



HAWAII COMMUNITY DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor



Jan Naoe Sullivan  
Chair

Jan S. Yokota  
Executive Director

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813  
Telephone  
(808) 587-2870  
Facsimile  
(808) 599-2613

Kamakee St. Realignment

Ref. Nos.: GF ST 3.34/  
PL EIS 6.23

January 29, 1997

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UFC OF ENVIRONMENTAL  
QUALITY CONTROL

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

Dear Mr. Gill: FONSI

Re: Negative Declaration for the Kamakee Street  
Realignment (TMK: 2-3-01: Por. 1) Honolulu,  
Oahu, Hawaii

The Hawaii Community Development Authority ("HCDA"), as the accepting authority, has reviewed the comments received during the 30-day public comment period which began on November 23, 1996. HCDA has determined that this project will not have a significant environmental effect and has issued a ~~negative declaration~~. Please publish notice of availability for this project in the February 8, 1997 OEQC Bulletin. FONSI

Enclosed please find four (4) copies of the Kamakee Street Realignment Environmental Assessment and a completed OEQC Document Publication form.

Should you have any questions, please contact Alex Achimore, Director of Planning and Development, at 587-2870.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/SJT:gst

Encs.

cc: Mr. H. Mitchell D'Olier (Victoria Ward, Limited)  
Mr. Jeff Overton (Group 70)

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1997-02-08-0A-*FEA-Kamakee*  
*Street Realignment*

FEB 8 1997  
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## **KAMAKEE STREET REALIGNMENT**

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An Amendment to the  
MAUKA AREA PLAN  
Kakaako Community Development District

### **FINAL** **ENVIRONMENTAL ASSESSMENT**

**Applicant:**

Victoria Ward, Limited

**Accepting Authority:**

Hawaii Community Development Authority

January 1997



Group 70 International • Architecture • Planning • Interior Design • Environmental Services • Building Diagnostics  
925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813 • Phone (808) 523-5866 FAX (808) 523-5874

**KAMAKEE STREET REALIGNMENT**

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An Amendment to the  
MAUKA AREA PLAN  
Kakaako Community Development District

**FINAL  
ENVIRONMENTAL ASSESSMENT**

**APPLICANT:**

Victoria Ward, Limited  
1210 Auahi Street, Suite 115  
Honolulu, Hawaii 96814

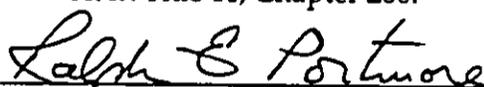
**ACCEPTING AUTHORITY:**

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

**PREPARED BY:**

Group 70 International, Inc.  
Architecture • Planning • Interior Design • Environmental Services  
925 Bethel Street, Fifth Floor  
Honolulu, Hawaii 96813  
(808) 523-5866

This document has been prepared  
pursuant to Chapter 343 HRS and  
HAR Title 11, Chapter 200.

  
Ralph E. Portmore, AICP

January 1997

KAMAKEE STREET REALIGNMENT  
• Final Environmental Assessment •

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1. Introduction

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Section 1.0  
Introduction

KAMAKEE STREET REALIGNMENT  
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1.0 INTRODUCTION

This Environmental Assessment (EA) has been prepared in accordance with the requirements of Chapter 343, HRS and Hawaii Administrative Rules, Title 11, Department of Health, as the proposed action involves the use of County lands.

1.1 PROJECT INFORMATION SUMMARY

Applicant: Victoria Ward, Limited  
1210 Auahi Street, Suite 115  
Honolulu, Hawaii 96813

Agent: Group 70 International, Inc.  
925 Bethel Street, Fifth Floor  
Honolulu, Hawaii 96813  
Contact: Jeffrey Overton, AICP  
Telephone: 523-5866 FAX: 523-5874

Accepting Authority: Hawaii Community Development Authority

Project Location: Kakaako, Honolulu, Hawaii

Tax Map Key: 2-3-01 Por. 1

Landowners: Victoria Ward, Limited  
City and County of Honolulu, Dept. of Transportation Services  
State of Hawaii, Dept. of Transportation (Ala Moana Boulevard)

Land Area: Existing Road ROW - Approximately 0.47 acres  
Existing Private Land - Approximately 0.34 acres

Request: Amend the KCDD Mauka Area Plan to reflect the  
realignment of Kamakee Street between Ala Moana  
Boulevard and Auahi Street, and thereby creation of a four-  
way intersection with the Ewa end of Ala Moana Park Drive.

Existing Use: Roadway, Parking

KCDD Mauka Area Plan: Roadway, Mixed Use Zone - Commercial

State Land Use District: Urban

City Development Plan: Commercial Emphasis Mixed Use

Zoning: Not Applicable

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**1.2 OVERVIEW OF THE PROPOSED ACTION**

The proposed action is the realignment of the segment of Kamakee Street between Ala Moana Boulevard and Auahi Street so that the Ala Moana Boulevard intersection is relocated approximately 115 feet Ewa of its existing location. The proposed action is intended to create a four-way signalized intersection with Ala Moana Park Drive. A detailed description of the proposed action is presented in Section 2.0.

A primary purpose for the proposed realignment is to improve the functioning of the roadway system in this portion of Kakaako. Victoria Ward, Limited is planning mixed-use developments in the near future. Both the City and State transportation agencies support the creation of a four-way intersection at this location. The HCDA Makai Area Plan (1990), which applies to lands makai of Ala Moana Boulevard, includes maps indicating the realignment of Kamakee Street and creation of a four-way intersection with Ala Moana Park Drive. The proposed action will improve vehicular circulation into and out of this area.

The new four-way intersection will also provide a new direct through route from Ala Moana Boulevard to Kapiolani Boulevard, with full access at both ends of the roadway. Mauka-makai traffic on Ward Avenue and Piikoi Street will be relieved by this project. Ala Moana Beach Park users will also benefit with increased circulation options.

**1.3 CONTENTS OF THE FINAL ENVIRONMENTAL ASSESSMENT**

This Final Environmental Assessment (EA) has been prepared and is being filed with the Hawaii Community Development Authority. The Environmental Assessment evaluates the potential impacts of the Kamakee Street realignment on the natural and human environment.

This document is presented in six sections. Section 1.0 contains the introduction and project overview. Section 2.0 describes the proposed project and Section 3.0 addresses the environmental, social and economic setting of the proposed project.

Alternatives to the proposed realignment are presented in Section 4.0. A review of the appropriate existing State and County policies and plans is contained in Section 5.0. Section 6.0 contains a statement of anticipated determination, findings and reasons supporting the anticipated determination.

A Traffic Study of the proposed realignment is included as Appendix A. Written responses to the pre-consultation process and references used in the preparation of this document are attached in Appendix B. Comments to the Draft Environmental Assessment and responses to these comments are provided in Appendix C.



# CORRECTION

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



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**2.0 GENERAL DESCRIPTION OF THE ACTION'S  
TECHNICAL, ECONOMIC, SOCIAL, AND  
ENVIRONMENTAL CHARACTERISTICS**

**2.1 DESCRIPTION OF THE AFFECTED AREA**

Kamakee Street is located within the Kakaako Community Development District (KCDD) in the urban core of Honolulu between the Central Business District and Waikiki. Kakaako has two designated development districts: Mauka Area and Makai Area (Figure 2-1). The proposed project is located within the boundaries of the Mauka Area.

This area is bounded by King Street and Ala Moana Boulevard between Punchbowl Street and Piikoi Street. Main mauka-makai corridors within the area include Ward Avenue and Piikoi Street. Major Ewa-Diamond Head corridors are King Street, Kapiolani Boulevard, and Ala Moana Boulevard.

The current KCDD Mauka Area Plan was adopted in February 1990 and has since been amended.

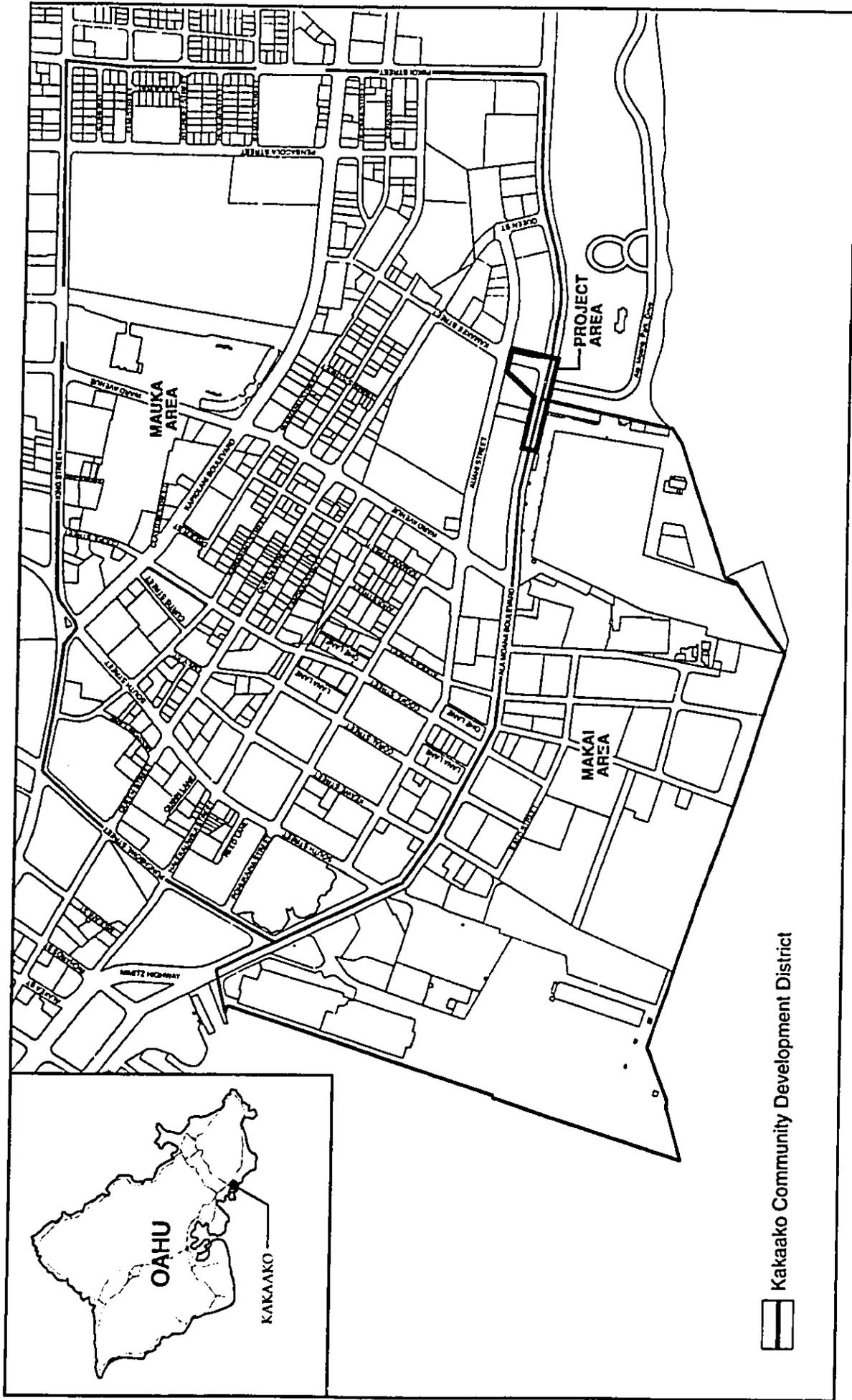
Kakaako was originally developed as a residential area, but has grown to include commercial and light industrial activities. Government agencies, the Neal Blaisdell Center, schools, television studios, a neighborhood park, and numerous shops, bars, and restaurants are located in Kakaako.

