March 16, 1999

Mr. Gary Gill, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Mr. Gill:

Subject: Finding of No Significant Impact (FONSI) for Miscellaneous Sidewalk Improvements, Part II - Chinatown, TMK: 1-7-2, 1-7-3, and 2-1-2, Honolulu, Oahu, Hawaii

The Department of Design and Construction has reviewed the comments received during the 30-day public comment period which began on September 23, 1998. The project consists of sidewalk improvements on the mauka and makai side of King Street from River Street to Bethel Street. For reasons set forth in the enclosed Final Environmental Assessment (EA), this agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the April 8, 1999, Office of Environmental Quality Control's (OEQC) Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the Final EA. Please call Dennis Toyama of the Division of Infrastructure Design and Engineering at 523-4756 or our consultant, Keith Kurahashi of Kusao & Kurahashi, Inc., at 538-6652 if you have any questions.

Very truly yours,

[Signature]

RANDALL K. FUJIKI
Director

Encl.

cc: Kusao & Kurahashi, Inc.
1999-04-08-0A-FEA-Chinatown Sidewalk Improvement King St.

FINAL ENVIRONMENTAL ASSESSMENT FOR CHINATOWN SIDEWALK IMPROVEMENTS KING STREET FROM RIVER STREET TO BETHEL STREET (MISCELLANEOUS SIDEWALK IMPROVEMENTS, PART II - CHINATOWN)

Tax Map Key 1-7-02, 1-7-03 and 2-1-02
Honolulu, Oahu, Hawaii

Proposing Agency:
Department of Design and Construction
City and County of Honolulu

Responsible Official: [Signature] MAR 2 1999
FOR Randall K. Fujiki
Director

Kusao & Kurahashi, Inc.
1314 S. King Street, Suite 1263
Honolulu, Hawaii 96814
(808) 538-6652

Agent

MARCH 1999
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I. INTRODUCTION

This Final Environmental Assessment Report, for the Chinatown Sidewalk Improvements on King Street from River Street to Bethel Street is filed because the proposed improvements involve the use of City land and funds and most of the project site is situated in the Chinatown Historic District which is designated on the State and National Historic Registers. This report is prepared in accordance with Chapter 343, Hawaii Revised Statutes, as amended, and Title 11, Chapter 200, Sec. 11-200 et. seq., Environmental Impact Statement Administrative Rules, State Department of Health.

This final environmental assessment provides the basis for a Finding of No Significant Impact (FONSI) for the proposed project pursuant to Sec. 11-200-2 of the Department of Health (DOH) Environmental Impact Statement (EIS) Rules.

II. GENERAL INFORMATION

A. APPLICANT: Department of Design and Construction
   City and County of Honolulu
   650 So. King Street, 2nd Floor
   Honolulu, Hawaii 96813

B. APPROVING AGENCY: Department of Design and Construction
   City and County of Honolulu
   650 So. King Street, 2nd Floor
   Honolulu, Hawaii 96813
C. FEE OWNER : City and County of Honolulu

D. AGENT : Kusao & Kurahashi, Inc. Planning and Zoning Consultants
1314 So. King Street, Suite 1263
Honolulu, Hawaii 96814
(808) 538-6652

E. ENGINEERS : Shimabukuro, Endo & Yoshizaki, Inc., Civil & Structural Engineers
1126 12th Avenue
Honolulu, Hawaii 96816

F. TAX MAP KEY : 1-7-02, 1-7-03 and 2-1-02

G. LOCATION : North King Street, from River Street to Bethel Street (Exhibit 1)

H. STATE LAND USE : Urban

I. DEVELOPMENT PLAN

LAND USE MAP : Roadway, King Street (Exhibit 1)

PUBLIC FACILITIES MAP : Publicly funded roadway improvements in the within 6 years category (Exhibit 2)

J. SPECIAL DISTRICT : Chinatown Special District

K. ZONING : BMX-4 Central Business Mixed Use District (Exhibit 3)

L. EXISTING USE : Roadway and sidewalk areas
CORRECTION

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

Department of Transportation Services
Department of Planning and Permitting
Department of Land and Natural Resources
  State Historic Preservation Division
Department of Health (State)
Planning Department
Mayor’s Downtown/Chinatown Task Force
Hawaiian Electric Company, Inc.
Department of Environmental Services
Board of Water Supply
Department of Facility Maintenance
Office of Environmental Quality Control

III. DESCRIPTION OF THE PROPOSED ACTION

A. GENERAL DESCRIPTION

1. Proposed Development

  Miscellaneous sidewalk improvements, in this section of Chinatown will include widening of the sidewalks on the mauka and makai side of North King Street from River Street to Bethel Street. This will be achieved by reducing existing lane widths on King Street, while maintaining four through lanes. In addition, the project will include provision of a storm drain system in King Street from Smith Street to Nuuanu Avenue; new street light standards designed for an appearance consistent with the earlier development period of most of the structures in Chinatown; new street name signs mounted on traffic signal standards at the intersections; new accessibility ramps at the intersections; relocation of certain water and utility
lines; installation of street trees (Fiddlewood) at a spacing of about
20 feet on center; modification of awnings to accommodate the new
street trees; and relocation to curbside of certain above ground
appurtenances, such as fire hydrants, signs, light poles and street
light standards.

The proposed 18 inch sidewalk widening and new typical lane
widths are shown in the set of plans included in Appendix I.

The City and County of Honolulu has made a number of
capital improvements in Chinatown in recent years, and this project
is a continuation of the Chinatown improvements. It is the objective
of the City and County of Honolulu to preserve and enhance the
historic character of Chinatown and in doing so the proposed
sidewalk improvements will enhance the appearance of the street
scape and allow for greater pedestrian linkages within and
connecting outside Chinatown.

2. Location

The project site is located in Chinatown along King Street
from River Street to Bethel Street. It is within the Central Business
District of Honolulu in an area also known as Downtown. The
entire project site is outside of the Special Management Area (SMA).

3. Surrounding Area

The project is located in an urban setting in the Chinatown
Historic District that is located in the Central Business District. The
surrounding area includes the City’s Financial District, the Hawaii
Capital District and the Aloha Tower Market Place. The shops on both sides of King Street include food and sundry shops that sell local and exotic foods and imported items, other retail stores, office buildings and financial institutions.

4. Land Use Approvals
   a. State Land Use

       The project is in the State Land Use Urban District.
       The proposed sidewalk improvements are consistent with the site's Urban designation.

   b. Development Plan

       The Primary Urban Center Development Plan (DP) Land Use Map designates the project site as a road right-of-way and the proposed sidewalk improvements are consistent with the site's designation. The Primary Urban Center Development Plan Public Facilities Map designates the project site for publicly funded roadway improvements in the within 6 years category. The proposed sidewalk widening will implement the improvements planned along this portion of King Street.

   c. Zoning

       The project site is zoned BMX-4 Central Business Mixed Use District and the sidewalk improvements will enhance the pedestrian experience in the Chinatown area, in keeping the BMX-4 zoning. The project will require a
Chinatown Sidewalk Improvements Final Environmental Assessment

Chinatown Special District minor permit which will be processed by the Department of Planning and Permitting.

B. TECHNICAL CHARACTERISTICS

1. Sidewalk Widening

   The proposed sidewalk improvements for King Street, from River Street to Bethel Street will include widening the sidewalks on King Street by 18 inches on both the mauka (east) and makai (west) sides of the street and adding a two-foot gutter to the mauka side of the street. This additional 18 inches will increase the sidewalks on both the mauka and makai sides of the street to about a 9½-foot width.

