BENJAMIN J. CAYETANO
GOVERNOR

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

LETTER NO. (P)1629.0

OCT 11 2000

TO: Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control

SUBJECT: Finding of No Significant Impact (FONSI)
No. 1 Capitol District Building
TMK (1) 2-1-17:1
Honolulu, Oahu, Hawaii

The Department of Accounting and General Services has reviewed the comments received during the 30-day public comment period which began on September 8, 2000. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the October 23, 2000, OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four (4) copies of the Final Environmental Assessment.

Should you have any questions regarding the above, please have your staff contact Mr. Alan Sanborn of the Planning Branch at 586-0499.

GORDON MATSUOKA
Public Works Administrator

LZ:mo
Attachments

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OFC. OF ENVIRONMENTAL
QUALITY CONTROL

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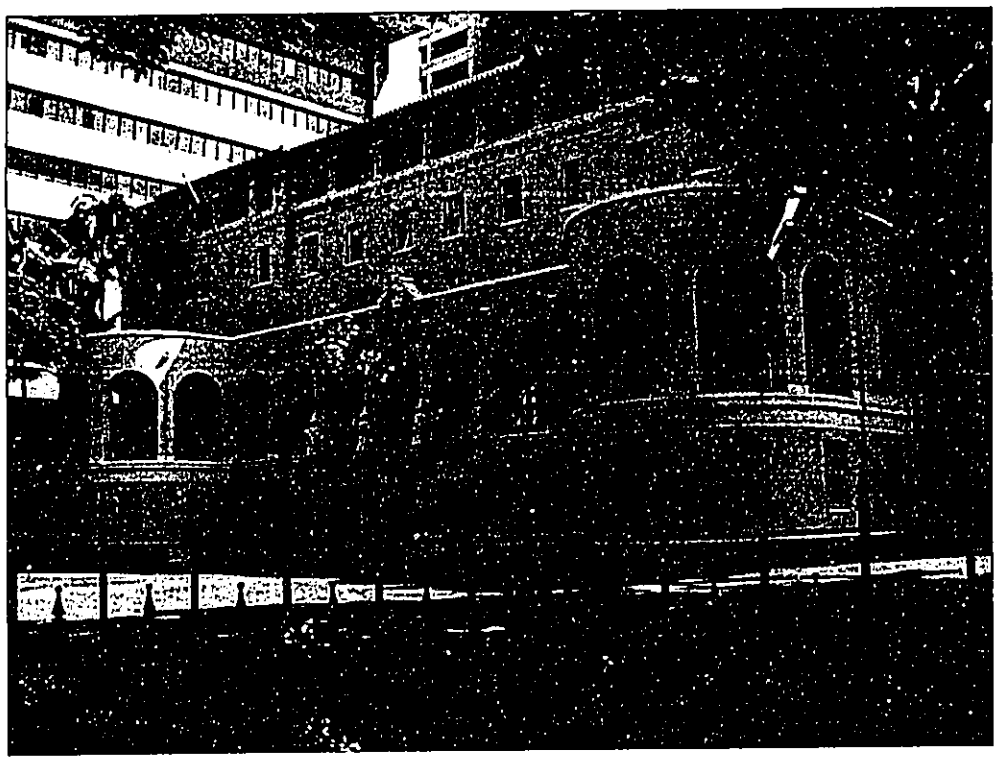
Final 2000-10-23-OA-FEA-

Environmental Assessment for

(No. 1 Capitol District Building,)
Honolulu, Oahu, Hawai'i
TMK: 2 – 1 – 17: 01
D.A.G.S. Job No. 22-10-0204



October 2000

This Document is prepared pursuant to Chapter, 343, Hawai'i Revised Statutes

The Applicant:

The Department of Accounting and General Services

Accepting Authority:

The Department of Accounting and General Services

Final

Environmental Assessment for

No. 1 Capitol District Building
Honolulu, Oahu, Hawai'i
TMK: 2 – 1 – 17: 01
D.A.G.S. Job No. 22-10-0204

Applicant:

The Department of Accounting and General Services

Accepting Authority:

The Department of Accounting and General Services
c/o
Office of Environmental Quality Control
236 South Beretania Street, Suite 702
Honolulu, Hawai'i 96813

October 2000

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1.0 INTRODUCTION AND SUMMARY

1.1 Overview.

The State of Hawai'i Department of Accounting and General Services (DAGS) proposes to acquire the fee interest of the property located at 250 South Hotel Street in Honolulu, Island of Oahu (see Figure 1). The 2.01-acre property is identified by Tax Map Key (TMK) Zone 2, Section 1, Plat 17: Parcel 01. The property contains the Hemmeter Building (hereby referred to as No. 1 Capitol District Building).

The No. 1 Capitol District Building on said property contains approximately 120,000± square feet of gross area. The five-story building was erected in the late 1920s and is listed on both the Federal and State historic registers. Major interior renovations occurred in 1987-88.

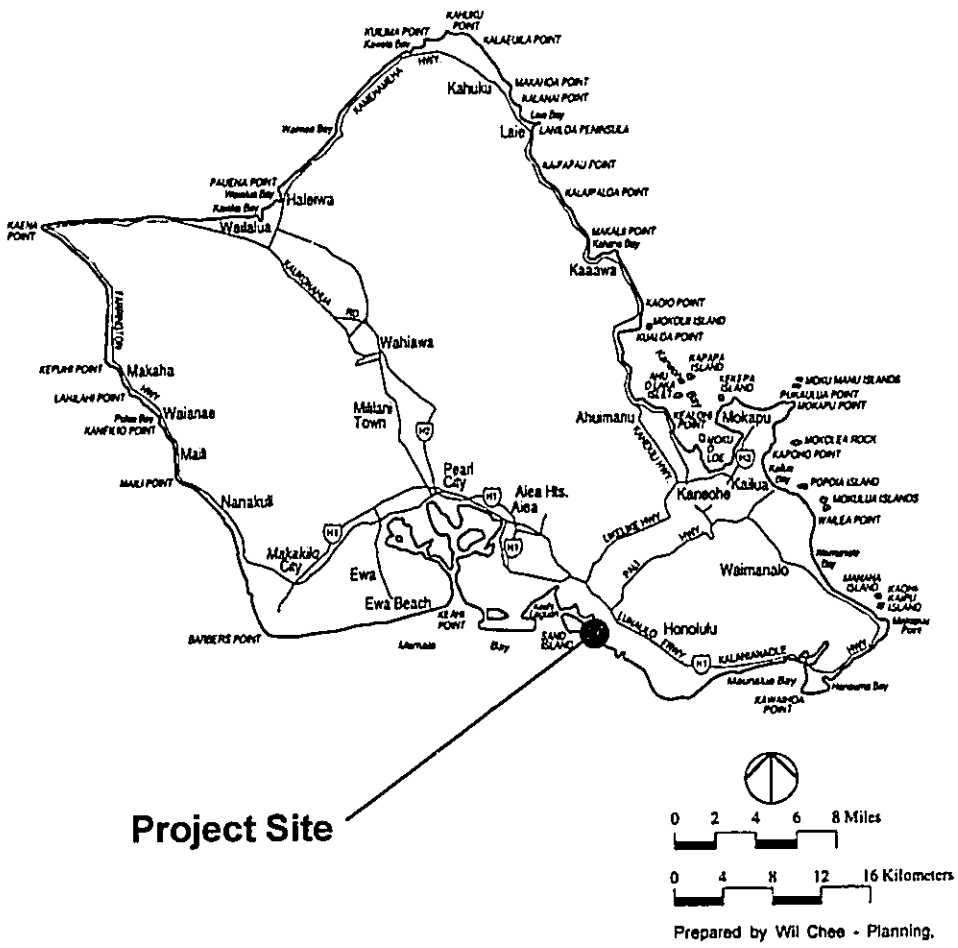
The State of Hawai'i currently leases space in the No. 1 Capitol District Building for department offices (see Table 1). Existing government tenants include units of the Department of Attorney General (DA), the Department of Budget and Finance (B&F), the Department of Business, Economic Development and Tourism (DBEDT), the Department of Health (DOH), and the Office of the Lieutenant Governor (LG). Remaining spaces in the No. 1 Capitol District Building are occupied by the building owners (BIGI Corporation) or are vacant.

TABLE 1: AREAS ASSIGNED TO STATE GOVERNMENT DEPARTMENT.

Department	Employees	Total Useable Area (all floors)	Usable Area (per floor)	Floor
DA	6	1,901.30	1,901.30	1st
B&F	74	22,517.80	6,440.90	1st
			16,076.90	3rd
DBEDT	101	29,717.30	937.50	1st
			16,296.90	4th
			12,482.90	5th
DOH	24	4,319.40	4,319.40	1st
LG	16	2,713.30	2,713.30	1st
Vacant		3,702.25	781.25	1st
			2,921.00	4th
TOTALS		**64,871.35**	**64,871.35**	

Notes: Areas are given in square feet.
BIGI Corporation occupies the 2nd floor.

Figure 1: General Location.



Purchase of the property containing the No. 1 Capitol District Building by the State of Hawai'i will allow the consolidation of several government departments that currently lease space elsewhere in Downtown Honolulu. Government offices currently located in the No. 1 Capitol District Building are expected to remain.

The second floor of the No. 1 Capitol District Building may be renovated subsequent to its acquisition by the State of Hawai'i for the creation of an art gallery that would be open to the public. The art gallery would be managed and operated by the State Foundation for Culture and the Arts (SFCA) and be integrated as an additional element of the existing walking tour for the Capitol District as applicable. Future improvements to address Americans with Disabilities Act Accessibility Guidelines (ADAAG) issues such as accessible parking stalls, paths, entrances, corridors, elevators, and restrooms will be coordinated with the Disability and Communications Access Board (DCAB) and the State Historic Preservation Division (SHPD). No additional parking would be created due to the availability of public parking in Alii Place; similarly no tour bus traffic would be encouraged at the No. 1 Capitol District Building.

1.2 Scope and Authority.

This Environmental Assessment (EA) is prepared pursuant to Chapter 343, HRS and associated Title 11, Chapter 200, Hawaii Administrative Rules. The intent of the document is to ensure that systematic consideration is given to the environmental consequences of the proposed action. A Finding of No Significant Impact (FONSI) is anticipated.

No permits are required for the purchase of the building. As previously mentioned in Section 1.1, coordination with the DCAB and SHPD will be accomplished to ensure that future improvements (i.e., accessible parking stalls, paths, entrances, corridors, elevators, and restrooms) comply with existing guidelines. The future art gallery will require (at minimum) a building permit.

1.3 Project Information.

General project information is listed below.

THE APPLICANT:	The State of Hawai'i Department of Accounting and General Services P.O. Box 119 Honolulu, HI 96810-0119 Contact: Mr. Alan Sanborn (808) 586-0499
RECORDED FEE OWNER:	BIGI Corporation No. 1 Capitol District Building 250 S. Hotel Street, Suite 200 Honolulu, HI 96813
EA PREPARER:	Wil Chee - Planning, Inc. HMSA Center 1400 Rycroft Street, Suite 928 Honolulu, HI 96814 Contact: Ms. Claire Tom (808) 955-6088
TMK:	Zone 2, Section 1, Plat 17: Parcel 01
LOT AREA:	87,471 square feet or 2.01 acres
AGENCIES CONSULTED:	State of Hawaii Department of Accounting & General Services Department of Budget and Finance

Department of Business, Economic Development and Tourism
Department of Health
Department of Transportation
Energy, Resources and Technology Division
Health and Human Services Division
Office of Environmental Quality Control
Office of Hawaiian Affairs
Office of Planning
Office of the Lieutenant Governor
State Foundation on Culture and the Arts
State Historic Preservation Office

City and County of Honolulu
Department of Environmental Services
Fire Department
Police Department

Organizations
Downtown Neighborhood Board
Historic Hawaii Foundation

ACCEPTING AUTHORITY: State of Hawai'i
Department of Accounting and General Services
c/o Office of Environmental Quality Control
236 South Beretania Street, Suite 702
Honolulu, Hawai'i 96813

2.0 PURPOSE OF AND NEED FOR ACTION

2.1 Project Location and Setting.

The property where project actions will occur is located at 250 South Hotel Street in Downtown Honolulu (see Figures 2 and 3) on the island of Oahu: the third largest and most populous island in the Hawaiian Archipelago. The rectangular parcel with government identification TMK: 2 – 1 – 17: 01 is defined to the northeast, southeast, and southwest by Beretania Street, Richards Street, and South Hotel Street, respectively. Several government buildings abut the property along its northernwestern border.

Figure 2: Project Vicinity.

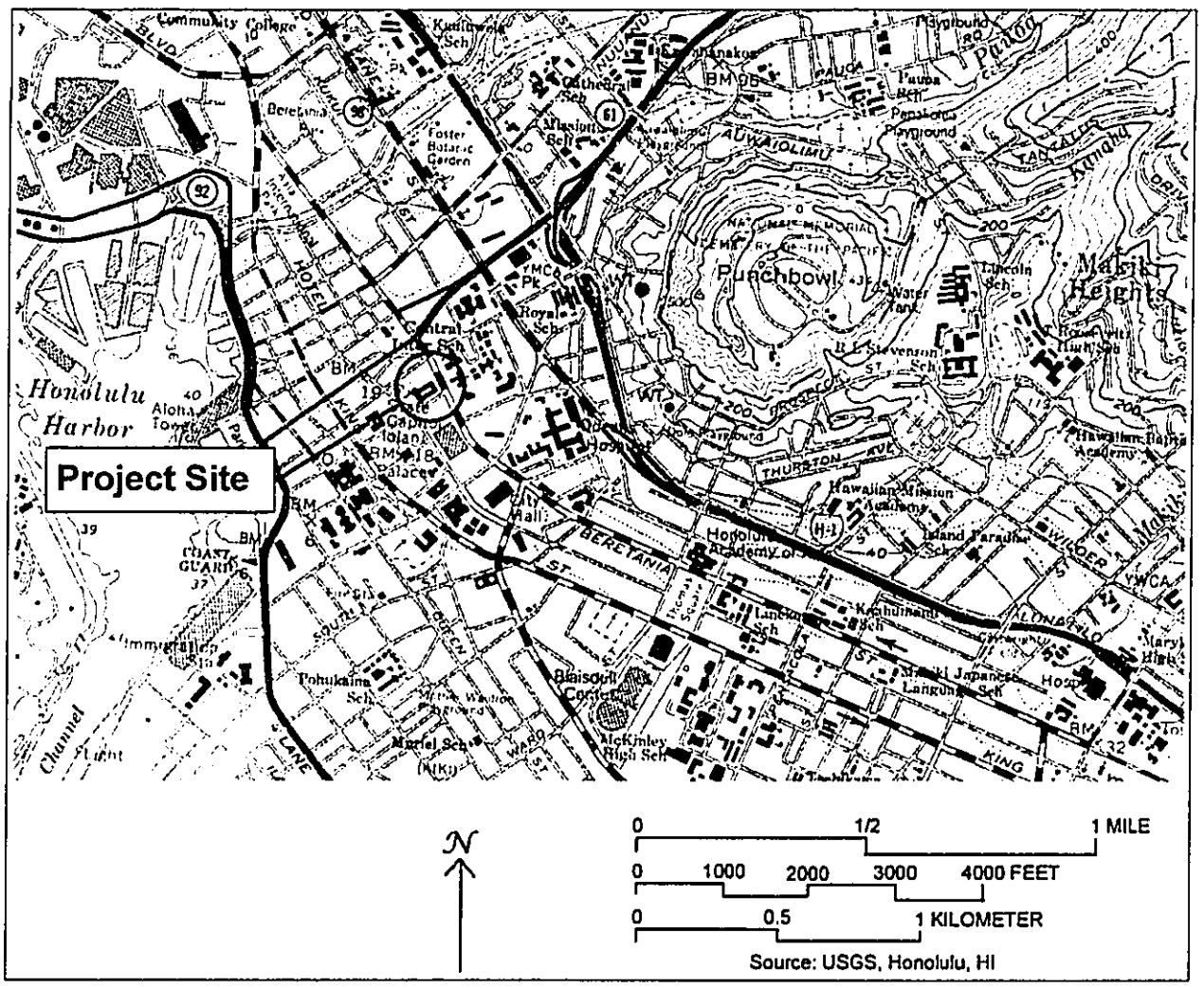
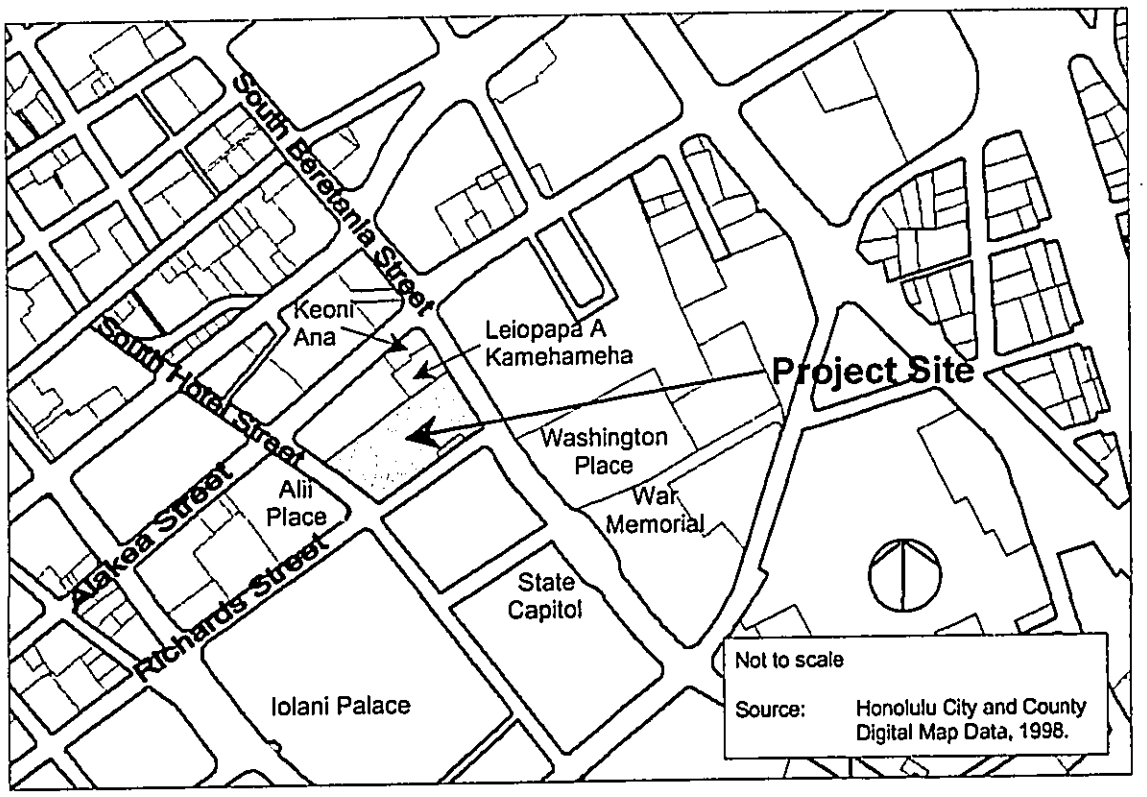


Figure 3: Project Site Location.



As indicated in the following paragraphs, several streets and buildings that border the affected property contribute to the overall setting for project actions:

- Keoni Ana (the Capitol Center), the Kauikeaouli Hale courthouse, and Leiopapa A Kamehameha (the State Office Tower) lie along the northernwestern border of the affected property. The No. 1 Capitol District Building, Keoni Ana, and Leiopapa A Kamehameha are operated as a complex; interconnecting bridges exist between these three buildings.
- Beretania Street defines the northeastern border of the property. Washington Place (the Governor's residence) and St. Andrew's Cathedral and Priory are located along Beretania Street across from the No. 1 Capitol District Building.
- Richard Street forms the southeastern boundary of the affected property. The State Capitol Building and Iolani Place are located along Richards Street across from the No. 1 Capitol District Building.
- Hotel Street borders the affected property to the southwest. Alii Place (an office high-rise building) lies along South Hotel Street across from the No. 1 Capitol District Building. The State of Hawaii owns 432 parking spaces in Alii Place located on the basement levels (B1 and B2) and the 7th floor. The City and County of Honolulu (CCH) has 250 metered stalls in Alii Place that are available for public parking.

Downtown Honolulu functions as the center of financial activity for the State of Hawai'i. The Central Business District (CBD) is located in the general vicinity of Honolulu Harbor approximately two miles northwest of Waikiki. The geographic center of the CBD is defined as the intersection of King and Bishop Streets. Boundaries of the CBD include Richards Street, Honolulu Harbor, Beretania Street, and Nuuanu Avenue. The older, low and mid-rise commercial and office buildings that once characterized Downtown Honolulu have been largely replaced with high-density, high-rise office towers. The more modern Downtown area includes many State-owned buildings; many of these buildings are located in the Capitol District that is southeast of the CBD.

The No. 1 Capitol District Building enjoys a good location on the eastern fringe of the Capitol District near the geographic center of the CBD. As mentioned above, the No. 1 Capitol District Building is physically connected to two State-owned buildings (Keoni Ana and Leiopapa A Kamehameha) via bridges; the three buildings are operated as a complex.

2.2 Project Need and Objective.

As indicated in Section 1.1, the State of Hawai'i currently leases approximately 64,871 square feet of space in the No. 1 Capitol District Building for government offices. State government offices have been located in the No. 1 Capitol District Building since 1990 and are expected to remain because of the inherent benefits associated with a location near the geographic center of the CBD and in the Capitol District along with the State Capitol Building, Iolani Palace, and other County, State, and Federal buildings. At the current rate of about $2.50 per square foot per month, the State spends approximately $2 million per year in lease rent for the furnished space in the No. 1 Capitol District Building. In the long-term, the expenditure of State funds for lease rent is not practicable, especially since these costs can fluctuate in response to the overall economy and the commercial real estate market. Time-consuming processes for the periodic renegotiation of lease rental rates do not promote the efficient use of State resources (i.e., manpower and revenue).

Acquisition of the property containing the No. 1 Capitol District Building by the State government will increase the amount of State-owned office space in the Capitol District in Downtown Honolulu and decrease the amount of State revenue expended on lease rents. Additional space will be gained by the outright purchase of the No. 1 Capitol District Building such that the State of Hawai'i will be able to reduce its lease log. The subsequent creation of an art gallery on the 2nd floor of the No. 1 Capitol District Building will increase the opportunities for the public and tourists to experience culture and the arts. The art gallery is ultimately intended to be one of the exciting elements of the walking tour of the Capitol District that encourage the public and tourists to embark on a pleasurable pedestrian experience in Downtown Honolulu.

2.3 Project Features and Relevant Considerations.

2.3.1 TECHNICAL CONSIDERATIONS.

The affected property with TMK: 2 – 1 – 17: 01 was owned by the National Council of YMCAs of the USA from the 1920s until its purchase by the Hemmeter Investment Company in 1990. In 1928, the building now known as the No. 1 Capitol District Building was dedicated as the Army and Navy YMCA. The building was designed by San Diego architect, Lincoln Rogers, in conjunction with the local Honolulu architectural firm of Emory and Webb. The No. 1 Capitol District Building is intended to be reminiscent of the grand Royal Hawaiian Hotel built in 1872 that once stood on the property. It is a first generation example of major Spanish Mission architecture. The building stands in direct design relationship to the Hawaiian Electric Building, the Federal Building, the YWCA, and Honolulu Hale. In the late 1980s, substantial renovation/expansion of the building occurred including a five-story addition to the west wing and the replacement of the parking area along Hotel Street with a manicured lawn. On January 30, 1990, Hemmeter Investment Company purchased the property and used the building for its corporate headquarters. On April 11, 1990, the property was sold to the Japanese company known as BIGI Corporation who is the current fee owner and property manager or agent for the property.

The following photographs, plans, and elevations portray the No. 1 Capitol District Building as it stands today.

Figure 4: Cross Section, View From Beretania Street.

No scale

Figure 5: Cross Section, View Towards Richards Street.

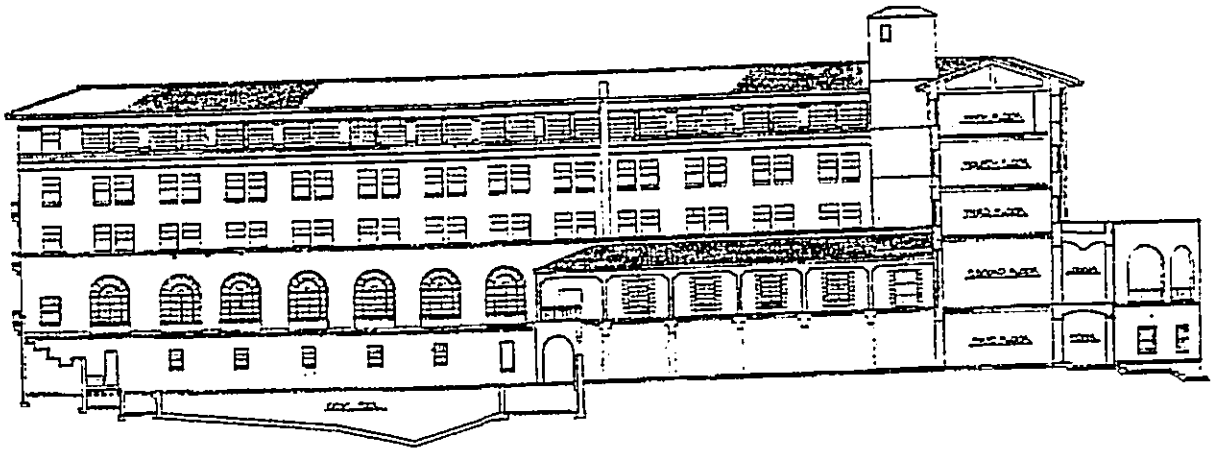


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Figure 6: Southwest Elevation, View Facing Hotel Street.

