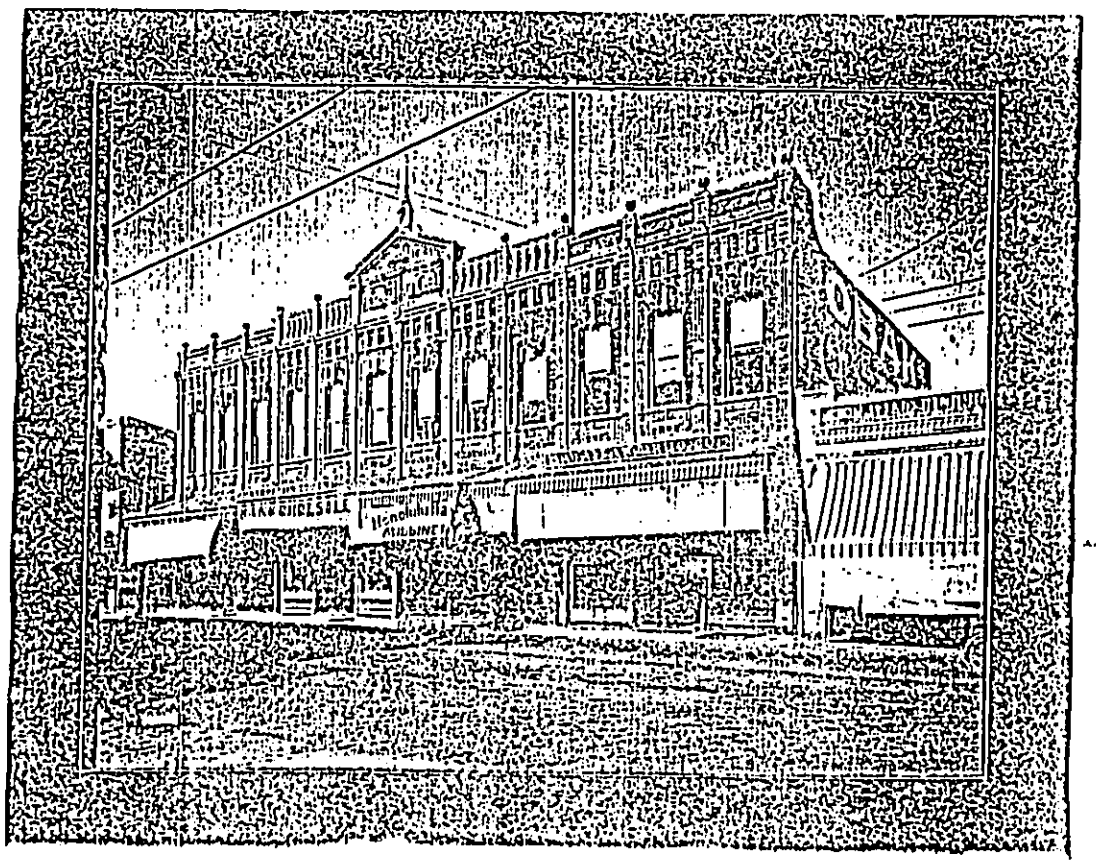

Figure 6. The Robinson Block. March 1913. Bishop Museum Photo Collection.