   The remaining street width would be restriped to provide four through lanes, three 9-foot travel lanes on the mauka portion of King Street and a 10-foot bus lane on the makai portion of the street.

2. Other Improvements Proposed
   a. Storm Drain System

      The project proposes to correct a minor drainage problem that occurs at the intersection of King Street and Nuuanu Avenue, which is not serviced by a storm drain system. A storm drain system will be provided in King Street from Nuuanu Avenue to Smith Street to connect the King Street and Nuuanu Avenue intersection with the existing storm drain system at the intersection of King Street and Smith Street.
b. New Street Light Standards

New street light standards designed for an appearance consistent with the earlier development period of most of the structures in Chinatown will be provided to replace existing more modern appearing street light standards.

c. New Street Name Signs

New street name signs are planned to be mounted onto the traffic signal standard which will place them over the street to provide greater visibility and easier recognition for motorists.

d. New Accessibility Ramps

New accessibility ramps are planned at the intersections to provide better access to the crosswalks and sidewalks for physically challenged residents and visitors.

e. Relocation of Water and Utility Lines

Certain portions of water lines and utility lines will be relocated in the King Street right-of-way as needed to clear new curbs and gutters, the new storm drain line, or other improvements.

f. Installation of Street Trees and Modification of Awnings

The City plans to install Fiddlewood trees with spacing of about 20 feet on center on both sides of King Street from River Street to Bethel Street. These trees will implement the
street tree plan for King Street and will provide shade and a pleasant contrast to the built-up urban environment.

Certain awnings will have to be modified to accommodate the new street trees planted in the sidewalk area.

g. Relocation to Curbside of Certain Above Ground Appurtenances

Certain above ground features such as fire hydrants, signs, light poles, and street light standards will be relocated to curbside with the widening of the sidewalks.

3. Infrastructure/Utilities/Services Details

a. Water

The proposed sidewalk improvements will require limited water service for the proposed street trees. This service will be provided through an irrigation system. In addition, some of the existing water lines will be relocated within the King Street right-of-way to clear new curb and gutter areas.

b. Electricity/Telephone Services

The proposed sidewalk improvements will not require new telephone service and electrical service, but, will require relocation of certain utility lines within the King Street right-of-way.
c. Wastewater Disposal
   
The proposed sidewalk improvements will not require wastewater service nor will it affect existing wastewater lines in the King Street right-of-way.

d. Solid Waste
   
Limited solid waste will be generated by the proposed sidewalk improvements, in the form of organic waste materials generated by the trees. It is expected that this green waste will be composted by the Department of Parks and Recreation's maintenance crew or disposed of in some other responsible fashion. The project will not affect municipal refuse services.

e. Roadways
   
The proposed development is part of a roadway right-of-way improvement project that will widen the sidewalks along King Street. Pedestrian circulation on the mauka and makai sides of King Street between River Street and Bethel Street will be improved by the proposed sidewalk improvements.

   While improving pedestrian circulation, the proposed sidewalk widening project will minimize impact to traffic circulation by retaining four through lanes on King Street. The proposed improvements are not expected to affect the
level of service provided by the affected portion of King Street.

f. Drainage

The existing drainage patterns and system will for the most part be maintained in the proposed sidewalk widening project. The only difference will be to provide a storm water drainage system along King Street for the block between Smith Street and Nuuanu Avenue to correct a current minor drainage problem at the King Street and Nuuanu Avenue intersection. There will be no increase in impermeable surfaces and the project will have no long term effect on drainage in the area, other than improving the drainage at the intersection of King Street and Nuuanu Avenue. There will, however, be short term construction phase impact on drainage.

4. Development Schedule

The applicant hopes to complete their permit processing by March of 1999, with construction beginning shortly thereafter and completed in about six months.

C. ECONOMIC CHARACTERISTICS

1. Economic Growth

The proposed improved and widened sidewalk will create a more friendly pedestrian area which may attract more residents and visitors to the area to frequent the businesses affected by the sidewalk widening improvement, in the long run. In the short term,
the construction activity occurring on the sidewalk fronting the businesses may impede traffic circulation and access to the businesses that front on the sidewalk areas being widened.

2. Employment

The project will provide short-term construction jobs but no long term permanent jobs.

3. Government Revenues/Taxes

Tax revenues, including state income tax and general excise taxes will be generated by the short-term construction work.

D. SOCIAL CHARACTERISTICS

1. Residential Population

The project will not affect residential population, since no dwelling units are planned.

2. Visitor Population

The project will have no direct impact on the visitor population, but will present a more friendly pedestrian area in the historic Chinatown District, which will be an amenity for our visitors.

3. Character or Culture of the Neighborhood

The proposed sidewalk widening improvement will have no impact on the character or culture of the neighborhood.

4. Displacement

No businesses or tenants will be permanently displaced by the proposed improvements. However, access to certain businesses,
during the construction phase, will be affected by the proposed improvements.

E. ENVIRONMENTAL CHARACTERISTICS

1. Soils

   According to the United States Department of Agriculture, Soil Conservation Service's "Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii" the site is classified as Ewa silty clay loam (EmA). Runoff is very slow and the erosion hazard is no more than slight for this soil type. This soil type is found throughout the Chinatown area and through the portion of the financial district in downtown Honolulu located makai of King Street. In the downtown area, this soil type supports roadways, and low to high rise commercial and residential developments.

2. Topography

   The project site and surrounding area is relatively flat and fully developed with the Central Business District of downtown Honolulu. This urban area does not contain any significant or important natural topographic features except Nuuanu Stream which will not be affected by the proposed sidewalk widening project.

3. Drainage

   The proposed development will not increase runoff from the site. The project will not involve a significant amount of excavation during construction and will have minimal impact on receiving waters with the utilization of best management practices to control
runoff. Drainage volumes and quality is not expected to change upon completion of the sidewalk improvements.

4. **Flooding**

   According to the Federal Flood Insurance Rate Maps (FIRM) for the City and County of Honolulu, the project site is in Zone X, an area determined to be outside the 500-year flood. The proposed sidewalk improvements will not affect a flood hazard district.

5. **Noise**

   Short term impact will occur from construction vehicles and equipment operating on the project site and other construction related noise.

6. **Air Quality**

   Short term impact on air quality will occur from construction vehicles and equipment operating on the project site.

**IV. AFFECTED ENVIRONMENT**

**A. SUBJECT SITE AND SURROUNDING AREA**

As discussed earlier, the project site is located in Chinatown along King Street from River Street to Bethel Street. It is within the Central Business District of Honolulu in an area also known as Downtown. The entire project site is outside of the Special Management Area (SMA).

The project is located in an urban setting in the Chinatown Historic District that is located in the Central Business District of downtown Honolulu. The surrounding area includes the City’s Financial District, the
Hawaii Capital District and the Aloha Tower Market Place. The shops on both sides of King Street include food and sundry shops that sell local and exotic foods and imported items, other retail stores, offices and financial institutions.

B. COASTAL OR NATURAL RESOURCES

1. Public Shoreline and Recreation areas

The proposed sidewalk widening project will not affect access to the shoreline or recreation areas. The project site is located about 400 feet from the Honolulu Harbor at River Street and extends further from the Harbor at Bethel Street (about 650 feet).

2. Rare or Endangered Wildlife Species

This urbanized, developed site does not contain any significant wildlife habitats, or rare or endangered flora and fauna.

C. HISTORIC, CULTURAL, AND ARCHAEOLOGICAL RESOURCES

The property is listed on both the Hawaii and National Registers of Historic Places, but the proposed sidewalk widening project proposes to excavate only to the same elevation as the excavation done for the existing roadway and existing utilities and the development of the site is not expected to have an impact on historic, cultural or archaeological resources.