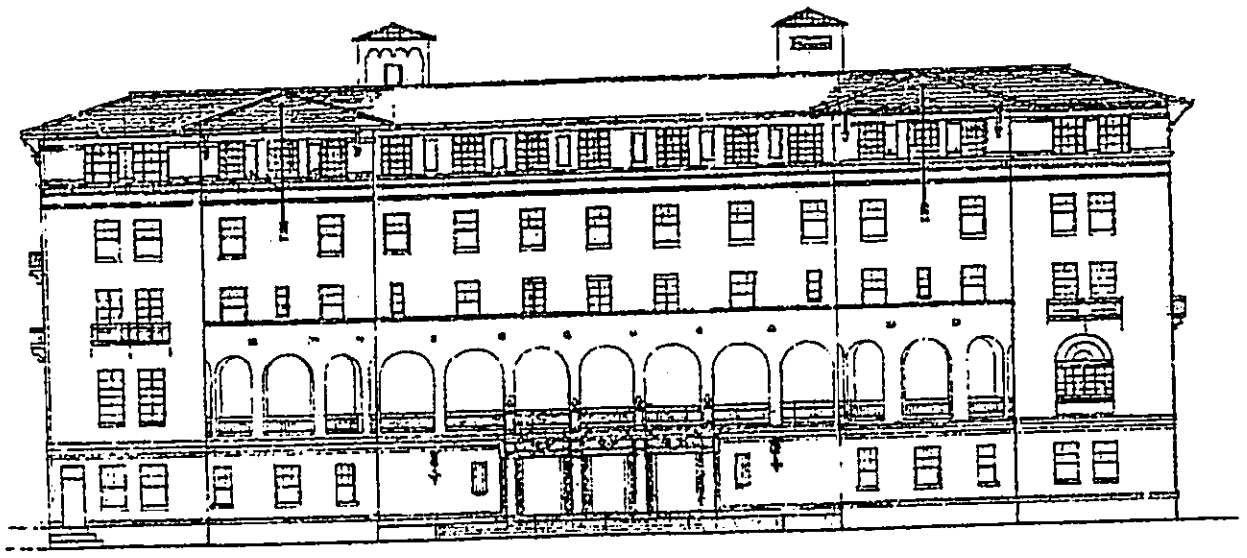

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Figure 7: Southeast Elevation, View Facing Richards Street.

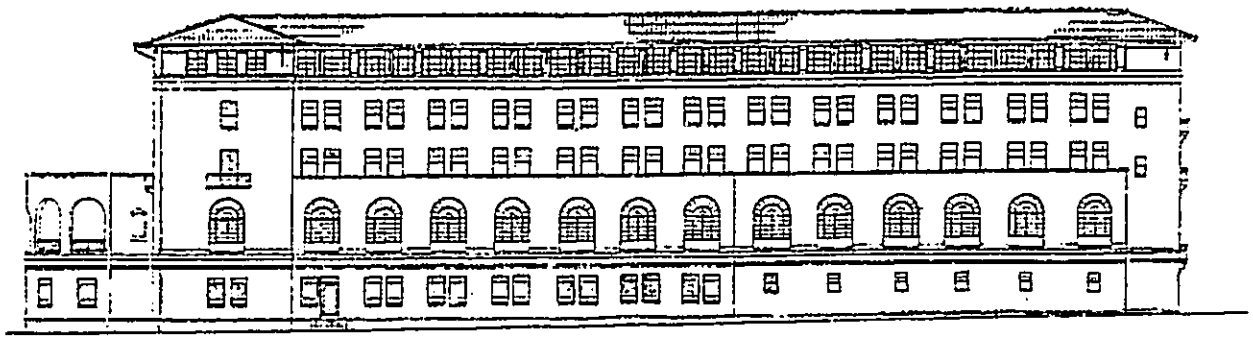

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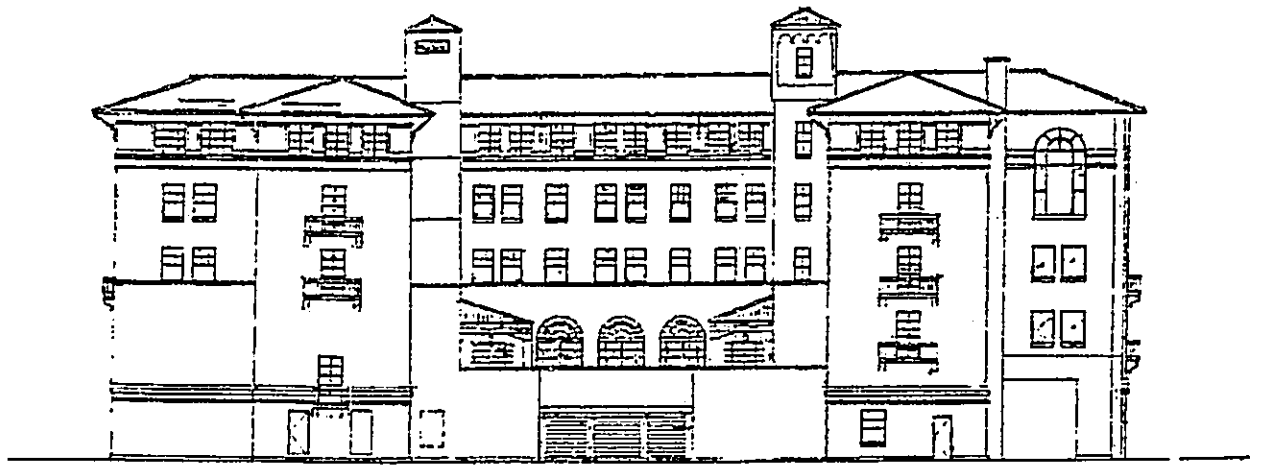
Figure 8: Northeast Elevation, View Facing Beretania Street.



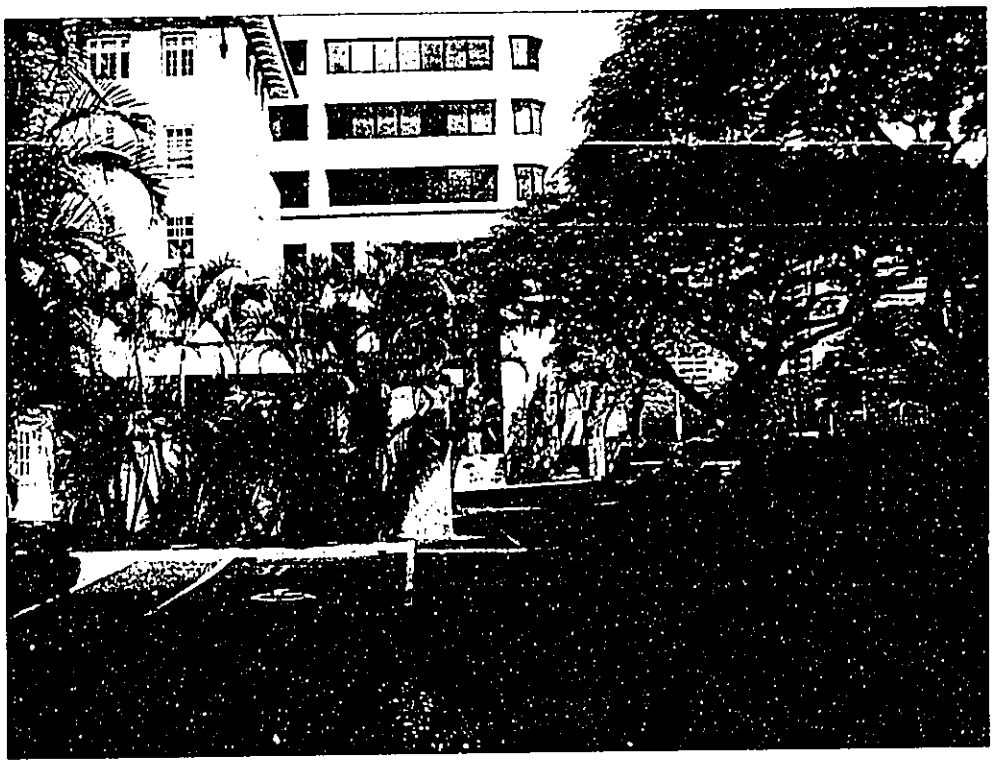
No scale

In general, the affected property consists of one developed rectangular parcel totaling 87,471 square feet or 2.01 acres. The No. 1 Capitol District Building on said property contains approximately 120,000± square feet of gross area. The net usable/rentable area excluding lanais, exercise lockers, equipment and mechanical rooms, etc. is approximately 93,100± square feet.

The No. 1 Capitol District Building as it exists today is a U-shaped structure fabricated of reinforced concrete and masonry tile on a concrete slab foundation and reinforced concrete frame. The handsome five-story building has a pitched, tiled roof and elaborate detailing such as cut coral blocks, arched windows, and iron grillwork. The use of wood and ornamental trim throughout the building is extensive. On the makai (or seaward) portion of the property, a well-manicured grass lawn lined with ornamental vegetation provides an elegant setting that compliments the front face of the building. The swimming pool may be retained as the courtyard centerpiece to create an ambiance for the future art gallery and art gallery functions. The pool will not be open to the general public. Vehicular access to the rear of the building is from Beretania Street along the mauka (or mountainward) portion of the property. Nineteen (19) parking stalls (6 in a covered garage and 13 in an uncovered paved area) are provided on the mauka portion of the property behind the No. 1 Capitol District Building. By letter agreement, the property owner may purchase from the State on a leasehold basis up to 168 parking stalls located in Alii Place for $22,000 per stall. The terms of the agreement expire 180 days after the State ceases to occupy the No. 1 Capitol District Building.

Plate 1: Facade Facing South Hotel Street.

Plate 2: Parking Area Along Beretania Street.



As previously mentioned in Section 1.1, several State departments currently have offices in the No. 1 Capitol District Building. The offices that remain subsequent to the acquisition of the affected property will continue to enjoy a good location near the geographic center of the CBD and in the Capitol District along with the State Capitol Building, Iolani Palace, and other County, State, and Federal buildings. The completion of project actions would also allow State government departments currently housed elsewhere in Downtown Honolulu (i.e., the SFCA) to consolidate into the No. 1 Capitol District Building. No new parking for additional staff and personnel will be provided because the State-owned parking stalls in Alii Place adequately fulfill the parking requirements for the affected property.

Acquisition of the affected property is expected to allow renovation of the 2nd floor of the No. 1 Capitol District Building to commence. The 2nd floor space would then be used for an art gallery and SFCA department offices. Public access routes will need to be verified for compliance with the ADAAG as a result of the creation of an art gallery on the property that will be open to the public. No new parking areas will be created on the property as a result of the art gallery since there is currently available public parking in Alii Place. Tour bus traffic at the No. 1 Capitol District Building will not be encouraged; the buses are expected to use the existing tour bus stops on Beretania Street in front of

the War Memorial and the State Capitol. Tourists may then walk to the No. 1 Capitol District Building as well as to the other scenic features in the Capitol District.

2.3.2 ECONOMIC CONSIDERATIONS.

The sale of the affected property could close in November 2000 if the necessary environmental documents are completed by October 2000. The purchase price of the No. 1 Capitol District Building will be approximately $22,500,000.

It is not yet known when the renovation of the 2nd floor of the No. 1 Capitol District Building would occur, how long the work would take, or how much would be spent for this action. The immediately surrounding community is expected to experience no direct economic impacts from the renovation work. Instead, temporary employment and material expenses are expected to generate general excise tax and income tax revenues to the State and County governments.

2.3.3 SOCIAL CONSIDERATIONS.

Project actions to add an art gallery on the 2nd floor of the No. 1 Capitol District Building are expected to benefit both the general public and tourists that use this resource. The art gallery is expected to function as another feature that encourages both citizens and tourists to take part in a walking tour through the Capitol District. The art gallery would therefore function as a tool for educational and cultural enrichment.

2.3.4 ENVIRONMENTAL CONSIDERATIONS.

The project site consists of a developed parcel that contains no environmentally sensitive resources such as flora, fauna, coastal habitats, wetlands, etc. No impacts to the topography, soils, air quality, water quality, noise quality, etc. are anticipated as a result of projects action because no land disturbing actions are proposed or required to allow additional offices or the art gallery to be located in the No. 1 Capitol District Building. The spaces that currently function as offices will continue to be used in this manner. No changes to utility systems, roadways, or parking are proposed or required to allow project actions to occur; the State will verify that a public accessibility "spine" with respect to the ADAAG is available.

The No. 1 Capitol District Building is an important historical resource that is listed on both the Federal and State historic registers. Project actions such as the renovation of the 2nd floor and possible improvements to address public accessibility with respect to the ADAAG will be coordinated with the SHPD to ensure that all actions comply with the existing guidelines for historic properties.

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3.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION

3.1 Acquire the Affected Property.

Acquisition of the property containing the No. 1 Capitol District Building is the proposed action referred to in this document. With this option, the State of Hawai'i would continue to use the spaces in the No. 1 Capitol District Building but would no longer pay lease rents to a property owner. The consolidation of State departments from other leased spaces in Downtown Honolulu is expected to occur as a result of the acquisition. State government offices located in the No. 1 Capitol District Building would continue to enjoy a good location in the Capitol District and in close proximity to the CBD and other State and City offices.

Selection of this option is expected to allow the creation of art gallery on the 2nd floor of the No. 1 Capitol District Building. The addition of this feature is viewed as a beneficial resource that will be used by both residents and tourists to enrich their walking experience through the Capitol District.

3.2 Vacate the No. 1 Capitol District Building.

State departments that vacate the No. 1 Capitol District Building must find spaces elsewhere in Downtown Honolulu. It is generally presumed that alternative spaces would have to be leased. These spaces may not be conveniently located near the Capitol District or the CBD and the resulting space allocations (as determined by availability and lease rent costs) may scatter the departments among several different spaces or buildings. Additionally, the State would incur the costs for relocation and the purchase of replacement furnishings. As a result of these considerations, the option to vacate the No. 1 Capitol District Building is considered impracticable and is hereby dismissed from further consideration.

3.3 No Action.

No action would result in no change to the current practice of leasing office space in the No. 1 Capitol District Building from a property owner. Lease rents would be subject to change based on the terms of contract negotiations, fluctuations in the overall economy, and the vitality of the commercial real estate market.

Acquisition of the No. 1 Capitol District Building by a private investor could force the State to vacate the building. This could also force the State to lease 168 parking stalls to the buyer. These actions could have a negative impact on government operations and reduce the number of existing parking stalls that are available for government employees.

Selection of no action may postpone the creation of the art gallery, particularly if the property owners continue to occupy the 2nd floor of the No. 1 Capitol District Building. The opportunity to create an exciting new element in the Capitol District that can encourage the participation of the general public and tourists may therefore be lost as a result of no action. As a result of these considerations, no action is considered less favorable than the proposed action and is hereby dismissed from further consideration.

4.0 AFFECTED ENVIRONMENT

This chapter presents the relevant resource components of the existing environment that would be affected by the alternatives under consideration if they were implemented. In other words, this chapter describes the baseline environment. The discussions presented in this chapter are necessary to understand and evaluate the effects of each considered alternative (i.e., those that remain from Chapter 3.0).

4.1 Topography.

The island of Oahu comprises four main geographically distinct areas: the Waianae Range, Koolau Range, Leilehua (or Schofield) Plateau and coastal plains (U.S. Department of Agriculture, 1972). The property containing the No. 1 Capitol District Building is located in southern Oahu on the Honolulu Coastal Plain.

The developed rectangular parcel is approximately 20 feet above mean sea level (MSL) and generally comprises level terrain. Localized slopes occur to direct storm runoff towards the storm drains situated in the lawn and paved driveway.

4.2 Geology and Soils.

As indicated in the *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai* (U.S. Department of Agriculture, 1972), the land type in the project area is designated as Makiki clay loam, 0 to 2 percent slopes (MkA). Makiki series soils are well-drained soils found on the alluvial fans and terraces in Honolulu on Oahu (U.S. Department of Agriculture, 1972). This soil type is acidic at the surface, with moderately rapid permeability, slow runoff, and a slight erosion hazard (Ibid).

4.3 Hydrology and Water Quality.

An extensive basal aquifer underlies the Honolulu-Pearl Harbor area. This aquifer contains large supplies of fresh water resources in southern Oahu, particularly in coastal areas.

4.4 Climate.

Most of Hawaii is characterized by slight seasonal variations that create a climate of year-round mild and equitable temperatures, moderate humidities and predominantly northeast trade winds (Armstrong, 1983). Temperatures at the project site are expected to be similar to those found elsewhere in Hawai'i.

The following climatological information is from *The State of Hawaii Data Book 1997: A Statistical Abstract* (Department of Business, Economic Development and Tourism, 1997). According to data recorded in Waikiki at the nearest monitoring station to the project site (the Honolulu Zoo), average temperatures range from 71.9°F during the coolest months (February to March) to 80.6°F during the warmest months (August and September). The lowest recorded temperature at the Honolulu Zoo is 51°F and the highest recorded temperature is 93°F. Annual precipitation is 25 inches.

4.5 Air Quality.

Air quality in Hawaii is generally characterized as "relatively clean and low in pollution" (Armstrong, 1983). Northeast tradewinds that are predominant throughout the year typically carry emissions and other air pollutants from inland areas out to sea.

Historical data demonstrates the prevalence of northwesterly trade winds during most of the year. This data also indicates that low velocities (less than 10 miles per hour) occur frequently. The "normal" northeasterly trade winds begin to lessen in the Fall and give way to more light, variable wind conditions throughout Winter and into early Spring. Elevated pollution levels can occur during these periods.

Stability wind roses for Hickam Air Force Base indicate that stable conditions occur approximately 28 percent of the time on an annual basis and 36 percent of the time during the peak winter month of January. This period therefore exhibits the greatest potential for air pollution buildup from ground-level sources such as motor vehicles.

4.6 Noise Quality.

Sources of existing background ambient noise levels at the project site are largely attributed to motor vehicle traffic along streets bordering the project site, and from Beretania Street in particular due to its larger traffic capacity and volume.

4.7 Flora.

The property containing the No. 1 Capitol District Building is situated within urban Downtown Honolulu. The makai portion of the property contains a manicured lawn fringed by ornamental vegetation. No observed grasses, shrubs or trees within the project site are known to be protected under State or Federal environmental laws. It is highly unlikely that there would be threatened and/or endangered species on the property due to its developed nature and location within a highly urbanized area.

4.8 Fauna.

Urbanized areas typically provide no suitable habitat for Oahu threatened, endangered or candidate faunal species—the Hawaiian hoary bat (*Lasiurus cinereaus semotus*), the Hawaiian or Oahu tree snail (genus *Achatinella*), the Hawaiian owl (*Asio flammeus sandwichensis*) and the Oahu creeper (*Paroremyza maculata*). The developed nature of the property suggests that it is uninhabited by and is of little or no resource value to known threatened and/or endangered fauna on the island of Oahu. Birds, mammals, reptiles and amphibians that may frequent the project site are expected to be introduced or indigenous species that are commonly found in urban environments.

4.9 Historical and Archaeological Resources.

The No. 1 Capitol District Building is listed as a historic property on both the Federal and State registers. The SHPD provided the following information pertaining to the affected property in a letter dated September 22, 2000:

> "The property was originally the Armed Forces YMCA, dedicated March 16, 1928. It is within the Hawaii Capitol Historic District and was placed on the National Register of Historic places December 1, 1978. The building received Federal Tax Incentives when it was rehabilitated by Hemmeter."

The affected property was originally the site of the Royal Hawaiian Hotel built in 1872. Extensive renovations and expansion occurred in 1987-88 including the five-story addition to the west wing and the replacement of the parking area along Hotel Street with a grassed lawn. The building has since been used for office space.

4.10 Hazardous and Toxic Materials Considerations.

Hazardous and toxic materials (HTM) such as asbestos on the affected property have been previously addressed due to past interior renovation work and the west-wing addition the building (c. 1987-88). Asbestos removal, monitoring, and mitigation was accomplished according to the requirements for regulatory compliance. Documents pertaining to the work include the *Asbestos Assessment Study of the Armed Forces YMCA Building, Honolulu, Hawaii* (Hall-Kimbrell Environmental Services, 1987) and the *Hemmeter Corporation Building Asbestos Abatement: Project Manual* (Lawton & Umemura, Architects, AIA, Inc., 1987).

A Phase I Site Assessment prepared in March 1999 by J.R. Herold and Associates, Environmental Professionals suggests that there are no significant problems associated with HTM at the project site. During their investigation, J.R. Herold and Associates reported no observation of underground storage tanks and no fluid filled transformers or capacitors. The above-ground diesel tank on the property is used for the on-site emergency electrical generator.

An asbestos resurvey project is currently underway. This resurvey project is separate from the propcsed action to acquire the property.

4.11 Surrounding Land Use.

Surrounding land uses in the vicinity of the property containing the No. 1 Capitol District Building include a mixture of government, commercial, and residential facilities.

Plate 3: View of Surrounding Buildings.

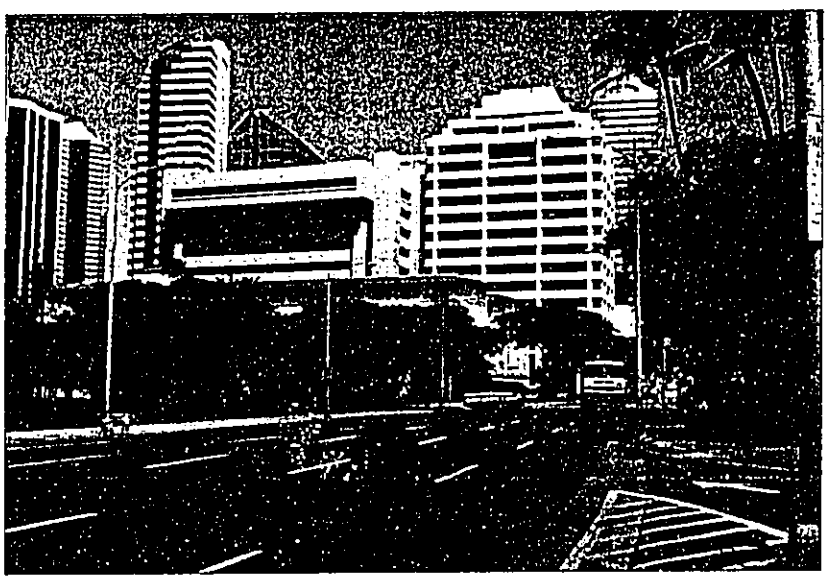
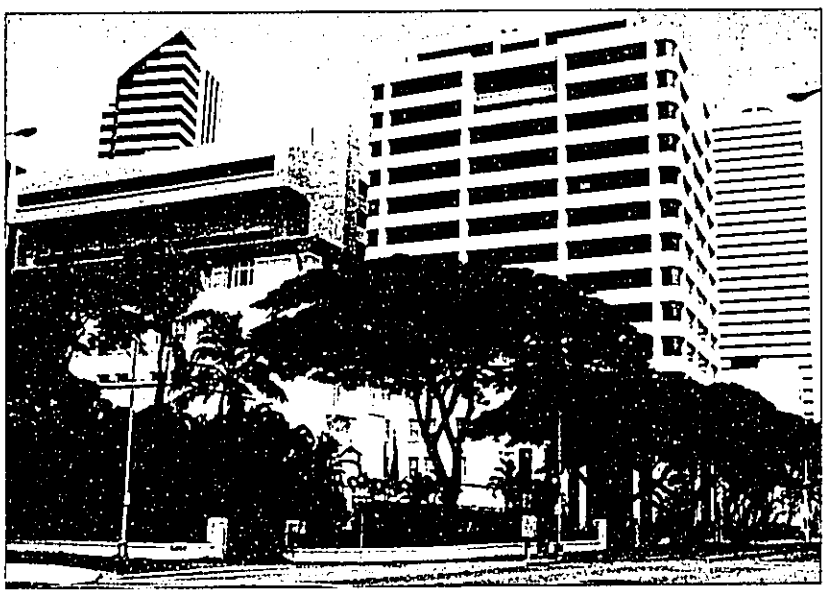


Plate 4: View of Adjacent Government Buildings.

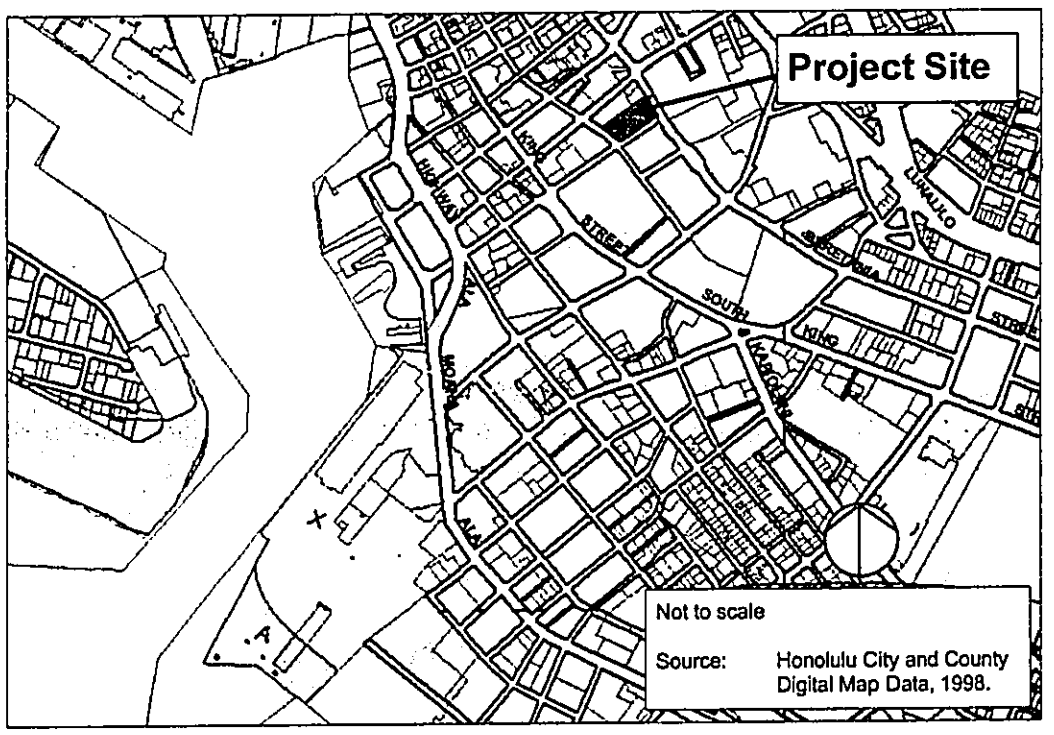


4.12 Natural Hazards.

Natural hazards that pose potential risk to the entire island of Oahu include earthquakes and floods. The risks from tsunamis are typically of lesser concern because the project site is located a considerable distance from the coastline.

The entire project site is located within Zone X of the 100-year flood hazard area on the Flood Insurance Rate Map (FIRM). Zone X refers to areas where the flood hazard is undetermined. The project site lies outside the tsunami inundation zone.

Figure 9: FIRM Designations in the Project Vicinity.