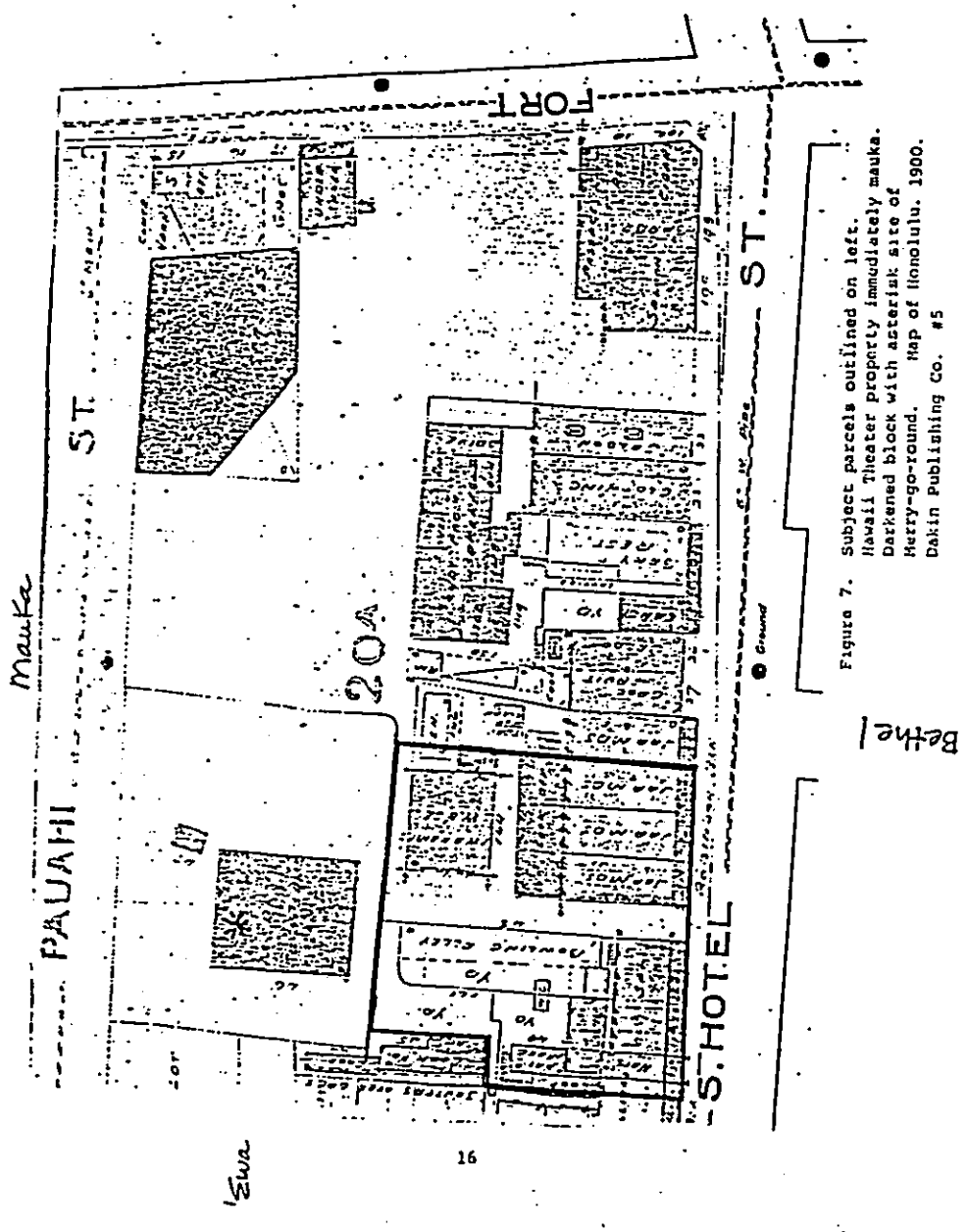

Figure 7. Subject parcels outlined on left. Hawaii Theater property immediately mauka. Darkened block with asterisk site of Merry-go-round. Map of Honolulu, 1900. Dakin Publishing Co. #5

this time by a somewhat wider margin (see Fig. 8). In response to a bubonic plague epidemic, in January of 1900 the Board of Health began systematically torching certain blocks in Chinatown in an effort to eradicate the source of infection. On 22 January 1900 a brisk tradewind sent the fire out of control, this time incinerating a considerable area mauka of Beretania as well as Chinatown proper. But the subject parcels were not touched.

The New Century

On a map dated approximately 1906-1911 Pauahi has finally been cut through, dividing Pa Ho'o in half. The merry-go-round had become the Bijou Theater with its box office on the mauka end of Bijou Lane. The Japanese shops in the Robinson building (makai half, Parcel 1) had become Japanese dwellings. The mauka half of Parcel 1 contained a one-story brick rice mill adjacent to an engine room powered by gasoline. The brick structures on the Hotel Street frontage contained dressmaking shops, tailor shops, shoe shops, hat shops, a fruit stand, and a photography studio. The buildings in the interior of the parcels were no longer wood-frame, but iron; the bowling alley had been replaced by a building of iron construction (a garage).

After World War I there were considerable structural changes on the subject parcels; research indicates that the buildings have remained the same to the present day although the businesses housed within them have changed many times over. In 1923 Bethel was extended from Hotel to Nu'uanu and the Robinson Building in Parcel 1 lost 30 ft of its Hotel Street frontage. In 1925 the Hawaii Theater was built (concrete) fronting on Bethel. Early in the 1920s the garage was demolished (mauka, Parcel 3) to be replaced by a restaurant, "The Log Cabin Bar" (concrete), and in the makai half of Parcel 3 the buildings were also replaced (1924). By 1925-1927, the rice mill on the mauka half of Parcel 1 was gone, replaced by three small shops. Most of the businesses had become restaurants and bars. There was virtually no open space at all except for Bijou Lane.