Based on our preliminary discussions with the State Historic Preservation Office, Department of Land and Natural Resources, on the sidewalk widening portion of the project, and in order to retain wherever
possible the character of the Chinatown Historic District, we propose the following:

i. Retention of lava rock curbs.

ii. Re-use of granite pavers between River Street and Kekaulike Street.

iii. Granite pavers will be used throughout the project.

iv. Having the contractor contact the State Historic Preservation Office regarding the availability of granite pavers they may have stored and available for use on this project, since additional granite pavers will be needed for the widened sidewalk.

Since we will not go below the depths of previous construction, we do not feel that an archaeologist will be needed to monitor trenching activities.

We agree to abide by the following condition in order to further minimize impacts to historic, cultural or archaeological resources:

"If, during construction, any previously unidentified sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work and contact the State Department of Land and Natural Resources Historic Sites Office at 692-8032 immediately. Work in the immediate area shall be stopped until the office is able to assess the

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impact and make further recommendations for mitigative activity."

This condition should provide adequate protection should unidentified sites or remains be found.

The State Historic Preservation Division, in a letter dated June 15, 1998 (Appendix II), concurred with the proposed sidewalk widening and other planned improvements, with the exception of the installation of street trees in the Chinatown Historic District. They do not support the planting of street trees which they feel will have a visual impact on the historic character of King Street.

We understand the State Historic Preservation Division concerns about the installation of street trees in the Chinatown Historic District. However, in keeping with the City’s street plan which is a policy for the Chinatown area, street trees are planned on King Street, as they have been provided on Hotel Street. The sidewalk is being widened to specifically accommodate the addition of street trees and to improve and enhance the pedestrian experience in Chinatown.

The Street Tree Program was adopted by Ordinance No. 3738 by the City Council on June 2, 1971. It was established to provide a program for tree planting which will make the City (Honolulu) a healthier and more beautiful place in which to live. Its objective is to plant and maintain as many trees as aesthetically appropriate,
physically possible and economically feasible. It is also to make Honolulu known as the "City of Flowering Trees".

The guidelines for the Street Tree Program include taking every opportunity to plant trees. One of the priority areas for planting trees is along major streets and highways.

These trees will implement the City's street tree plan for King Street and will provide shade and a pleasant contrast to the built-up urban environment.

Based on recent discussions that the applicant has had with staff of the State Historic Preservation Division, the primary concern with the street trees is based on the extent to which the existing building canopies will be altered.

In order to minimize the impact to existing awnings, we will relocate street trees and street light standards where feasible to areas between awnings or in areas where awnings will not have to be altered. When we do need to alter an awning to locate a street tree or street light standard, we will make cuts in the awning to accommodate the street tree or light standard, rather than remove and replace the entire awning.

D. COASTAL VIEWS

The proposed sidewalk widening improvements including the street trees will not impact on important coastal views, since the views of the coastline are presently blocked by buildings along the makai side of King Street, except at the intersections which will not contain street trees.
E. WATER QUALITY

The water quality of surrounding bodies of water, including the Nuuanu Stream and Honolulu Harbor, is not expected to be affected by the sidewalk widening project, except during the construction phase. The project will not involve a significant amount of excavation during construction. Drainage volumes and runoff quality are not expected to change upon completion of the sidewalk improvements. The project is not situated over a potable water source and will not impact on the City’s potable ground water system.

V. AGENCY COMMENTS

The applicant has prepared point-by-point responses to each of the comments received during the agency comment period for the Draft Environmental Assessment. The Final Environmental Assessment reflects some of the changes recommended by the agencies. Copies of the agency comment letters and the applicant’s responses are included in Appendix III.

VI. MITIGATION MEASURES

A. DRAINAGE

The project will not involve a significant amount of excavation during construction and impact on receiving waters will be minimized through the utilization of best management practices to control runoff.
B. NOISE

In order to mitigate temporary construction impacts on noise, the contractor will be directed to ensure that vehicle and equipment engines are properly maintained to ensure efficient operation. Further mitigation of noise impacts will be provided by ensuring that contractors comply with existing noise regulations of the State and County.

C. AIR QUALITY

In order to mitigate temporary construction impacts on air quality, the contractor will be directed to incorporate frequent (twice daily) watering of exposed soil and gravel areas. Contractors working on the project will also be directed to insure that their vehicles engines are properly maintained to ensure efficient operation and minimize vehicle exhaust fumes.

D. ACCESS TO BUSINESSES

In order to minimize the impact to affected businesses fronting on the proposed sidewalk improvements along King Street, only half of the sidewalk area and one travel lane will be worked on at a time with access to each business maintained throughout the businesses hours of operation. In some periods of construction, ramps to the businesses will need to be provided.
VII. BASIS FOR A FINDING OF NO SIGNIFICANT IMPACT FOR THE PROPOSED COMMERCIAL DEVELOPMENT

A. DESCRIPTION OF THE PROPOSED ACTION

Miscellaneous sidewalk improvements, in this section of Chinatown will include widening of the sidewalks on the mauka and makai side of North King Street from River Street to Bethel Street. This will be achieved by reducing lane widths on King Street, while maintaining four through lanes. In addition, the project will include provision of a storm drain system in King Street from Smith Street to Nuuanu Avenue; new street light standards designed for an appearance consistent with the earlier development period of most of the structures in Chinatown; new street name signs mounted on traffic signal standards at the intersections; new accessibility ramps at the intersections; relocation of certain water and utility lines; installation of street trees (Fiddlewood) at a spacing of about 20 feet on center; modification of awnings to accommodate the new street trees; and relocation to curbside of certain above ground appurtenances, such as fire hydrants, signs, light poles and street light standards.

The City and County of Honolulu has made a number of capital improvements in Chinatown in recent years, and this project is a continuation of the Chinatown improvements. It is the objective of the City and County of Honolulu to preserve and enhance the historic character of Chinatown and in doing so the proposed sidewalk improvements will enhance the appearance of the street scape and allow for greater pedestrian linkages within and connecting outside Chinatown.
B. DETERMINATION AND REASONS SUPPORTING DETERMINATION

The proposed project would not have a significant effect on the environment and therefore preparation of an environmental impact statement is not required. Based on the "Significance Criteria", Section 12 of Hawaii Administrative Rules Title 11, Chapter 200, "Environmental Impact Statement Rules", which were reviewed and analyzed, we have come to the following conclusions:

1. **No irrevocable commitment to loss or destruction of any natural or cultural resource would result.**

   It is the objective of the City and County of Honolulu to preserve and enhance the historic character of Chinatown and in doing so the proposed sidewalk improvements will enhance the appearance of the street scape and allow for greater pedestrian linkages within and connecting outside Chinatown. Based on our preliminary discussions with the State Historic Preservation Office, Department of Land and Natural Resources, on the proposed sidewalk widening portion of the improvements, and in order to retain wherever possible the character of the Chinatown Historic District, we propose the following:

   i. **Retention of lava rock curbs.**

   ii. **Re-use of granite pavers between River Street and Kekaulike Street.**

   iii. **Granite pavers will be used throughout the project.**
iv. Having the contractor contact the State Historic Preservation Office regarding the availability of granite pavers they may have stored and available for use on this project, since additional granite pavers will be needed for the widened sidewalk.

Since we will not go below the depths of previous construction, we do not feel that an archaeologist will be needed to monitor trenching activities.