Ala Moana Beach Park and Kewalo Basin provide recreational and commercial activity makai of Ala Moana Boulevard. Ala Moana Beach Park has long been a favorite area for swimming, sunbathing, jogging, tennis, picnics, and special events. Kewalo Basin, with 25 acres of land and water area totaling 30 acres, is home to numerous commercial and recreational boats, commercial activities including a restaurant and fish auction, governmental and research organizations, and an oceanfront park.

**2.2 EXISTING CONDITIONS AT THE PROJECT SITE**

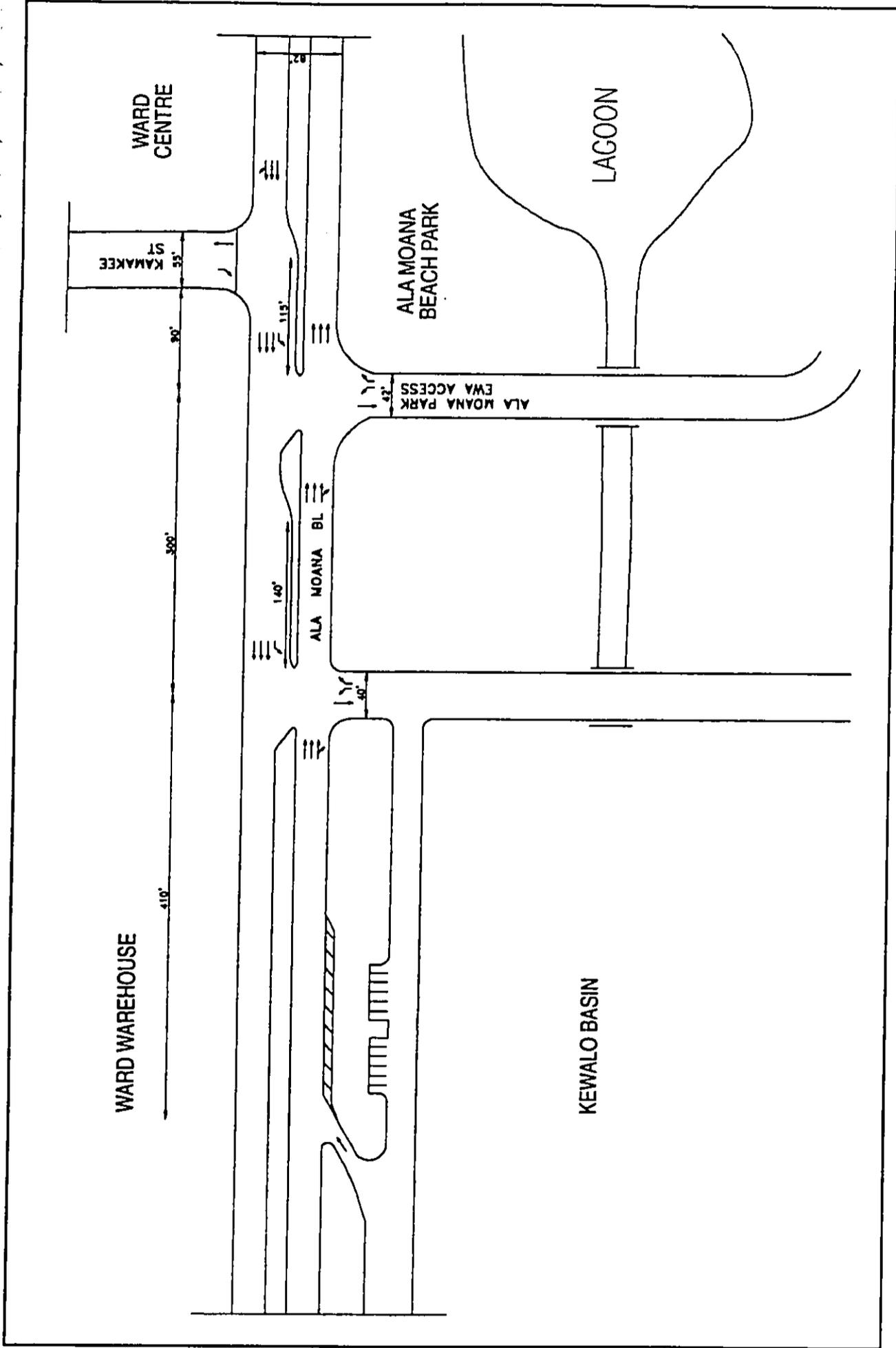
The site of the proposed action is the segment of Kamakee Street between Auahi Street and Ala Moana Boulevard. A traffic signal has recently been installed at the intersection of Kamakee Street and Auahi Street. Kamakee Street and Auahi Street are both two-way streets.

Kamakee Street currently meets Ala Moana Boulevard in a unsignalized "T" intersection. Vehicles traveling Ewa-bound on Ala Moana Boulevard may turn right onto Kamakee Street. Diamond Head-bound travelers may not turn left onto Kamakee Street. Vehicles traveling makai on Kamakee Street must turn right into the Ewa-bound lanes of Ala Moana Boulevard. Ala Moana Park Drive, the Ewa access to Ala Moana Beach Park, is located approximately 90 feet Ewa of Kamakee Street. Approximately 300 feet Ewa of the park access is the Diamond Head access to Kewalo Basin. Existing conditions are shown in Figure 2-2.



Location Map  
**KAMAHEE STREET REALIGNMENT**

Figure 2-1



Source: Kaku Associates (1996)



NOT TO SCALE

Figure 2-2

Base Conditions

**KAMAKEE STREET REALIGNMENT**

KAMAKEE STREET REALIGNMENT  
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Kamakee Street between Auahi Street and Ala Moana Boulevard has a 76-foot right-of-way. Parking, sidewalks and landscaped areas are provided on both sides of the street with approximately 55 feet of pavement and a sidewalk and landscape strip on each side. Overhead power lines are located on the Diamond Head side of Kamakee Street.

Ward Centre, a two-story development of shops and restaurants, is located on the Diamond Head side of Kamakee Street (Figure 2-3). There are no driveways on the Diamond Head side of Kamakee Street. JAJA Fashions is located on the Ewa side of Kamakee Street. At grade parking and bus drop-off areas are linked by a driveway to Kamakee Street. Ward Warehouse fills the remainder of the Ewa block. Lands on both sides of Kamakee Street are owned by Victoria Ward, Limited.

### 2.3 DESCRIPTION OF THE PROPOSED ACTION

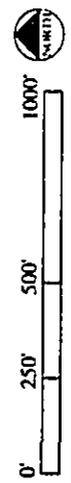
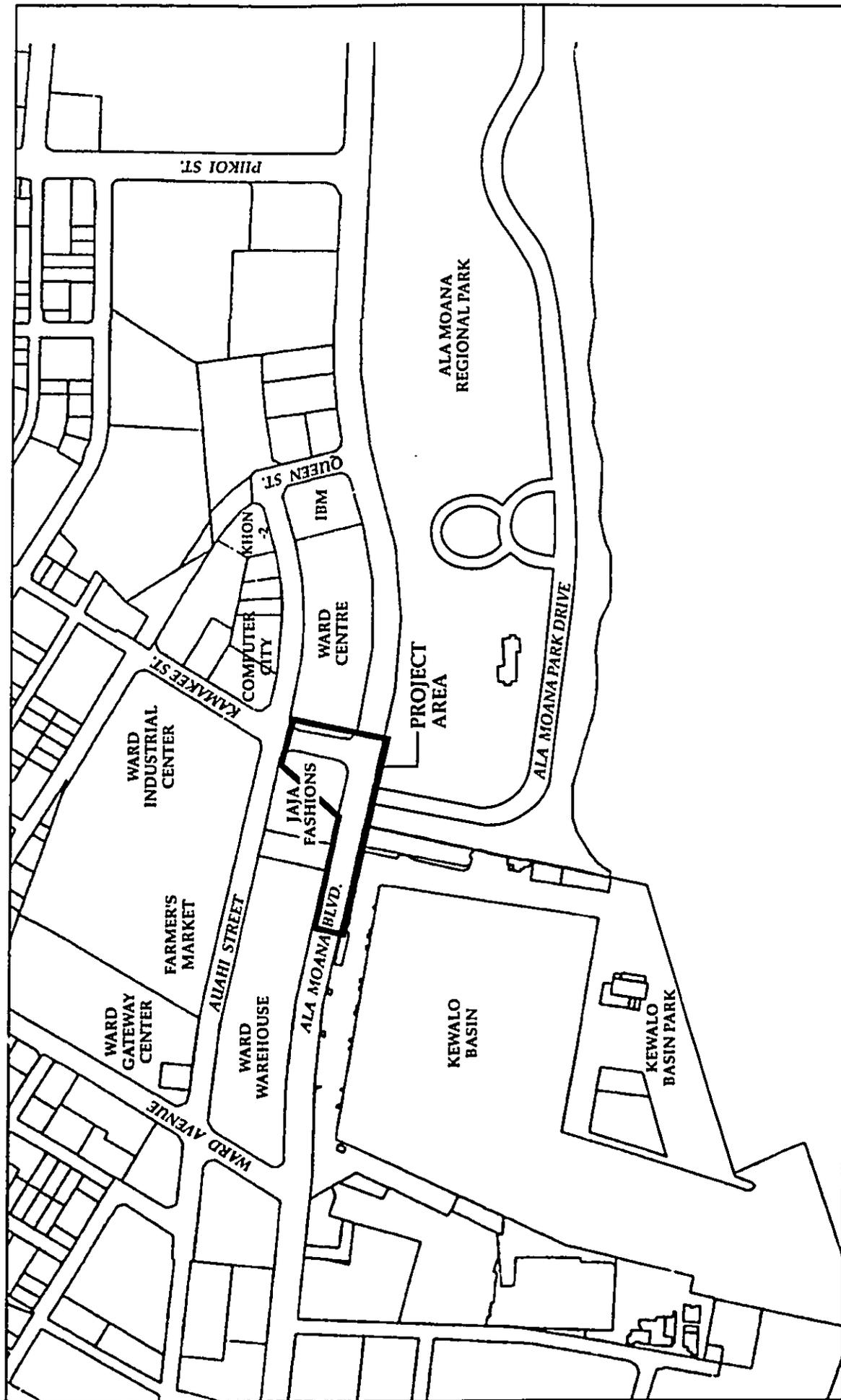
This proposed action involves the realignment of the Kamakee Street makai segment so that it forms a four-way intersection with Ala Moana Park Drive. The realigned road segment will be 60 feet wide, which is slightly larger than the paved width of the existing segment, and sidewalks and landscaped areas will be provided on both sides. The proposed action is shown as Figure 2-4.