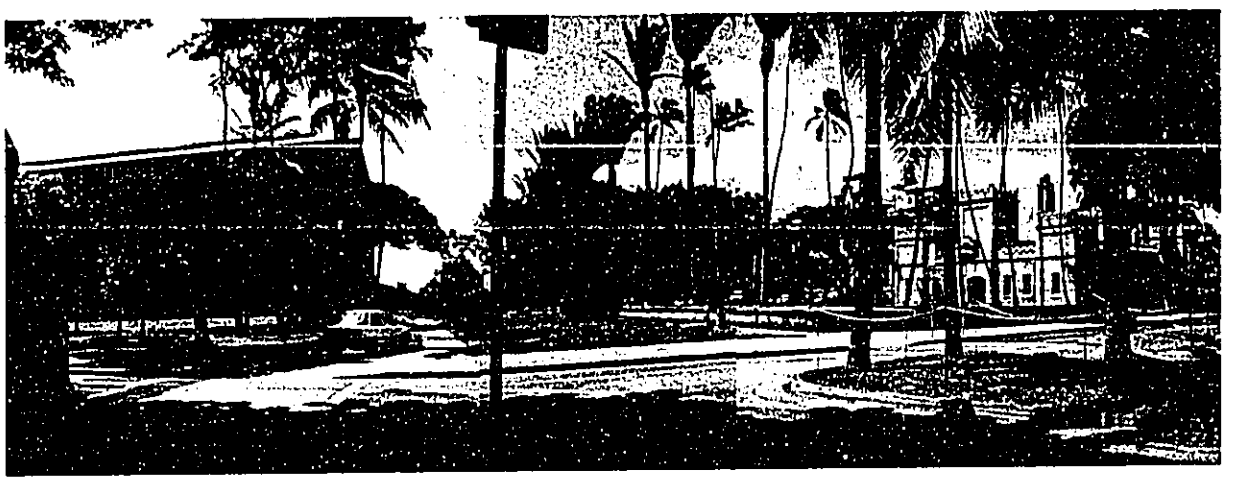


4.13 Aesthetic Considerations.

Existing views from the project site are of scenic features (such as Washington Place, the State Capitol, and Iolani Palace), nearby commercial office towers (such as Alii Place), and adjacent government buildings (such as Kauikeaouli Hale courthouse and Leiopapa A Kamehameha). Mauka views are of St. Andrew's Priory and the distant mountains.

The No. 1 Capitol District Building is a handsome structure (refer to Plate 1). The architectural style of the building and its well-manicured grounds are reminiscent of a bygone era.

Plate 5: Nearby Scenic Features in the Capitol District.



4.14 Public Services and Facilities.

4.14.1 WATER SYSTEM.

The Honolulu Board of Water Supply (BWS) provides potable water to the project area through its distribution system. Existing uses at the property generate a demand for potable water service.

4.14.2 WASTEWATER SYSTEM.

Municipal wastewater service is provided via underground lines, mains and collection systems that generally follow existing roadway alignments. Existing uses at the property generate a demand for municipal wastewater disposal service.

4.14.3 DRAINAGE SYSTEM.

Provisions for drainage within the project area generally follow roadway alignments. Storm runoff is mostly directed towards the storm drains situated in the front lawn and paved driveway.

4.14.4 ELECTRICAL AND COMMUNICATION SYSTEMS.

Electrical, telephone and cable television services are provided to the project area via overhead distribution lines. Existing uses at the property generate a demand for electrical and communication service.

4.14.5 ROADWAY SYSTEMS.

Beretania Street is a one-way roadway that borders the affected property along its northeastern edge. At the signalized Richards Street intersection, Beretania Street transitions from a six-lane roadway to a five-lane roadway. Richards Street is a one-way roadway that transitions from one-lane to two-lanes at its intersection with Hotel Street. The Hotel Street/Richards Street intersection is not signalized. Hotel Street is a two-lane, two-way roadway that is mostly reserved for municipal bus traffic.

According to the *Traffic Impact Analysis Report: No. 1 Capitol District Building* (Phillip Rowell and Associates, 2000), the roadways in the vicinity of the affected property appear to have adequate capacity to maintain existing traffic volumes at good levels-of-service (LOS). Poor operating conditions of the roadways observed during traffic counts were attributed to illegally parked vehicles that restricted the traffic flow.

4.14.6 SOLID WASTE DISPOSAL.

Solid waste collection for the project area is provided by the City and County of Honolulu. Existing uses at the property generate a demand for solid waste disposal service.

4.15 Socio-Economic Conditions.

At the time of this writing, the State of Hawai'i appears to be recovering from a prolonged downturn in the economy that began in the early 1990s. The poor economic performance of the Hawai'i economy has been attributed to weakness in tourism—the primary industry of the State of Hawai'i. Improvement in the tourism industry in Hawai'i is expected in the coming years in part because of improvements in the Asian economy.

The downturn in the Hawaii economy has affected the real estate market in Hawai'i. Land prices in the CBD that were once $800± per square foot plunged to the range of $150± per square foot. The appraisal report for the No. 1 Capitol District Building (Medusky and Company, Inc., 2000) indicates that the economic climate is such that buildings are still selling at prices substantially below 1990 levels.

As previously mentioned elsewhere in this document, residents and tourists can visit several scenic and historical features of Downtown Honolulu by embarking on a walking tour of the Capitol District. Notable features in the near vicinity of the project site include the State Capitol, the War Memorial, Washington Place, and Iolani Palace.

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5.0 ENVIRONMENTAL CONSEQUENCES

This chapter discusses the resources that may be affected by the only action that remains from Chapter 3.0: the acquisition of the property containing the No. 1 Capitol District Building. Discussions and evaluations of the environmental consequences for the other alternatives are hereby unnecessary because those alternatives were eliminated from further consideration.

Due to the nature of the proposed action (which involves no land disturbing activities), the discussion of environmental consequences is hereby summarized for brevity. In general, the proposed acquisition of the affected property would result in no new uses on the property except for the creation of an art gallery that would be open to the public. Traffic and parking concerns are not considered to be significant issues in part because of the available State-owned stalls in Alii Place that may be used by staff and personnel and the City-metered stalls in Alii Place that may be used by the public. The findings of the traffic impact assessment report (Phillip Rowell and Associates, 2000) also suggest that no significant impact on peak hour traffic conditions would result from project actions including the addition of the art gallery. The intent of the art gallery is to encourage pedestrian access by both residents and tourists who are participating in the walking tours in the Capitol District. Tour buses are expected to continue to use the tour bus stops along Beretania Street in front of the War Memorial and the State Capitol. It is nevertheless recommended that there be no construction related restrictions (such as during the renovation of the 2nd floor) of pedestrians or vehicular traffic during peak hours.

As a result of the proposed action, no impacts affecting the topography, geology and soils, hydrology and water quality, climate, air quality, noise quality, flora, fauna, hazardous and toxic materials considerations, surrounding land use, and public services and facilities (i.e., infrastructure) are expected to occur. With respect to historical and archaeological resources, the No. 1 Capitol District Building is itself a valuable resource that is listed on both the Federal and State registers. The following excerpt is from a letter dated September 22, 2000 from the SHPD:

> "... the purchase of the property should not affect the historic character. [The SHPD] believe that any alterations proposed should be within the Secretary of Interiors Standards for Rehabilitation."
>
> "There does not appear to be any proposed ground disturbance. Should any ground disturbance be anticipated, [the SHPD] request the information be forwarded to us for review."

Creation of the art gallery may require some reevaluation of ADA requirements; however, any improvements will be coordinated with both the SHPD and the DCAB to ensure that all appropriate guidelines are met and the historical/cultural integrity of the building is maintained.

As previously mentioned in Section 4.12, the risks from tsunamis are slight because the project site is situated away from the coastline. Earthquakes and floods, however, are natural occurrences that have the potential to affect the affected property and building. The threat from these hazards will always exist because humans have little control over the frequency and intensity of an unpredictable event.

Project actions are expected to result in the addition of a handsome historical building to the number of properties owned by the State of Hawai'i. This impact is considered a benefit. Public access to the building will remain; therefore no mitigation with respect to aesthetic considerations is proposed or deemed warranted.

With respect to economic conditions, the Hawai'i economy is slowly recovering from its downturn. Tourism is expected to improve. It is generally presumed that the purchase of the affected property is proposed at an opportune time in advance of recovering real estate prices. With respect to social conditions, the creation of an art gallery at the No. 1 Capitol District Building is expected to add an exciting new feature to the walking tour of the Capitol District. The art gallery will provide both residents and tourists with another opportunity for enrichment through culture and the arts. As a result of the above-mentioned benefits with respect to socio-economic conditions, no mitigation is proposed or considered warranted.

6.0 RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

6.1 State Land Use Plans and Policies.

Hawai'i State Plan.

The Hawaii State Plan, Chapter 226, HRS (1995) was developed as a guideline for the future growth of the State of Hawai'i. The State Plan identifies goals, objectives, policies, and priorities for the development and growth of the State. It provides a basis for prioritizing and allocating the limited resources such as public funds, services, human resources, land, energy, and water. The State Plan establishes a system for the formulation and program coordination of State and County plans, policies, programs, projects, and regulatory activities. The State Plan also facilitates the integration of all major State and county activities.

Sections of the State Plan that describe overall themes, goals, objectives, and policies that relate to project actions are presented in the following paragraphs.

PART I - GOALS, OBJECTIVES, AND POLICIES

SEC. 226-12 Objective and policies for the physical environment—scenic, natural beauty, and historic resources.

(b)(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.

SEC. 226-23 Objective and policies for socio-cultural advancement—leisure.

(b)(1) Foster and preserve Hawaii's multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.

(b)(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.

State of Hawai'i Land Use Law.

Chapter 205, HRS promulgates the State Land Use Law. This law is intended to preserve, protect, and encourage the development of lands in the State of Hawai'i for uses that are best suited to the public health and welfare of its people. The State of Hawai'i Land Use Commission (LUC) classifies all land into four districts: Urban, Conservation, Agriculture, and Rural. The State land use designation for the general area that encompasses the project site is Urban. The property containing the No. 1 Capitol District Building is consistent and compatible with this land use designation.

Coastal Zone Management (CZM) Program.

The CZM Program is promulgated by Chapter 205A, HRS. The objectives and policies of the program are administered by the Office of State Planning. Through the CZM Program, each county is required to establish Special Management Areas and shoreline setbacks within which permits are required for development.

6.2 County Land Use Plans and Policies.

General Plan.

The General Plan for the CCH (adopted 1977) was amended by the City Council in 1992. The long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of Oahu are included in the Plan. Objectives and policies that pertain to project actions are listed below.

VII. 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 7: *Provide for the continued viability of the Hawaii Capital District as a center of government activities and as an attractive park-like setting in the heart of the City.*

Objective E: *To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.*

Policy 3: *Encourage distinctive community identities for both new and existing districts and neighborhoods.*

XI. CULTURE AND RECREATION

Objective B: *To protect Oahu's cultural, historic, architectural, and archaeological resources.*

Policy 2: *Identify, and to the extent possible, preserve and restore buildings, sites, and areas of social, cultural, historic, architectural, and archaeological significance.*

Policy 4: *Promote the interpretive and educational use of cultural, historic, architectural, and archaeological sites, buildings, and artifacts.*

Objective C: *To foster the visual and performing arts.*

Policy 1: *Encourage and support programs and activities for the visual and performing arts.*

The project site is located in the Primary Urban Center that is designated for full development according to the objectives and policies of the City and County of Honolulu General Plan.

Development Plan.

The Development Plan (DP) program of the CCH consists of relatively detailed guidelines for implementing the objectives and policies of the General Plan. DP Land Use Maps depict land use patterns that are consistent with the objectives and policies of the General Plan. The DP land use designation for the project site is Public Facility. Current and planned uses for the affected property are consistent with this designation.

Land Use Ordinance (LUO).

The LUO of the CCH is also known as the zoning ordinance. Provisions of the LUO regulate the utilization of land in a manner intended to encourage orderly development in accordance with adopted land use policies including the Oahu

general plan and development plans. Objectives and policies that pertain to the area where project actions will occur are listed below.

SEC. 21-9.30-3. PROMINENT VIEWS AND HISTORIC PLACES

(a): The following streets and locations identify important pedestrian and vehicular corridors by which one experiences the Hawaii capital special district, as well as views of the mountains and the waterfront.

(3): Hotel Street between Richards Street and Alakea Street.

(b): The following is a list of sites, structures and objects which are on the state and/or national registers of historic sites and, therefore, are worthy of preservation.

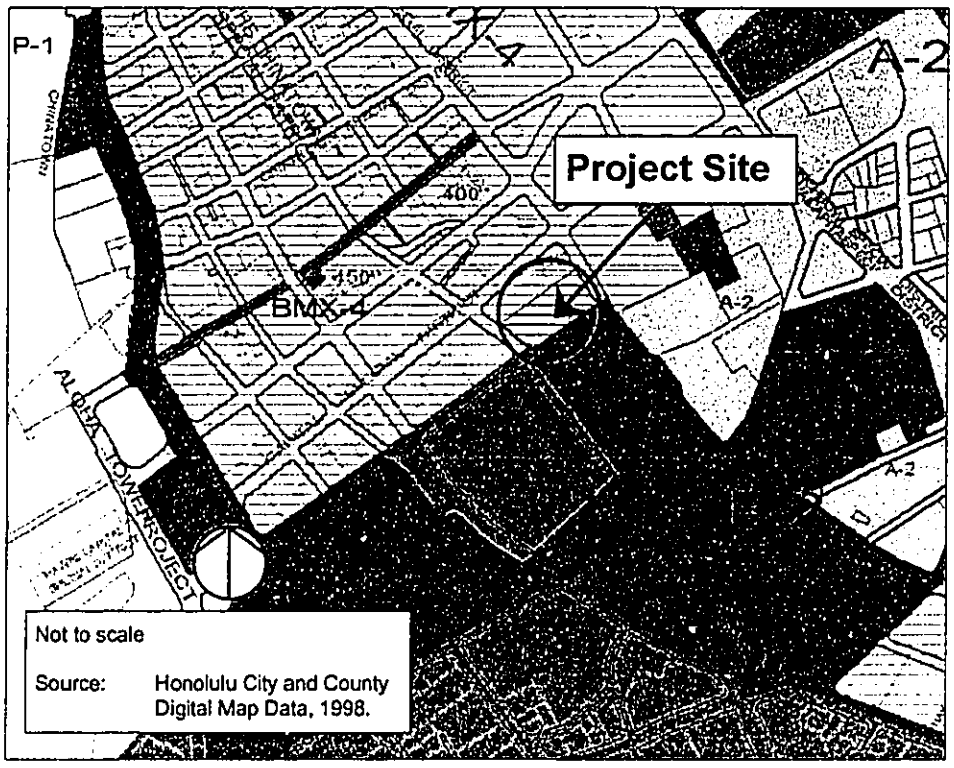
(24): Armed Services YMCA and grounds (No. 1 Capitol District).

Zoning.

Zoning is a method by which the CCH regulates land use in accordance with the adopted land use policies mentioned above. Zoning designations are shown on CCH zoning maps.

The project site is zoned BMX-4, Central Business Mixed-Use District. The intent of this designation is to set apart the portion of Honolulu that forms the center for financial, office, and governmental activities and housing. This designation provides the highest land use intensity for commerce, business, and housing. Office buildings, financial institutions, commercial parking lots/garages, retail establishments, multi-family residential, and a multitude of other uses are permitted by the BMX-4 designation.

Figure 10: Land Use Designations in the Project Vicinity.

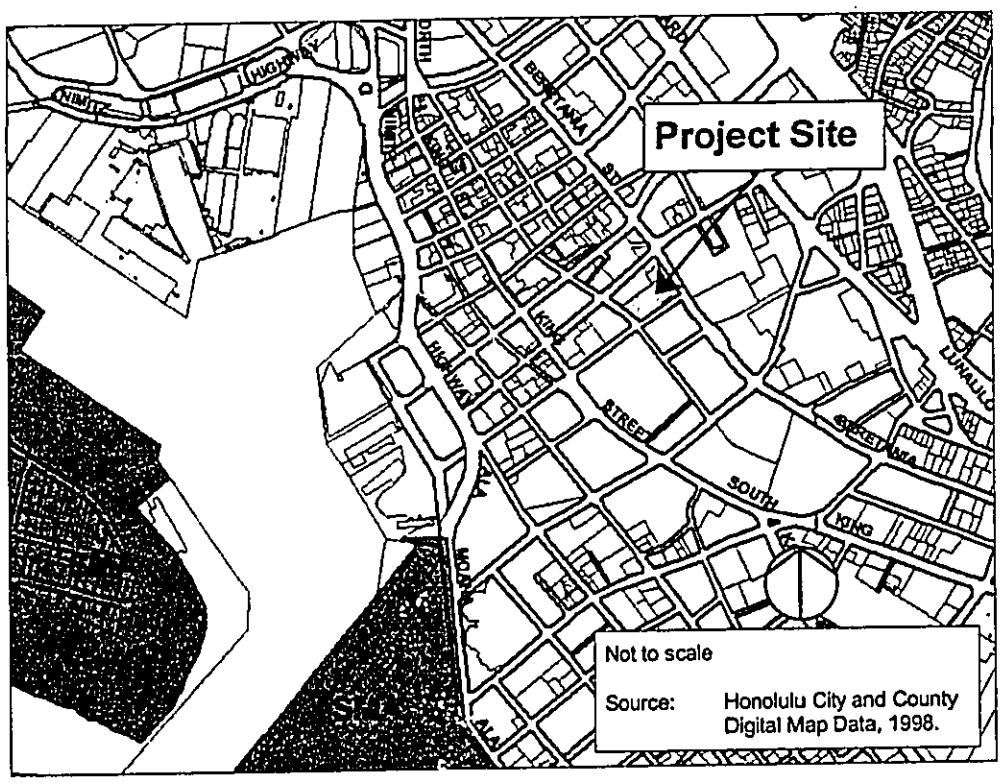


Special Management Area (SMA).

The CZM Program, as previously mentioned, promulgates the creation of SMAs. SMAs are specially designated areas governed by specific county guidelines. Any development within an SMA requires a SMA permit from the appropriate county. An accepted EIS fulfills a portion of the information necessary to apply for an SMA permit. The CCH also requires an environmental review following State HRS 343 procedures prior to granting the SMA permit.

The project site is located outside of the Special Management Area (SMA) that extends primarily along all shoreline areas (see Figure 11); no SMA Use Permit is therefore required for project actions.

Figure 11: SMA in the Project Vicinity.



7.0 FINDINGS AND DETERMINATIONS

The results of this assessment are that no negative impacts would result from the acquisition of the property containing the No. 1 Capitol District Building. Therefore, the proposed action should not result in significant impacts on the environment. It is suggested that an Environmental Impact Statement (EIS) is not required for the proposed project. A Finding of No Significant Impact (FONSI) is anticipated, and a Negative Declaration is determined to be in order.

A review of the "Significance Criteria" used as a basis for the above determination is presented below. An action is determined to have a significant impact on the environment if it meets any one of the thirteen (13) criteria.

(1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resources.

The proposed action to acquire the property containing the No. 1 Capitol District Building involves no loss or destruction of cultural resources. No natural resources are known to exist on the property because the site is developed and located within a highly urbanized area where such resources generally do not exist.

(2) Curtails the range of beneficial uses of the environment.

No beneficial uses would be curtailed, especially since the proposed action would result in no change to the present use of the site with the exception of the addition of an art gallery. Completion of the proposed project will establish a beneficial use on the project site because the art gallery will provide opportunities for educational and cultural enrichment.

(3) Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 343, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders;

The proposed project is consistent with the environmental policies established in Chapter 344, HRS.

(4) Substantially affects the economic or social welfare of the community or state;

Completion of the proposed project will provide an art gallery that is intended to be part of the walking tour of the Capitol District. Both residents and tourists may benefit from educational and cultural enrichment provided at the art gallery.

(5) Substantially affects public health;

No land disturbing activities that are generally associated with impacts to public health (e.g., pollutant emission, noisy construction activities) would result from the acquisition of the property containing the No. 1 Capitol District Building.

(6) Involves substantial secondary impacts, such as population changes or effects on public facilities;

No population changes are anticipated as a result of the purchase of the property containing the No. 1 Capitol District Building. The State of Hawaii would gain control and property as a result of the purchase, thereby increasing by one unit the number of public facilities it owns in the Capitol District.

(7) Involves a substantial degradation of environmental quality;

Environmental degradation is not anticipated, especially since the acquisition of the property containing the No. 1 Capitol District Building involves no land disturbing activities.

(8) Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment for larger actions;

The proposed project is the acquisition of property in the Primary Urban District in an area zoned for Public Facilities. The current and future use of the building is consistent with State and local planning objectives and policies that presumably consider the effects on the environment. This project is not tied to a larger action.

(9) Substantially affects a rare, threatened or endangered species or its habitat;

No threatened or endangered or candidate threatened or endangered species or habitats exist within the project site.

(10) Detrimentally affects air or water quality or ambient noise levels;

No land disturbing activities are associated with the acquisition of the property containing the No. 1 Capitol District Building; therefore no detrimental impacts to air or water quality or ambient noise levels are anticipated.

(11) Affects or is likely to suffer damage by being located in an environmentally sensitive area, such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, freshwater, or coastal waters;

No criteria pertaining to environmentally sensitive areas apply to the project.

(12) Substantially affects scenic vistas and view planes identified in county or state plans or studies;

The acquisition of the property containing the No. 1 Capitol District Building involves no development or erection of structures affecting scenic vistas or view planes.

(13) Requires substantial energy consumption.

No substantial change in energy consumption is projected, especially since the current uses in the No. 1 Capitol District Building are offices and these functions would remain. Energy conservation mandates/codes will be considered in the design of this project.

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Tom, Claire-Anne	Planner Document Writer/Processor Production Manager	Wil Chee - Planning, Inc.

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- Department of Budget and Finance
- Department of Business, Economic Development and Tourism
- Department of Health
- Department of Transportation
- Energy, Resources and Technology Division
- Health and Human Services Division
- Department of Historic Preservation Division
- Office of Environmental Quality Control
- Office of Hawaiian Affairs
- Office of Planning
- Office of the Lieutenant Governor
- State Foundation on Culture and the Arts
- State Historic Preservation Office

City and County of Honolulu
- Department of Environmental Services
- Fire Department
- Police Department

Organizations
Downtown Neighborhood Board
Historic Hawaii Foundation

Appendix A

Traffic Impact Assessment

TRAFFIC IMPACT ASSESSMENT REPORT

NO.1 CAPITAL DISTRICT BUILDING

IN HONOLULU, OAHU, HAWAII

Prepared For

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August 30, 2000

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1. INTRODUCTION

Phillip Rowell and Associates has been retained by Wil Chee Planning, Inc. to perform a traffic impact assessment for the proposed renovation of the second floor of No. 1 Capital District Building.

The following report has been prepared to describe the traffic and parking characteristics of the proposed project and likely impacts to the adjacent roadway network. This introductory chapter discusses the location of the project, the proposed development, and the study methodology.

Project Location and Description

The project is located along the west side of Richards Street between South Beretania Street and South Hotel Street in the Capital District of Honolulu. See Figure 1. The building on this site is a five-story building of approximately 120,000 square feet of gross area.

Currently four floors of the building are used by various State departments. The second floor is used by the building management.

The project consists of renovation of the second floor of the building. The second floor is currently used as building management offices. Upon completion of the renovation, this area will be used as an art gallery. The remaining four floors of the building will continue to be used as offices for various State of Hawaii departments.

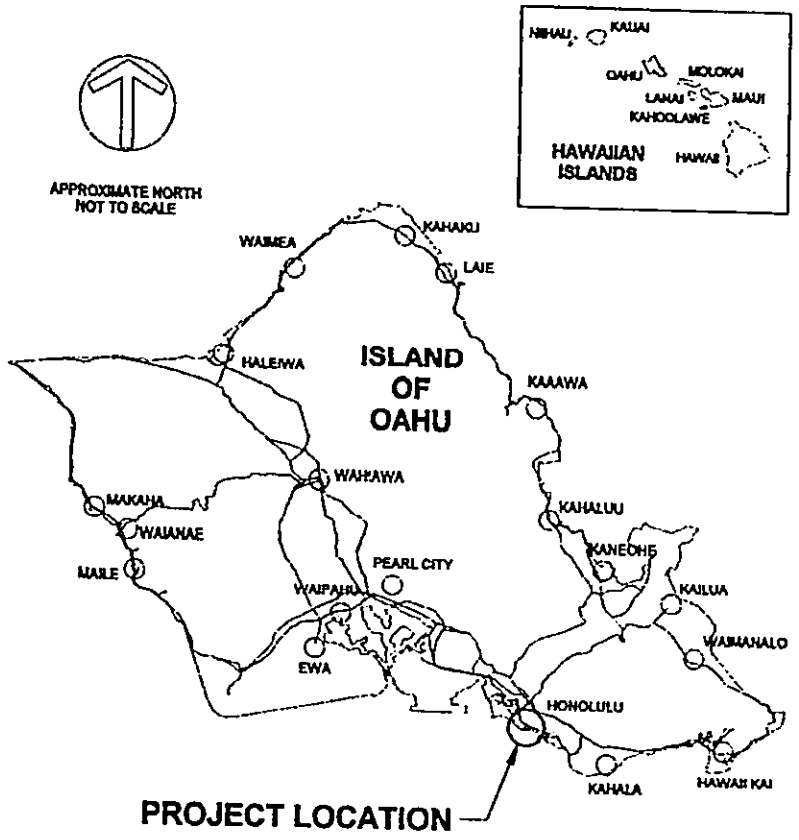


Figure 1

PROJECT LOCATION

Study Methodology and Order of Presentation

In order to conduct this traffic study, a number of tasks were performed. These tasks are discussed in the following paragraphs.

1. *Analysis of Existing Traffic Conditions*

Existing traffic volumes at the study intersections were determined from traffic counts performed during September, 1998. Intersection configurations and traffic control information were also collected in the field at the time of the traffic counts. Other data collected included bus stop locations, bus routes, speed limits and traffic signal phasing.

Using the data collected, existing traffic operating conditions in the vicinity of the project were determined. The methodology for signalized and unsignalized intersections described in the 1997 *Highway Capacity Manual* (HCM) [1] was used to determine the level-of-service (LOS) at the study intersections.

Existing traffic conditions, the LOS concept and the results of the LOS analysis for existing conditions is presented in Chapter 2.

2. *Analysis of Project-Related Traffic Impacts*

The next step in the traffic analysis was to estimate the peak-hour traffic that would be generated by the proposed development. Typically, this task is performed using standard trip generation rates provided by the Institute of Transportation Engineers. However, since there are no standard rates for the proposed use, peak hour trips were estimated using assumptions relative to the useable floor area, vehicle occupancy, pedestrian densities and directional distribution of traffic.

These trips were distributed based on the available approach and departure routes. The project-related traffic was then superimposed on background traffic volumes at the subject intersections. The HCM methodology was used again to conduct a LOS analysis for cumulative plus project conditions. The results of this analysis were compared to existing conditions without the project to determine the impacts of this project.

The background plus project traffic projections are presented in Chapter 3. The analysis of the project-related impacts and the conclusions of the analyses are presented in Chapter 4.

[1] *Highway Capacity Manual*, Institute of Transportation Engineers, Washington, D.C., 1994

2. ANALYSIS OF EXISTING CONDITIONS

This chapter presents the existing traffic conditions on the roadways adjacent to the proposed project. The level-of-service concept (LOS) and the results of the LOS analysis for existing conditions is also presented. The purpose of this analysis is to establish the base conditions for the determination of the impacts of the project which are described in a subsequent chapter.

Description of Existing Streets and Intersection Controls

The intersections analyzed and the existing lane configurations are shown on Figure 2. Photographs of the roadways adjacent to the shopping center are presented as Appendix A.

Existing Peak Hour Traffic Volumes

The existing morning and afternoon peak hour traffic volumes are shown in Figure 3.