During the construction of the project, should any previously unidentified archaeological resources such as artifacts, shell, bone, or charcoal deposits, human burial, rock or coral alignments, pavings or walls be encountered, the applicant will stop work and contact the Historic Preservation Office for review and approval of mitigation measures.

The State Historic Preservation Division, in a letter dated June 15, 1998 (Appendix II), concurred with the proposed sidewalk widening and other planned improvements, with the exception of the installation of street trees in the Chinatown Historic District. They do not support the planting of street trees which they feel will have a visual impact on the historic character of King Street.

The State Historic Preservation Division, in a letter dated December 8, 1998, presented concerns about the new tile work for the sidewalks; the need for archaeological monitoring should ground disturbance occur below previously excavated road bed or existing
utility corridors previously disturbed; the installation of street trees; the alterations to the awnings in the historic district; and the Canopy No. 5 design which does not replicate the existing canopy.

The tile work proposed will be granite pavers, finished to be similar to the existing granite pavers found on the mauka side of King Street between River Street and Kekaulike Street.

We do not expect to disturb the ground below the existing road bed and utility corridors which have been previously disturbed. Should we excavate below the previously disturbed areas, we will provide on-site archaeological monitoring.

We understand the State Historic Preservation’s concern about the installation of street trees in the Chinatown Historic District. However, in keeping with the City’s street plan which is a policy for the Chinatown area, street trees are planned on King Street, as they have been provided on Hotel Street. The sidewalk is being widened to specifically accommodate the addition of street trees and to improve and enhance the pedestrian experience in Chinatown.

The Street Tree Program was adopted by Ordinance No. 3738 by the City Council on June 2, 1971. It was established to provide a program for tree planting which will make the City (Honolulu) a healthier and more beautiful place in which to live. Its objective is to plant and maintain as many trees as aesthetically appropriate, physically possible and economically feasible. It is also to make Honolulu known as the “City of Flowering Trees”.

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The guidelines for the Street Tree Program include taking every opportunity to plant trees. One of the priority areas for planting trees is along major streets and highways.

In order to minimize the impact to existing awnings, we will relocate street trees and street light standards where feasible to areas between awnings or in areas where awnings will not have to be altered. When we do need to alter an awning to locate a street tree or street light standard, we will make cuts in the awning to accommodate the street tree or light standard, rather than remove and replace the entire awning.

In order to minimize the disturbance to Canopy No. 5’s historic character the canopy shall be cut back, only as needed, to accommodate street trees; the facia shall be reinstalled on the shortened canopy with details similar to the original; the existing roofing shall be removed and replaced with similar roofing after installation of the shortened canopy; and a new gutter shall be added to the facia and new down spouts will be added.

We will do our best to match the existing design of canopies being modified if replacement materials need to be used.

As discussed earlier, the proposed project will not affect access to the shoreline. The project site is located about 400 feet from the Honolulu Harbor at River Street and extends further from the Harbor at Bethel Street (about 650 feet).
2. The action would not curtail the range of beneficial uses of the environment.

The project will not curtail the range of beneficial uses of the environment. The project site is situated in a roadway right-of-way and will be redeveloped with similar roadway appurtenances which will not affect any environmentally sensitive area and will not curtail beneficial uses of the surrounding urban environment.

3. The proposed action does not conflict with the state’s long-term environmental policies or goals and guidelines.

The State’s environmental policies and guidelines are set forth in Chapter 344, Hawaii Revised Statutes, "State Environmental Policy". The broad policies set forth include conservation of natural resources and enhancement of the quality of life. As discussed earlier, the project does not affect significant natural resources. It is the objective of the City and County of Honolulu to preserve and enhance the historic character of Chinatown and in doing so the proposed sidewalk improvements will enhance the appearance of the street scape and allow for greater pedestrian linkages within and connecting outside Chinatown, enhancing the quality of life for residents and visitors to the Chinatown area.

4. The economic or social welfare of the community or state would not be substantially affected.

The project will give a temporary boost to the State’s economy with the provision of short-term construction employment and related tax impacts.
The social welfare of the community would be positively affected by the improvements which will enhance the pedestrian experience in the Chinatown Historic District.

5. **The proposed action does not substantially affect public health.**
   
   The proposed action will not affect public health.

6. **No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated.**
   
   The proposed sidewalk widening and improvement project will not affect the island’s population growth or existing public facilities.

7. **No substantial degradation of environmental quality is anticipated.**
   
   The project will not have a long term adverse impact on environmental quality on this section of King Street. In order to mitigate temporary construction impacts on air quality, the contractor will be directed to incorporate frequent (twice daily) watering of exposed soil and gravel areas. Contractors working on the project will also be directed to insure that their vehicles engines are properly maintained to insure efficient operation and minimized vehicle exhaust fumes.

   In order to mitigate temporary construction impacts on noise, the contractors will be directed to insure that vehicle and equipment engines are properly maintained to insure efficient operation. Further mitigation of noise impacts will be provided by insuring that contractors comply with existing noise regulations of the State and County.
In order to mitigate temporary construction impacts on water quality, best management practices will be followed in minimizing drainage impacts to the near shore waters.

8. **The proposed action does not involve a commitment to larger actions, nor would cumulative impacts result in considerable effects on the environment.**

   The proposed project does not involve a commitment to larger actions nor will it result in cumulative impacts to the environment. The proposed sidewalk improvements will not generate future projects, creating a cumulative impact.

9. **No rare, threatened or endangered species or their habitats would be affected.**

   No rare, threatened, or endangered species or their habitats would be affected.

10. **Air quality, water quality or ambient noise levels would not be detrimentally affected.**

    In order to mitigate temporary construction impacts on air quality, the contractor will be directed to incorporate frequent (twice daily) watering of exposed soil and gravel areas. Contractors working on the project will also be directed to ensure that their vehicles engines are properly maintained to insure efficient operation and minimize vehicle exhaust fumes.

    In order to mitigate temporary construction impacts on noise, contractors will be directed to insure that vehicle and equipment engines are properly maintained to insure efficient operation.
Further mitigation of noise impacts will be provided by insuring that contractors comply with existing noise regulations of the State and County.

In order to mitigate temporary construction impacts on water quality, best management practices will be followed in minimizing drainage impacts to the near shore waters.

11. The project would not affect environmentally sensitive areas, such as flood plains, tsunami zones, erosion-prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters.

No environmentally sensitive area would be affected by the proposed sidewalk improvements.

12. Substantially affects scenic vistas and viewplanes identified in county or state plans or studies.

The proposed sidewalk widening improvements including the street trees will not impact on important coastal views, since the views of the coastline are presently blocked by buildings along the makai side of King Street, except at the intersections which will not contain street trees.

13. Requires substantial energy consumption.

The proposed sidewalk improvements will not require substantial energy consumption.
VIII. CONCLUSION

Based on the foregoing Final Environmental Assessment, the applicant respectfully requests your consideration of a Finding of No Significant Impact (FONSI). The project will be developed and constructed in a fashion that will be sensitive to the environment.
APPENDIX I

PLANS
**SEWER NOTES**

1. All sewer construction shall be performed in accordance with the City Standard Specifications for the Department of Public Works System Standards, Volume II, 1984. Current City Standards and浚is announce of compliance, shall be reviewed, and accepted as authorized by the Department of Environmental Management, 12th July 1983.

2. The contractor shall notify the construction section, Department of Waterfront Management, at least 24 hours before beginning construction work. The contractor shall provide for all inspection costs, the underground pipes, cables, or ducts known to exist, by the engineer from his records of records are indicated on the plans. The contractor shall notify the location and depth of the facilities and other proper care in excavating the area. The contractor shall be responsible for all damaged utilities.