The new intersection of Kamakee Street and Ala Moana Boulevard would be signalized, providing direct access between Kakaako and Ala Moana Beach Park. Traffic would continue to be two-way on Kamakee Street with all turns allowed at Ala Moana Boulevard. An Diamond Head-bound left turn storage lane would be provided on Ala Moana Boulevard to allow a left turn mauka onto Kamakee Street.

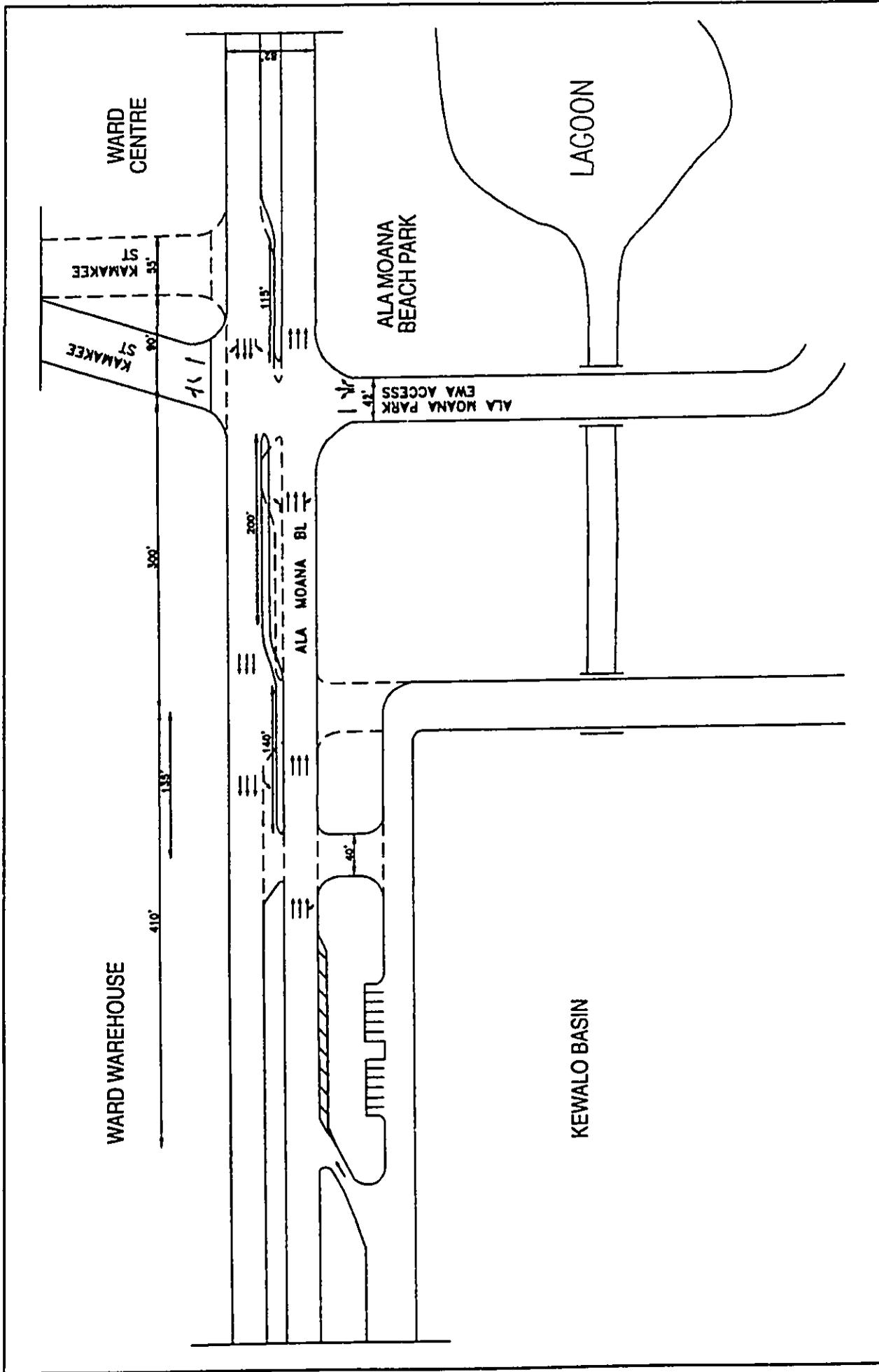
As shown in Figure 2-4, provision of the improved intersection with Ala Moana Park Drive will require the relocation of the Diamond Head access to Kewalo Basin approximately 135 feet in the Ewa direction. The Kewalo Basin access will continue to be a signalized "T" intersection with Ala Moana Boulevard. The left turn storage lane would also be shifted 135 feet Ewa on Ewa-bound Ala Moana Boulevard.

The Mauka Area Plan reflects the existing alignment of Kamakee Street between Auahi Street and Ala Moana Boulevard. Thus, implementation of the proposed action requires an amendment to the KCDD Mauka Area Plan, which triggers the preparation of an Environmental Assessment for review by the Hawaii Community Development Authority. The relationship of this action to the Mauka Area Plan is discussed in Section 5.0. Technical, economic, social and environmental characteristics are described in detail in Section 3.0.

Roadway improvements along Kamakee Street and Ala Moana Boulevard are estimated at approximately \$4.5 million. Installation of a box drain along Kamakee Street and Ala Moana Boulevard between Auahi Street and Kewalo Basin is estimated at \$2.625 million. Estimates for the relocation of the Kewalo Basin entrance total approximately \$500,000.



Project Area Map  
**KAMAKEE STREET REALIGNMENT**  
 Figure 2-3



Source: Kaku Associates (1996)

Preferred Project - Kamakee Street Realignment/  
Kewalo Basin Entrance Relocation

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KAMAKEE STREET REALIGNMENT

Figure 2-4

KAMAKEE STREET REALIGNMENT  
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2.4 PURPOSE AND NEED FOR THE PROPOSED ACTION

The 1990 Kakaako Community Development District (KCDD) Mauka Area Plan envisions the integrated development of commercial, industrial, and residential uses (including parks and parking) in the area. As stated in the Mauka Area Plan, "The location and effectiveness of the transportation systems and modes significantly influence redevelopment and enhance the Mauka Area's economic viability."

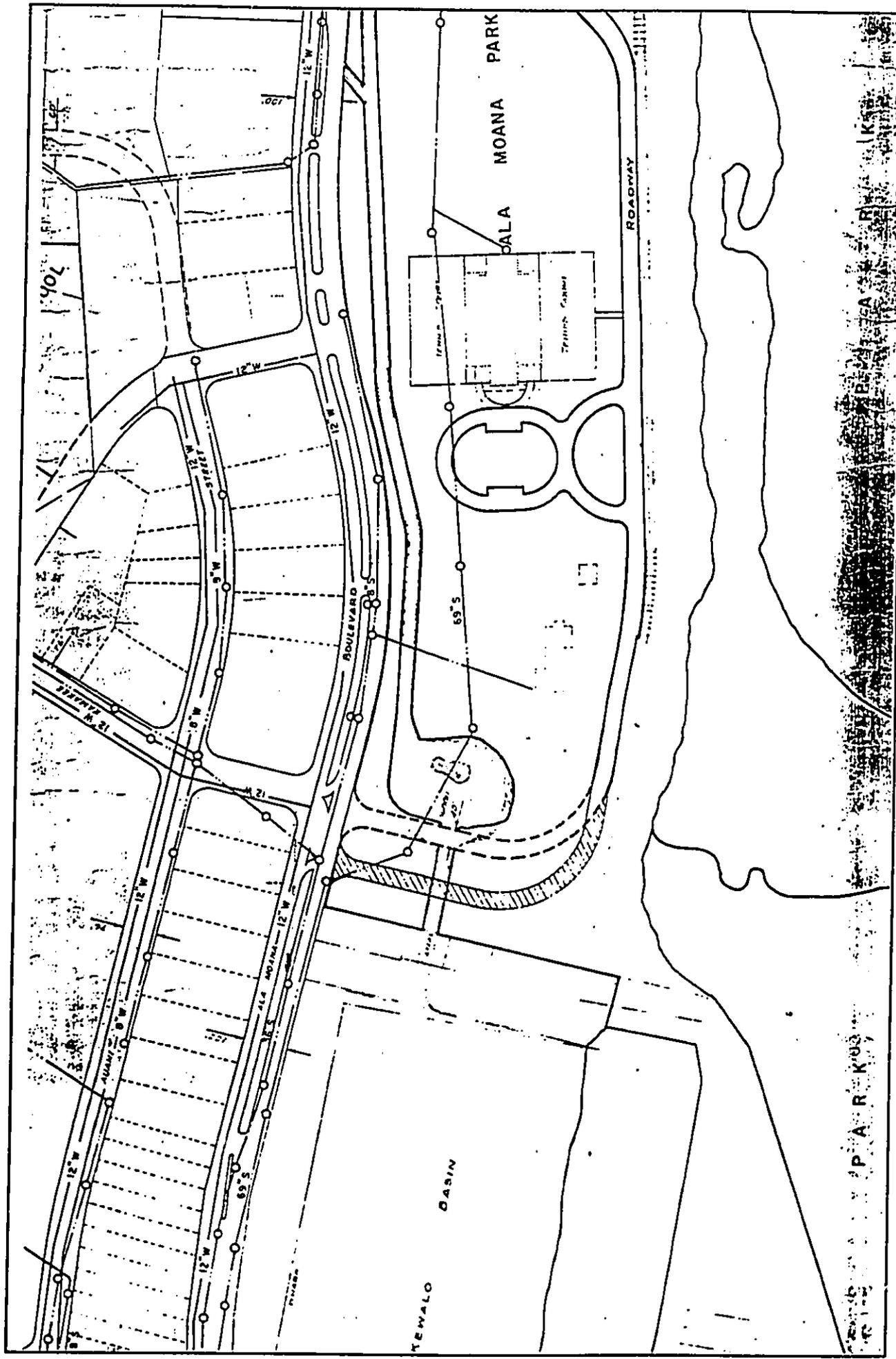
As a major street in the Mauka Area Plan, Kamakee Street is intended for "movement of traffic within and through the Mauka Area". Major streets "carry moderate to high traffic volumes either as collectors which funnel traffic to the regional roadway system, or as arterial streets which serve traffic passing through the Mauka Area".

The transportation agencies of the State and the City have expressed a long-standing desire to create a four-way intersection at the entrance to Ala Moana Beach Park. The 1969 Makiki-Kewalo-Ala Moana Public Facilities Map (adopted as a supplement to the 1964 General Plan) showed a realignment of the Park Road to accomplish this. This was carried forward in the 1983 Department of Transportation Services Planning Area Map (Figure 2-5). Maps within the 1990 Makai Area Plan for the Kakaako Community Development District also show the proposed Kamakee Street realignment and creation of a four-way intersection (Figure 2-6).