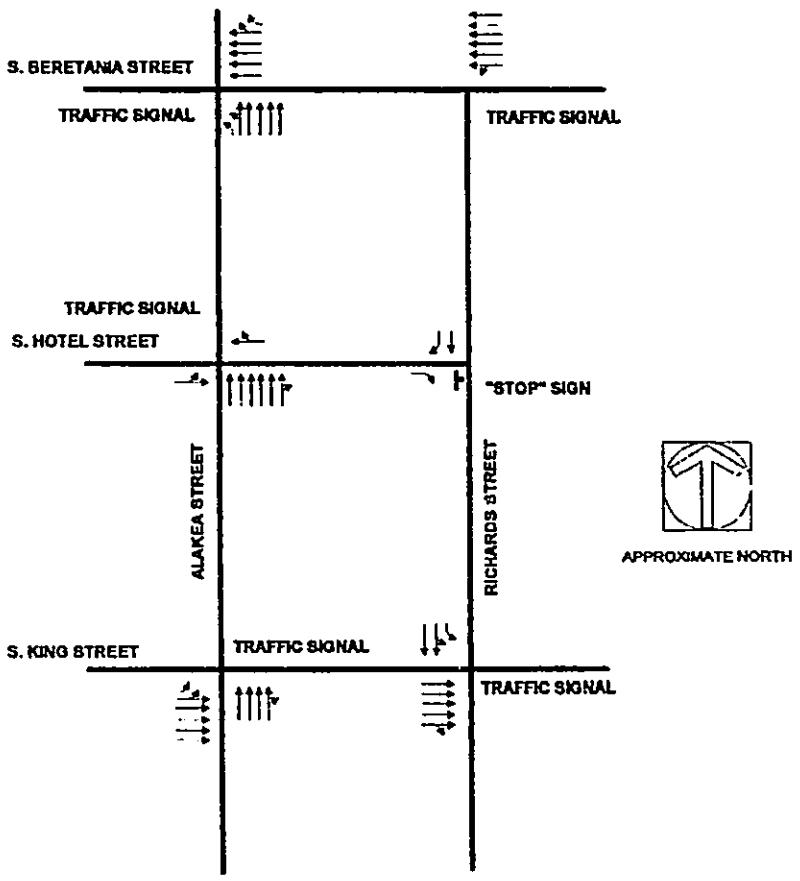


Figure 2

EXISTING LANE CONFIGURATIONS AND RIGHT-OF-WAY CONTROLS

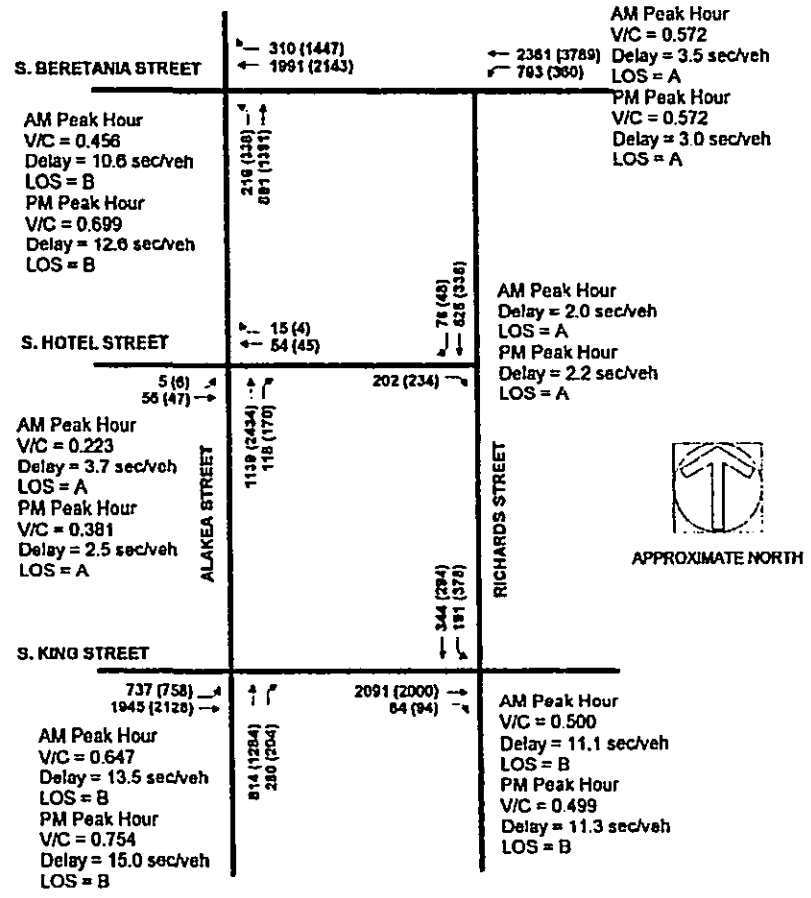


Figure 3

EXISTING AM AND PM PEAK HOUR TRAFFIC VOLUMES

Level-of-Service Concept

Signalized Intersections

The planning method described in the *1997 Highway Capacity Manual* (HCM) was used to analyze the operating efficiency of the signalized intersections adjacent to the study site. This method involves the calculation of a volume-to-capacity (V/C) ratio which is related to a level-of-service. A maximum intersection capacity based on the number of phases was used for the V/C calculations.

"Level-of-Service" is a term which denotes any of an infinite number of combinations of traffic operating conditions that may occur on a given lane or roadway when it is subjected to various traffic volumes. Level-of-service (LOS) is a qualitative measure of the effect of a number of factors which include space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized in Table 1. In general, LOS A represents free-flow conditions with no congestion. LOS F, on the other hand, represents severe congestion with stop-and-go conditions. Level-of-service D is typically considered acceptable for peak hour conditions in urban areas.

Corresponding to each level-of-service shown in the table is a volume/capacity ratio. This is the ratio of either existing or projected traffic volumes to the capacity of the intersection. Capacity is defined as the maximum number of vehicles that can be accommodated by the roadway during a specified period of time. The capacity of a particular roadway is dependent upon its physical characteristics such as the number of lanes, the operational characteristics of the roadway (one-way, two-way, turn prohibitions, bus stops, etc.), the type of traffic using the roadway (trucks, buses, etc.) and turning movements.

Table 1 Level-of-Service Definitions for Signalized Intersections[1]

Level of Service	Interpretation	Volume-to-Capacity Ratio[2]	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<15.0
C	Light congestion; occasional backups on critical approaches	0.701-0.800	15.1-25.0
D	Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed	0.801-0.900	25.1-40.0
E	Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.	0.901-1.000	40.1-60.0
F	Total breakdown with stop-and-go operation	>1.001	>60.0

Notes:
(1) Source: *Highway Capacity Manual* 1994.
(2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

Unsignalized Intersections

Like signalized intersections, the operating conditions of intersections controlled by stop signs can be classified by a level-of-service from A to F. However, the method for determining level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for level-of-service at an unsignalized intersection is therefore based on delay of each turning movement. Table 2 summarizes the definitions for level-of-service and the corresponding delay. A subsequent calculation to determine an overall LOS was made, and these results are presented in tables to summarize traffic conditions using parameters similar to those used for signalized intersections.

Table 2 Level-of-Service Definitions for Unsignalized Intersections[1]

Level-of-Service	Expected Delay to Minor Street Traffic	Delay (Seconds)
A	Little or no delay	<5
B	Short traffic delays	5.1 to 10.0
C	Average traffic delays	10.1 to 20.0
D	Long traffic delays	20.1 to 30.0
E	Very long traffic delays	30.1 to 45.0
F	See note (2) below	>45.1

Notes:
(1) Source: *Highway Capacity Manual* 1994.
(2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.

Level-of-Service Analysis of Existing Conditions

The results of the Level-of-Service analysis for existing conditions are shown in Table 3. The calculations are presented in Attachment C.

Table 3 Existing Levels-of-Service

Intersection and Movement	AM Peak Hour			PM Peak Hour		
	V/C[1]	Delay[2]	LOS[3]	V/C	Delay	LOS
1. Richards Street at King Street	0.500	11.1	B	0.499	11.3	B
Eastbound Through & Right	0.574	10.1	B	0.553	9.9	B
Southbound Left	0.211	14.4	B	0.419	16.0	C
Southbound Left & Through	0.390	15.6	C	0.417	15.9	C
2. Richards Street at Hotel Street	Note 4	2.0	A	Note 4	2.2	A
Eastbound Right	Note 4	7.9	B	Note 4	5.9	B
3. Richards Street at Beretania Street	0.572	3.5	A	0.572	4.3	A
Westbound Left	0.721	5.6	B	0.326	2.5	A
Westbound Through	0.449	2.9	A	0.721	4.4	A
4. Alakea Street at King Street	0.647	13.5	B	0.754	15.0	B
Eastbound Left	0.662	12.4	B	0.709	13.4	B
Eastbound Left & Through	0.729	12.3	B	0.764	13.2	B
Northbound Through & Right	0.533	18.3	C	0.712	18.3	C
5. Alakea Street at Hotel Street	0.223	3.7	A	0.381	2.5	A
Eastbound Left & Through	0.372	28.8	D	0.323	26.4	D
Westbound Through & Right	0.475	30.2	D	0.326	28.5	D
Northbound Through & Right	0.186	1.9	A	0.369	1.6	A
6. Alakea Street at Beretania Street	0.458	10.6	B	0.699	12.6	B
Westbound Thru & Right	0.405	5.4	B	0.582	6.3	B
Westbound Right	0.352	6.1	B	0.600	7.4	B
Northbound Left	0.464	21.8	C	0.723	26.9	D
Northbound Left & Through	0.509	21.4	C	0.797	24.8	C

NOTES:
(1) V/C denotes ratio of volume to capacity. See Appendices C for calculations.
(2) Delay is in seconds per vehicle.
(3) LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*
(4) The *Highway Capacity Manual* does not calculate volume-to-capacity ratio for unsignalized intersections.

The level-of-service calculations indicate that all the intersections operate at good levels-of-service. The conclusions of this analysis are:

1. There appears adequate capacity to accommodate existing traffic volumes at good levels-of-service.

2. The poor operating conditions observed in the field are the result of backups from downstream intersections and illegally parked vehicles restricting traffic flow and use of some turn lanes. The backups from downstream intersections can only be addressed by modification of traffic signals which is an ongoing task of the City and County Department of Transportation Services.

3. Enhanced parking enforcement of parking restrictions should mitigate the congestion in the area.

Bus Service

Bus service is provided to the site by routes along King Street, Beretania Street, Hotel Street, Richards Street and Alakea Queen Street.

3. PROJECT-RELATED TRAFFIC CONDITIONS

This chapter discusses the methodology used to identify the traffic-related impacts of the proposed project. Generally, the process involves the determination of weekday peak-hour trips that would be generated by the proposed project, distribution and assignment of these trips on the approach and departure routes, and finally, determination of the levels-of-service at affected intersections and driveways subsequent to implementation of the project. The proposed project under study consists of renovation of an existing facility.

Trip Generation Calculations

Trip generation calculations were performed using the following assumptions:

1. Based of the hours of operation of similar facilities, the art gallery will not be open during the morning peak hour. Therefore, trip generation calculations were calculated for the afternoon peak hour only.

2. The gross floor area of the second floor is 24,000 square feet. Calculations are based on this floor area since there will be no change in the uses on the remaining four floors.

3. 25% of the floor area is common area.

4. 50% of the net floor area is useable for circulation of pedestrians. The remaining area will be used by exhibits, furniture, or will be cordoned off.

5. The maximum density of pedestrians in the remaining floor area is one person per 40 square feet. This is comparable to Level-of-Service B for pedestrian flow as defined in the 1997 *Highway Capacity Manual*.

6. The average vehicle occupancy during the peak hour is 2.5 persons per vehicle.

7. The directional split of art gallery traffic is 60/40, with the peak direction outbound during the afternoon peak hour.

Based on the above assumptions, the estimated number of trips generated during the afternoon peak hour is 18 inbound and 27 outbound, for a total of 45 trips.

Trip Distribution

Since there is no on-site parking, project related traffic was not assigned to the building but to the anticipated parking facilities. Therefore, trips were assigned as follows:

1. 70% of the project related traffic was assigned to the parking garage at One Ali'i Place. There are 250 public metered parking spaces at this location.

2. The remaining 30% of the project related traffic was assigned to the public parking lot along the north side of Beretania Street between Alakea Street and Bishop Street.

3. The project-related trips were distributed along the anticipated approach routes to the project site.

The approach and departure distributions are:

45% from the east

40% from the west

15% from the south

Trip Assignment and Projection Calculations

Using the trip generation and trip distribution previously discussed, project-related traffic was assigned to the various traffic movements at the intersections studied. Future traffic volumes with the project were then determined by superimposing the project-generated traffic on the background traffic volumes, which are 2000 existing for this study. The resulting afternoon peak hour traffic volumes for 2000 conditions plus project are shown on Figure 4.

The traffic projection worksheets are presented as Appendix C.

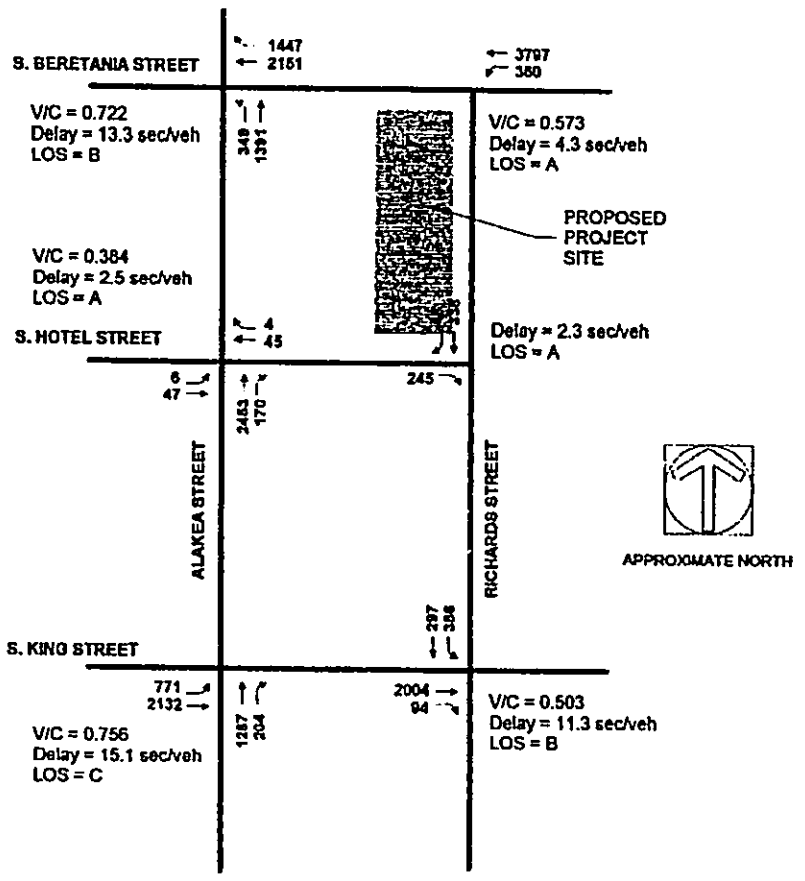


Figure 4

CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

4. CONCLUSIONS AND RECOMMENDATIONS

The purpose of this chapter is to summarize the results of the level-of-service analysis, which identifies the project-related impacts. In addition, any mitigation measures necessary and feasible are identified and other access, egress and circulation issues are discussed.

Definition of Significant Impacts

Criteria for determining if a project has a significant traffic impact for which mitigation measures must be investigated have been established based on traffic impact study guidelines used in other traffic studies. Generally, the criteria are as follows: if the level-of-service (LOS) without the project is E or F and the volume/capacity (V/C) ratio changes less than 0.020, the project's traffic impacts are considered insignificant. However, if the V/C ratio change is greater than 0.020, then mitigation measures which will reduce the V/C ratio change to less than 0.020 must be identified. If the LOS with the project is D or better, then no mitigation measures need to be identified.

Project Related Traffic Impacts and Mitigation Measures

The result of the Level-of-Service calculations are shown in Table 4.

Table 4 Level-of-Service Analysis for Background Plus Project PM Peak Hour Conditions[1]

	Background Without Project			Background With Project			Changes	
Intersection and Movement	V/C[2]	Delay[3]	LOS[4]	V/C	Delay	LOS	V/C	Delay
1. Richards Street at King Street	0.489	11.3	B	0.503	11.3	B	0.004	0.0
Eastbound Through & Right	0.553	9.9	B	0.554	0.9	B	0.001	0.0
Southbound Left	0.419	16.0	C	0.427	16.1	C	0.008	0.1
Southbound Left & Through	0.417	15.9	C	0.423	15.9	C	0.006	0.0
2. Richards Street at Hotel Street	Note 5	2.2	A	Note 5	2.3	A	0.000	0.1
Eastbound Right	Note 5	5.9	B	Note 5	6.0	B	0.000	0.1
3. Richards Street at Beretania Street	0.572	4.3	A	0.573	4.3	A	0.001	0.0
Westbound Left	0.328	2.5	A	0.328	2.5	A	0.000	0.0
Westbound Through	0.721	4.4	A	0.722	4.5	A	0.001	0.1
4. Alakea Street at King Street	0.754	15.0	B	0.756	15.1	C	0.002	0.1
Eastbound Left	0.709	13.4	B	0.722	13.8	B	0.013	0.4
Eastbound Left & Through	0.784	13.2	B	0.787	13.3	B	0.003	0.1
Northbound Through & Right	0.712	18.3	C	0.714	18.4	C	0.002	0.1
5. Alakea Street at Hotel Street	0.381	2.5	A	0.384	2.5	A	0.003	0.0
Eastbound Left & Through	0.323	28.4	D	0.323	28.4	D	0.000	0.0
Westbound Through & Right	0.326	28.5	D	0.326	28.5	D	0.000	0.0
Northbound Through & Right	0.389	1.6	A	0.392	1.6	A	0.003	0.0
6. Alakea Street at Beretania Street	0.659	12.6	B	0.722	13.3	B	0.023	0.7
Westbound Through & Right	0.582	8.3	B	0.690	7.3	B	0.108	1.0
Westbound Right	0.660	7.4	B	0.677	8.3	B	0.017	0.9
Northbound Left	0.723	26.9	D	0.728	27.1	D	0.005	0.2
Northbound Left & Through	0.797	24.8	C	0.802	25.0	C	0.005	0.2

NOTES:
1. Peak hour conditions analyzed are "worst-case" conditions, which is the sum of the peak hour of the adjacent street plus the peak hour of the generator.
2. V/C denotes ratio of volume to capacity.
3. Delay is in seconds per vehicle.
4. LOS denotes Level-of-Service calculated using the Operations method described in Highway Capacity Manual. LOS is based on delay. See Tables 1 and 2 for definitions.
5. Volume to capacity ratios are not calculated for unsignalized intersections.

Pedestrian Circulation

The proposed project (the art gallery) will be part of the walking tour of the Capital District. Therefore, an increase in the level of pedestrian activity adjacent to the project site is expected. No estimate of the number of visitors is available. Therefore, it is not possible to quantify the number of pedestrians.

The area adjacent to the project is an area of heavy pedestrian activity. Intersections have crosswalks and pedestrian crossing signals. No changes in pedestrian facilities are recommended because no changes in the pedestrian circulation patterns are anticipated.

Construction

No major construction is anticipated. However, any restriction of pedestrian or vehicular flow should be

restricted to non-peak periods. For purposes of this project, non-peak period is approximately 9:00 AM to 3:00 PM.

Conclusions and Recommendations

The results of the level-of-service analysis of cumulative plus project conditions are as follows:

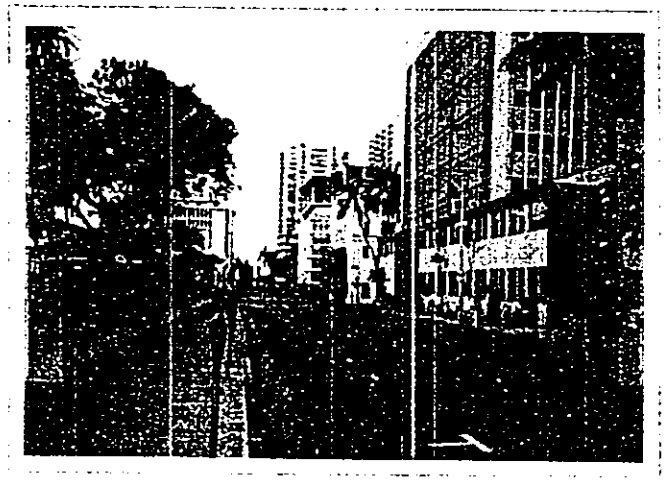
1. The traffic related impacts of proposed project will not have a significant impact on peak hour traffic conditions in the vicinity of the project. The project is not expected to be open during the morning peak hour and there are no changes in the levels-of-service of afternoon peak hour traffic. All intersections movements are expected to operate to Level-of-Service D or better without and with the proposed project.

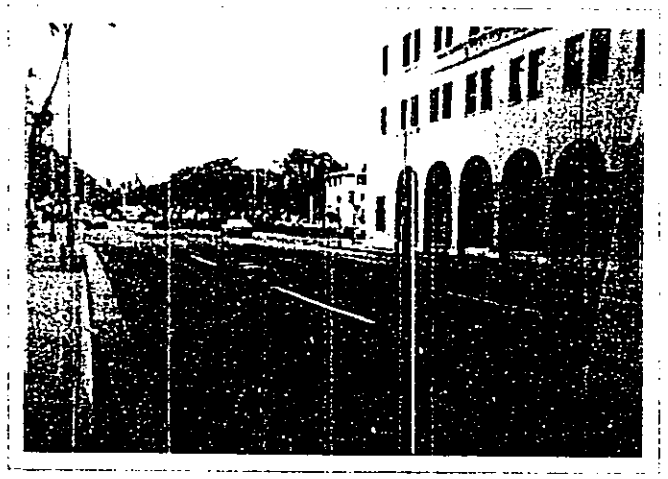
2. No construction related restrictions of pedestrian or vehicular traffic should be allowed during peak hours. Therefore, on-street construction activities should be restricted to the period between 9:00 AM and 3:00 PM.

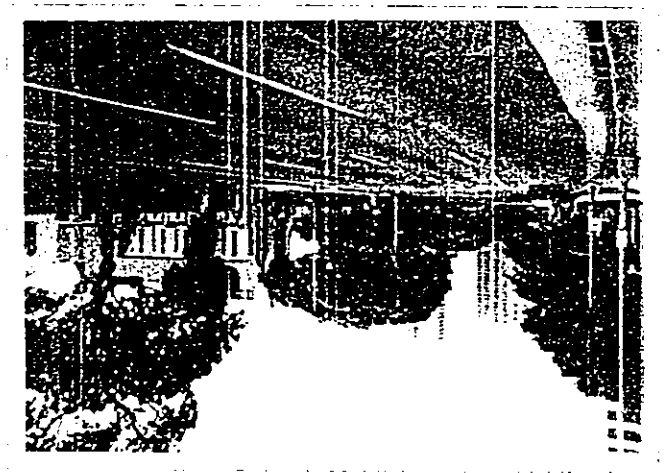
3. Pedestrian activity is expected to increase as a result of inclusion of the project in the walking tour of the Capital District though no changes in pedestrian circulation patterns are expected. No new pedestrian facilities such as crosswalks and pedestrian signals are recommended.