3. The contractor shall be responsible for maintaining continuous sewer service to all affected areas during construction.

4. All sewer lines, cables, or ducts known to exist, by the engineer from his records of records are indicated on the plans. The contractor shall notify the location and depth of the facilities and other proper care in excavating the area. The contractor shall be responsible for all damaged utilities.

5. The contractor shall be responsible for maintaining continuous sewer service to all affected areas during construction.

6. The contractor shall be responsible for any service lines caused during construction. The contractor shall notify the City Department of Health and Utilities appropriate design and operating procedures. The contractor shall be responsible for all public announcements and press releases.

**WATER NOTES**


2. All plans approved by the Board of Water Supply are subject solely to the accuracy of the plans. All other features of the concrete system, such as labels, braced, finished, drained, etc., and other engineering and engineering, shall not be the responsibility of the Board of Water Supply.

3. The contractor shall notify the planning and engineering division, construction section, by letter and by letter, of the intent to approve construction plans and help prior to commencing work on the water system.

4. The existence of underground utilities and structures as shown on the plans are in the latest available data but is not guaranteed as to the accuracy or the accuracy of other obstacles during the course of the work. The contractor shall be responsible and shall pay for all the damages to existing utilities.

5. Re-approval shall be required if the project is not under construction within a period of two years.

6. The contractor shall be responsible for the protection of all water lines during construction. The contractor shall be especially careful, when excavating along water lines, to avoid damages or other obstacles. There is a possibility of water line damage due to reasons of the supporting earth beyond the existing reaction blocks. The contractor shall, therefore, be required to maintain the water lines, such as demounting and checking any reaction blocks with Board of Water Supply approval and/or modifying his construction methods.

7. Any adjustments to the existing water system required during construction to meet requirements of Board of Water Supply Standards, whether shown on the plans or not, shall be done by the contractor at his cost to the Board.

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**Table**

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**Approvals**

- City and County of Honolulu, Water Supply
- City and County of Honolulu, Drinking Water

**Add. 1 C-1**

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**NOTES**

- JOB NO. 18-98
- Notes for specific sections or sections not applicable
APPENDIX II

LETTER FROM THE STATE HISTORIC PRESERVATION DIVISION
June 15, 1998

Mr. Keith H. Kurahashi
Kusso & Kurahashi, Inc.
Interstate Building
1314 South King Street, Suite 1263
Honolulu, Hawaii 96814

LOG NO.: 21641
DOC NO.: 587-0001
Architecture

Dear Mr. Kurahashi:

SUBJECT: Environmental Assessment for Miscellaneous Sidewalk Improvements, Part II

TMK 9-1-17, Ewa, Oahu

Thank you for the letter dated May 1, 1998, regarding the proposed draft Environmental Assessment for the City's planned sidewalk improvements in the Chinatown Historic District of Honolulu. We offer the following comments:

1. We concur with the proposed sidewalk widening on King Street between River Street and Keaauhika Street and King Street between Kekaulike and Bethel. We believe that the relocation of the lava rock curbs and the reuse of granite pavers will help to maintain the historic character of the Chinatown Historic District.

2. We concur with the new street lights, new street name signs, accessibility ramps and the relocation of above ground features.

3. For installation of the storm drain system, relocation of water and utility lines or any other ground disturbance which is below the previously excavated road bed or other than existing utility corridors which have been previously disturbed, will require on site archaeological monitoring. Because of the high probability of sites in shallow areas an archaeological monitoring plan should be submitted and approved by this office. Should historic sites such as walls, platforms, pueo and mounds, remains such as artifacts, burials, concentration of charcoal or shells are encountered during construction work, work shall cease in the immediate vicinity of the find and the find shall be protected from further damage. The contractor shall immediately contact the State Historic Preservation Division (587-0047), which will assess the significance of the find and recommend an appropriate mitigation measure, if necessary.

4. We do not concur with the installation of street trees in the Chinatown Historic District. We believe that the trees will have a visual impact on the historic character of King Street.

Thank you opportunity to comment, should you have any questions please contact Carol Ogata at 587-0004.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

CO:jean
December 8, 1998

Mr. Randall K. Fujiki, Director
Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Miscellaneous Sidewalk Improvements, Part B

TMK 1-7 & 2-1, Chinatown, Honolulu, Oahu

Thank you for the plans sent on November 25, 1998, regarding Miscellaneous Sidewalk Improvements (11/20/98) in the Chinatown Historic District of Honolulu. The previous submittal did not include some details which will have an adverse effect on historic structures and the Chinatown Historic District. We do not concur with the drawings as submitted and offer the following comments:

1. We concur with the proposed sidewalk widening on King Street between River Street and Kekaulike Street and King Street between Kekaulike and Bethel. We believe that the reuse of the lava rock curbs and the reuse of granite pavers will help to maintain the historic character of the Chinatown Historic District. To the extent possible existing pavers should be left in place.
2. We do not concur with the proposed new tile work for the sidewalks.
3. For installation of the storm drain system, relocation of water and utility lines or any other ground disturbance which is below the previously excavated road bed or other than existing utility corridors which have been previously disturbed, will require on-site Archaeological monitoring. Because of the high probability of sites in shallow areas an archaeological monitoring plan should be submitted and approved by this office. Should historic sites such as walls, platforms, pavements and mounds, remains such as artifacts, burials, concentration of charcoal or shells are encountered during construction work, work shall cease in the immediate vicinity of the find and the find shall be protected from further damage. The contractor shall immediately contact the State Historic Preservation Division (692-8015), which will assess the significance of the find and recommend an appropriate mitigation measure, if necessary.
4. We do not concur with the installation of street trees in the Chinatown Historic District. We believe that the trees will have a visual impact on the historic character of King Street. The sidewalk width will then become narrower and the impact on the awnings greater.

5. We do not concur with the proposed alteration to the awnings in the historic district. Per the Secretary of the Interiors Standards for Rehabilitation original features should be retained and preserved. Although the proposed shortening of the awnings replicates the features, we believe that removal of original fabric, alteration of the proportions of the awning, the change of the awning relationship to the sidewalk and the reduction of shelter for the building and entrances, will have a detrimental effect on the historic character of the structures as well as the historic district.

6. For Canopy No. 5, does not replicate the existing. Another design which replicated the existing was previously approved (copy attached). We believe that if the canopy needs to be replaced because of severe deterioration that it should be replicated, a slight slope may be desired for drainage.

Thank you opportunity to comment. Should you have any questions please contact Carol Ogata at 587-0004.

Sincerely,

DON HIBBARD, Administrator
State Historic Preservation Division

CO:jk
August 4, 1998

Mr. Tony Ching  
Department of Planning and Permitting  
City & County of Honolulu  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813

Dear Mr. Ching:

SUBJECT: Chinatown Special District Permit No. 98/CT-9  
Replacement of Sidewalk Awnings along King and Smith Streets  
TMK 1-7-02:09 & 45, Chinatown, Honolulu, Oahu

Thank you for the transmittal July 29, 1998 of the proposed replacement of the sidewalk awnings along King and Smith streets. The drawings submitted indicates that the awning will be replaced in-kind, with a modification at the street corner. We believe that the project should have "no effect" on the historic character of the structure or the Chinatown Special Design District.

Thank you for the opportunity to comment, should you have any questions please call Carol Ogata at 587-0004.