DISCUSSION

The proposed project site area has a long cultural history with abundant data documenting the historic era, but scant material regarding its earlier

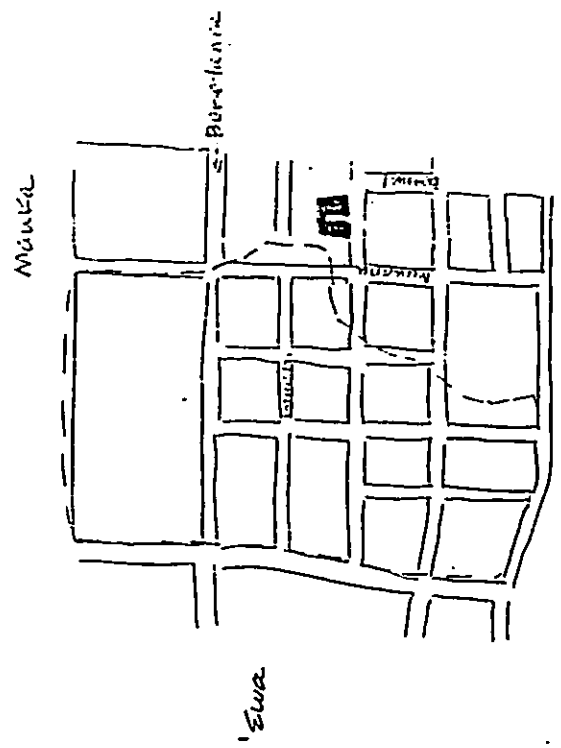

Fig. 8. Dashed line indicates boundary of Chinatown fire of January 1900. Adapted from block maps from Pacific Commerical News, January 22, 1900. Subject parcels are darkened block.

prehistoric period. What data there are for the earlier time period suggest that land use was probably agricultural, but possibly habitation. Within the post-contact period (after 1778) building and population density in Honolulu increased, but in the first half of the 19th century there were still many open spaces and abundant vegetation. Over time structures on the parcels have increased in size as well as density, gradually eliminating almost all open space. The area is now entirely paved where there are no buidings; there is no vegetation.

The four buildings on the proposed site are presently on Parcels 1 and 3. On Parcel 1 the buildings are (1) the "Robinson Building," a two-story brick building constructed in 1891, presumably completely renovated sometize in the 1930s after it had been "halved" for the Bethel extension in 1923; and (2) a one-story hollow-tile building immediately mauka of the Robinson building (constructed ca. 1933, date being researched). On Parcel 3 the buildings are (1) a two-story, brick/hollow tile structure constructed ca. 1924 (date being researched); and (2) a one-story hollow-tile building fronting Bijou Lane, constructed ca. 1925 (date also being researched). Although only the Robinson building has a basement (depth not available) it is not certain whether the structures prior to those now on the site had basements or deep foundations; thus a certain amount of caution regarding the potential for recovery of archaeological deposits remains advisable. On the positive side, however, buildings on the site previously would probably have been demolished by manual labor rather than gigantic earth-moving equipment, minimizing subsurface damage and increasing the likelihood of locating relatively undisturbed cultural deposits.

Bijou Lane, unmodified with buildings throughout its long history, is the most promising area for recovery of intact subsurface deposits on the subject parcels. Repeated paving (hypothetically, a sequence from compacted earth, to gravel, to cement, to asphalt) tends to preserve subsurface material. Bijou Lane's position within the subject parcels (central) transecting the site from exterior (fronting Hotel) to interior provides a good sample range; most important, its probable function as a catch-all for mountains of cultural material (in the form of trash) jettisoned over the years from the adjacent buildings, makes it a promising cultural repository.

Although it is possible that some undocumented subsurface disturbances have occurred, pre-field archival research to date indicates that potentially significant archaeological deposits will very likely be encountered during subsurface testing on the subject parcels.