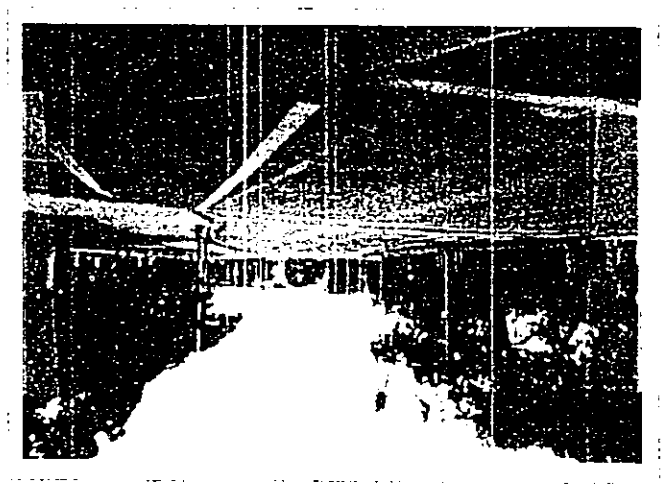
APPENDIX A

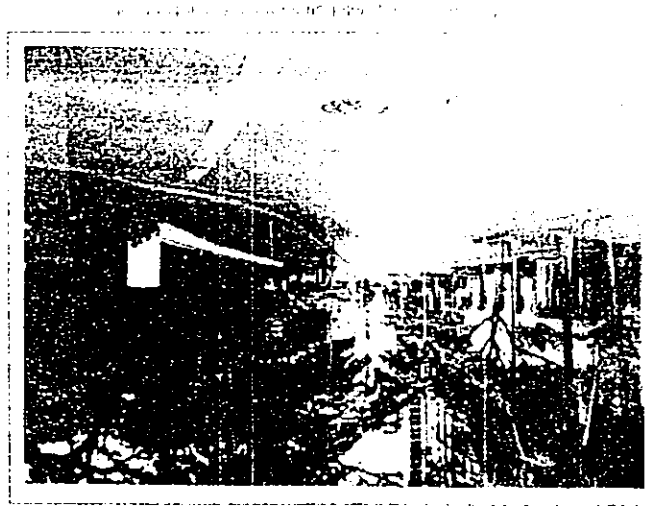
PHOTOGRAPHS OF MAJOR INTERSECTIONS AND DRIVEWAYS

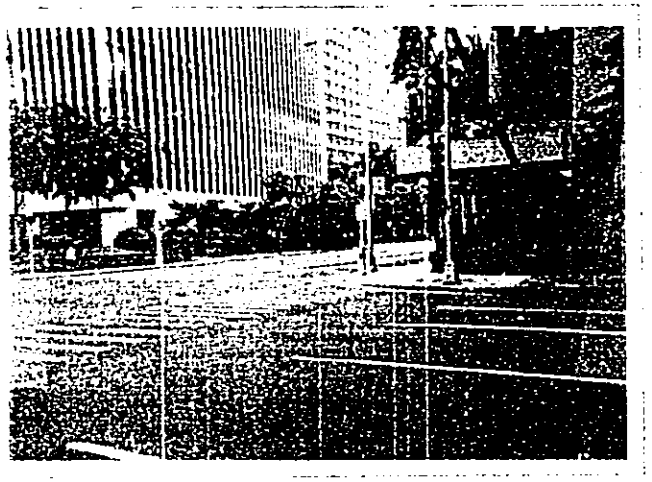


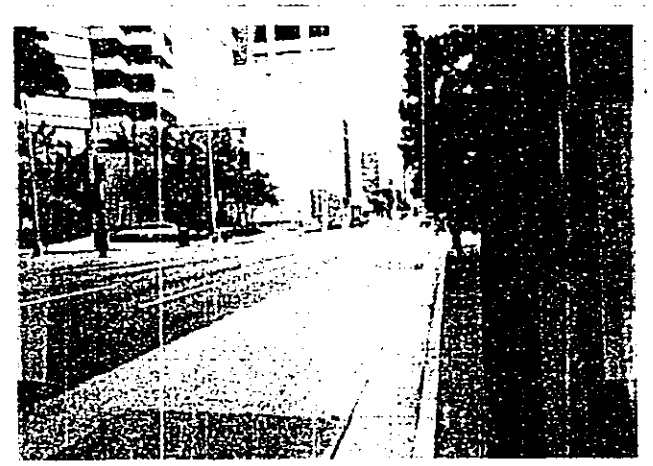


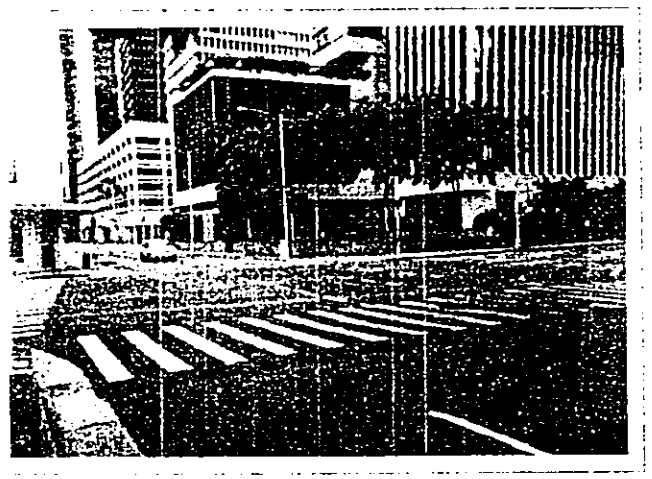


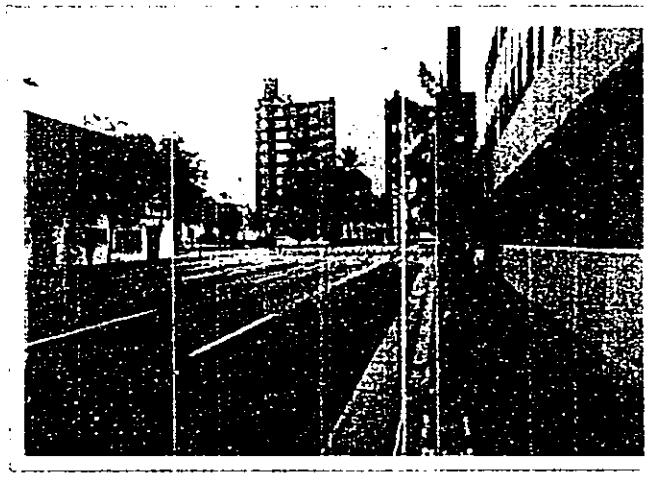


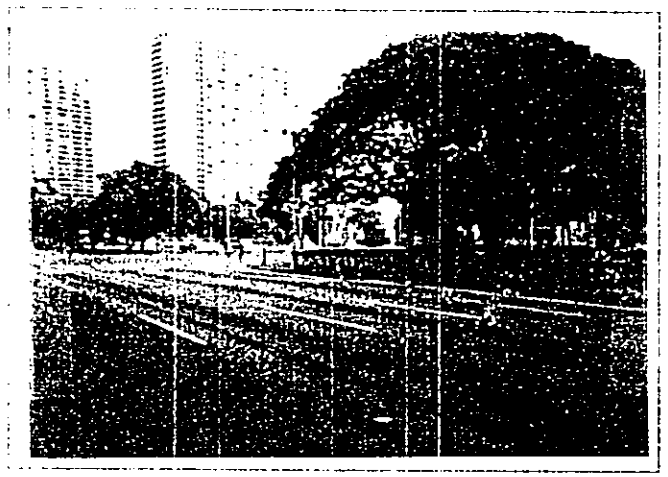












APPENDIX B

LEVEL-OF-SERVICE CALCULATIONS

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) King Street (N-S) Richards Street
Analyst: PJR File Name: 1AMIX.HC9
Area Type: CBD 12-4-98
Comment: Existing AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	5 <	0	0	C	0	0	0	0	1 >	2	0
Volumes		2091	84							191	344	
Lane W (ft)		12.0								12.0	12.0	
RTOR Vols			0									0
Lost Time		3.00	3.00							3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right	*				Right				
Peds					Peds				
WB Left					SB Left	*			
Thru					Thru	*			
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	50.0P				Green	34.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

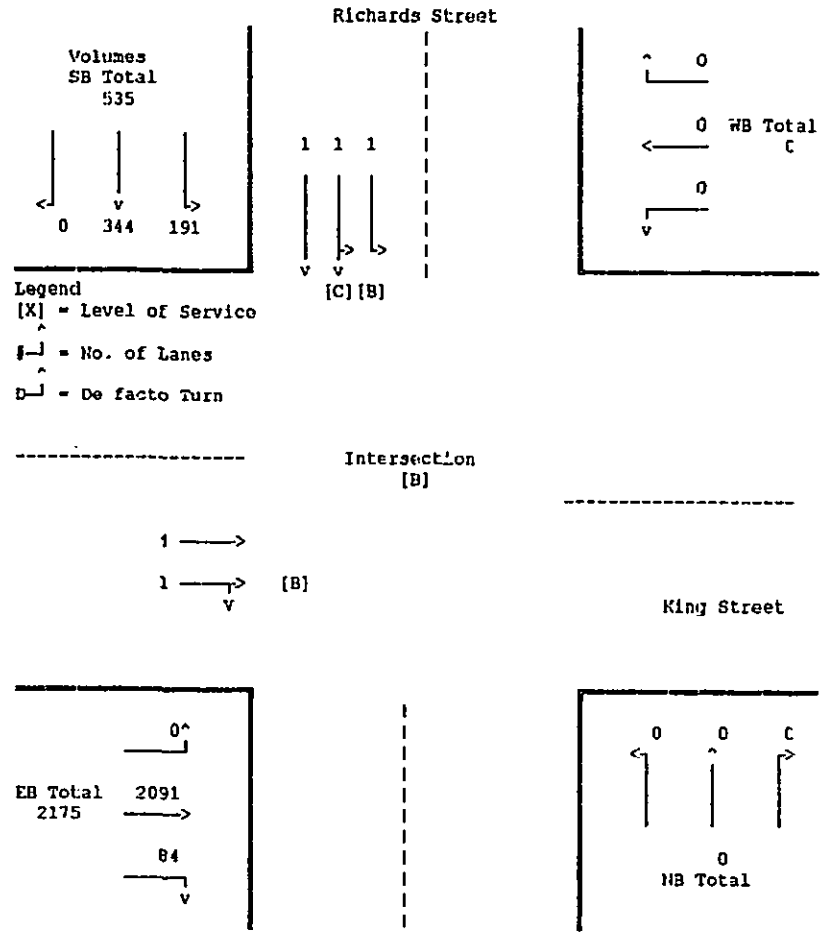
Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Apprcach: Delay	LOS
EB	TR	4630	8334	0.574	0.556	10.1	B	10.1	B
SB	L	602	1593	0.211	0.378	14.4	B	15.4	C
	LT	1255	3323	0.390	0.378	15.6	C		

Intersection Delay = 11.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.500

INTERSECTION DIAGRAM

Intersection: King Street and Richards Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 08-20-2000
Phillip Rowell And Associates

Streets: (E-W) King Street (N-S) Richards Street
Analyst: PJR File Name: 1PMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	5 <	0	0	C	0	0	0	0	1 >	2	0
Volumes		2000	94							378	294	
Lane W (ft)		12.0								12.0	12.0	
RTOR Vols			0									0
Lost Time		3.00	3.00							3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right	*				Right				
Peds					Peds				
WB Left					SB Left	*			
Thru					Thru	*			
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	50.0P				Green	34.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

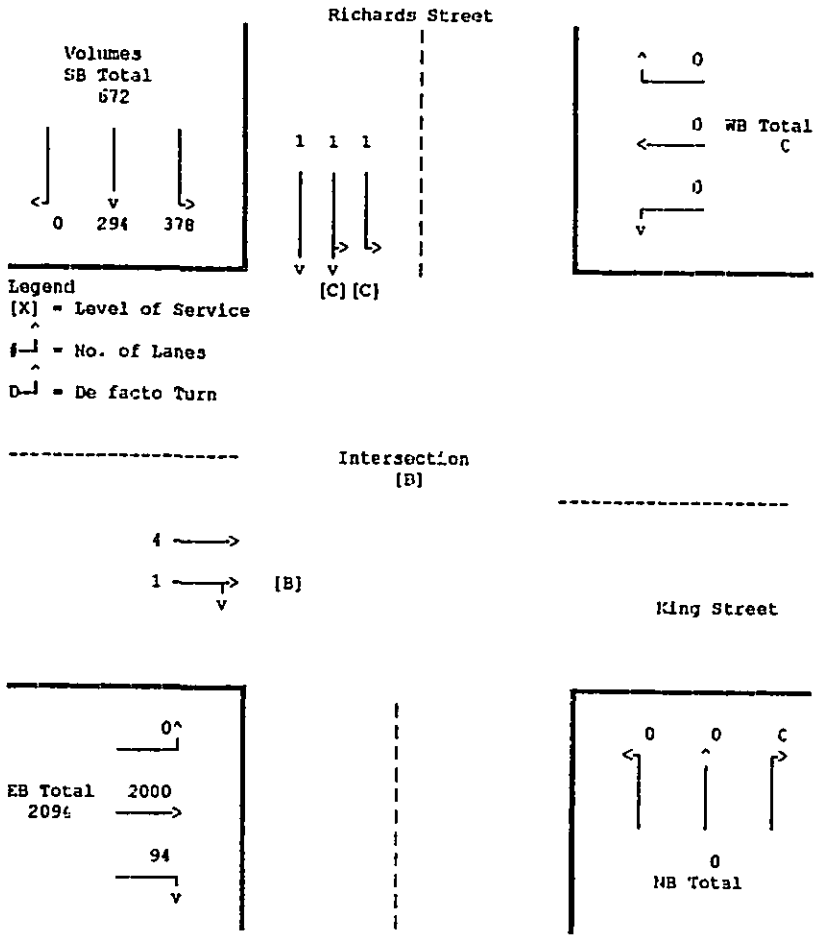
Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	4626	8326	0.553	0.556	9.9	B	9.9	B
SB	L	602	1593	0.419	0.378	16.0	C	15.9	C
	LT	1246	3297	0.417	0.378	15.9	C		

Intersection Delay = 11.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.499

INTERSECTION DIAGRAM

Intersection: King Street and Richards Street
Time period:



Phillip Rowell And Associates
47-273 'D' Hui Iwa Street
Kaneohe, HI 96744-
Ph: (808) 239-8206

Streets: (N-S) Richards Street (E-W) Hotel Street
Major Street Direction.... NS
Length of Time Analyzed... 15 (min)
Analyst..... PJR
Date of Analysis..... 0/0/0
Other Information.....AM Existing
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	1	0	0	1	0	0	0
Stop/Yield			N			N						
Volumes					525	76			202			
PHF					.9	.9			.9			
Grade					0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's									1.10			

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		583
Potential Capacity: (pcph)		701
Movement Capacity: (pcph)		701
Prob. of Queue-Free State:		0.65

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB R	246	701		7.9	1.7	B	7.9

Intersection Delay = 2.0 sec/veh

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

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47-273 'D' Hui Iwa Street
Kaneohe, HI 96744-
Ph: (808) 239-8206

Streets: (N-S) Richards Street (E-W) Hotel Street
Major Street Direction.... NS
Length of Time Analyzed... 15 (min)
Analyst..... PJR
Date of Analysis..... 0/0/0
Other Information.....PM Existing
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	1	0	0	1	0	0	0
Stop/Yield			N			N						
Volumes					338	48			234			
PHF					.9	.9			.9			
Grade					0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's									1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		376
Potential Capacity: (pcph)		893
Movement Capacity: (pcph)		893
Prob. of Queue-Free State:		0.68

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB R	286	893		5.9	1.5	B	5.9

Intersection Delay = 2.2 sec/veh

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) Beretania Street (N-S) Richards Street
Analyst: PJR File Name: 5AMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	2	0	0	0	0	0	0	0
Volumes				793	2361							
Lane W (ft)				12.0	12.0							
RTOR Vols						0						
Lost Time				3.00	3.00							

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru				
Right					Right				
Peds	*				Peds	*			
WB Left	*				SB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	69.0P				Green	18.0P			
Yellow/AR	3.0				Yellow/AR	0.0			

Cycle Length: 90 secs Phase combination order: #1 #5

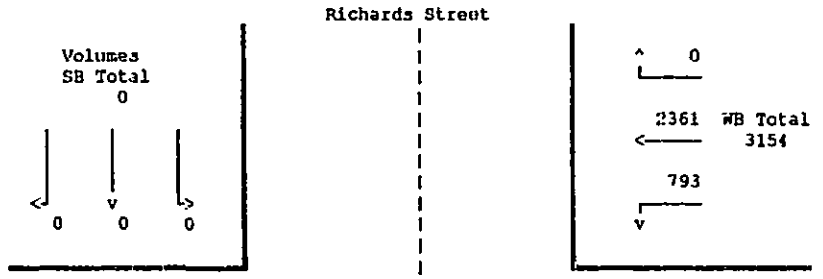
Intersection Performance Summary

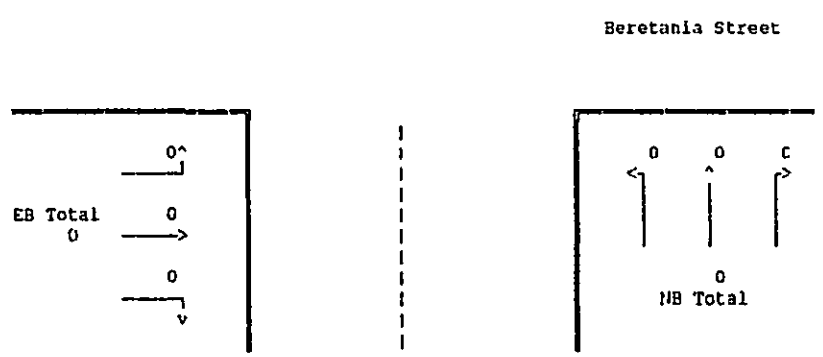
	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	1221	1593	0.721	0.767	5.6	B	3.5	A
	T	6426	8382	0.449	0.767	2.9	A		

Intersection Delay = 3.5 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 3.0 sec Critical v/c(x) = 0.572

INTERSECTION DIAGRAM

Intersection: Beretania Street and Richards Street
Time period:





HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4ç 08-20-2000
Phillip Rowell And Associates

Streets: (E-W) Beretania Street (N-S) Richards Street
Analyst: PJR File Name: 3PMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	3	0	0	0	0	0	0	0
Volumes				360	3789							
Lane W (ft)				12.0	12.0							
RTOR Vols						0						
Lost Time				3.00	3.00							

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru				
Right					Right				
Peds	*				Peds	*			
WB Left	*				SB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	69.0P				Green	18.0P			
Yellow/AR	3.0				Yellow/AR	0.0			

Cycle Length: 90 secs Phase combination order: #1 #5

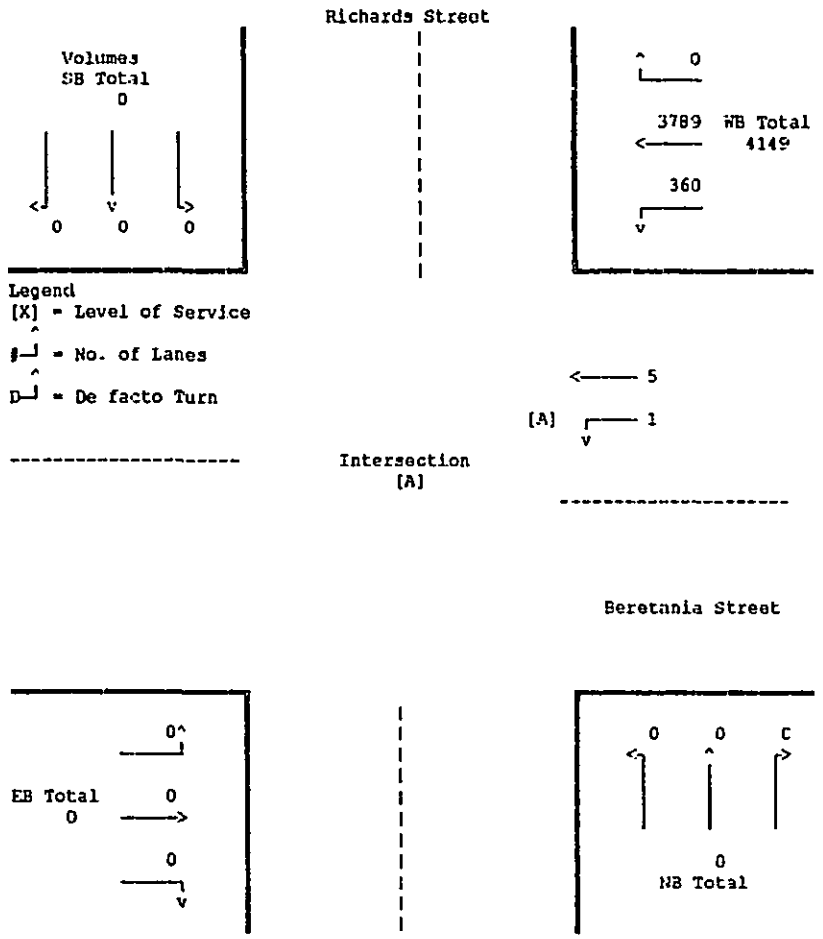
Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	1221	3593	0.328	0.767	2.5	A	4.3	A
	T	6426	8382	0.721	0.767	4.4	A		

Intersection Delay = 4.3 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 3.0 sec Critical v/c(x) = 0.572

INTERSECTION DIAGRAM

Intersection: Beretania Street and Richards Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) King Street (N-S) Alakea Street
Analyst: PJR File Name: 4AMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 4	0	0	C	0	0	4	< 0	0	0	0
Volumes	737	1945						814	280			
Lane W (ft)	12.0	12.0						12.0				
RTOR Vols			0						0			
Lost Time	3.00	3.00						3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right					Right	*			
Peds	*				Peds	*			
WB Left					SB Left				
Thru					Thru				
Right					Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0P				Green	35.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

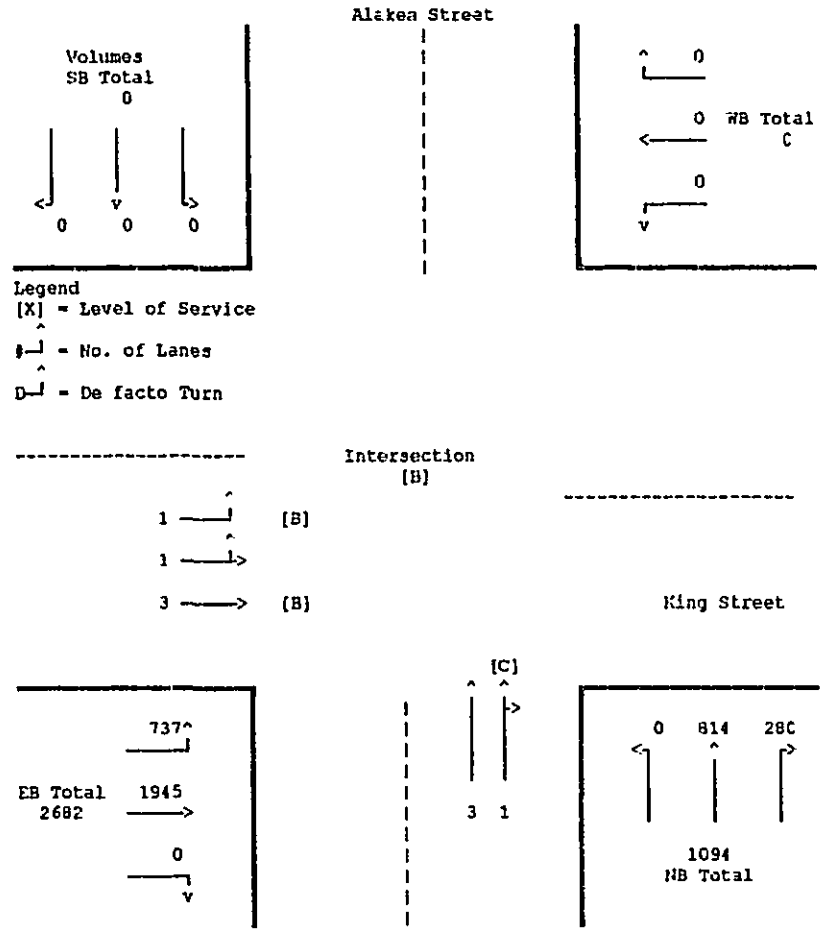
Intersection Performance Summary

	Lane Grp	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	867	1593	0.662	0.544	12.4	B	12.3	B
	LT	3633	6672	0.729	0.544	12.5	B		
NB	TR	2508	6448	0.523	0.389	16.3	C	16.3	C

Intersection Delay = 13.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.647

INTERSECTION DIAGRAM

Intersection: King Street and Alakea Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) King Street (N-S) Alakea Street
Analyst: PJR File Name: 4PMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 4	0	0	C	0	0	4	< 0	0	0	0
Volumes	758	2128						1284	204			
Lane W (ft)	12.0	12.0						12.0				
RTOR Vols			0						0			
Lost Time	3.00	3.00						3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right					Right	*			
Peds	*				Peds	*			
WB Left					SB Left				
Thru					Thru				
Right					Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	49.0P				Green	35.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

Intersection Performance Summary

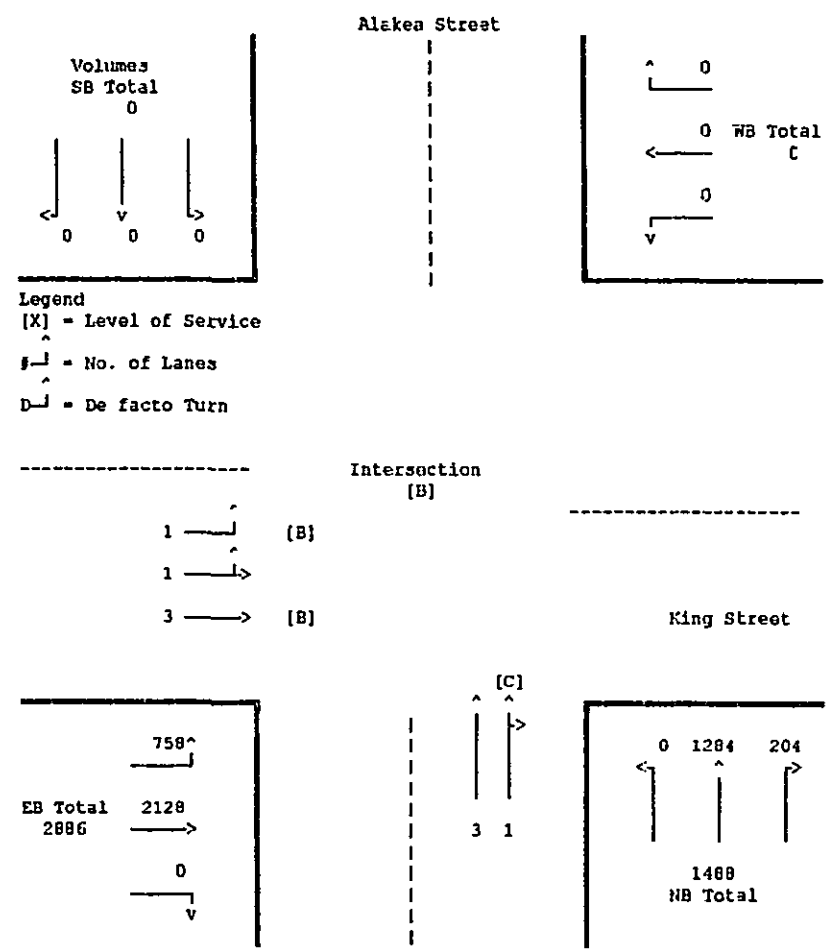
	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	867	1593	0.709	0.544	13.4	B	13.3	B
	LT	3635	6677	0.784	0.544	13.2	B		
NB	TR	2554	6568	0.712	0.389	18.3	C	18.3	C

Intersection Delay = 15.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.754

INTERSECTION DIAGRAM

Intersection: King Street and Alakea Street
Time period:



Legend
[X] = Level of Service
#┘ = No. of Lanes
D┘ = De facto Turn

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4ç 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) Hotel Street (N-S) Alakea Street
Analyst: PJR File Name: 5AMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	0	0	1	< 0	0	6	< 0	0	0	0
Volumes	5	56			54	15		1139	118			
Lane W (ft)		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00		3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right					Right	*			
Peds	*				Peds	*			
WB Left					SB Left				
Thru	*				Thru				
Right	*				Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P				Green	74.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

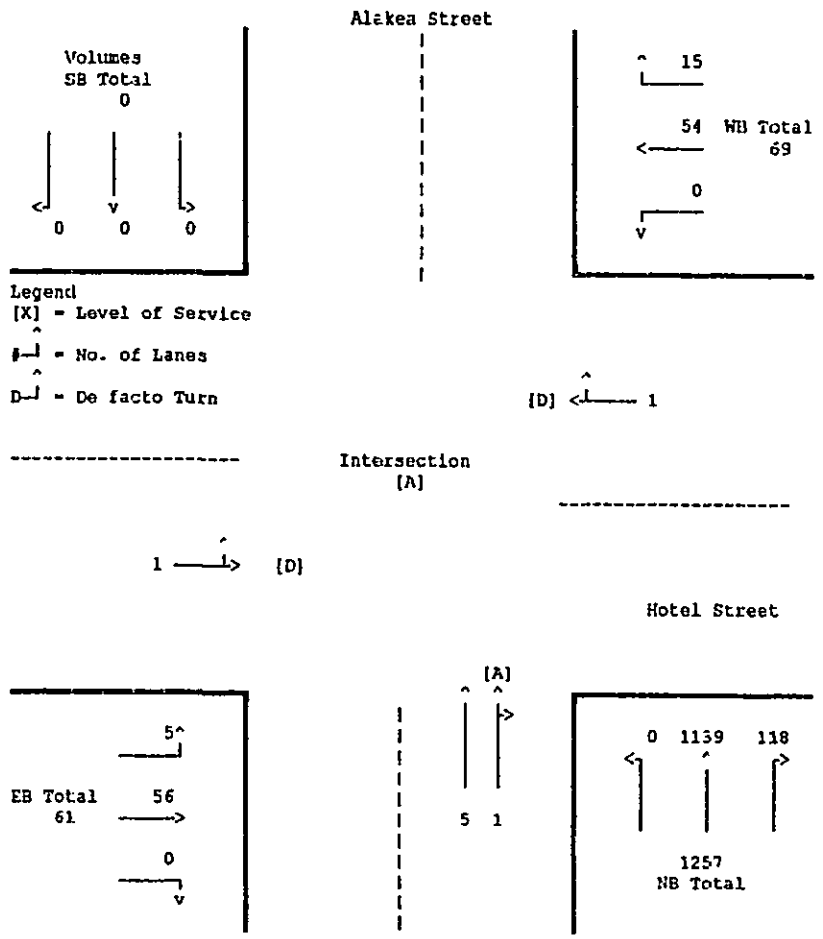
Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Apprcach: Delay	LOS
EB	LT	183	1645	0.372	0.111	28.8	D	28.8	D
WB	TR	162	1459	0.475	0.111	30.2	D	30.2	D
NB	TR	8154	9917	0.188	0.822	1.3	A	1.3	A