Aloha,

DON HIBBARD, Administrator  
State Historic Preservation Division

CO:je

AUG 6 1998
MEMORANDUM

To: Carol Ogura, SHPD

From: Tony Ching

Subject: Chinatown Special District Permit No. 98/CT-9
Replacement of Sidewalk Awnings along King and Smith Streets
Tax Map Key: 1-7-02: 09 & 45

Per our telephone conversation this morning, please find attached (via facsimile) the application and partial building elevation for a minor permit (project classified as a minor exterior repair) in the Chinatown Special District. The applicant is proposing to remove and replace the sidewalk awning.

We would appreciate if you could get back to us with your review comments within 14 days from the date of this letter. If you have any questions regarding the above items, please call me at 527-5833.

king0729.xls
Attachments
January 29, 1999

Mr. Don Hibbard, Administrator
State Historic Preservation Division
Department of Land and Natural Resources
State of Hawaii
33 So. King Street
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements, King Street Between River Street and Bethel Street, Honolulu, Oahu, Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Mr. Hibbard:

Thank you for your prompt response to the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements. The following is a point by point response to your concerns:

1. We appreciate your concurrence with certain improvements planned in the Chinatown Sidewalk Improvements project.

2. The tile work proposed will be granite, finished to be similar to the existing granite pavers found on the mauka side of King Street between River Street and Kekaulike Street.

3. We do not expect to disturb the ground below the existing road bed utility corridors which have been previously disturbed. Should we excavate below the previously disturbed areas, we will provide on-site archaeological monitoring. As mentioned in the draft environmental assessment:
"If, during construction, any previously unidentified sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work and contact the State Department of Land and Natural Resources Historic Sites Office at 587-0047 immediately. Work in the immediate area shall be stopped until the office is able to assess the impact and make further recommendations for mitigative activity."

The phone number will be revised to 692-8032 to reflect the State Historic Preservation Division's move to Kapolei.

4. We understand your concern about the installation of street trees in the Chinatown Historic District. However, in keeping with the City's street plan which is a policy for the Chinatown area, street trees are planned on King Street, as they have been provided on Hotel Street. The sidewalk is being widened to specifically accommodate the addition of street trees and to improve and enhance the pedestrian experience in Chinatown.

The Street Tree Program was adopted by Ordinance No. 3738 by the City Council on June 2, 1971. It was established to provide a program for tree planting which will make the City (Honolulu) a healthier and more beautiful place in which to live. Its objective is to plant and maintain as many trees as aesthetically appropriate, physically possible and economically feasible. It is also to make Honolulu known as the "City of Flowering Trees".

The guidelines for the Street Tree Program include taking every opportunity to plant trees. One of the priority areas for planting trees is along major streets and highways.

5. In order to minimize the impact to existing awnings, we will relocate street trees and street light standards where feasible to areas between awnings or in areas where awnings will not have to be altered. When we do need to alter an awning to locate a street tree or street light standard, we will make cuts in the awning to accommodate the
street tree or light standard, rather than remove and replace the entire awning.

6. We propose the following design for Canopy No. 5, to attempt to minimize the disturbance to the Canopy's historic character:

   a. The canopy shall be cut back, only as needed, to accommodate street trees.

   b. The facia shall be reinstalled on the shortened canopy with details similar to the original.

   c. The existing roofing shall be removed and replaced with similar roofing after installation of the shortened canopy.

   d. A new gutter shall be added to the facia and new down spouts will be added.

   We will do our best to match the existing design of the canopies being modified if replacement materials need to be used.

   Your letter and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

   Very truly yours,

   Keith H. Kurahashi

   Keith H. Kurahashi

   cc: Department of Design and Construction
APPENDIX III

AGENCY COMMENTS
TO: MR. RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

FROM: CLIFFORD S. JAMILE

SUBJECT: YOUR MEMORANDUM OF SEPTEMBER 16, 1998 ON THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE CHINATOWN SIDEWALK IMPROVEMENTS, KING STREET BETWEEN RIVER AND BETHEL STREETS, HONOLULU, OAHU, VICINITY OF TMK: 1-7-02, 2-1-02

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the proposed widening of the sidewalks in Chinatown.

We have no objections to the proposed project. The construction plans should be submitted for review and approval to minimize any potential impacts to our existing facilities in the area.

If you have any questions, please contact Barry Usagawa at 527-5235.
January 29, 1999

Mr. Clifford S. Jamile, Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 So. Beretania Street
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements, King Street Between River Street and Bethel Street, Honolulu, Oahu, Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Mr. Jamile:

Thank you for your prompt response to the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements.

As you have recommended, the construction plans will be submitted for your review and approval to minimize any potential impacts to your existing facilities in the area.

Your memorandum and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

cc: Department of Design and Construction
MEMORANDUM

TO: DR. KENNETH E. SPRAGUE, DIRECTOR
   DEPARTMENT OF ENVIRONMENTAL SERVICES

FROM: DR. JONATHAN K. SHIMADA, DIRECTOR AND CHIEF ENGINEER
      DEPARTMENT OF FACILITY MAINTENANCE

MR. PATRICK T. ONISHI, CHIEF PLANNING OFFICER
   PLANNING DEPARTMENT

MS. JAN NAOE SULLIVAN, DIRECTOR
   DEPARTMENT OF PLANNING AND PERMITTING

MR. CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER
   BOARD OF WATER SUPPLY

FROM: RANDALL K. FUJING, DIRECTOR
      DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR CHINATOWN SIDEWALK IMPROVEMENTS, KING STREET BETWEEN RIVER STREET AND BETHEL STREET, HONOLULU, OAHU, HAWAII, TMK: 1-7-02 AND 2-1-02

We are transmitting a copy of the draft Environmental Assessment (EA) for our proposed project, which will be published in the September 23, 1998, Office of Environmental Quality Control's (OEQC) Environmental Notice, for your review and comments.

Please provide us with your comments, if any, on or before October 23, 1998. If we do not hear from you by the above date, it will be assumed that you have no comments.

If you have any questions, please contact Dennis Toyama at 523-4756.

September 30, 1998
We have no comments. If you have any questions, please call Laverne Hig at 527-6246.
January 29, 1999

Mr. Isidro M. Baquilar, Acting Director and Chief Engineer
Department of Facility Maintenance
City and County of Honolulu
650 So. King Street
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements, King Street Between River Street and Bethel Street, Honolulu, Oahu, Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Dr. Shimada:

Thank you for your prompt response to the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements.

Your memorandum and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

cc: Department of Design and Construction
MEMORANDUM

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTN: DENNIS TOYAMA

FROM: CHERYL D. SOON, DIRECTOR

SUBJECT: CHINATOWN SIDEWALK IMPROVEMENTS, KING STREET BETWEEN RIVER AND BETHEL STREETS

November 24, 1998

Our memorandum of November 6, 1998 provided comments on our initial review of the draft environmental assessment of the subject project. We ask that you disregard the comments contained in that memorandum. We support the subject improvements.

Please notify us when construction commences so that we can notify Oahu Transit Services, Inc.

If you have any questions, please contact Faith Miyamoto of the Transportation Planning Division at Local 6976.

cc: Mr. Gary Gill, Office of
    Environmental Quality Control
    Kusao & Kurahashi, Inc.
January 29, 1999

Ms. Cheryl D. Soon, Director
Department of Transportation Services
City and County of Honolulu
711 Kapilani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements, King Street Between River Street and Bethel Street, Honolulu, Oahu, Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Ms. Soon:

Thank you for your prompt response and final comments on the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements.

As you have recommended, we will contact you when construction commences so that you can notify the Oahu Transit Services, Inc.