In anticipation of future development of a commercial-retail complex and multi-family housing by Victoria Ward, Limited, as well as further development throughout Kakaako, the realignment of Kamakee Street is proposed to improve the current alignment and connection with Ala Moana Boulevard. The new alignment would improve traffic distribution within and through the Kakaako District and provide some relief to the volume of traffic on Ward Avenue and Piikoi Street.

Realignment of Kamakee Street will impact the operations of JAJA Fashions, currently located on the Ewa side of the street. Victoria Ward, Limited's lease agreement with JAJA Fashions is due to be re-negotiated at the end of 1996. The timing of this lease re-negotiation provides a window of opportunity during which decisions on infrastructure improvements and land use can be coordinated.

The proposed action is one of several efforts required to establish Kamakee Street as a major mauka-makai street in Kakaako. Kamakee Street, between Auahi Street and Queen Street, is already wide enough to accommodate four travel lanes and future bicycle routes on both sides of the street. To further improve traffic circulation in the Kakaako District Mauka Area, a \$9 million improvement project is underway to widen the mauka section of Kamakee Street, between Queen Street and Kapiolani Boulevard, to four travel lanes. Implementation of the proposed action will be needed to fully realize the benefits on these other improvements.



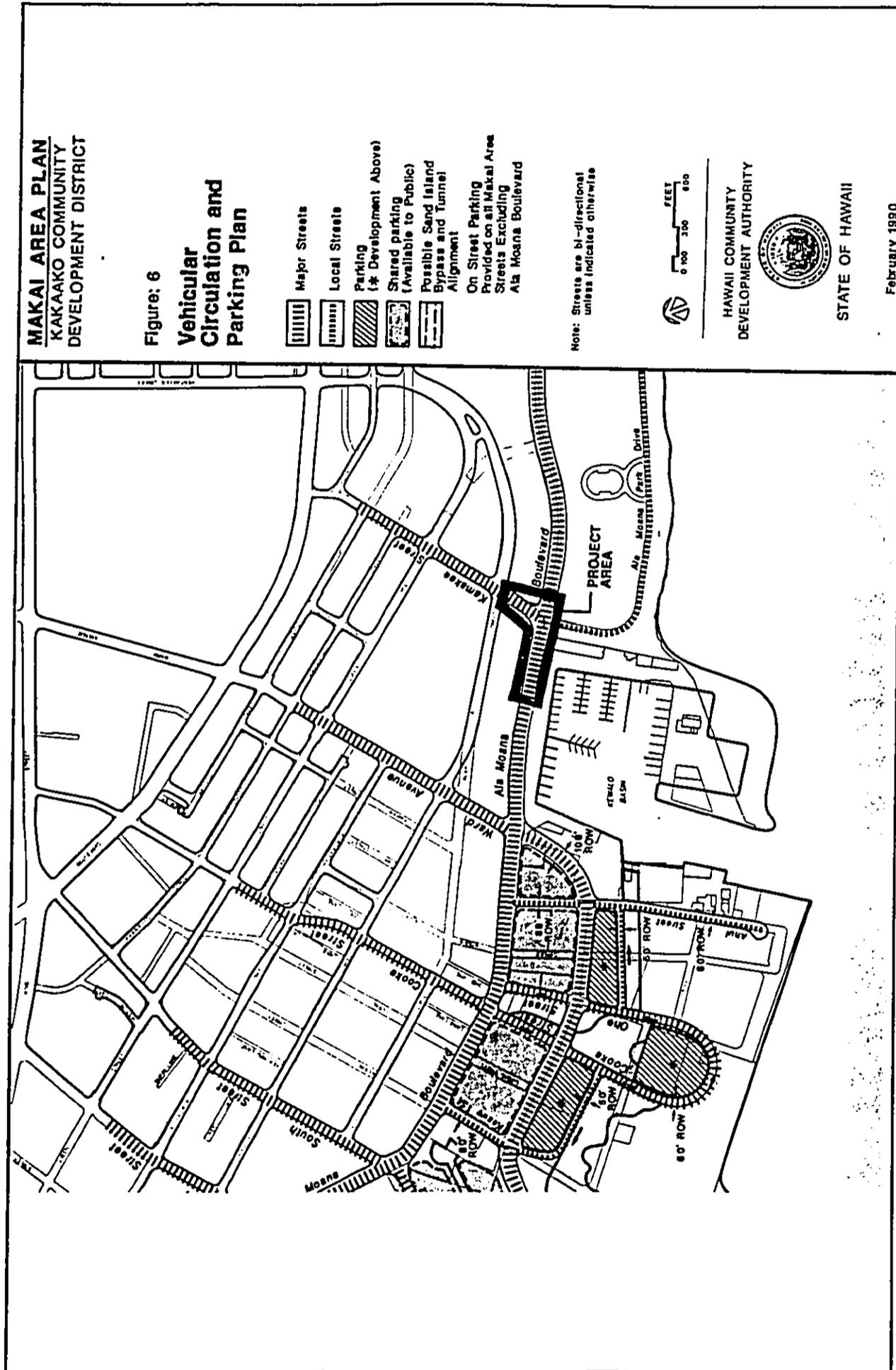
Source: Public Facilities Map (1969)  
 DTS Planning Area Map (1983)



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Ala Moana Beach Park - Proposed Roadway Realignment  
**KAMA'AKEE STREET REALIGNMENT**

Figure 2-5



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Figure 2-6

Portion of KCDD Makai Area Plan - Vehicular Circulation and Parking Plan  
KAMAKEE STREET REALIGNMENT

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Section 3.0

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Description of the Environmental Setting,  
Potential Impacts, and Mitigative Measures

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### 3.0 DESCRIPTION OF THE ENVIRONMENTAL SETTING, POTENTIAL IMPACTS, AND MITIGATIVE MEASURES

Impacts of the redevelopment of Kakaako in accordance with the Mauka Area Plan have been addressed in the June 1983 Final Environmental Impact Statement (EIS) for the Kakaako Community Development District (KCDD). Addressed below are the environmental setting and potential impacts of the proposed Kamakee Street realignment.

#### 3.1 CLIMATE

##### *Existing Conditions*

Average daily minimum and maximum temperatures ranges from the low 60's (degrees Fahrenheit) to the low 90's, depending upon the time of day and the season. Average daily temperatures vary by about 6.5 degrees between winter and summer seasons.

Precipitation is seasonal with the most rainfall typically occurring from November through March. The annual rainfall for this location amounts to approximately 30 inches.

##### *Anticipated Impacts and Mitigative Measures*

The proposed action will have no effect on climatic conditions, thus no mitigative measures are required.

#### 3.2 TOPOGRAPHY

##### *Existing Conditions*

The topography in Kakaako can be characterized as a relatively flat area. The area of Kamakee Street and Auahi Street is highly urban in character. The affected areas discussed in this EA are fully developed with streets, parking areas, and structures occupied by commercial activities, as is typical throughout the entire Kakaako area. The area makai of Ala Moana Boulevard is also level landscaped area within Ala Moana Beach Park.

##### *Anticipated Impacts and Mitigative Measures*

The proposed realignment will not alter the topography in the project area. It is not anticipated that significant grading will be required. No substantial fill or excavation is being proposed under this action.

#### 3.3 SOILS AND GRADING

##### *Existing Conditions*

The majority of the project area is paved or roadside grassed area. Construction necessary in implementing the proposed action will involve limited disturbance of soils.

According to the U.S. Department of Agriculture Soil Conservation Service (SCS) (1984), soils in the area are primarily Fill Land. Construction will affect the area along Kamakee Street between Auahi Street and Ala Moana Boulevard, and the area immediately Ewa. According to

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SCS (1984), Fill Land is generally made up of material dredged from the ocean or hauled from nearby areas, garbage and general material from other sources, and is used for urban development. The Fill Land specific to the Kakaako area is comprised of a coral layer.

*Anticipated Impacts and Mitigative Measures*

The impact of the proposed action on soils is limited to the small potential for erosion during construction, as the underlying soil is exposed when the existing pavement is removed. All grading operations will be conducted in compliance with dust and erosion control requirements of the City and County of Honolulu Grading Ordinance. A Grading Permit must be obtained from the City and County of Honolulu in order to begin construction. During Grading Permit review and approval the grading plans for the site are reviewed by the Department of Public Works and specific conditions may be attached.

The impact of construction activities on soils will be mitigated by practicing strict erosion control and dust control measures, particularly those specified in the following:

- City and County of Honolulu Grading Ordinance
- State of Hawaii, Department of Health, Water Quality Standards, Chapter 37-A, Public Health Requirements (1968);
- USDA Soil Conservation Service, Erosion and Sediment Control Guide for Hawaii (1968).

Primary fugitive dust control methods that will be implemented include regular watering of exposed soil areas, good housekeeping on the job site, and prompt landscaping, covering or paving of bare soils in areas where construction is completed.

### 3.4 SURFACE WATER AND DRAINAGE

*Existing Conditions*

The flood zones were checked using the National Flood Insurance Program, Flood Insurance Rate Map (FIRM). The FIRM indicates that the project area is located within Zone A, "Special flood hazard areas inundated by 100-year flood. No base flood elevations determined."

According to the KCDD Mauka Area Plan, the Mauka Area's drainage system consists of inlets and lines connected to major trunk lines passing through and serving the area and tributary areas mauka of the Kakaako District. Storm runoff and drainage is by gravity, generally in the mauka-to-makai direction. Most of the major drain lines are located within the major mauka-makai thoroughfares.

The Mauka Area's existing drainage facilities are inadequate to carry storm runoff to the sea as evidenced by the frequent storm flooding within the area. Stormwater drains are in the process of being upgraded as the roadways in Kakaako are improved in accordance with the KCDD Mauka Area Plan. The Mauka Area Plan Drainage System map calls for a new drainage box culvert along Kamakee Street. This improvement will be made along the realigned Kamakee Street.

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*Anticipated Impacts and Mitigative Measures*

Long term impacts of the project to drainage conditions are expected to be insignificant. The character or pattern of surface runoff will not be affected. The mauka portion of Kamakee Street from Auahi Street to Queen Street has been improved to include new, upgraded drainage lines. These improvements have mitigated past flooding problems. Planned improvements to the remaining sections of Kamakee Street will alleviate any existing flooding problems in this part of the drainage area. Drainage lines will be included in the realigned section of Kamakee Street to accommodate surface runoff.

**3.5 FLORA AND FAUNA**

*Existing Conditions*

The Kakaako area including the makai portion of Kamakee Street is highly urban in character predominated by commercial activities, light industrial activities as well as structures and paved streets. Vegetation consists primarily of exotic species including: Monkeypod Tree (*Samanea saman*), Shower Trees (*Cassia sp.*) and Coconut Trees (*Cocus nucifera*).