Intersection Delay = 3.7 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.223

INTERSECTION DIAGRAM

Intersection: Hotel Street and Alakea Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) Hotel Street (N-S) Alakea Street
Analyst: PJR File Name: 5PMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	>1	0	0	1	<0	0	6	<0	0	0	0
Volumes		6	47		45	4		2434	170			
Lane W (ft)		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00			3.00	3.00		3.00	3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right					Right	*			
Peds	*				Peds	*			
WB Left					SB Left				
Thru	*				Thru				
Right	*				Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P				Green	74.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

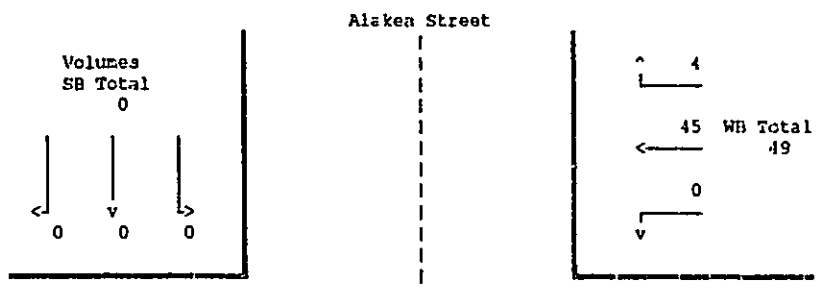
Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	183	1644	0.323	0.111	28.4	D	28.4	D
WB	TR	166	1492	0.326	0.111	28.5	D	28.5	D
NB	TR	8189	9960	0.389	0.822	1.6	A	1.6	A

Intersection Delay = 2.5 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.381

INTERSECTION DIAGRAM

Intersection: Hotel Street and Alakea Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) Beretania Street (N-S) Alakea Street
Analyst: PJR File Name: 6AMIX.HC9
Area Type: CBD 12-4-98
Comment: Existing AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	5	1	1	5	0	0	0	0
Volumes					1991	310	216	891				
Lane W (ft)					12.0	12.0	12.0	12.0				
RTOR Vols						0			0			
Lost Time					3.00	3.00	3.00	3.00				

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru					Thru	*			
Right					Right				
Peds	*				Peds	*			
WB Left					SB Left				
Thru	*				Thru				
Right	*				Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	60.0P				Green	24.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

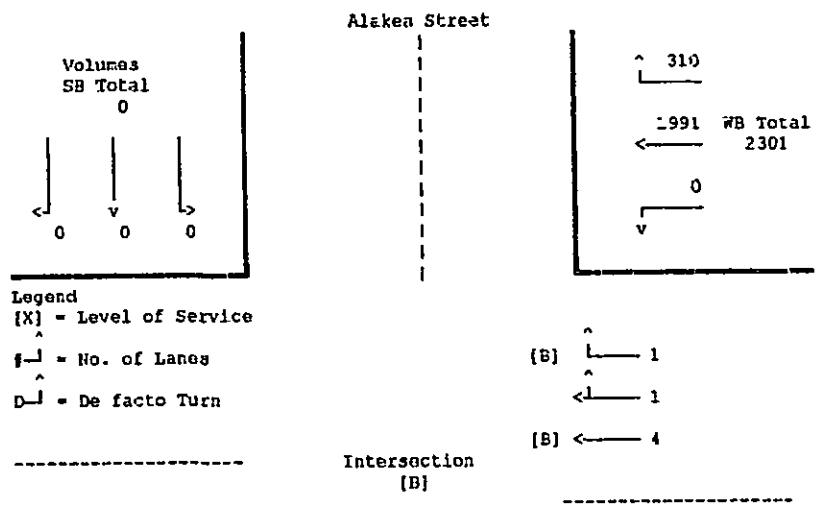
Intersection Performance Summary

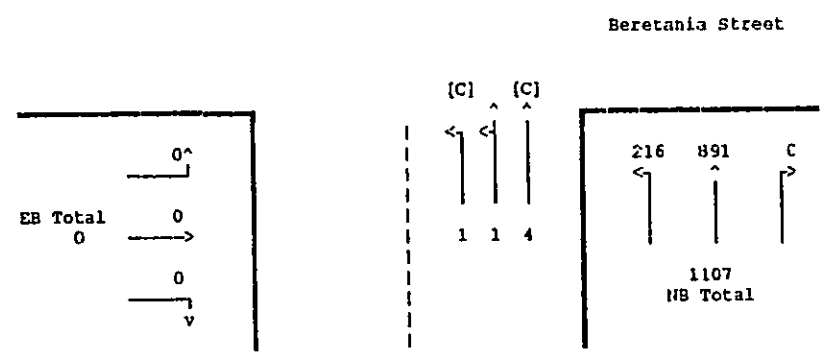
	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	TR	5588	8382	0.435	0.667	5.4	B	5.4	B
	R	950	1425	0.362	0.667	5.1	B		
NB	L	425	1593	0.464	0.267	21.6	C	21.5	C
	LT	2231	8365	0.509	0.267	21.4	C		

Intersection Delay = 10.6 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.456

INTERSECTION DIAGRAM

Intersection: Beretania Street and Alakea Street
Time period:





HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) Beretania Street (N-S) Alakea Street
Analyst: PJR File Name: 5PMEX.HC9
Area Type: CBD 12-4-98
Comment: Existing PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	5	< 2	1	> 5	0	0	0	0
Volumes					2143	1447	338	1391				
Lane W (ft)					12.0	12.0	12.0	12.0				
RTOR Vols						0			0			
Lost Time					3.00	3.00	3.00	3.00				

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	*		
Thru					Thru	*		
Right					Right			
Peds	*				Peds	*		
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right			
Peds	*				Peds	*		
NB Right					EB Right			
SB Right					WB Right			
Green	60.0P				Green	24.0P		
Yellow/AR	3.0				Yellow/AR	3.0		

Cycle Length: 90 secs Phase combination order: #1 #5

Intersection Performance Summary

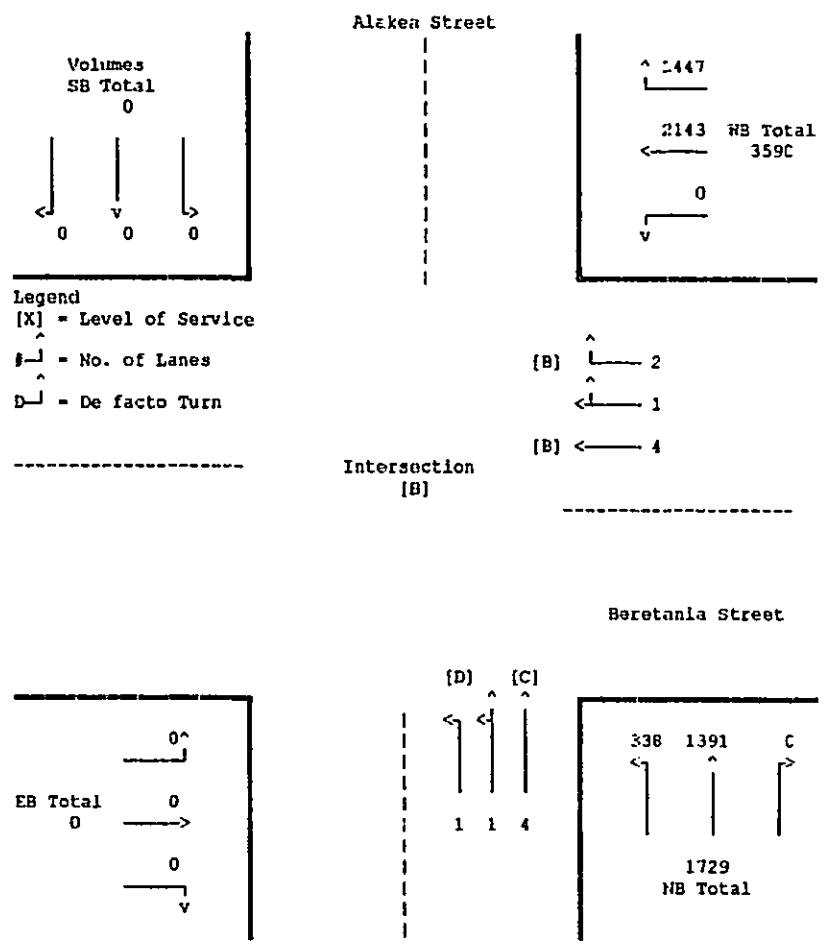
	Lane Mvmts	Group Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	TR	5443	8165	0.582	0.667	6.3	B	6.6	B
	R	1900	2850	0.660	0.667	7.4	B		
NB	L	425	1593	0.723	0.267	26.9	D	25.1	D
	LT	2231	8365	0.797	0.267	24.8	C		

Intersection Delay = 12.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.699

INTERSECTION DIAGRAM

Intersection: Beretania Street and Alakea Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 08-20-2000
Phillip Rowell And Associates

Streets: (E-W) King Street (N-S) Richards Street
Analyst: PJR File Name: 1PMPROJ.HC9
Area Type: CBD 12-4-98
Comment: Cumulative Plus Project PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	5 < 0		0	C	0	0	0	0	1 > 2		0
Volumes		2004	94							386	297	
Lane W (ft)		12.0								12.0	12.0	
RTOR Vols			0									0
Lost Time		3.00	3.00							3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right	*				Right				
Peds					Peds				
WB Left					SB Left	*			
Thru					Thru	*			
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	50.0P				Green	34.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

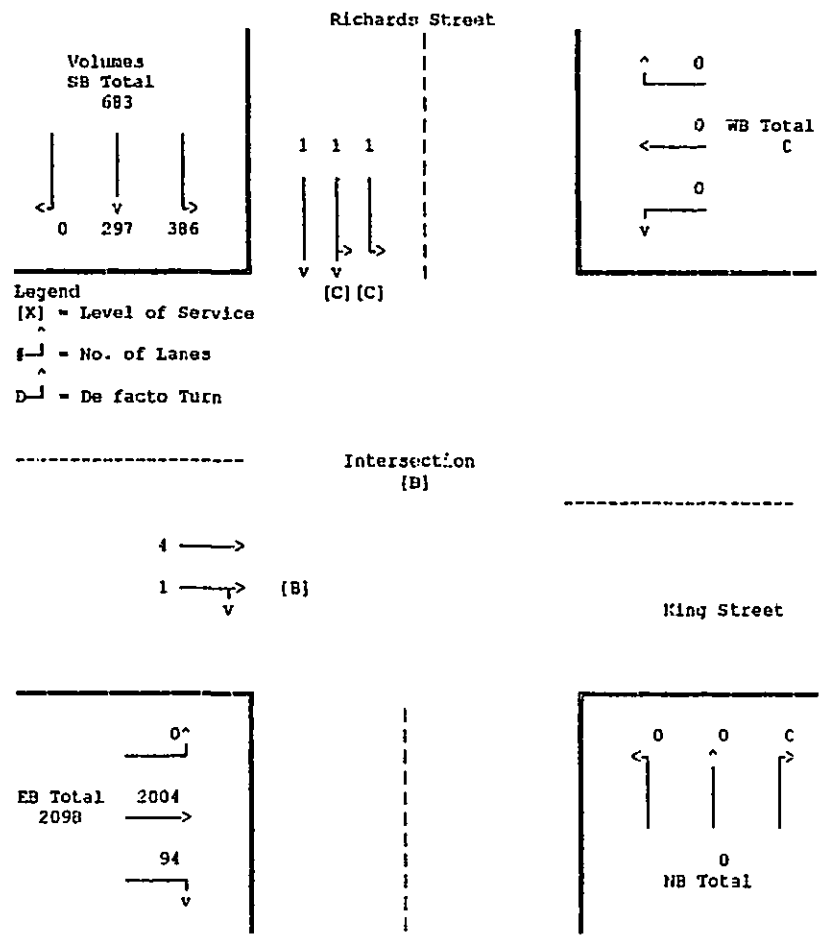
Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	4626	8326	0.554	0.556	9.9	B	9.9	B
SB	L	602	1593	0.427	0.378	16.1	C	16.0	C
	LT	1246	3297	0.423	0.378	15.9	C		

Intersection Delay = 11.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.503

INTERSECTION DIAGRAM

Intersection: King Street and Richards Street
Time period:



Legend
[X] = Level of Service
= No. of Lanes
= De facto Turn

Phillip Rowell And Associates
47-273 'D' Hui Iwa Street
Kaneohe, HI 96744-
Ph: (808) 239-8206

Streets: (N-S) Richards Street (E-W) Hotel Street
Major Street Direction.... NS
Length of Time Analyzed... 15 (min)
Analyst..... PJR
Date of Analysis..... 0/0/0
Other Information.....PM Cumulative Plus Project
Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	1	1	0	0	1	0	0	0
Stop/Yield			N			N						
Volumes					338	48			245			
PHF					.9	.9			.9			
Grade					0			0				
HC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's									1.10			

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		376
Potential Capacity: (pcph)		893
Movement Capacity: (pcph)		893
Prob. of Queue-Free State:		0.67

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB R	299	893		6.0	1.6	B	6.0

Intersection Delay = 2.3 sec/veh

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 08-20-2000
Phillip Rowell And Associates

Streets: (E-W) Beretania Street (N-S) Richards Street
Analyst: PJR File Name: 3PMPROJ.HC9
Area Type: CBD 12-4-98
Comment: Cumulative Plus Project PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	5	0	0	0	0	0	0	0
Volumes				360	3797							
Lane W (ft)				12.0	12.0							
RTOR Vols						0						
Lost Time				3.00	3.00							

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru				
Right					Right				
Peds	*				Peds	*			
WB Left	*				SB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	69.0P				Green	18.0P			
Yellow/AR	3.0				Yellow/AR	0.0			

Cycle Length: 90 secs Phase combination order: #1 #5

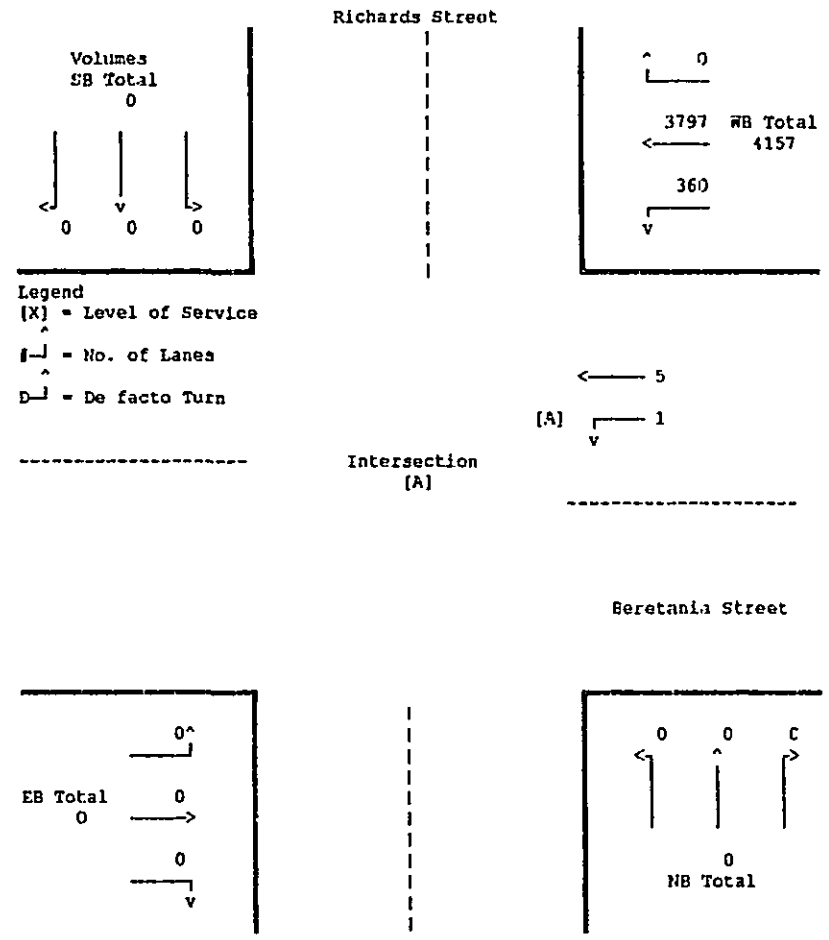
Intersection Performance Summary

	Lane Nvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	1221	1593	0.328	0.767	2.5	A	4.3	A
	T	6426	8382	0.722	0.767	4.5	A		

Intersection Delay = 4.3 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 3.0 sec Critical v/c(x) = 0.573

INTERSECTION DIAGRAM

Intersection: Beretania Street and Richards Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 08-20-2000
Phillip Rowell And Associates

Streets: (E-W) King Street (N-S) Alakea Street
Analyst: PJR File Name: 4PMPROJ.HC9
Area Type: CBD 12-4-98
Comment: Cumulative Plus Project PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 4	0	0	C	0	0	4	< 0	0	0	0
Volumes	771	2132						1287	204			
Lane W (ft)	12.0	12.0						12.0				
RTOR Vols			0						C			
Lost Time	3.00	3.00						3.00	3.0C			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right					Right	*			
Peds	*				Peds	*			
WB Left					SB Left				
Thru					Thru				
Right					Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	45.0P				Green	35.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

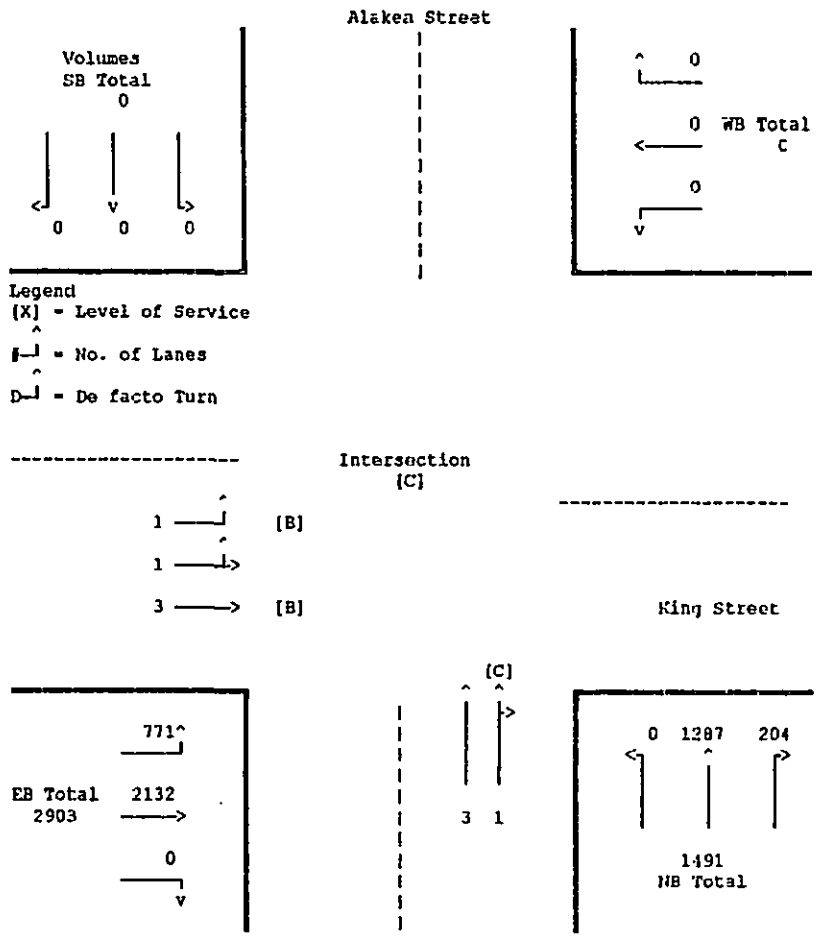
Intersection Performance Summary

	Lane Grp:	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	867	1593	0.722	0.544	13.8	B	13.4	B
	LT	3635	6676	0.787	0.544	13.3	B		
NB	TR	2554	6568	0.714	0.389	18.4	C	18.4	C

Intersection Delay = 15.1 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.756

INTERSECTION DIAGRAM

Intersection: King Street and Alakea Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) Hotel Street (N-S) Alakea Street
Analyst: PJR File Name: 5PMPROJ.HC9
Area Type: CBD 12-4-98
Comment: Cumulative Plus Project PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	0	0	1 < 0		0	6 < 0		0	0	0
Volumes	6	47		45	4		2453	170				
Lane W (ft)		12.0			12.0			12.0				
RTOR Vols			0			0			0			
Lost Time	3.00	3.00		3.00	3.00		3.00	3.00				

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right					Right	*			
Peds	*				Peds	*			
WB Left					SB Left				
Thru	*				Thru				
Right	*				Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P				Green	74.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

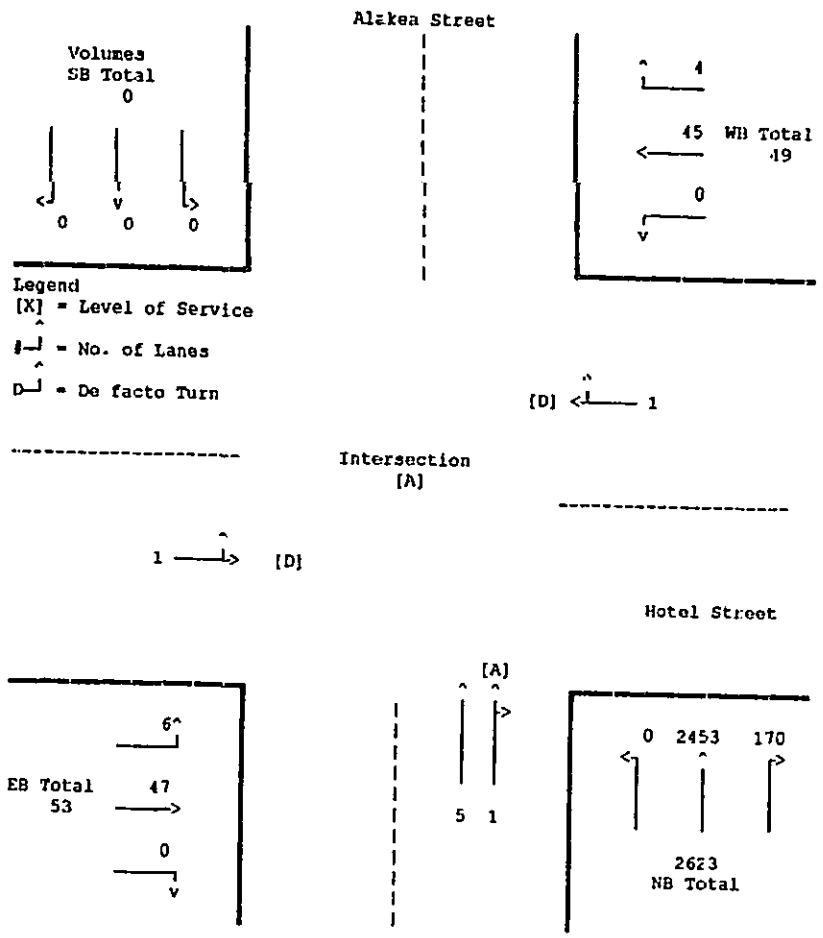
Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Apprcach: Delay	LOS
EB	LT	183	1644	0.323	0.111	28.4	D	28.4	D
WB	TR	166	1492	0.326	0.111	28.5	D	28.5	D
NB	TR	8190	9961	0.392	0.822	1.6	A	1.6	A

Intersection Delay = 2.5 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.384

INTERSECTION DIAGRAM

Intersection: Hotel Street and Alakea Street
Time period:



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4c 03-20-2000
Phillip Rowell And Associates

Streets: (E-W) Beretania Street (N-S) Alakea Street
Analyst: PJR File Name: 6PMPROJ.HC9
Area Type: CBD 12-4-98
Comment: Cumulative Plus Project PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	< 1	1	> 2	0	0	0	0
Volumes					2151	1447	349	1391				
Lane W (ft)					12.0	12.0	12.0	12.0				
RTOR Vols						0			0			
Lost Time					3.00	3.00	3.00	3.00				

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru					Thru	*			
Right					Right				
Peds	*				Peds	*			
WB Left					SB Left				
Thru	*				Thru				
Right	*				Right				
Peds	*				Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	60.0P				Green	24.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #5

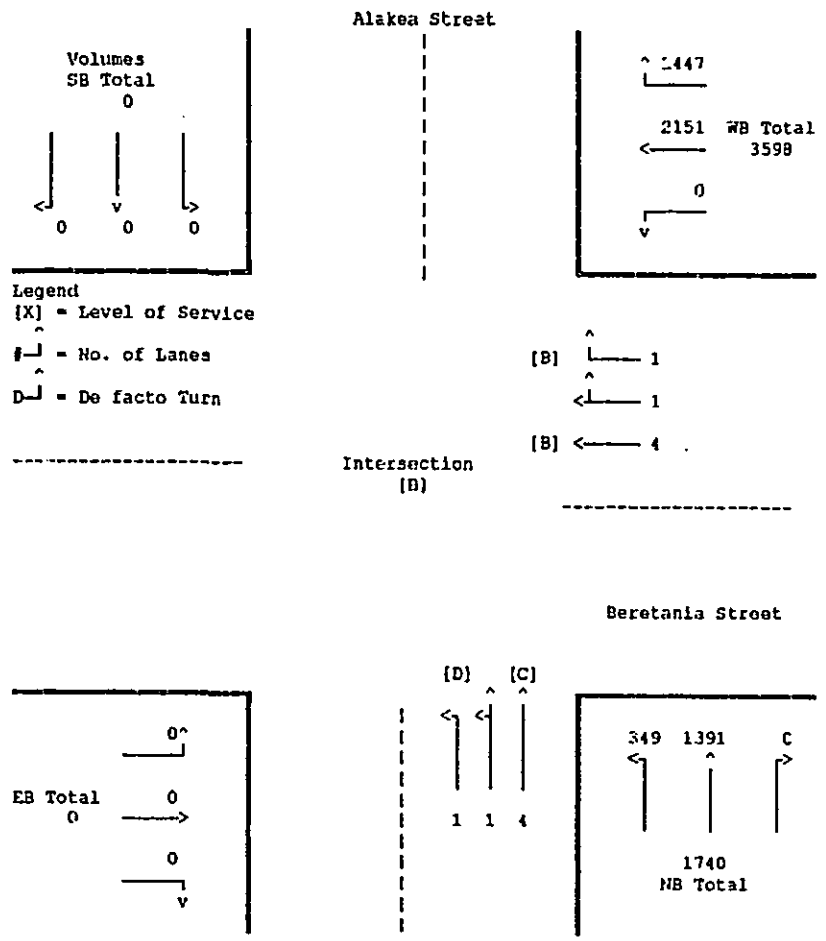
Intersection Performance Summary

	Lane Nvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	TR	5347	8021	0.690	0.667	7.3	B	7.5	B
	R	950	1425	0.677	0.667	8.3	B		
NB	L	425	1593	0.728	0.267	27.1	D	25.3	D
	LT	2230	8362	0.802	0.267	25.0	C		