Your memorandum, dated November 24, 1998, and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

cc: Department of Design and Construction
September 30, 1998

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

FROM: PATRICK T. ONISHI
CHIEF PLANNING OFFICER

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE CHINATOWN SIDEWALK IMPROVEMENTS, KING STREET BETWEEN RIVER STREET AND BETHEL STREET, HONOLULU, OAHU, HAWAII

This is in response to your memorandum dated September 16, 1998. We have reviewed the Draft Environmental Assessment and have the following comments to offer.

In Section III.B.1., Sidewalk Widenings, pg. 9, the EA should indicate the current road right-of-way, existing lane widths and existing sidewalk widths.

In Section IV.C., Historic, Cultural, and Archaeological Resources, pg. 18 and 19, the EA should indicate how this condition to protect the resources will be conveyed to the contractor. In the same section, pg. 19, the EA may discuss the City’s Street Tree Plan, its purpose and rationale in the Chinatown District to better address the concerns of the State Historic Preservation Division.

Should you have any questions, please call Eugene Takahashi of our staff at 527-6022.

PTO:lh

c: ✅ Kusao & Kurahashi, Inc.
   Attn: Mr. Keith Kurahashi
January 29, 1998

Ms. Jan Sullivan, Director
Department of Planning and Permitting
City and County of Honolulu
650 So. King Street, 7th Floor
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements,
        King Street Between River Street and Bethel Street, Honolulu, Oahu,
        Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Ms. Sullivan:

This is in response to comments on the Draft Environmental Assessment for Chinatown Sidewalk Improvements from the Planning Department (now Planning Division in your department).

As recommended, the following additional information will be provided in the final environmental assessment (EA):

a. Section III.B.1. Sidewalk Widening on page 9 of the draft EA will be modified in the final EA, to include current road right-of-way, existing lane widths and existing sidewalk widths.

The current road right-of-way is 56 feet. The lane widths for the four lanes, from the mauka most lane to the makai most lane, are approximately 10 feet, 9 feet, 10 feet and 11 feet, respectively. The existing sidewalk widths are about 8 feet on both the mauka and makai side of King Street.

b. Section IV.C. Historic, Cultural, and Archaeological Resources on pages 18 and 19 of the draft EA will be modified in the final EA to indicate how the condition to protect resources will be conveyed to the contractor and will discuss the City's Street Tree Plan, its purpose and rationale in the Chinatown District to better address the concerns of the State Historic Preservation Division.
The contractors will be notified by way of construction notes on the construction drawings, restating the condition relating to work stoppage in the event that previously unidentified sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings or walls) are encountered. Prior to commencement of construction on the project, the contractors will be reminded verbally of this condition by the Department of Design and Construction.

In keeping with the City's street plan which has been established for the Chinatown area, street trees are planned to be provided on King Street, as they have been provided on Hotel Street. The sidewalk widening is being implemented, specifically to create room for addition of street trees and to improve and enhance the pedestrian experience in Chinatown.

The Street Tree Program was adopted by Ordinance No. 3738 by the City Council on June 2, 1971. It was established to provide a program for tree planting which will make the City (Honolulu) a healthier and more beautiful place to live in. Its objective is to plant and maintain as many trees as aesthetically appropriate, physically possible and economically feasible. It is also to make Honolulu known as the "City of Flowering Trees".

The guidelines for the Street Tree Program includes taking every opportunity to plant trees. One of the priority areas for planting trees is along major streets and highways.

Your memorandum and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

cc: Department of Design and Construction
October 6, 1998

Mr. Randall K. Fujiki
Director
Department of Design and Construction
City and County of Honolulu
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

RE: Draft Environmental Assessment for Chinatown Sidewalk Improvements, King Street
Between River Street and Bethel Street, Honolulu, Oahu, Hawaii
TMK: 1-7-02- and 2-1-02

Dear Mr. Fujiki:

Thank you for forwarding a copy of the above referenced document to us for review and comment. At the September 30, 1998 Task Force meeting, we reviewed the Draft Environmental Assessment and were briefed by members of the City’s Design staff on the proposed improvements.

The Mayor’s Downtown Chinatown Task Force supports the proposed project with the following comments:

1. An empty electrical chase be installed to accommodate future installation of Video Surveillance Cameras along King Street.

2. New public lighting to be installed along King Street be compatible in fixture design and light intensity to that which will be constructed in other portions of Chinatown early next year.

Thank you for allowing us to review and comment upon the Draft Environmental Assessment for Chinatown Sidewalk Improvements. We believe that when completed, these improvements will contribute to the overall revitalization of Chinatown.

Very truly yours,

Robert H. Geer
Chairman
January 29, 1999

Mr. Robert H. Gerell, Chairman
Mayor's Downtown/Chinatown Task Force
City and County of Honolulu
3375 Koapaka Street, Suite H450
Honolulu, Hawaii 96819-1869

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements, King Street Between River Street and Bethel Street, Honolulu, Oahu, Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Mr. Gerell:

Thank you for your prompt response to the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements.

As you have recommended, new public lighting to be installed will be compatible with the fixture design and light intensity of that which will be constructed in other portions of Chinatown. We are looking into the possibility of installing an electrical chase to accommodate the future installation of Video Surveillance Cameras along King Street.

Your letter and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

cc: Department of Design and Construction
Mr. Randall K. Fujiki, Director
Department of Design and Construction
City and County of Honolulu
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Draft Environmental Assessment
Chinatown Sidewalk Improvements
King Street Between River Street and Bethel Street
Honolulu, Hawaii
TMK: 1-7-02

Thank you for allowing us to review and comment on the subject project. We have the following comments to offer:

Water Pollution

1. The applicant should contact the Army Corps of Engineers to identify whether a federal permit (including a Department of Army permit) is required for this project. If a federal permit is required, then a Section 401 Water Quality Certification is required from the State Department of Health, Clean Water Branch.

2. A National Pollutant Discharge Elimination System (NPDES) general permit is required for the following discharges to waters of the State:
   a. Storm water discharges relating to construction activities, such as clearing, grading, and excavation, for projects equal to or greater than five acres;
   b. Storm water discharges from industrial activities;
   c. Construction dewatering activities;
   d. Noncontact cooling water discharges less than one million gallons per day;
e. Treated groundwater from underground storage tank remedial activities;

f. Hydrotesting water;

g. Treated effluent from petroleum bulk stations and terminals; and

h. Treated effluent from well drilling activities.

Any person requesting to be covered by a NPDES general permit for any of the above activities should file a Notice of Intent with the Department's Clean Water Branch at least 30 days prior to commencement of any discharge to waters of the State.

3. After construction of the proposed facility is completed, an NPDES individual permit will be required if the operation of the facility involves any wastewater discharge into State waters.

Any questions regarding these comments should be directed to Mr. Denis Lau, Branch Chief, Clean Water Branch at 586-4309.

Sincerely,

[Signature]

BRUCE S. ANDERSON, Ph.D.
Deputy Director for Environmental Health

c: CWB
January 29, 1999

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

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements, King Street Between River Street and Bethel Street, Honolulu, Oahu, Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Dr. Anderson:

Thank you for your prompt response to the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements.

As you have recommended, the applicant has contacted the Army Corps of Engineers and has determined that the proposed development will not require a federal permit or Department of the Army permit to proceed.

A National Pollutant Discharge Elimination System (NPDES) permit will not be required for the project which involves construction activities over an area less than five acres in size and does not involve activities that would trigger an NPDES permit requirement.