Landscaped buffers line both sides of Kamakee Street. Coconut trees, fan palm, grasses and shrubs form a green area between the sidewalk and Ward Centre. Narrow vegetation strips on the Ewa side of the street include hibiscus bushes, Coconut trees, Octopus tree (*Bressaria sp.*) and a Monkeypod Tree. A landscaped strip runs along Ala Moana Boulevard in front of JAJA Fashions. A Banyan tree is located in the narrow median island in Ala Moana Boulevard just Ewa of the intersection of Ala Moana Boulevard/Ala Moana Park Drive.

Within this urban environment, bird species sighted or presumed to frequent the project area are those common to urban Honolulu, including: lace-necked and barred doves, house sparrows, common mynahs, cardinals and Japanese white-eyes. Other animals presumably found within the project area include domestic pets and strays, mongooses, rats and mice. No rare, endangered, or threatened plant or animal species are presently known to exist on the project site.

*Anticipated Impacts and Mitigative Measures*

Ornamental trees and other plants within the project area will be removed and the better specimens will be relocated as practical.

It is expected that during construction, birds that frequent the landscaped edges of the site will move to nearby undisturbed areas and will return when disturbances cease. Stray domestic animals and other pest mammals will pass through the site during and after construction.

**3.6 ARCHAEOLOGICAL/HISTORICAL RESOURCES**

*Existing Conditions*

There are no known archaeological sites at the project area. There are several historical structures in Kakaako that are on the National Register of Historic Places:

- Kawaiahao Church and Grounds (Punchbowl Street and King Street);
- Mission Houses Museum (King Street and Mission Lane);

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- Old Kakaako Fire Station (South Street and Queen Lane);
- McKinley High School (Pensacola Street and Kapiolani Boulevard)
- News Building (Kapiolani Boulevard, South Street);
- Elizabeth Building (Kawaiahao Street and Mission Lane); and,
- Makiki Christian Church (Pensacola Street and Elm Street).

None of the historic sites listed above are located along or near Kamakee Street. The Mauka Area Plan has also identified nine other sites that are potential historic properties, but none of the properties are along the makai section of Kamakee Street, nor in the areas affected by the realignment.

#### *Anticipated Impacts and Mitigative Measures*

Since the registered and potential historic sites in the Kakaako area are not located along Kamakee Street project area no impacts to archaeological or historical resources are anticipated.

In the event that any previously unidentified sites or remains are encountered during site work and construction phases, work in the immediate area will cease. An archaeologist from the State Historic Preservation Division will be notified and work in the area will be suspended until further recommendations are made for appropriate treatment of cultural materials.

### 3.7 LAND USE/DEVELOPMENT PATTERNS

#### *Existing Conditions*

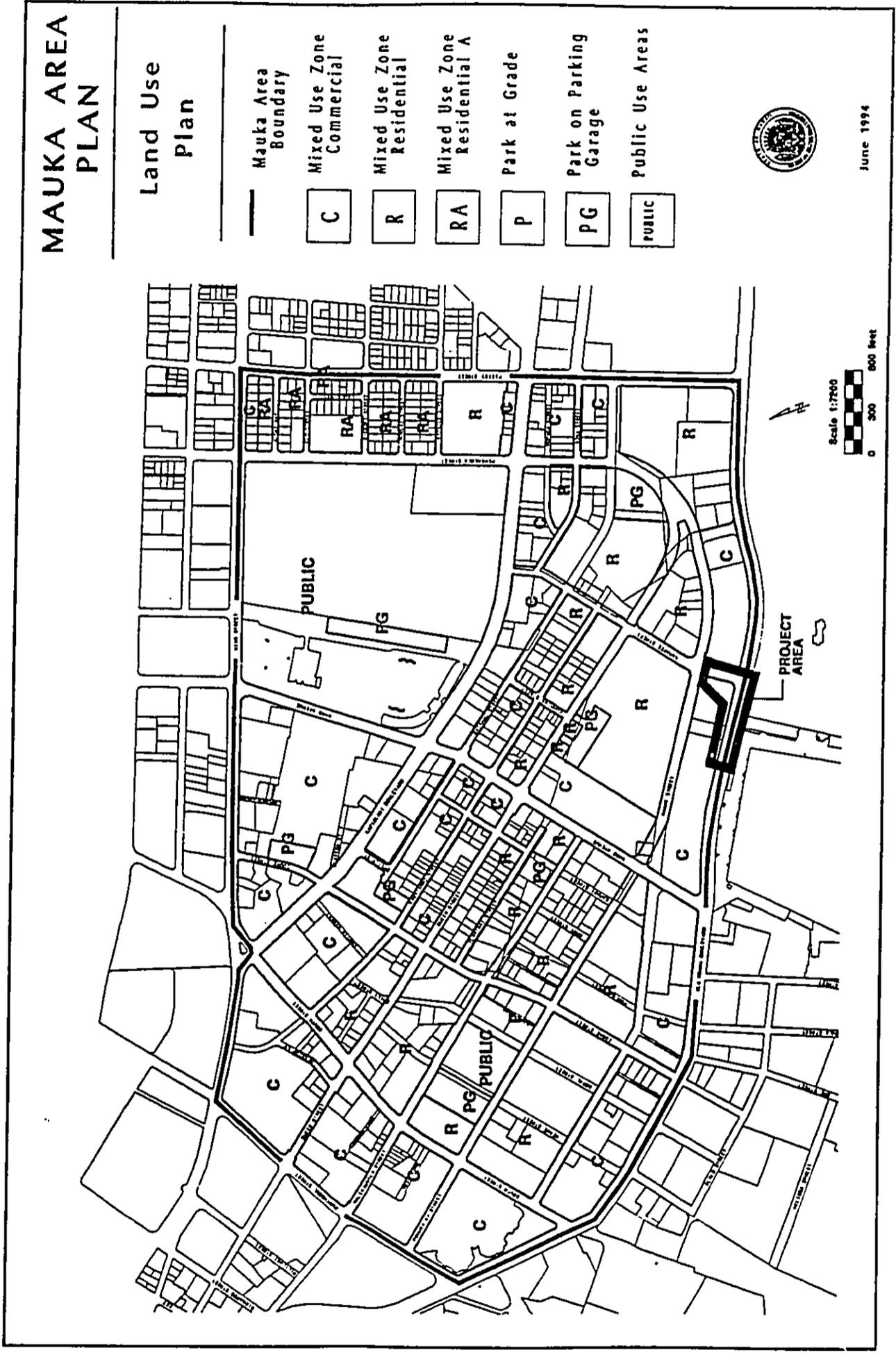
As discussed in Section 1.0, the makai block of Kamakee Street bisects lands owned by Victoria Ward, Limited. Commercial developments exist on both sides of the street. A surface parking lot is located adjacent to Kamakee Street on the Ewa side of the street, which serves JAJA Fashions.

Development patterns in the KCDD Mauka Area are set by the Land Use Plan (Figure 3-1). The principle function of the Land Use Plan and related rules is to specify where land uses such as commercial, residential, industrial, parking and public areas are permitted. The Land Use Plan designates properties adjacent to Kamakee Street as Mixed Use Zone - Commercial, which is consistent with their current use.

#### *Anticipated Impacts and Mitigative Measures*

As described in Section 2.0, the proposed action involves the re-alignment of the makai segment of Kamakee Street and the creation of a four-legged, signalized intersection with Ala Moana Boulevard and Ala Moana Park Drive.

Land use patterns in the area at Kamakee Street will not change as a result of the proposed action. Realignment of Kamakee Street will not impact the amount of lands designated Mixed Use Zone-Commercial in the area. There will be no change in the amount of land designated for development or in the existing land use classification. Only the size of the lots on either side of Kamakee Street will shift as a result of the relocation, with a loss of area in the Ewa-side lot and a roughly equal gain of area in the Diamond Head-side lot.



Mauka Area Plan - Land Use Plan  
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NOT TO SCALE  Figure 3-1

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The realigned segment of Kamakee Street will be built to a 76 foot right-of-way and 60 foot paved surface road width as specified in the KCDD Mauka Area Roadway Plan. This provides for two travel lanes, bike lanes, and sidewalks on both sides. Access will be improved within and through Kakaako with the creation of a four-way intersection between Kamakee Street and Ala Moana Park Drive. This intersection will allow three new traffic movements: (1) a left turn from Kamakee Street onto Ala Moana Boulevard, (2) a left turn from Ala Moana Boulevard onto Kamakee Street, and (3) a through movement mauka-bound from Ala Moana Park Drive onto Kamakee Street.

Relocation of the Kewalo Basin entrance approximately 135 feet Ewa of its current location will not have an effect on land use patterns. The area for the new entrance is currently landscaped, and this open space will be replaced by the closure and landscaping of the current entrance site.

### 3.8 ROADWAYS, ACCESS AND TRAFFIC CONDITIONS

Existing traffic conditions and anticipated future traffic conditions with and without the realignment are detailed in the report *Traffic Analysis For Kamakee-Ala Moana Intersection Realignment* (Kaku Associates, October 1996). This report is included as Appendix A, and the findings are summarized below.

#### *Existing Conditions*

The segment of Kamakee Street subject to the proposed realignment involves the area between the intersection with Auahi Street and Ala Moana Boulevard. The existing intersection of Kamakee Street and Ala Moana Boulevard is an unsignalized "T" intersection which provides a right-turn movement in and out from Ala Moana Boulevard. Signalization of the Kamakee Street/Auahi Street intersection has begun and is scheduled for completion in the first quarter of 1997.

The intersection of Kamakee Street and Ala Moana Boulevard is near two other critical intersections. As shown in Figure 2-2, the Ewa access to the Ala Moana Beach Park is located approximately 90 feet Ewa of the current intersection of Kamakee Street with Ala Moana Boulevard. The intersection of the Ewa end of Ala Moana Park Drive and Ala Moana Boulevard is a signalized "T" intersection which allows left turns into and out of the park. Another 300 feet Ewa of Ala Moana Park Drive is the Diamond Head access to Kewalo Basin. This intersection is also a signalized "T" intersection which allows left turns into and out of Kewalo Basin.

Aside from this project, roadway improvements planned in the area include the extension of Ward Avenue makai and Ewa of its intersection with Ilalo Street. Ward Avenue would ultimately connect with the extension of Punchbowl Street. The Ward Avenue access to Kewalo Basin would be closed, reducing access to the area to the existing one-way bus driveways and the Diamond Head access to Kewalo Basin.

#### *Anticipated Impacts and Mitigative Measures*

Construction Period. Construction activities will be appropriately scheduled to avoid unnecessary impacts on traffic using streets within and bordering the project area. Contractors will be required to provide, install, and maintain all necessary signs and other protective

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facilities, in accordance with City and County of Honolulu Department of Transportation Services (DTS) and State Department of Transportation (DOT) rules. Work may also be performed during non-business hours (i.e., in the evenings and on weekends), where permitted by DTS and DOT.