Intersection Delay = 13.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.722

INTERSECTION DIAGRAM

Intersection: Beretania Street and Alakea Street
Time period:



APPENDIX C

TRIP GENERATION AND TRIP ASSIGNMENT WORKSHEETS

Part 1

Input Data

PROJECT: No. 1 Capital District Building
DATE: August 2000

NO	INTERSECTION
1	Richards Street at King Street
2	Richards Street at Hotel Street
3	Richards Street at Beretania Street
4	Alakea Street at King Street
5	Alakea Street at Hotel Street
6	Alakea Street at Beretania Street
7	
8	
9	
10	

LEVEL-OF-SERVICE CRITERIA AND PRECISION

V/C RATIO	LoS
0.0000	A
0.6000	B
0.7001	C
0.8001	D
0.9001	E
1.0001	F

3	V/C Round Off (decimals)
1500	Default Lane Capacity
10	Default Left Turn Penalty (%)

OTHER DATA

2000	Base Year
2000	Design Year
0.0%	Average Growth Per Year AM Peak Hour
1.000	Growth Factor AM Peak Hour
0.0%	Average Growth Per Year PM Peak Hour
1.000	Growth Factor PM Peak Hour

Part 2.1

TRIP ASSIGNMENT AND PROJECTION WORKSHEET

No. 1 Capital District Building
August 2000

Intersection No. 1
Intersection of: Richards Street at King Street

No	Approach & MVt		Existing AM	Existing PM	Cumulative AM	Cumulative PM	Project Trips AM	Project Trips PM	2000 Cumulative Plus Project AM	2000 Cumulative Plus Project PM
1	N-	RT	0	0	0	0	0	0	0	0
2		TH	344	294	344	294	0	3	344	297
3		LT	191	378	191	378	0	8	191	386
4	E-	RT	0	0	0	0	0	0	0	0
5		TH	0	0	0	0	0	0	0	0
6		LT	0	0	0	0	0	0	0	0
7	S-	RT	0	0	0	0	0	0	0	0
8		TH	0	0	0	0	0	0	0	0
9		LT	0	0	0	0	0	0	0	0
10	W-	RT	84	94	84	94	0	0	84	94
11		TH	2091	2000	2091	2000	0	4	2091	2094
12		LT	0	0	0	0	0	0	0	0
TOTAL			2710	2766	2710	2766	0	15	2710	2781

Approach Totals

From North	535	672	535	672	0	11	535	683
From East	0	0	0	0	0	0	0	0
From South	0	0	0	0	0	0	0	0
From West	2175	2094	2175	2094	0	4	2175	2098
Total	2710	2766	2710	2766	0	15	2710	2781
To North	0	0	0	0	0	0	0	0
To East	2282	2378	2282	2378	0	12	2282	2390
To South	428	388	428	388	0	3	428	391
To West	0	0	0	0	0	0	0	0
Total	2710	2766	2710	2766	0	15	2710	2781

Leg Totals

North	535	672	535	672	0	11	535	683
East	2282	2378	2282	2378	0	12	2282	2390
South	428	388	428	388	0	3	428	391
West	2175	2094	2175	2094	0	4	2175	2098
Total	5420	5532	5420	5532	0	30	5420	5562

Part 2.2

TRIP ASSIGNMENT AND PROJECTION WORKSHEET

No. 1 Capital District Building
August 2000

Intersection No. 2
Intersection of: Richards Street at Hotel Street

No	Approach & MVt		Existing AM	Existing PM	Cumulative 2000 AM	Cumulative 2000 PM	Project Trips AM	Project Trips PM	2000 Cumulative Plus Project AM	2000 Cumulative Plus Project PM
1	N-	RT	76	48	76	48	0	0	76	48
2		TH	525	338	525	338	0	0	525	338
3		LT	0	0	0	0	0	0	0	0
4	E-	RT	0	0	0	0	0	0	0	0
5		TH	0	0	0	0	0	0	0	0
6		LT	0	0	0	0	0	0	0	0
7	S-	RT	0	0	0	0	0	0	0	0
8		TH	0	0	0	0	0	0	0	0
9		LT	0	0	0	0	0	0	0	0
10	W-	RT	202	234	202	234	0	11	202	245
11		TH	0	0	0	0	0	0	0	0
12		LT	0	0	0	0	0	0	0	0
TOTAL			803	620	803	620	0	11	803	631

Approach Totals

From North	601	386	601	386	0	0	601	386
From East	0	0	0	0	0	0	0	0
From South	0	0	0	0	0	0	0	0
From West	202	234	202	234	0	11	202	245
Total	803	620	803	620	0	11	803	631
To North	0	0	0	0	0	0	0	0
To East	0	0	0	0	0	0	0	0
To South	727	572	727	572	0	11	727	583
To West	76	48	76	48	0	0	76	48
Total	803	620	803	620	0	11	803	631

Leg Totals

North	601	386	601	386	0	0	601	386
East	0	0	0	0	0	0	0	0
South	727	572	727	572	0	11	727	583
West	278	282	278	282	0	11	278	293
Total	1606	1240	1606	1240	0	22	1606	1262

Part 2.3

TRIP ASSIGNMENT AND PROJECTION WORKSHEET

No. 1 Capital District Building
August 2000

Intersection No. 3
Intersection of: Richards Street at Beretania Street

No	Approach & Mvt		Existing AM	Existing PM	Cumulative AM	Cumulative PM	Project Trips AM	Project Trips PM	2000 Cumulative Plus Project AM	2000 Cumulative Plus Project PM
1	N-	RT	0	0	0	0	0	0	0	0
2		TH	0	0	0	0	0	0	0	0
3		LT	0	0	0	0	0	0	0	0
4	E-	RT	0	0	0	0	0	0	0	0
5		TH	2361	3789	2361	3789	0	8	2361	3797
6		LT	793	360	793	360	0	0	793	360
7	S-	RT	0	0	0	0	0	0	0	0
8		TH	0	0	0	0	0	0	0	0
9		LT	0	0	0	0	0	0	0	0
10	W-	RT	0	0	0	0	0	0	0	0
11		TH	0	0	0	0	0	0	0	0
12		LT	0	0	0	0	0	0	0	0
TOTAL			3154	4149	3154	4149	0	8	3154	4157

Approach Totals

From North	0	0	0	0	0	0	0	0
From East	3154	4149	3154	4149	0	8	3154	4157
From South	0	0	0	0	0	0	0	0
From West	0	0	0	0	0	0	0	0
Total	3154	4149	3154	4149	0	8	3154	4157
To North	0	0	0	0	0	0	0	0
To East	0	0	0	0	0	0	0	0
To South	793	360	793	360	0	0	793	360
To West	2361	3789	2361	3789	0	8	2361	3797
Total	3154	4149	3154	4149	0	8	3154	4157
Leg Totals								
North	0	0	0	0	0	0	0	0
East	3154	4149	3154	4149	0	8	3154	4157
South	793	360	793	360	0	0	793	360
West	2361	3789	2361	3789	0	8	2361	3797
Total	6308	8298	6308	8298	0	16	6308	8314

Part 2.4

TRIP ASSIGNMENT AND PROJECTION WORKSHEET

No. 1 Capital District Building
August 2000

Intersection No. 4
Intersection of: Alakea Street at King Street

No	Approach & Mvt		Existing AM	Existing PM	Cumulative AM	Cumulative PM	Project Trips AM	Project Trips PM	2000 Cumulative Plus Project AM	2000 Cumulative Plus Project PM
1	N-	RT	0	0	0	0	0	0	0	0
2		TH	0	0	0	0	0	0	0	0
3		LT	0	0	0	0	0	0	0	0
4	E-	RT	0	0	0	0	0	0	0	0
5		TH	0	0	0	0	0	0	0	0
6		LT	0	0	0	0	0	0	0	0
7	S-	RT	280	204	280	204	0	0	280	204
8		TH	814	1284	814	1284	0	3	814	1287
9		LT	0	0	0	0	0	0	0	0
10	W-	RT	0	0	0	0	0	0	0	0
11		TH	1945	2128	1945	2128	0	4	1945	2132
12		LT	737	758	737	758	0	13	737	771
TOTAL			3776	4374	3776	4374	0	20	3776	4394

Approach Totals

From North	0	0	0	0	0	0	0	0
From East	0	0	0	0	0	0	0	0
From South	1094	1488	1094	1488	0	3	1094	1491
From West	2682	2886	2682	2886	0	17	2682	2903
Total	3776	4374	3776	4374	0	20	3776	4394
To North	1551	2042	1551	2042	0	16	1551	2058
To East	2225	2332	2225	2332	0	4	2225	2336
To South	0	0	0	0	0	0	0	0
To West	0	0	0	0	0	0	0	0
Total	3776	4374	3776	4374	0	20	3776	4394
Leg Totals								
North	1551	2042	1551	2042	0	16	1551	2058
East	2225	2332	2225	2332	0	4	2225	2336
South	1094	1488	1094	1488	0	3	1094	1491
West	2682	2886	2682	2886	0	17	2682	2903
Total	7552	8748	7552	8748	0	40	7552	8788

Part 2.5

TRIP ASSIGNMENT AND PROJECTION WORKSHEET

No. 1 Capital District Building
August 2000

Intersection No. 5
Intersection of: Alakea Street at Hotel Street

No	Approach & Mvt		Existing AM	Existing PM	Cumulative AM	Cumulative PM	Project Trips AM	Project Trips PM	2000 Cumulative Plus Project AM	2000 Cumulative Plus Project PM
1	N-	RT	0	0	0	0	0	0	0	0
2		TH	0	0	0	0	0	0	0	0
3		LT	0	0	0	0	0	0	0	0
4	E-	RT	15	4	15	4	0	0	15	4
5		TH	54	45	54	45	0	0	54	45
6		LT	0	0	0	0	0	0	0	0
7	S-	RT	118	170	118	170	0	0	118	170
8		TH	1139	2434	1139	2434	0	19	1139	2453
9		LT	0	0	0	0	0	0	0	0
10	W-	RT	0	0	0	0	0	0	0	0
11		TH	56	47	56	47	0	0	56	47
12		LT	5	6	5	6	0	0	5	6
TOTAL			1387	2706	1387	2706	0	19	1387	2725

Approach Totals

From North	0	0	0	0	0	0	0	0
From East	69	49	69	49	0	0	69	49
From South	1257	2604	1257	2604	0	19	1257	2623
From West	61	53	61	53	0	0	61	53
Total	1387	2706	1387	2706	0	19	1387	2725
To North	1159	2444	1159	2444	0	19	1159	2463
To East	174	217	174	217	0	0	174	217
To South	0	0	0	0	0	0	0	0
To West	54	45	54	45	0	0	54	45
Total	1387	2706	1387	2706	0	19	1387	2725
Leg Totals								
North	1159	2444	1159	2444	0	19	1159	2463
East	243	266	243	266	0	0	243	266
South	1257	2604	1257	2604	0	19	1257	2623
West	115	98	115	98	0	0	115	98
Total	2774	5412	2774	5412	0	38	2774	5450

Part 2.6

TRIP ASSIGNMENT AND PROJECTION WORKSHEET

No. 1 Capital District Building
August 2000

Intersection No. 6
Intersection of: Alakea Street at Beretania Street

No	Approach & Mvt		Existing AM	Existing PM	Cumulative AM	Cumulative PM	Project Trips AM	Project Trips PM	2000 Cumulative Plus Project AM	2000 Cumulative Plus Project PM
1	N-	RT	0	0	0	0	0	0	0	0
2		TH	0	0	0	0	0	0	0	0
3		LT	0	0	0	0	0	0	0	0
4	E-	RT	310	1447	310	1447	0	0	310	1447
5		TH	1991	2143	1991	2143	0	8	1991	2151
6		LT	0	0	0	0	0	0	0	0
7	S-	RT	0	0	0	0	0	0	0	0
8		TH	891	1391	891	1391	0	0	891	1391
9		LT	216	338	216	338	0	11	216	349
10	W-	RT	0	0	0	0	0	0	0	0
11		TH	0	0	0	0	0	0	0	0
12		LT	0	0	0	0	0	0	0	0
TOTAL			3408	5319	3408	5319	0	19	3408	5338

Approach Totals

From North	0	0	0	0	0	0	0	0
From East	2301	3590	2301	3590	0	8	2301	3598
From South	1107	1729	1107	1729	0	11	1107	1740
From West	0	0	0	0	0	0	0	0
Total	3408	5319	3408	5319	0	19	3408	5338
To North	1201	2838	1201	2838	0	0	1201	2838
To East	0	0	0	0	0	0	0	0
To South	0	0	0	0	0	0	0	0
To West	2207	2481	2207	2481	0	19	2207	2500
Total	3408	5319	3408	5319	0	19	3408	5338
Leg Totals								
North	1201	2838	1201	2838	0	0	1201	2838
East	2301	3590	2301	3590	0	8	2301	3598
South	1107	1729	1107	1729	0	11	1107	1740
West	2207	2481	2207	2481	0	19	2207	2500
Total	6816	10638	6816	10638	0	38	6816	10676

Appendix B

Comment Letters and Responses

Agencies Who Were Contacted But Submitted No Comments by the Comment Period Deadline:

Department of Budget and Finance
Department of Health
Department of Transportation
Health and Human Services Division
Office of Hawaiian Affairs
Office of Planning
Office of the Lieutenant Governor

Organizations Who Were Contacted But Submitted No Comments by the Comment Period Deadline:

Downtown Neighborhood Board
Historic Hawaii Foundation

BENJAMIN J. CAYETANO
GOVERNOR

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

September 27, 2000

Mr. Raymond Sato, Comptroller
Department of Accounting and General Services
1151 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Sato:

Subject: Draft Environmental Assessment for the No. 1 Capitol District Building, Oahu

Thank you for the opportunity to review the subject document. We have the following comments and questions.

1. Please include a list of all permits (if any) that would be required for the establishment of an art gallery within the building.

2. Please describe the future status of the swimming pool in the building. Will the public be allowed to use the swimming pool?

3. Please describe the historical and architectural significance of the building. How would the proposed establishment of the art gallery positively or negatively affect this significance?

4. Thank you for consulting with our office prior to preparing the environmental assessment.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185.

Sincerely,

Genevieve Salmonson
Director

c: Will Chee - Planning, Inc.

BENJAMIN J. CAYETANO
GOVERNOR

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

LETTER NO (P)1624.0

OCT 11 2000

TO: Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control

SUBJECT: Draft Environmental Assessment (EA)
No. 1 Capitol District Building

Thank you for your agency's participation in the environmental review process. Your comments are hereby acknowledged. A Final Environmental Assessment (EA) that incorporates the responses to all comments on the Draft EA is currently being prepared. Your agency will be notified when the Final EA is available for review. Following are our responses to your comments made to the subject Draft EA:

1. Please include a list of all permits (if any) that would be required for the establishment of an art gallery within the building.

   Response: The future Art Gallery project will require (at minimum) a building permit.

2. Please describe the future status of the swimming pool in the building. Will the public be allowed to use the swimming pool?

   Response: The use of the swimming pool has not been fully determined to date. However, the primary consideration is to retain the pool as a courtyard centerpiece to create an ambiance for the art gallery and art gallery functions.

   The swimming pool will not be open to the general public. Approval will be required for any intended use of the pool.

3. Please describe the historical and architectural significance of the building. How would the proposed establishment of the art gallery positively or negatively affect this significance?

   Response: The building was designed by San Diego

architect, Lincoln Rogers, in conjunction with the local Honolulu architectural firm of Emory and Webb, and dedicated 1928. It is a member of a unique and declining category of buildings.

It is a first generation example of major Spanish Mission architecture and stands in direct design relationship to the Hawaiian Electric Building, the Federal Building, the YWCA, and Honolulu Hale. At this time, the YMCA and Julia Morgan's YWCA are the only buildings in the city core area offering open and unrestricted social leisure services to the core city population.

The Art Gallery in the building will not have a significant impact on the significance of the building.

Should you have any questions regarding the above, please have your staff contact Mr. Alan Sanborn of the Planning Branch at 586-0499.

GORDON MATSUOKA
Public Works Administrator

LZ:mo
c: Mr. Ivan Nishiki
Wil Chee Planning

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES
JANET E. KAWELO
LINNEL NISHIOKA

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawaii 96707

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS
WATER RESOURCE MANAGEMENT

REF:HP-JK

SEP 22 2000

Ms. Claire Tom, Planner
Will Chee - Planning, Inc.
HMSA Center
1400 Rycroft Street
Honolulu, Hawaii 96814

LOG NO: 26196
DOC NO: 0009co04
Architecture

Dear Ms. Tom:

SUBJECT: Environmental Assessment for
No. 1 Capitol District Building
TMK 2-1-17:01, Honolulu, Oahu

Thank you for the letter dated September 8, 2000, regarding the proposed acquisition of the property located at 250 South Hotel Street. The property was originally the Armed Forces YMCA, dedicated March 16, 1928. It is within the Hawaii Capitol Historic District and was placed on the National Register of Historic places December 1, 1978. The building received Federal Tax Incentives when it was rehabilitated by Hemmeter.

We believe that the purchase of the property should not affect the historic character. We believe that any alterations proposed should be within the Secretary of the Interiors Standards for Rehabilitation.

There does not appear to be any proposed ground disturbance. Should any ground disturbance be anticipated, we request the information be forwarded to us for review.

Thank you for the opportunity to comment. If you have any questions please contact Carol Ogata at 692-8032.

Aloha,

TIMOTHY E. JOHNS, Chairperson and
State Historic Preservation Officer

CO:jk

BENJAMIN J. CAYETANO
GOVERNOR

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

LETTER NO (P) 1149.11

OCT 11 2000

TO: The Honorable Timothy Johns, Chairperson
Board of Land and Natural Resources

SUBJECT: Draft Environmental Assessment (EA)
No. 1 Capitol District Building

Thank you for your agency's participation in the environmental review process as evidenced by your letter dated September 22, 2000. A Final Environmental Assessment (EA) that incorporates the responses to all comments on the Draft EA is currently being prepared. Your agency will be notified when the Final EA is available for review.

Should you have any questions regarding the above, please have your staff contact Mr. Alan Sanborn of the Public Works Division at 586-0499.

RAYMOND H. SATO
State Comptroller

c: Mr. Ivan Nishiki
Wil Chee Planning

45 OF 48

STATE OF HAWAII
State Foundation on Culture and the Arts
44 Merchant Street
Honolulu, Hawaii 96813
Telephone (808) 586-0300 FAX (808) 586-0308

FACSIMILE TRANSMITTAL

Date: October 2, 2000 FAX No. 586-0482

To: Alan Sanborn
DAGS – PWD – Planning Branch

From: Ronald Yamakawa, Interim Executive Director

Subject: Environmental Assessment for No. 1 Capitol Building

Number of pages transmitted, including this cover sheet: 1

If you do not receive legible copies of transmitted pages, please contact sender as soon as possible.

Comments: We have reviewed the subject assessment and concur with its findings.

c: Lisa Yoshihara

OCT 2 [illegible]

BENJAMIN J. CAYETANO
GOVERNOR

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

LETTER NO. (P)1627.0

OCT 11 2000

TO: Mr. Ronald Yamakawa, Interim Executive Director
State Foundation on Culture and the Arts

SUBJECT: Draft Environmental Assessment (EA)
No. 1 Capitol District Building

Thank you for your agency's participation in the environmental review process as evidenced by your fax dated October 2, 2000. A Final Environmental Assessment (EA) that incorporates the responses to all comments on the Draft EA is currently being prepared. Your agency will be notified when the Final EA is available for review.

Should you have any questions regarding the above, please have your staff contact Mr. Alan Sanborn of the Planning Branch at 586-0499.

GORDON MATSUOKA
Public Works Administrator

LZ:mo
c: Mr. Ivan Nishiki
Wil Chee Planning

DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT, AND TOURISM

Energy, Resources, and Technology Division
235 South Beretania Street, Leopepe A Kamehameha Bldg., 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804
Web site: www.hawaii.gov/dbedt/ert

Telephone: (808) 587-3807
FAX: (808) 587-3820

BENJAMIN J. CAYETANO
Governor
SEIJI F. NAYA
Director
SHARON S. NAREMATSU
Deputy Director
DAVID W. BLANE
Director, Office of Planning

September 14, 2000

Ms. Claire Tom
Planner
Wil Chee - Planning, Inc.
1400 Rycroft St., Suite 928
Honolulu, HI 96814

Subject: Notification of the Department of Accounting and General Services
Environmental Assessment for No. 1 Capitol District Building,
Honolulu, Oahu, TMK: 2 - 1 - 17:01

Thank you for the opportunity to serve as a consulting party for the possible renovation of the second floor of the No. 1 Capitol District Building. In the event, the renovation is undertaken, we would like to call your attention to: (l) State energy conservation goals, (2) energy saving design practices and technologies, and (3) recycling and recycled-content products.

1. **State energy conservation goals.** Project buildings, activities, and site grounds should be designed with energy saving considerations. The mandate for such consideration is found in Chapter 344, HRS ("State Environmental Policy") and Chapter 226 ("Hawaii State Planning Act"). In particular, we would like to call to your attention HRS 226 18(c)(4) which includes a State objective of promoting all cost-effective energy conservation through adoption of energy-efficient practices and technologies.

The City and County of Honolulu has adopted an Energy Code which we recommend you consult early on in your project. Hawaiian Electric Co., Inc., may also have demand-side management programs that offer rebates for installation of energy efficient technologies.

2. **Energy saving design practices and technologies.** We recommend that you specifically address energy efficient design practices and technologies in this project. Some of the methods and technologies that could be considered during the design phase of the project include:

- Use of natural ventilation to increase comfort of occupants; maximum use of daylighting; and
- Use of high efficiency compact fluorescent lighting.

3. **Recycling and recycled-content products.**

- Develop a job-site recycling plan for the construction phase of the project and recycle as much construction and demolition waste as possible;
- Incorporate provisions for recycling into the built project – a collection system and space for bins for recyclables; and
- Specify and use products with recycled content such as: steel, concrete aggregate fill, drywall, carpet and glass tile.

We are enclosing a copy of *Guidelines for Sustainable Building Design in Hawaii* for your information.

Sincerely,

Maurice H. Kaya
Energy, Resources, and Technology
Program Administrator

Guidelines for Sustainable Building Design in Hawai`i

A planner's checklist

(Adopted by the Environmental Council on October 13, 1999)

Introduction

Hawai`i law calls for efforts to conserve natural resources, promote efficient use of water and energy and encourage recycling of waste products. Planning a project from the very beginning to include sustainable design concepts can be a critical step toward meeting these goals.

The purpose of the state's environmental review law (HRS Ch. 343) is to encourage a full, accurate and complete analysis of proposed actions, promote public participation and support enlightened decision making by public officials. The Office of Environmental Quality Control offers the following guidelines for preparers of environmental reviews under the authority of HRS 343 to assist agencies and applicants in meeting these goals.

These guidelines do not constitute rules or law. They have been refined by staff and peer review to provide a checklist of items that will help the design team create projects that will have a minimal impact on Hawai`i's environment and make wise use of our natural resources. In a word, projects that are *sustainable*.

A sustainable building is built to minimize energy use, expense, waste, and impact on the environment. It seeks to improve the region's sustainability by meeting the needs of Hawai`i's residents and visitors today without compromising the needs of future generations. Compared to conventional projects, a resource-efficient building project will:

I. Use less energy for operation and maintenance
II. Contain less *embodied* energy (e.g. locally produced building products often contain less *embodied* energy than imported products because they require less energy-consuming transportation.)
III. Protect the environment by preserving/conserving water and other natural resources and by minimizing impact on the site and ecosystems
IV. Minimize health risks to those who construct, maintain, and occupy the building
V. Minimize construction waste
VI. Recycle and reuse generated construction wastes
VII. Use resource-efficient building materials (e.g. materials with recycled content and low embodied energy, and materials that are recyclable, renewable, environmentally benign, non-toxic, low VOC (Volatile Organic Compound) emitting, durable, and that give high life cycle value for the cost.)
VIII. Provide the highest quality product practical at competitive (affordable) first and life cycle costs.

In order to avoid excessive overlapping of items, the checklist is designed to be read in totality, not just as individual sections. This checklist tries to address a range of project types, large scale as well as small scale. Please use items that are appropriate to the type and scale of the project.

Although this list will help promote careful and sensitive planning, mere compliance with this checklist does not confirm sustainability. Compliance with and knowledge of current building codes by users of this checklist is also required.

TABLE OF CONTENTS

I. Pre Design

___1. Hold programming team meeting with client representative, Project Manager, planning consultant, architectural consultant, civil engineer, mechanical, electrical, plumbing (MEP) engineer, structural engineer, landscape architect, interior designer, sustainability consultant and other consultants as required by the project. Identify project and sustainability goals. Client representatives and consultants need to work together to ensure that project and environmental goals are met.

___2. Develop sustainable guideline goals to insert into outline specifications as part of the Schematic Design documents. Select goals from the following sections that are appropriate for the project.

___3. Use Cost-Benefit Method for economic analysis of the sustainability measures chosen. (Cost-Benefit Method is a method of evaluating project choices and investments by comparing the present and life cycle value of expected benefits to the present and life cycle value of expected costs.)

___4. Include "Commissioning" in the project budget and schedule. (Building "Commissioning" is the process of ensuring that systems are designed, installed, functionally tested, and capable of being operated and maintained in accordance with specifications that meet the owner's needs, and recognize the owner's financial and operational capacity. It improves the performance of the building systems, resulting in energy efficiency and conservation, improved air quality and lower operation costs. *Refer to Section IX.*)

II. Site Selection & Site Design

A. Site Selection

___1. Analyze and assess site characteristics such as vegetation, topography, geology, climate, natural access, solar orientation patterns, water and drainage, and existing utility and transportation infrastructure to determine the appropriate use of the site.

___2. Whenever possible, select a site in a neighborhood where the project can have a positive social, economic and/or environmental impact.

___3. Select a site with short connections to existing municipal infrastructure (sewer lines, water, waste water treatment plant, roads, gas, electricity, telephone, data communication lines and services). Select a site close to mass transportation, bicycle routes and pedestrian access.

B. Site Preparation and Design

___1. Prepare a thorough existing conditions topographic site plan depicting topography, natural and built features, vegetation, location of site utilities and include solar information, rainfall data and direction of prevailing winds. Preserve existing resources and natural features to enhance the design and add aesthetic, economic and practical value. Design to minimize the environmental impact of the development on vegetation and topography.