Upon completion of construction, the operation of the widened sidewalks will not involve any wastewater discharge into state waters and an individual NPDES permit will not be required.
Your letter and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

Keith H. Kurahashi

cc: Department of Design and Construction
October 6, 1998

Department of Design and Construction
City and County of Honolulu
650 South King Street, 2nd Floor
Honolulu, HI 96813
Attention: Dennis Toyama

Dear Mr. Toyama

Subject: Chinatown Sidewalk Improvements

Thank you for the opportunity to comment on your September 1998 Draft EA for the Chinatown Sidewalk Improvements, as proposed by the Department of Design and Construction. We have reviewed the subject document and have the following comments:

- There is no mention of how the utility relocation will be funded. The relocation of HECO facilities could be an expensive project.
- We need to review the construction plans as soon as possible to determine the impact on HECO's facilities. It appears that there are a number of network vaults and hardholes on the makai side of King Street that would be affected.

Our point of contact for this project, and the originator of these comments, is Francis Hirakami (843-7636) Principal Engineer. I suggest your staff and consultants deal directly with Francis to coordinate HECO's continuing input on this project.

Sincerely,

F. Hirakami

cc: OEQC
January 29, 1999

Mr. Scott W.H. Seu, P.E., Manager
Environmental Department
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, Hawaii 96840-0001

Subject: Draft Environmental Assessment for Chinatown Sidewalk Improvements,
King Street Between River Street and Bethel Street, Honolulu, Oahu,
Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Mr. Seu:

Thank you for your prompt response to the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements.

The applicant's consultant has met with HECO staff in response to your letter to determine the appropriate allocation of the utility relocation costs. Further meetings and discussion will be necessary to negotiate an acceptable allocation.

As you have requested and in concert with the previously mentioned meeting, construction drawings were provided for your review and consideration.

Your letter and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

cc: Department of Design and Construction
October 15, 1998

Randall Fujiki, Director
Department of Design & Construction
Honolulu Municipal Building
650 South King Street, 2nd floor
Honolulu, Hawaii 96813

Subject: Chinatown Sidewalk Improvement

Dear Randall:

The existing right-of-way of King Street from River Street and the portion walkable of that through the heart of Chinatown is narrow. Actually there are only three lanes of traffic through this immediate area with parking for a loading zone for the businesses in the area on the mauka side. The early morning low-away zones provide for four lanes of traffic in this same vicinity.

This loading zone is a very precious area. It also serves as a drop off and pick up point for many elderly persons who do their grocery shopping and having lunch here. The police respects the use of the loading zone area for the elderly and handicapped.

Putting in a lighting system the fits the character of Chinatown to light up the streets during evening hours is a very good idea. But widening the sidewalks by approximately 18 inches on each side and making each of the lanes narrower does not get my support. However, repairing and upgrading the existing sidewalks also is a very good idea. Handicap accessibility is lacking at street intersections in the area also and therefore should be a high priority.

The existing sidewalks width as it is does it's job. The monies can be used elsewhere in this area or can be better utilized in other areas within the City and County of Honolulu in today's economic climate.

Why? In San Francisco Chinatown the existing streets like Grant and Sacramento Avenues have sidewalks that are much more narrower on both sides. Much more tourists and residents use them than here and don't complain. It's a character of Chinatown. Narrowing the street even further makes the street seem more busy and congested and adds a more negative emphasis to the automotive environment in Chinatown especially for King Street in this area.

I can see widening the sidewalks a block away on Hotel Street and narrowing the street lane widths because only City buses are allowed on this street.

Sincerely,

Wendell Lum

cc: Gary Gill, Department of Environmental Quality Control
State of Hawaii

My Address: Wendell Lum
45-135 Liliuokalani Road
Kaneohe, HI 96744-3022
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S) IMMEDIATELY FOLLOWING
October 15, 1998

Randall Fujiki, Director
Department of Design & Construction
Honolulu Municipal Building
850 South King Street, 2nd floor
Honolulu, Hawaii 96813

Subject: Chinatown Sidewalk Improvements

Dear Randall:

The existing right-of-way of King Street from River Street and the portion walkway of that through the heart of Chinatown is narrow. Actually there are only three lanes of traffic through this immediate area with parking for a loading zone for the businesses in the area on the mauka side. The early morning tow-away zones provide for four lanes of traffic in this same vicinity.

This loading zone is a very precious area. It also serves as a drop off and pick up point for many elderly persons who do their grocery shopping and having lunch here. The police respects the use of the loading zone area for the elderly and handicapped.

Putting in a lighting system fits the character of Chinatown to light up the streets during evening hours is a very good idea. But widening the sidewalks by approximately 18 inches on each side and making each of the lanes narrower does not get my support. However, repairing and upgrading the existing sidewalks also is a very good idea. Handicap accessibility is lacking at street intersections in the area also and therefore should be a high priority.

The existing sidewalks width as it is does its job. The monies can be used elsewhere in this area or can be better utilized in other areas within the City and County of Honolulu in today's economic climate.

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Sincerely,

Wendell Lum

cc: Gary Gill, Department of Environmental Quality Control
    State of Hawaii

My Address: Wendell Lum
    45-135 Lilihau Road
    Kaneohe, HI 96744-3022
January 29, 1999

Mr. Wendell Lum
45-135 Lilipuna Road
Kaneohe, Hawaii 96744-3022

Subject: Draft Environmental Assessment for Chinatown Sidewalk
Improvements, King Street Between River Street and Bethel Street,
Honolulu, Oahu, Hawaii, Tax Map Key: 1-7-02 and 2-1-02

Dear Mr. Lum:

Thank you for your prompt response to the request for comments from the Department of Design and Construction on the Draft Environmental Assessment for Chinatown Sidewalk Improvements.

We appreciate your support for certain improvements planned in the sidewalk widening project.

Our initial plan for the sidewalk improvements on King Street included elimination of one lane and widening of the sidewalk by up to four feet on both sides of King Street. The need for the loading lane and three lanes for through traffic was one of the considerations in reducing the scope of the sidewalk widening and retaining four lanes on King Street.

As you have recommended, our improvements will provide accessibility for the disabled by including new and relocated ramps at the intersections.

We understand your concern about the widening of the sidewalk and the reduction in lane widths on King Street. However, the widening of the sidewalk area is necessary to improve and enhance the pedestrian experience in Chinatown. In keeping with the City's street plan which has been established for the Chinatown area, street trees are planned to be provided on King Street, as they have been provided on Hotel Street.
We appreciate your comparison to Chinatown in San Francisco which works extremely well, primarily because along with the narrow sidewalks with sales displays (which further reduces the useable area of the sidewalk), these are also low speed, low volume streets where vehicles and pedestrians mingle with relative safety. It is not unusual to see vendors, delivery persons and tourists stepping in and out of the street to maneuver around areas of the sidewalk that may become blocked by activity, and even walking in a vehicle travel lane for entire blocks. The two streets that you have mentioned (Grant and Sacramento Avenue) and other small streets in the heart of Chinatown operate as quasi-pedestrian malls in the way that vehicles and pedestrians share the vehicle travel lanes.

Unfortunately, our Chinatown is divided by a major thoroughfare that does not lend itself to a sharing of activity with pedestrians. With the higher speeds and volumes on King Street, a pedestrian would be at risk entering and remaining on the street for any length of time. Thus, the need to insure that pedestrians and traffic are separated and pedestrians are accommodated with sidewalks wide enough to provide for both safe travel and user amenities, such as decorative light standards and street trees.

Your letter and this response will be included in the Final Environmental Assessment for Chinatown Sidewalk Improvements.

Very truly yours,

Keith H. Kurahashi

cc: Department of Design and Construction