During working hours, to the extent possible, the contractors will provide one lane in each direction for through traffic. During non-working hours, all trenches will be covered with a safe, non-skid bridging material and, to the extent possible, all traffic lanes will remain open. Pedestrian walkways and crosswalks will be maintained in passable condition or alternate facilities for pedestrians will be provided.

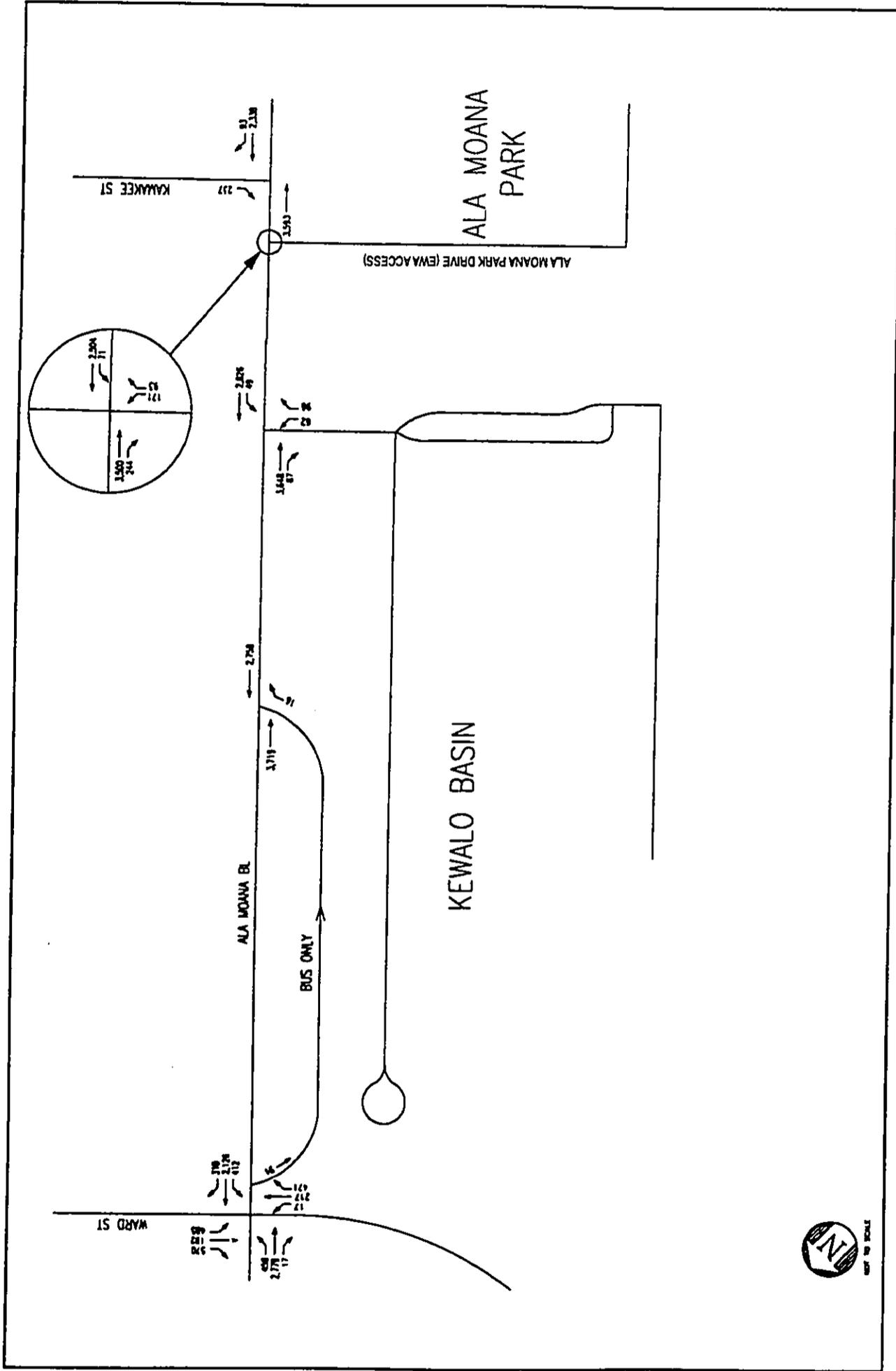
Future Traffic Flow. Redevelopment of both the makai and mauka areas of Ala Moana Boulevard are under consideration, however, only the Makai Area Redevelopment Master Plan provides adequate specificity for future traffic projections. Growth in traffic for the area is based on the Oahu Metropolitan Planning Organization (OMPO) travel demand forecasting model. Traffic forecasts for 2005 are used for this analysis. Known projects in the vicinity of the proposed action, such as the new Computer City and KHON site redevelopment, are included. No additional changes in the Mauka Area Plan are assumed for this analysis.

Due to the proximity of the Ala Moana Park Drive/Ala Moana Boulevard intersection and Kewalo Basin Diamond Head Access/Ala Moana Boulevard intersection to the Kamakee Street intersection with Ala Moana Boulevard, all three intersections must be considered in the evaluation of the proposed action. The proposed action will provide left turns from Diamond Head-bound Ala Moana Boulevard onto Kamakee Street. A left turn storage lane will be provided to facilitate traffic flow and avoid creating congestion and safety problems on Ala Moana Boulevard. With the realignment of the Kamakee Street/Ala Moana Boulevard intersection at Ala Moana Park Drive, it would be necessary to shift the Kewalo Basin Diamond Head access approximately 135 feet Ewa of its present location.

Anticipated peak hour traffic volumes with the existing roadway system and the proposed action are presented in Figures 3-2 and 3-3. A level-of-service analysis was completed, indicating some slight improvement in the traffic flow, as compared to the existing intersection configuration (Table 3-1). The traffic study in Appendix A provides a discussion of traffic flow measurements.

**Table 3-1**  
**Volume/Capacity and Level-of-Service Analysis of Kamakee Street (2005)**

Intersection	Realigned Kamakee Street	Existing Conditions
Ala Moana Blvd./Ward Ave.	1.34/F	1.34/F
Ala Moana Blvd./Kewalo Basin	1.02/F	1.09/F
Ala Moana Blvd./Park Rd.	} 1.21/F	1.09/F
Ala Moana Blvd./Kamakee Street		0.91/E
Auahi Street/Ward Ave.	0.93/E	1.02/F
Auahi Street/Kamakee Street	0.93/E	0.69/B

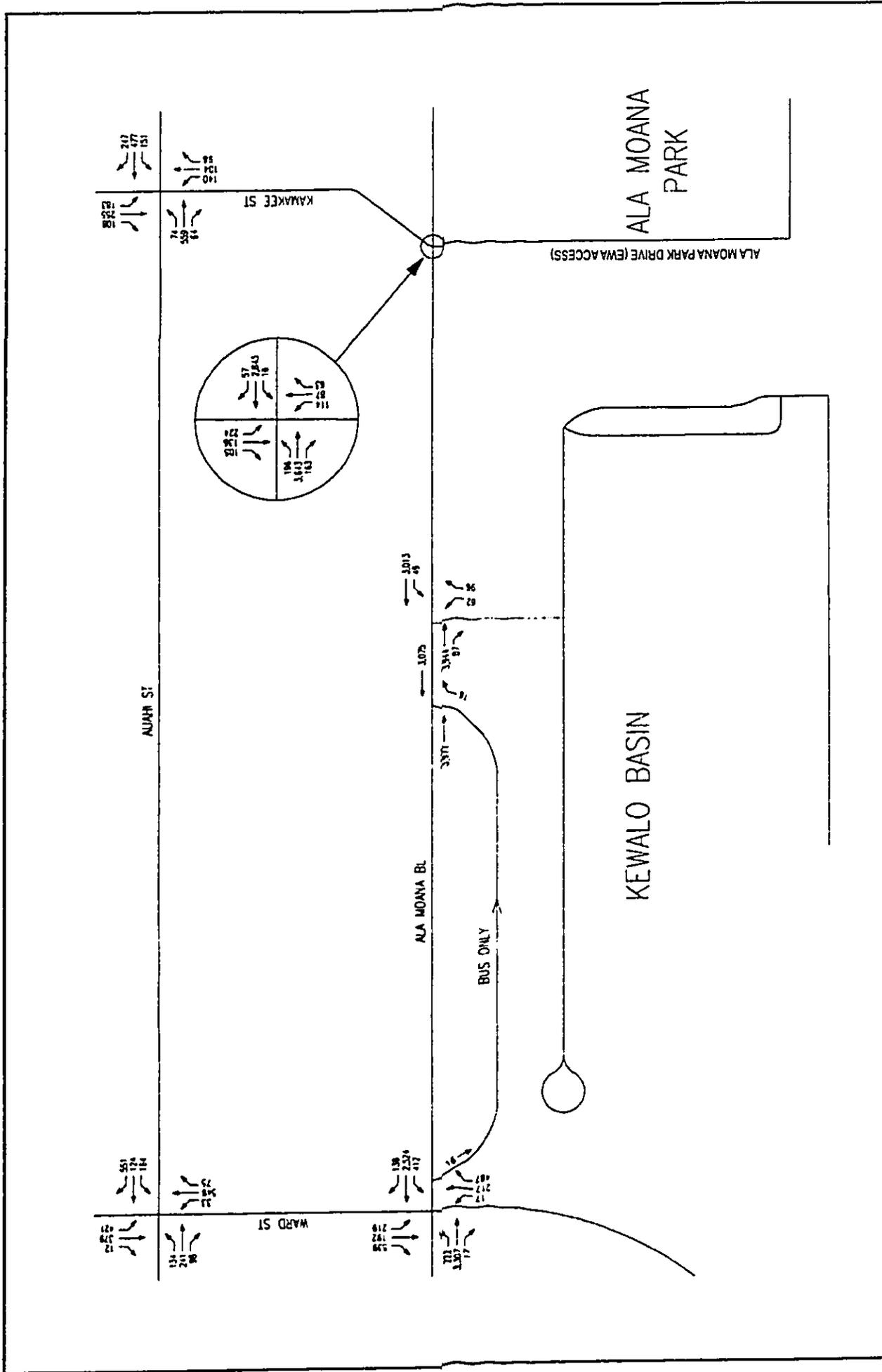


Source: Kaku Associates (1996)

Ala Moana Boulevard/Ala Moana Park Road/Kamakee Street - Future Base  
Year 2005 pm Peak Hour Traffic Volumes

**KAMAKEE STREET REALIGNMENT**

Figure 3-2



Source: Kaku Associates (1996)

Ala Moana Boulevard/Ala Moana Park Road/Kamakee Street - Realignment  
Year 2005 pm Peak Hour Traffic Volumes

**KAMAKEE STREET REALIGNMENT**

Figure 3-3

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General circulation would be improved in the area by completing the proposed realignment of Kamakee Street. Creation of the four-legged intersection would better distribute the mauka-makai traffic which currently burdens Ward Avenue and Piikoi Street. The proposed four-way intersection would provide a direct through route from Ala Moana Boulevard to Kapiolani Boulevard, with full access at both ends of the roadway. It is also possible that the Kamakee Street realignment would increase circulation options for Ala Moana Beach Park patrons, re-routing some traffic from the Atkinson Drive entrance to the Kamakee Street entrance.