___2. Site building(s) to take advantage of natural features and maximize their beneficial effects. Provide for solar access, daylighting and natural cooling. Design ways to integrate the building(s) with the site that maximizes and preserves positive site characteristics, enhances human comfort, safety and health, and achieves operational efficiencies.

___3. Locate building(s) to encourage bicycle and pedestrian access and pedestrian oriented uses. Provide bicycle and pedestrian paths, bicycle racks, etc. Racks should be visible and accessible to promote and encourage bicycle commuting.

___4. Retain existing topsoil and maintain soil health by clearing only the areas reserved for the construction of streets, driveways, parking areas, and building foundations. Replant exposed soil areas as soon as possible. Reuse excavated soils for fill and cut vegetation for mulch.

___5. Grade slopes to a ratio of less than 2 : 1 (run to rise). Balance cut and fill to eliminate hauling. Check grading frequently to prevent accidental over excavation.

___6. Minimize the disruption of site drainage patterns. Provide erosion and dust controls, positive site drainage, and siltation basins as required to protect the site during and after construction, especially, in the event of a major storm.

___7. Minimize the area required for the building footprint. Consolidate utility and infrastructure in common corridors to minimize site degradation, and cost, improve efficiency, and reduce impermeable surfaces.

___8. For termite protection, use non toxic alternatives to pesticides and herbicides, such as Borate treated lumber, Basaltic Termite Barrier, stainless steel termite barrier mesh, and termite resistant materials.

III. Building Design

___1. Consider adaptive re-use of existing structures instead of demolishing and/or constructing a new building. Consult the State Historic Preservation Officer for possible existing historic sites that may meet the project needs.

___2. Plan for high flexibility while designing building shell and interior spaces to accommodate changing needs of the occupants, and thereby extend the life span of the building.

___3. Design for re-use and/or disassembly. (For recyclable and reusable building products, see Section VII).

___4. Design space for recycling and waste diversion opportunities during occupancy.

___5. Provide facilities for bicycle and pedestrian commuters (showers, lockers, bike racks, etc.) in commercial areas and other suitable locations.

___6. Plan for a comfortable and healthy work environment. Include inviting outdoor spaces, wherever possible. *(Refer to Section VIII.)*

___7. Provide an Integrated Pest Management approach. The use of products such as Termi-mesh, Basaltic Termite Barrier and the Sentricon "bait" system can provide long term protection from termite damage and reduce environmental pollution.
___8. Design a building that is energy efficient and resource efficient. *(See Sections IV, V, VII.)* Determine building operation by-products such as heat gain and build up, waste/gray-water and energy consumption, and plan to minimize them or find alternate uses for them.
___9. For natural cooling, use
   a. Reflective or light colored roofing, radiant barrier and/or insulation, roof vents
   b. Light colored paving (concrete) and building surfaces
   c. Tree Planting to shade buildings and paved areas
   d. Building orientation and design that captures trade winds and/or provides for convective cooling of interior spaces when there is no wind.

IV. Energy Use

___1. Obtain a copy of the State of Hawai'i Model Energy Code (available through the Hawai'i State Energy Division, at Tel. 587-3811). Exceed its requirements. (Contact local utility companies for information on tax credits and utility-sponsored programs offering rebates and incentives to businesses for installing qualifying energy efficient technologies.)
___2. Use site sensitive orientation to :
   a. Minimize cooling loads through site shading and carefully planned east-west orientation.
   b. Incorporate natural ventilation by channeling trade winds.
   c. Maximize daylighting.
___3. Design south, east and west shading devices to minimize solar heat gain.
___4. Use spectrally selective tints or spectrally selective low-e glazing with a Solar Heat Gain Coefficient (SHGC) of 0.4 or less.
___5. Minimize effects of thermal bridging in walls, roofs and window systems.
___6. Maximize efficiencies for lighting, Heating, Ventilation, Air Conditioning (HVAC) systems and other equipment. Use insulation and/or radiant barriers, natural ventilation, ceiling fans and shading to avoid the use of air conditioning whenever appropriate.
___7. Eliminate hot water in restrooms when possible.
___8. Provide tenant sub-metering to encourage utility use accountability.
___9. Use renewable energy. Use solar water heaters and consider the use of photovoltaics and Building Integrated Photovoltaics (BIPV).
__10. Use available energy resources such as waste heat recovery, when feasible.

A. Lighting

___1. Design for at least 15% lower interior lighting power allowance than the Energy Code.
___2. Select lamps and ballasts with the highest efficiency, compatible with the desired level of illumination and color rendering specifications. Examples that combine improved color rendering with efficient energy use include compact flourescents and T8 flourescents that use tri-phosphor gases.
___3. Select lighting fixtures which maximize system efficacy and which have heat removal capabilities
___4. Reduce light absorption on surfaces by selecting colors and finishes that provide high reflectance values without glare.
___5. Use task lighting with low ambient light levels.
___6. Maximize daylighting through the use of vertical fenestration, light shelves, skylights, clerestories, building form and orientation as well as through translucent or transparent interior partitions. Coordinate daylighting with electrical lighting for maximum electrical efficiency.
___7. Incorporate daylighting controls and/or motion activated light controls in low or intermittent use areas.
___8. Avoid light spillage in exterior lighting by using directional fixtures.
___9. Minimize light overlap in exterior lighting schemes.
__10. Use lumen maintenance procedures and controls.

B. Mechanical Systems

___1. Design to comply with the Energy Code and to exceed its efficiency requirements.
___2. Use "Smart Building" monitor/control systems when appropriate.
___3. Utilize thermal storage for reduction of peak energy usage.
___4. Use Variable air volume systems to save fan power.
___5. Use variable speed drives on pumping systems and fans for cooling towers and air handlers.
___6. Use air-cooled refrigeration equipment or use cooling towers designed to reduce drift.
___7. Specify premium efficiency motors.
___8. Reduce the need for mechanical ventilation by reducing sources of indoor air pollution. Use high efficiency air filters and ultraviolet lamps in air handling units. Provide for regular maintenance of filtration systems. Use ASHRAE standards as minimum.
___9. Locate fresh air intakes away from polluted or overheated areas. Locate on roof where possible. Separate air intake from air exhausts by at least 40 ft.
__10. Use separate HVAC systems to serve areas that operate on widely differing schedules and/or design conditions.
__11. Use shut off or set back controls on HVAC system when areas are not occupied.
__12. Use condenser heat, waste heat or solar energy. (Contact local utility companies for information on the utility-sponsored Commercial and Industrial Energy Efficiency

Programs which offer incentives to businesses for installing qualifying energy efficient technologies.)

__13. Evaluate plug-in loads for energy efficiency and power saving features.
__14. Improve comfort and save energy by reducing the relative humidity by waste reheat, heat pipes or solar heat.
__15. Minimize heat gain from equipment and appliances by using:
  a. Environmental Protection Agency (EPA) Energy Star rated appliances.
  b. Hoods and exhaust fans to remove heat from concentrated sources.
  c. High performance water heating that exceeds the Energy Code requirements.
__16. Specify HVAC system "commissioning" period to reduce occupant exposure to Indoor Air Quality (IAQ) contaminants and to maximize system efficiency.

V. Water Use

A. Building Water

___1. Install water conserving, low flow fixtures as required by the Uniform Plumbing Code.
___2. If practical, eliminate hot water in restrooms.
___3. Use self closing faucets (infrared sensors or spring loaded faucets) for lavatories and sinks.

B. Landscaping and Irrigation

(See Section VI.)

VI. Landscape and Irrigation

___1. Incorporate water efficient landscaping (xeriscaping) using the following principles:
  a. Planning, Efficient irrigation: Create watering zones for different conditions. Separate vegetation types by watering requirements. Install moisture sensors to prevent operation of the irrigation system in the rain or if the soil has adequate moisture. Use appropriate sprinkler heads.
  b. Soil analysis/improvement: Use (locally made) soil amendments and compost for plant nourishment, improved water absorption and holding capacity.
  c. Appropriate plant selection: Use drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, trees, appropriate for local conditions, to minimize the need for irrigation.
  d. Practical turf areas: Turf only in areas where it provides functional benefits.

  e. Mulches: Use mulches to minimize evaporation, reduce weed growth and retard erosion.

Contact the local Board of Water Supply for additional information on xeriscaping such as efficient irrigation, soil improvements, mulching, lists of low water-demand plants, tours of xeriscaped facilities, and xeriscape classes.

___2. Protect existing beneficial site features and save trees to prevent erosion. Establish and carefully mark tree protection areas well before construction.
___3. Limit staging areas and prevent unnecessary grading of the site to protect existing, especially native, vegetation.
___4. Use top soil from the graded areas, stockpiled on the site and protected with a silt fence to reduce the need for imported top soil.
___5. Irrigate with non-potable water or reclaimed water when feasible. Collect rainwater from the roof for irrigation.
___6. Sub-meter the irrigation system to reduce water consumption and consequently water and sewer fees. Contact the local county agency to obtain irrigation sub-metering requirements and procedures. Locate irrigation controls within sight of the irrigated areas to verify that the system is operating properly.
___7. Use pervious paving instead of concrete or asphalt paving. Use natural and man-made berms, hills and swales to control water runoff.
___8. Avoid the use of solvents that contain or leach out pollutants that can contaminate the water resources and runoff. Contact the State of Hawai'i Clean Water Branch at 586-4309 to determine whether a NPDES (National Pollutant Discharge Elimination System) permit is required.
___9. Use Integrated Pest Management (IPM) techniques. IPM involves a carefully managed use of biological and chemical pest control tactics. It emphasizes minimizing the use of pesticides and maximizing the use of natural process
__10. Use trees and bushes that are felled at the building site (i.e. mulch, fence posts). Leave grass trimmings on the lawn to reduce green waste and enhance the natural health of lawns.
__11. Use recycled content, decay and weather resistant landscape materials such as plastic lumber for planters, benches and decks.

VII. Building Materials & Solid Waste Management

A. Material Selection and Design

___1. Use durable products.
___2. Specify and use natural products or products with low embodied energy and/or high recycled content. Products with recycled content include steel, concrete with glass,

drywall, carpet, etc. Use ground recycled concrete, graded glass cullet or asphalt as base or fill material.

___3. Specify low toxic or non-toxic materials whenever possible, such as low VOC (Volatile Organic Compounds) paints, sealers and adhesives and low or formaldehyde-free materials. Do not use products with CFCs (Chloro-fluoro-carbons).

___4. Use locally produced products such as plastic lumber, insulation, hydro-mulch, glass tiles, compost.

___5. Use advanced framing systems that reduce waste, two stud corners, engineered structural products and prefabricated panel systems.

___6. Use materials which require limited or no application of finishing or surface preparation. (i.e. finished concrete floor surface, glass block and glazing materials, concrete block masonry, etc.).

___7. Use re-milled salvaged lumber where appropriate and as available. Avoid the use of old growth timber.

___8. Use sustainably harvested timber.

___9. Commit to a material selection program that emphasizes efficient and environmentally sensitive use of building materials, and that uses locally available building materials. (A list of Earth friendly products and materials is available through the Green House Hawai'i Project. Call Clean Hawai'i Center, Tel. 587-3802 for the list.)

B. Solid Waste Management, Recycling and Diversion Plan

___1. Prepare a job-site recycling plan and post it at the job-site office.

___2. Conduct pre-construction waste minimization and recycling training for employees and sub-contractors.

___3. Use a central area for all cutting.

___4. Establish a dedicated waste separation/diversion area. Include Waste/Compost/Recycling collection areas and systems for use during construction process and during the operational life cycle of the building.

___5. Separate and divert all unused or waste cardboard, ferrous scrap, construction materials and fixtures for recycling and/or forwarding to a salvage exchange facility. Information on "Minimizing C&D (construction and demolition) waste in Hawai'i" is available through Department of Health, Office of Solid Waste Management, Tel. 586-4240.

___6. Use all green waste, untreated wood and clean drywall on site as soil amendments or divert to offsite recycling facilities.

___7. Use concrete and asphalt rubble on-site or forward the material for offsite recycling.

___8. Carefully manage and control waste solvents, paints, sealants, and their used containers. Separate these materials from C&D (construction and demolition) waste and store and dispose them of them carefully.

___9. Donate unused paint, solvents, sealants to non-profit organizations or list on HIMEX (Hawai'i Materials Exchange). HIMEX is a free service operated by Maui Recycling

Group, that offers an alternative to landfill disposal of usable materials, and facilitates no-cost trades. See web site, www.himex.org.

__10. Use suppliers that re-use or recycle packaging material whenever possible.

VIII. Indoor Air Quality

___1. Design an HVAC system with adequate supply of outdoor air, good ventilation rates, even air distribution, sufficient exhaust ventilation and appropriate air cleaners.

___2. Develop and specify Indoor Air Quality (IAQ) requirements during design and contract document phases of the project. Monitor compliance in order to minimize or contain IAQ contaminant sources during construction, renovation and remodeling.

___3. Notify occupants of any type of construction, renovation and remodeling and the effects on IAQ.

___4. Inspect existing buildings to determine if asbestos and lead paint are present and arrange for removal or abatement as needed.

___5. Supply workers with, and ensure the use of VOC (Volatile Organic Compounds)-safe masks where required.

___6. Ensure that HVAC systems are installed, operated and maintained in a manner consistent with their design. Use UV lamps in Air Handling Units to eliminate mold and mildew growth. An improperly functioning HVAC system can harbor biological contaminants such as viruses, bacteria, molds, fungi and pollen, and can cause Sick Building Syndrome (SBS).

___7. Install separate exhaust fans in rooms where air polluting office equipment is used, and exhaust directly to the exterior of the building, at sufficient distance from the air intake vents.

___8. Place bird guards over air intakes to prevent pollution of shafts and HVAC ducts.

___9. Control indoor air pollution by selecting products and finishes that are low or non-toxic and low VOC emitting. Common sources of indoor chemical contaminants are adhesives, carpeting, upholstery, manufactured wood products, copy machines, pesticides and cleaning agents.

__10. Schedule finish application work to minimize absorption of VOCs into surrounding materials e.g. allow sufficient time for paint and clear finishes to dry before installing carpet and upholstered furniture. Increase ventilation rates during periods of increased pollution.

__11. Allow a flush-out period after construction, renovation, remodeling or pesticide application to minimize occupant exposure to chemicals and contaminants.

IX. Commissioning & Construction Project Closeout

___1. Appoint a Commissioning Authority to develop and implement a commissioning plan and a preventative maintenance plan. Project Manager's responsibilities must include coordination of commissioning activities during project closeout.
___2. Commissioning team should successfully demonstrate all systems and perform operator training before final acceptance.
___3. Provide flush-out period to remove air borne contaminants from the building and systems.
___4. Provide as-built drawings and documentation for all systems. Provide data on equipment maintenance and their control strategies as well as maintenance and cleaning instructions for finish materials.

X. Occupancy and Operation

A. General Objectives

___1. Develop a User's Manual for building occupants that emphasizes the need for Owner/Management commitment to efficient sustainable operations.
___2. Management's responsibilities must include ensuring that sustainability policies are carried out.

B. Energy

___1. Purchase EPA rated, Energy Star, energy-efficient office equipment, appliances, computers, and copiers. (Energy Star is a program sponsored by U.S. Dep. Of Energy. Use of these products will contribute to reduced energy costs for buildings and reduce air pollution.)
___2. Institute an employee education program about the efficient use of building systems and appliances, occupants impact on and responsibility for water use, energy use, waste generation, waste recycling programs, etc.
___3. Re-commission systems and update performance documentation periodically per recommendations of the Commissioning Authority, or whenever modifications are made to the systems.

C. Water

___1. Start the watering cycle in the early morning in order to minimize evaporation.
___2. Manage the chemical treatment of cooling tower water to reduce water consumption.

D. Air

___1. Provide incentives which encourage building occupants to use alternatives to and to reduce the use of single occupancy vehicles.

___2. Provide a location map of services within walking distance of the place of employment (child care, restaurants, gyms, shopping).
___3. Periodically monitor or check for indoor pollutants in building.
___4. Provide an IAQ plan for tenants, staff and management that establishes policies and documentation procedures for controlling and reporting indoor air pollution. This helps tenants and staff understand their responsibility to protect the air quality of the facility.

E. Materials and Products

___1. Purchase business products with recycled content such as paper, toners, etc.
___2. Purchase Furniture made with sustainably harvested wood, or with recycled and recycled content materials, which will not off gas VOC's.
___3. Remodeling and painting should comply with or improve on original sustainable design intent.
___4. Use low VOC, non-toxic, phosphate and chlorine free, biodegradable cleaning products.

F. Solid Waste

___1. Collect recyclable business waste such as paper, cardboard boxes, and soda cans.
___2. Avoid single use items such as paper or Styrofoam cups and plates, and plastic utensils.

XI. Resources

Financing: Energy Efficiency in Buildings. U.S. Department of Energy, DOE/EE-0152, May, 1998 (Call Tel.1-800-DOE-EREC or visit local office)

Building Commissioning: The Key to Quality Assurance. U.S. Department of Energy, DOE/EE-0153, May, 1998 (Call Tel.1-800-DOE-EREC or visit local office)

Guide to Resource-Efficient Building in Hawaii. University of Hawai'i at Manoa, School of Architecture and Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, October 1998. (Call Tel. 587-3804 for publication)

Hawaii Model Energy Code. Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997 (Call Tel. 587-3810 for publication)

Photovoltaics in the Built Environment: A Design Guide for Architects and Engineers. NREL Publications, DOE/GO #10097-436, September 1997 (Call Tel.1-800-DOE-EREC or visit local office)

Building Integrated Photovoltaics: A Case Study. NREL Publications #TP-472-7574, March 1995 (Call Tel.1-800-DOE-EREC or visit local office)

Solar Electric Applications: An overview of Today's Applications. NREL Publications, DOE/GO #10097-357, Revised February, 1997 (Call Tel.1-800-DOE-EREC or visit local office)

Green Lights: An Enlightened Approach to Energy Efficiency and Pollution Prevention. U.S. Environmental Protection Agency, Pacific Island Contact Office (Call Tel. 541-2710 for publication.)

Healthy Lawn, Healthy Environment. U.S. Environmental Protection Agency, Pacific Island Contact Office. (Call Tel. 541-2710 for this and related publications)

How to Plant a Native Hawaiian Garden. Office of Environmental Quality Control (OEQC), Department of Health, State of Hawai'i (Call Tel. 586-4185 for publication)

Buy Recycled in Hawai'i. Clean Hawai'i Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997. (Call Tel. 587-3802 for publication)

Hawai'i Recycling Industry Guide and other recycling and reuse related fact sheets. Clean Hawai'i Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, July 1999. (Call Tel. 587-3802 for publication)

Minimizing Construction and Demolition Waste. Office of Solid Waste Management, Department of Health and Clean Hawai'i Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, February 1998. (Call Tel. 586-4240 for publication)

Contractor's Waste Management Guide and Construction and demolition Waste Management Facilities Directory. Clean Hawai'i Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, 1999. (Call Tel. 587-3802 for publication)

Waste Management and Action: Construction Industry. Department of Health, Solid and Hazardous Waste Branch (Call Tel. 586-7496 for publication)

Business Guide For reducing Solid Waste. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)

The Inside Story: A Guide to Indoor Air Quality. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for this and related publications.) Additional information is available from the American Lung Association, Hawai'i, Tel. 537-5966

Selecting Healthier Flooring Materials. American Lung Association and Clean Hawai'i Center, February 1999. (Call Tel. 537-5966 x307)

Office Paper Recycling: An Implementation Manual. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)

Acknowledgments

OEQC and the Environmental Council would like to thank Allison Beale, Gary Gill, Nick H. Huddleston, Gail Suzuki-Jones, Purnima McCutcheon, Virginia B. MacDonald, Steve Meder, Ramona Mullahey, Thomas P. Papandrew, Victor Olgay, Howard Tanaka, and Howard Wiig for their assistance with this project.

BENJAMIN J. CAYETANO
GOVERNOR

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

LETTER NO. (P)1623.0

OCT 11 2000

TO: Mr. Maurice H. Kaya
Energy, Resources, and Technology Program Administrator
Department of Business, Economic Development and
Tourism

SUBJECT: Draft Environmental Assessment (DEA)
No. 1 Capitol District Building

Thank you for your agency's participation in the environmental review process. Your comments are hereby acknowledged. A Final Environmental Assessment (EA) that incorporates the responses to all comments on the Draft EA is currently being prepared. Your agency will be notified when the Final EA is available for review. Following are our responses to your comments made to the subject Draft EA:

1. State energy conservation goals: Project buildings, activities, and site grounds should be designed with energy saving considerations. The mandate for such consideration is found in Chapter 344, HRS (State Environmental Policy) and Chapter 226 (Hawaii State Planning Act). In particular, we would like to call to your attention HRS 226 18(c)(4) which includes a State objective of promoting all cost-effective energy conservation through adoption of energy-efficient practices and technologies.

   The City and County of Honolulu has adopted an Energy Code which we recommend you consult early on in your project. Hawaiian Electric Company, Inc., may also have demand-side management programs that offer rebates for installation of energy efficient technologies.

   Response: Energy conservation mandates/codes will be considered in the design of this project. However, for this particular project, the preservation of important art work will also have to be taken into account.

2. Energy saving design practices and technologies. We recommend that you specifically address energy efficient design practices and technologies in this project. Some of the methods and technologies that

could be considered during the design phase of the project include:

- Use of natural ventilation to increase comfort of occupants, maximum use of day lighting, and
- Use of high efficiency compact fluorescent lighting.

Response: We have sent a copy of the above comments to our design consultant for their reference. Energy saving design practices and technologies will be considered in the design of this project.

3. Recycling and recycled-content products:

   - Develop a job-site recycling plan for the construction phase of the project and recycle as much construction and demolition waste as possible;
   - Incorporate provisions for recycling into the built project - a collection system and space for bins for recyclables; and
   - Specify and use products with recycled content such as: Steel, concrete aggregate fill, drywall, carpet and glass tile.

   Response: We have sent a copy of the above comments to our design consultant for their reference. The No. 1 Capitol District Building currently participates in a recycling program.

Should you have any questions regarding the above, please have your staff contact Mr. Alan Sanborn of the Planning Branch at 586-0499.

GORDON MATSUOKA
Public Works Administrator

LZ:mo
c: Mr. Ivan Nishiki
Wil Chee Planning

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 527-6663 • FAX: (808) 527-5675 • Website: www.co.honolulu.hi.us

JEREMY HARRIS
Mayor

KENNETH E. SPRAGUE, P.E., Ph.D.
Director

BARRY FUKUNAGA
Deputy Director

ENV 00-79

SEP 21 2000

Ms. Claire Tom
Planner
Wil Chee - Planning, Inc.
1400 Rycroft Street, Suite 928
Honolulu, HI 96814

Dear Ms. Tom:

Subject: Environmental Assessment
Acquisition of Hemmeter Building
TMK: 2-1-17: 01

In response to your letter of September 6, 2000, we wish to inform you that we have no comments to offer at this time. However, we would like to review the Draft Environmental Assessment when it becomes available.

Should you have any questions, please contact Mr. Alex Ho, Environmental Engineer, at 523-4150.

Sincerely,

KENNETH E. SPRAGUE
Director

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813
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JEREMY HARRIS
Mayor

KENNETH E. SPRAGUE, P.E., Ph.D.
Director

BARRY FUKUNAGA
Deputy Director

ENV 00-81

OCT - 2 2000

Mr. Gordon Matsuoka
Public Works Administrator
Public Works Division
Dept. Of Accounting and General Services
State of Hawaii
P.O. Box 119
Honolulu, Hawaii 96810

Attention: Mr. Alan Sanborn

Dear Mr. Matsuoka:

Subject: Draft Environmental Assessment (DEA)
No. 1 Capitol District Building
TMK: 2-1-17: 1

We have reviewed the subject DEA and have no comments to offer at this time.

Should you have any questions, please contact Alex Ho at 523-4150.

Sincerely

KENNETH E. SPRAGUE
Director

cc: SOH - Office of Environmental Quality Control
Wil Chee- Planning Inc. ✓

BENJAMIN J. CAYETANO
GOVERNOR

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

LETTER NO (P)1622.0

OCT 11 2000

Mr. Kenneth Sprague, Director
Department of Environmental Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

Dear Mr. Sprague:

Subject: Draft Environmental Assessment (DEA)
No. 1 Capitol District Building

Thank you for your agency's participation in the environmental review process as evidenced by your letters dated September 21, 2000 and October 2, 2000. A Final Environmental Assessment (EA) that incorporates the responses to all comments on the Draft EA is currently being prepared. Your agency will be notified when the Final EA is available for review.

Should you have any questions regarding the above, please have your staff contact Mr. Alan Sanborn of the Planning Branch at 586-0499.

Sincerely,

GORDON MATSUOKA
Public Works Administrator

LZ:mo
c: Mr. Ivan Nishiki
Wil Chee Planning

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

September 21, 2000

Ms. Claire Tom, Planner
Wil Chee - Planning, Inc.
HMSA Center
1400 Rycroft Street, Suite #928
Honolulu, Hawaii 96814

Dear Ms. Tom:

Subject: Notification of the Department of Accounting and General Services
Environmental Assessment for No. 1 Capitol District Building
Honolulu, Oahu
Tax Map Key: 2-1-017: 001

We received your letter dated September 6, 2000, regarding the above-mentioned project. We conducted an on-site assessment and have no objections to the proposed project.

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

Sincerely,

ATTILIO K. LEONARDI
Fire Chief

AKL/KS:jo

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

October 2, 2000

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

Dear Mr. Sanborn:

Subject: Draft Environmental Assessment
No. 1 Capitol District Building
Honolulu, Oahu, Hawaii
Tax Map Key: 2-1-017: 001

We received a letter from Mr. Gordon Matsuoka dated September 15, 2000, regarding the above-mentioned project. We conducted an on-site assessment and have no objections to the proposed project.

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

Sincerely,

ATTILIO K. LEONARDI
Fire Chief

AKL/KS:jo

cc: Office of Environmental Quality Control
Wil Chee - Planning, Inc.

BENJAMIN J. CAYETANO
GOVERNOR

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

LETTER NO (P)1625.0

OCT 11 2000

Mr. Attilo K. Leonardi, Fire Chief
Fire Department
City and County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, HI 96819

Dear Mr. Leonard:

Subject: Draft Environmental Assessment (DEA)
No. 1 Capitol District Building

Thank you for your agency's participation in the environmental review process as evidenced by your letter dated September 21, 2000. A Final Environmental Assessment (EA) that incorporates the responses to all comments on the Draft EA is currently being prepared. Your agency will be notified when the Final EA is available for review.

Should you have any questions regarding the above, please have your staff contact Mr. Alan Sanborn of the Planning Branch at 586-0499.

Sincerely,

GORDON MATSUOKA
Public Works Administrator

LZ:mo
c: Mr. Ivan Nishiki
Wil Chee Planning