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Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 730 Simms Street, Room 450
Golden, Colorado 80401

February 8, 1988

Mike Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

REF: Memorandum of Agreement regarding Chinatown Gateway Plaza Project and demolition of Robinson Building with funds from the Community Development Block Grant program

Dear Mr. Moon:

The enclosed Memorandum of Agreement has been accepted by the Advisory Council on Historic Preservation. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and the Council's regulations. A copy of this Agreement has been sent to the Hawaii State Historic Preservation Officer.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,

Robert Fink
Chief, Western Division
of Project Review

Enclosure

APPENDIX IV

JOHN WAIHEE
GOVERNOR OF HAWAII

WILLIAM W. PATY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

LIBERT K. LANDGRAF
DEPUTY

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
CONSERVATION AND ENVIRONMENTAL AFFAIRS
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

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

November 4, 1987

Mr. Mike Moon
Director, Department of Housing
and Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

'87 NOV -4 AM 11:06
DEPT. OF HOUSING & COMM. DEVELOPMENT

Dear Mr. Moon:

SUBJECT: National Historic Preservation Act Section 106 Review
Chinatown Gateway Plaza
(Hotel-Bethel Municipal Parking Lot Redevelopment)
TMK 2-1-02: 38, 39 and 2-1-03: 15, 23, 24, 25
Memorandum of Agreement to Demolish Robinson
Building on TMK: 2-1-03: 15

Thank you for your letter of October 5, 1987, and responding to our request for supplemental materials, i.e., the archaeological scope of work, demolition plans, and Memorandum of Agreement.

Our Historic Sites Section has reviewed the archaeological scope of work. We believe that the archaeological scope of work is adequate not only for the presently proposed project site modifications, but will also provide for future potential development, as noted in your letter. The project should therefore have "no adverse effect" on significant historic sites which may be present sub-surface.

With regards to the demolition of the Robinson Building, we support this provision as its demise is intended to beneficially enhance the long term efforts to preserve both the Chinatown Historic District and the Hawaii Theater. These two features are a district and a building, respectively, which are listed in the National Register of Historic Places. The signature page of your Memorandum of Agreement has been signed.

Sincerely yours,

WILLIAM W. PATY
Chairperson and State
Historic Preservation Officer

MEMORANDUM OF AGREEMENT

DEMOLITION OF ROBINSON BUILDING

WHEREAS, the City and County of Honolulu, Hawaii (City) has determined that the implementation of the Chinatown Gateway Plaza project, funded in part with monies from the Community Development Block Grant Program of the U. S. Department of Housing and Urban Development (HUD) will have an effect upon properties included in or eligible for the National Register of Historic Places and has consulted with the Hawaii State Historic Preservation Officer (SHPO) pursuant to the regulations, 36 CFR Part 800, implementing Section 106 of the National Historic Preservation Act, 16 U.S.C. 470(f);

NOW, THEREFORE, the City and the Hawaii SHPO agree that if the Advisory Council on Historic Preservation (Council) accepts this Memorandum of Agreement in accordance with 36 CFR §800.6(a)(1)(i), the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of this project.

Stipulations

The City shall ensure that the following measures are carried out:

1. The City may demolish the Robinson Building on TMK: 2-1-03:15 and use the site for the construction of a street level urban park to contain uses and structures compatible with, but not limited to, the function of the Hawaii Theater. Prior to said demolition, the City will document the structure with photographs for a permanent record of its existence.

2. Elements or materials from the Robinson Building, such as the cast-iron "Corinthian" style columns, will be salvaged, if possible, and integrated into the project design, subject to review by the Hawaii SHPO. The overall design of the street level urban park and future improvements will be subject to review by the Hawaii SHPO.

3. An archaeologist acceptable to the Hawaii SHPO, will be hired to study the site prior to any demolition or construction activity and be retained for the duration of the construction activity. The monitoring of construction activities shall be in accordance with 36 CFR 800.11(b). Should archaeological resources be discovered, the City will follow the provisions of the Advisory Council regulations (36 CFR 800.11(a)).

4. Should any signatory to this Agreement or any interested person(s) object within 30 days to any plans, specifications or programs created pursuant to this Agreement, the City shall consult with the objecting party or parties to resolve the objection. If the City determines that the objection cannot be resolved, it shall document the dispute to the Council by providing the views of all concerned in the dispute, plus the SHPO's views of the issue and request the Council's comments. The Council shall respond by either:

a. Providing the City with recommendations which the City shall take into account in reaching a final decision.

b. Reviewing the matter pursuant to 36 CFR Section 800.6(b) of the Council's regulations.

5. Should the City, SHPO or the Council determine that the terms of this Agreement cannot be met, that party will immediately notify the other consulting parties and request consultation for amending this Agreement. Interested person and persons signing as concurring parties to this Agreement shall become involved in the new consultation process in a manner reflecting their status with the original consultation process. The amended Agreement shall be processed in the same manner as the original Agreement.