Traffic conditions at the intersection of Auahi Street and Ward Avenue would improve significantly with the proposed action. As shown in Table 3-1, both the volume/capacity ratio and the level of service at Ward Avenue/Auahi Street intersection would improve with the realignment of Kamakee Street to form a four-way intersection. The new four-way intersection on Ala Moana Boulevard is expected to increase traffic on Kamakee Street resulting in a lower level of service at the intersection of Auahi Street and Kamakee Street.

Access to Kewalo Basin would not be changed significantly by the proposed relocation of the harbor access 135 feet Ewa of its present location. The intersection with Ala Moana Boulevard would continue to be signalized, with a left turn storage lane on Ewa-bound Ala Moana Boulevard. Inside the relocated access at Kewalo Basin, the internal roads will have STOP signs posted to allow for smooth entry of vehicles entering off Ala Moana Boulevard.

### 3.9 NOISE

#### *Existing Conditions*

In the 1983 Final EIS for the Kakaako Community Development District, vehicular traffic was identified as the dominant source of noise in Kakaako. Noise levels along Ala Moana Boulevard during peak traffic noise periods were measured at 74.6 dB. This level exceeds the maximum acceptable noise level of 65 Ldn recommended by Federal agencies. The Ldn measurement indicates a Day-Night average sound level.

#### *Anticipated Impacts and Mitigative Measures*

Realignment of Kamakee Street will involve construction activities, such as demolition, excavating, and paving which may generate significant noise levels. Earth moving equipment, such as bulldozers and diesel trucks will probably be the loudest equipment used during construction, generating noise levels as high as 95 dB. However, such exposures are only a short-term condition, occurring during normal working hours.

Construction-period noise will be mitigated in accordance with Title 11, Administrative Rules, Chapter 43, Community Noise Control for Oahu, of the State Department of Health. All construction equipment and on-site vehicles will be equipped with mufflers as required. Traffic noise from heavy vehicles traveling to and from the construction site will be minimized in compliance Title 11, Administrative Rules, Chapter 42, Vehicular Noise Control for Oahu.

The 1983 Final EIS for the Kakaako Community Development District assessed zones of future noise levels. The area of Kamakee Street and Auahi Street is predicted to be above the 65 Ldn threshold.

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It is expected that the realignment of Kamakee Street will not affect overall traffic noise levels. Traffic flow at this intersection and this portion of Ala Moana Boulevard will be improved by the proposed realignment. Noise levels on Kamakee Street are anticipated to increase with increased traffic flow in the future. The noise levels associated with this increased traffic will be comparable to the predicted noise levels along Auahi Street.

### 3.10 AIR QUALITY

#### *Existing Conditions*

The impacts of vehicular emissions on air quality were studied in the 1983 Kakaako Community Development District Final EIS. The study indicated that air quality in Kakaako is mostly affected by air pollutants exhausted from motor vehicles, with carbon monoxide being the most abundant of the air pollutants emitted.

The State Department of Health, Clean Air Branch regularly samples ambient air quality at monitoring stations throughout the State and publishes the information in *Hawaii Air Quality Data*. The monitoring station closest to the project area sampling carbon monoxide emissions is located at the Department of Health building (corner of Punchbowl Street and Beretania Street), which is outside of the boundaries of the Kakaako Community Development District.

State of Hawaii Ambient Air Quality Standards (AAQS) for carbon monoxide are considerably more stringent than the comparable Federal AAQS. According to *Hawaii Air Quality Data*, between January 1988 and December 1990, of the 1,013 samples taken, there was only one (1) incident where the State standard for carbon monoxide was exceeded and there were no Federal standard exceedances.

#### *Anticipated Impacts and Mitigative Measures*

Construction activities are expected to generate short-term impacts to air quality primarily from fugitive dust emissions. Site preparation will create particulate emissions as will on-site road construction. The impact of construction activities on air quality will be mitigated by conforming to strict dust control measures, particularly those specified in the State Department of Health's (DOH) Water Quality Standards, Chapter 37-A, Public Health Regulations, 1968; and the U.S. Soil Conservation Service's Erosion and Sediment Control Guide for Hawaii, 1968. Primary fugitive dust control measures include wetting down loose soil areas, good housekeeping on the job site and the prompt paving or landscaping of bare soil areas. In addition, State of Hawaii Air Pollution Control Regulations require that fugitive dust emissions be controlled to such an extent that no visible emissions of fugitive dust from construction activity should occur beyond the property line.

There is the potential for air pollution from construction equipment and vehicles, and from vehicular emissions due to traffic disruptions from construction equipment. On-site mobile and stationary construction equipment will also emit some air pollutants in the form of engine exhausts. The larger types of equipment are usually diesel-powered. Nitrogen oxide emissions from diesel engines can be relatively high compared to gasoline-powered equipment, but the standard for nitrogen dioxide is set on an annual basis and is not likely to be violated by short-term construction equipment emissions. Carbon monoxide emissions from diesel engines, on

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the other hand, are very low and should be relatively insignificant compared to normal vehicular emissions. Short term increases in vehicular emissions due to disruption of traffic by construction equipment mobilization will be alleviated by moving equipment and personnel to the site during off-peak traffic hours.

Increased traffic volumes in the long term will increase vehicular emissions affecting air quality. In regards to mitigating the increase in emissions, when Kakaako is fully redeveloped as addressed in the 1983 Final EIS, traffic circulation on most streets will be significantly improved. Improving the streets through Kakaako will allow traffic to flow more smoothly, and thus have a lower emission rate. This will be the principal air quality improvement under the Kakaako Plan.

### 3.11 SOCIO-ECONOMIC CHARACTERISTICS

#### *Existing Conditions*

Kakaako was originally developed as a residential area, but has grown to include commercial and light industrial activities. The area immediately surrounding the makai end of Kamakee Street is home to numerous retail establishments and other commercial activities.

#### *Anticipated Impacts and Mitigative Measures*

The principal socio-economic impact of the proposed action will be the increased accessibility to the commercial and residential mixed-use developments in the center of Kakaako. Public access to and from Kakaako and Ala Moana Boulevard will improve as a result of the new intersection. Secondary benefits will result from easing the mauka-makai traffic on Ward Avenue and Piikoi Street. Ala Moana Beach Park users will also be able to access the park from Kamakee Street and exit directly mauka to Kapiolani Boulevard.

### 3.12 VISUAL RESOURCES

#### *Existing Conditions*

The 1990 KCDD Mauka Area Plan designates "major" streets as view corridors with the intent to preserve the mauka-makai and Ewa-Diamond Head views along them. Kamakee Street is designated as a view corridor street.

Given that the roads are at grade and that Kakaako is a flat area, views from the streets are generally limited to views of the buildings and structures along each side (Figures 3-4 and 3-5). Distant partial views of the Koolau Mountains are also occasionally available along mauka-makai streets.

#### *Anticipated Impacts and Mitigative Measures*

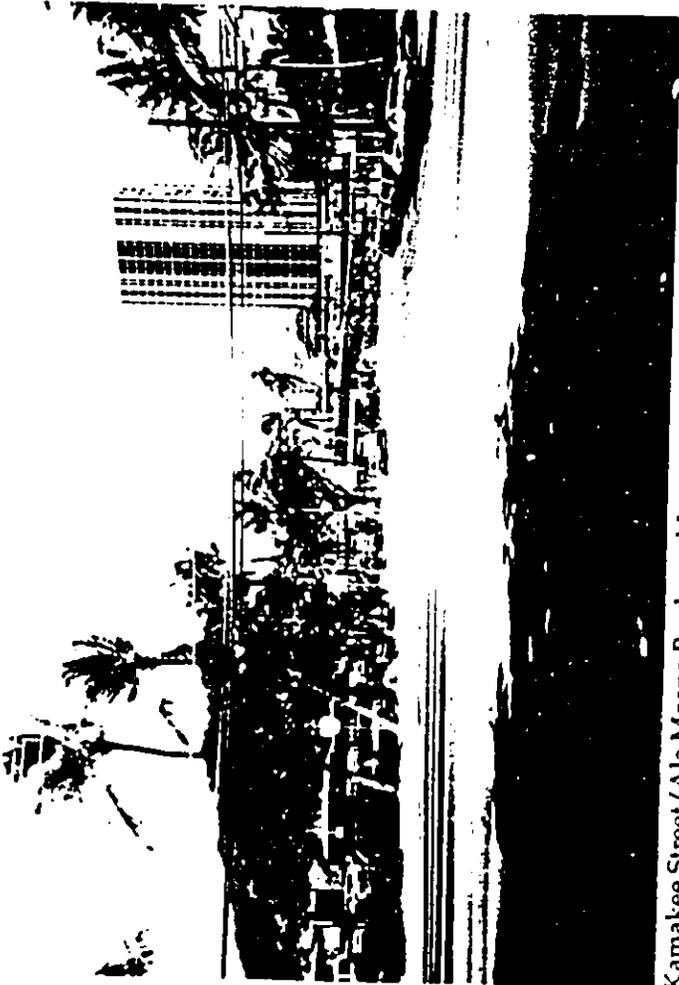
The realigned road and intersection will "straighten" Kamakee Street - i.e., there will no longer be a slight difference in the direction or angle of the street segments mauka and makai of Auahi Street. This should improve both the views toward the mountains and toward Ala Moana Beach Park for drivers and pedestrians using Kamakee Street. View corridor setbacks, adopted by HCDA in June 1994, will govern new construction along Kamakee Street.