Execution of this Memorandum of Agreement evidences that the City has afforded the Council an opportunity to comment on the undertaking and its effects on historic properties and that the City has taken into account the effects of its undertaking on historic properties.

CITY AND COUNTY OF HONOLULU
DEPARTMENT OF HOUSING AND
COMMUNITY DEVELOPMENT

By _____
Its

HAWAII STATE HISTORIC PRESERVATION
OFFICER

By _____

ACCEPTED:
ADVISORY COUNCIL ON HISTORIC
PRESERVATION

By _____ 2/2/87
Executive Director Date

JOHN WAIHEE
GOVERNOR OF HAWAII

WILLIAM W. PATY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

LIBERT K. LANDGRAF
DEPUTY

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
CONSERVATION AND ENVIRONMENTAL AFFAIRS
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

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

'88 MAR 31 P2:40
DEPT. OF HOUSING & COMM. DEVELOPMENT
CITY & COUNTY OF HONOLULU

March 30, 1988

Michael Moon, Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Moon:

SUBJECT: Status Report on Chinatown Gateway Plaza Memorandum of Agreement Stipulations
Central Honolulu, Honolulu District, Oahu
TMK: 2-1-03: 15, 23, 24, and 25

We are in receipt of the Memorandum of Agreement, signed by Robert Bish of the Advisory Council on Historic Preservation on February 2, 1988. We note you have made the following progress regarding the required Stipulations:

1. "The City may demolish the Robinson Building.....Prior to said demolition the City will document the structure with photographs for a permanent record of its existence."

We note that David Franzen has been hired to photograph the Robinson Building, has discussed the nature of the photography with Dr. Don Hibbard of my staff, and has presented the completed photographs for our review. We have reviewed and approved the photographs, which constitute compliance with the condition.

2. "Elements or materials from the Robinson Building, such of the 'Corinthian' style columns, will be salvaged if possible and integrated into the project design, subject to review of the Hawaii SHPO."

The Robinson Building is scheduled for demolition in November 1988. The Hawaii Theatre Center has offered to store the columns for use in their proposed building expansion. We encourage you to further coordinate your salvage efforts with them, subject to our review and approval.

"The overall design of the street level urban park and future improvements will be subject to review by the Hawaii SHPO." We note that you have presented various conceptual designs to the public and my staff for discussion purposes but have not yet developed a design which satisfies our concerns and those of other interested parties. We look forward to working further with you.

APPENDIX V

3. "An archaeologist acceptable to the Hawaii SHPO will be hired to study the site...should archaeological resources be discovered, the City will follow the provisions of the Advisory Council regulations (36CFR 800.11(a))."

We note and approve the retention of Bishop Museum's Applied Research Group to perform archaeological services in accordance with a scope of work reviewed and approved by my staff.

4. "Should any signatory to the Agreement or any omterested person(s) object within 30 days to any plans, specifications or programs...the City shall consult with the objecting party or parties to resolve the objection..."

We note that you have accepted the request of the Hawaii Theatre Center to be an interested party to this process and are coordinating your design efforts with them and other citizen advisory groups. We, as a signatory to the Agreement, look forward to reviewing the plans, specifications, and programs.

5. "Should the City, SHPO or the Council determine that the terms of this Agreement cannot be met, that party will immediately notify the other consulting parties and request consultation for amending this Agreement..."

We note that your coordination process with us will give the various parties adequate time and information to determine if the terms of the Agreement are being met.

Thank you for your consideration of our concerns.

Very truly yours,

WILLIAM W. PATY
Chairperson and State
Historic Preservation Officer

SCOPE OF WORK

PRE-FIELD LITERATURE SEARCH, ARCHAEOLOGICAL MONITORING,
AND ARCHAEOLOGICAL TESTING
IN A PARCEL OF DOWNTOWN HONOLULU, OAHU ISLAND

The Bishop Museum proposes to conduct three general archaeological research services for the above referenced project: (1) a prefield literature search; (2) monitoring of demolition activities on the subject parcel; and (3) limited stratigraphic trenching. The purpose of this research is to determine the presence and nature of previously existing historic structures, as well as possible prehistoric deposits on this property through a search of maps and literature pertaining to this property, as well as the limited stratigraphic testing. The results of the literature search, the archaeological monitoring and the stratigraphic testing will allow the determination of the location and nature of historic remains and prehistoric deposits on the property.

The proposed tasks include:

(1) prefield literature and documents search,
(2) monitoring the demolition of existing buildings,
(3) stratigraphic backhoe trenching of c. 25 meters,
(4) report writeup and peer review, and
(5) editing and production.

The proposed tasks entail 13 person/days of field research and 44 person/days at the Museum.

Close coordination with the State Historic Preservation Office will be maintained throughout the project.

APPENDIX VI

CERTIFICATION

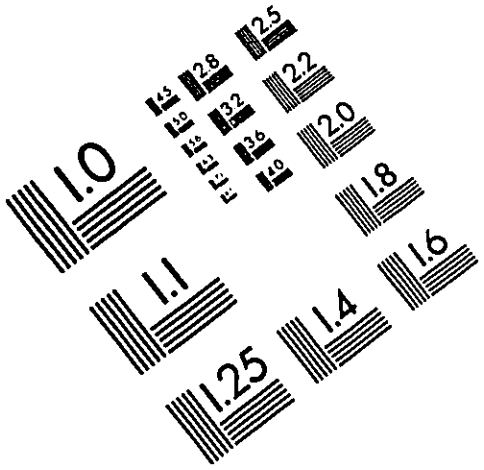
I HEREBY CERTIFY THAT THE MICROPHOTOGRAPH APPEARING IN THIS REEL OF FILM ARE TRUE COPIES OF THE ORIGINAL DOCUMENTS.

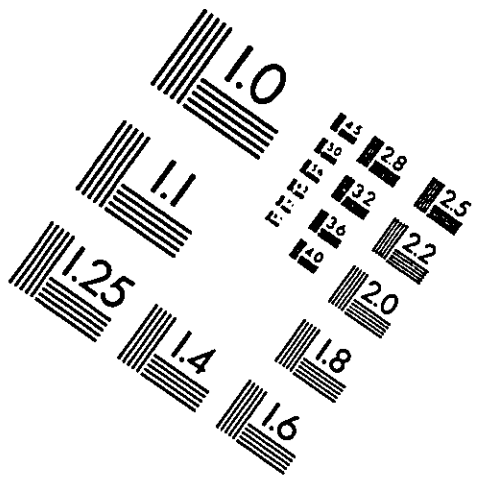
2006
DATE

Tammy Yoshimura
SIGNATURE OF OPERATOR

TOP

Film Identification





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PRECISION℠ RESOLUTION TARGETS

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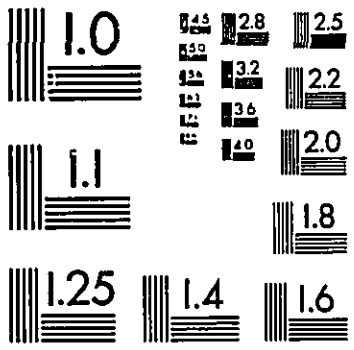

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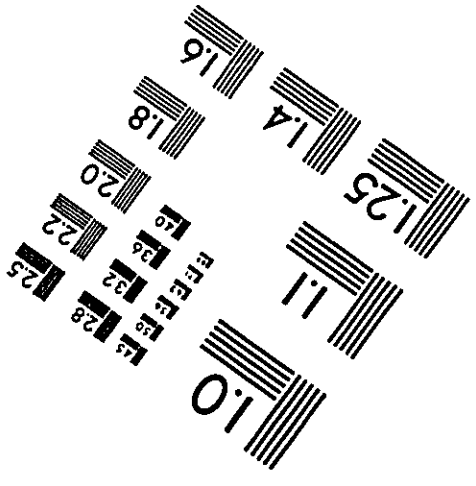

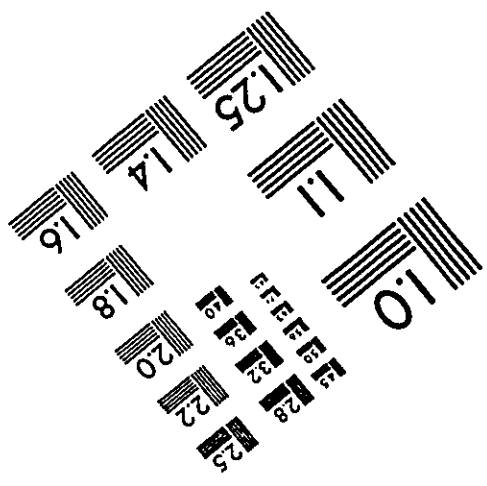

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