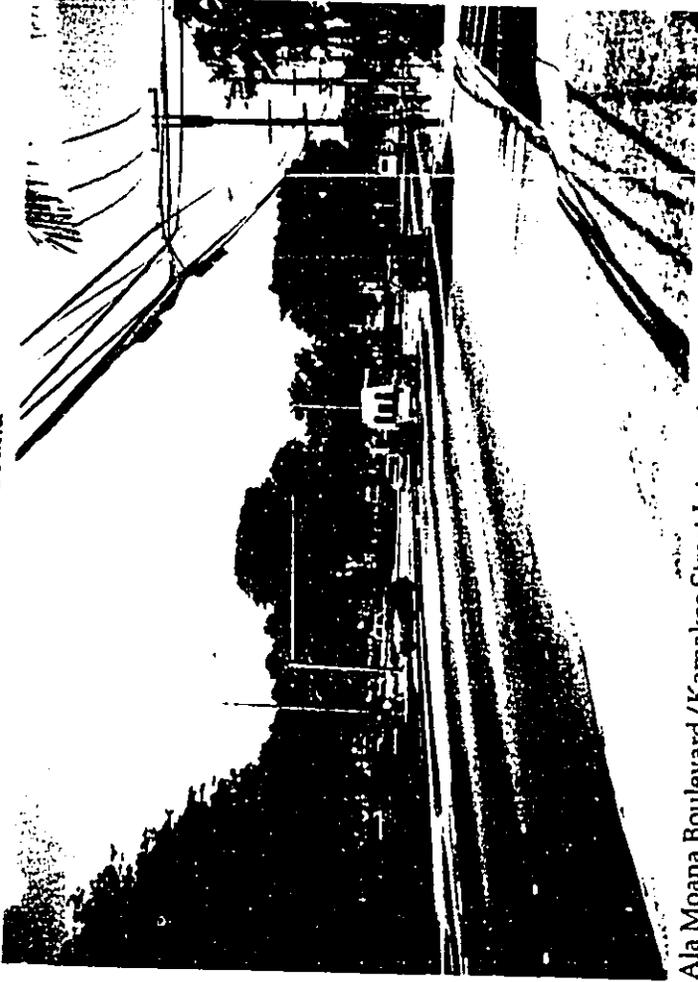
Ala Moana Beach Park Ewa Entrance - Looking Mauka



Ala Moana Boulevard - Diamond Head Bound



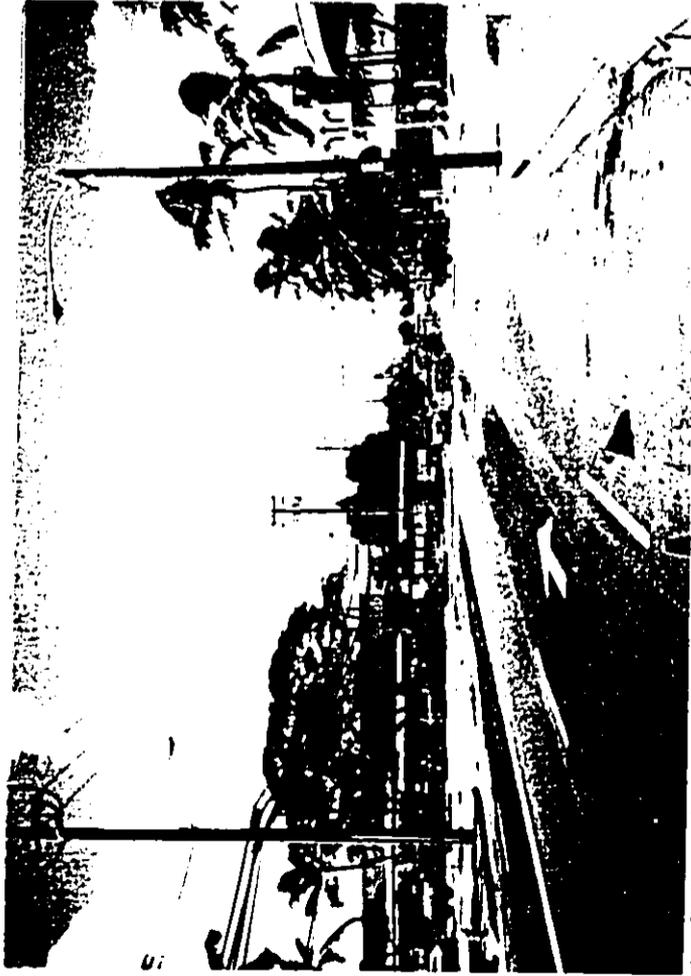
Kamakee Street/Ala Moana Boulevard Intersection - Looking Mauka



Ala Moana Boulevard/Kamakee Street Intersection - Looking Ewa

Site Photographs at Ala Moana Boulevard Intersection/Kamakee Street  
KAMAKEE STREET REALIGNMENT

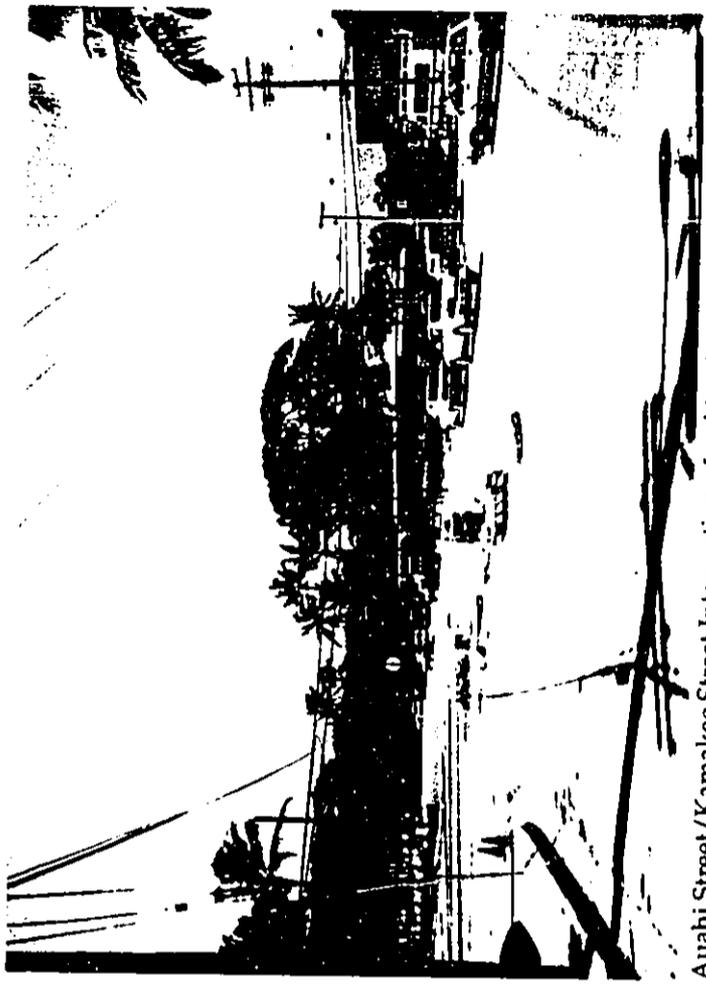
Figure 3-4



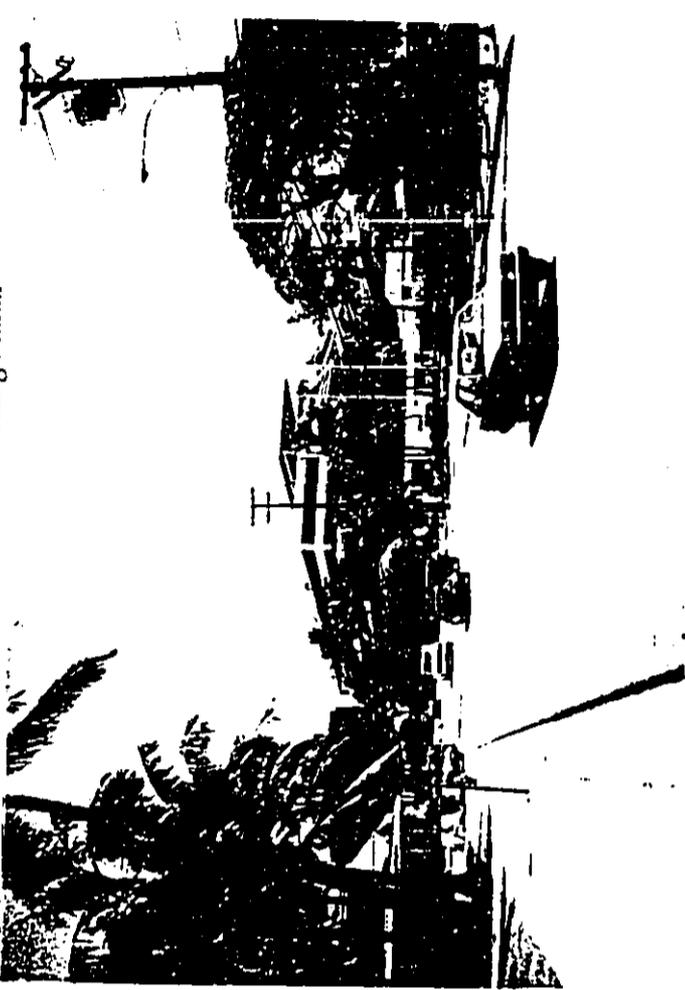
Auahi Street/Kamakee Street Intersection - Looking Ewa



Proposed Realignment Site at Jaja Fashions Parking Lot  
Site Photographs at Auahi Street/Kamakee Street Intersection  
**KAMAKEE STREET REALIGNMENT**



Auahi Street/Kamakee Street Intersection - Looking Makai



Auahi Street/Kamakee Street Intersection - Looking Diamond Head

Figure 3-5

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3.13 UTILITIES

*Existing Conditions*

The 1990 KCDD Mauka Area Plan includes a Utilities Plan and it states, "Public utility systems provide the basic services needed for the growth and functioning of a community. Public utility systems include water, sewerage, drainage, gas, electric, telephone and related systems and their attendant facilities." The Plan proposes to upgrade all existing utility systems to meet anticipated demands.

3.13.1 Water. According to the 1990 KCDD Mauka Area Plan, the Mauka Area's water system is part of the Honolulu Board of Water Supply's (BWS) Honolulu Area Low Service System which runs from Red Hill to Makapuu Point. Many existing water lines in the Mauka Area were installed before 1930. Upgrading and improvements to the water lines will be made under capital improvement programs or as part of improvement districts.

3.13.2 Wastewater. As described in the 1990 KCDD Mauka Area Plan, the Mauka Area's sewerage system is part of a regional system extending from Kuliouou to Nuuanu. Sewage from this system is conveyed to the Ala Moana Sewage Pumping Station and then to the Sand Island facility for treatment and disposal.

The 1990 KCDD Mauka Area Plan states that most of the major trunk lines in the Mauka Area are relatively new. However, many of the other existing sewer lines are more than 50 years old. Most existing "local" branch lines are six inches in diameter and do not meet the City and County's current minimum standard of eight inches. As with water lines, existing substandard sewer lines will be upgraded in connection with ongoing capital improvement and improvement district programs.

3.13.3 Electrical Power. The electrical system needs of the Mauka Area are serviced by the Hawaii Electric Company's (HECO) Honolulu Power Plant located at Nimitz Highway and Bishop Street. The Mauka Area contains three HECO substations.

*Anticipated Impacts and Mitigative Measures*

The realignment of the Kamakee Street - Ala Moana Park Drive intersection will not create new demands for water, wastewater, or electrical services. All programmed utility improvements will occur along the realigned Kamakee Street. Relocated utilities will be placed underground.

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Section 4.0

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Alternatives to the Proposed Action

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## 4.0 ALTERNATIVES TO THE PREFERRED PROJECT

This Environmental Assessment evaluates three alternatives to the project proposed in Section 3.0. The alternatives include:

- No Action Alternative
- No Kamakee Street Realignment/Add Left Turn on Ala Moana Boulevard
- Realign Kamakee Street, close Kewalo Basin entrance on Ala Moana Boulevard relocate harbor entrance to the Ewa end of Ala Moana Park Drive.
- No Kamakee Street Realignment/Realign Ala Moana Park Drive

Analysis of the alternative actions is summarized in this section, and presented in greater detail in the traffic impact assessment prepared by Kaku Associates (Appendix A).

### 4.1 ALTERNATIVE 1: NO ACTION

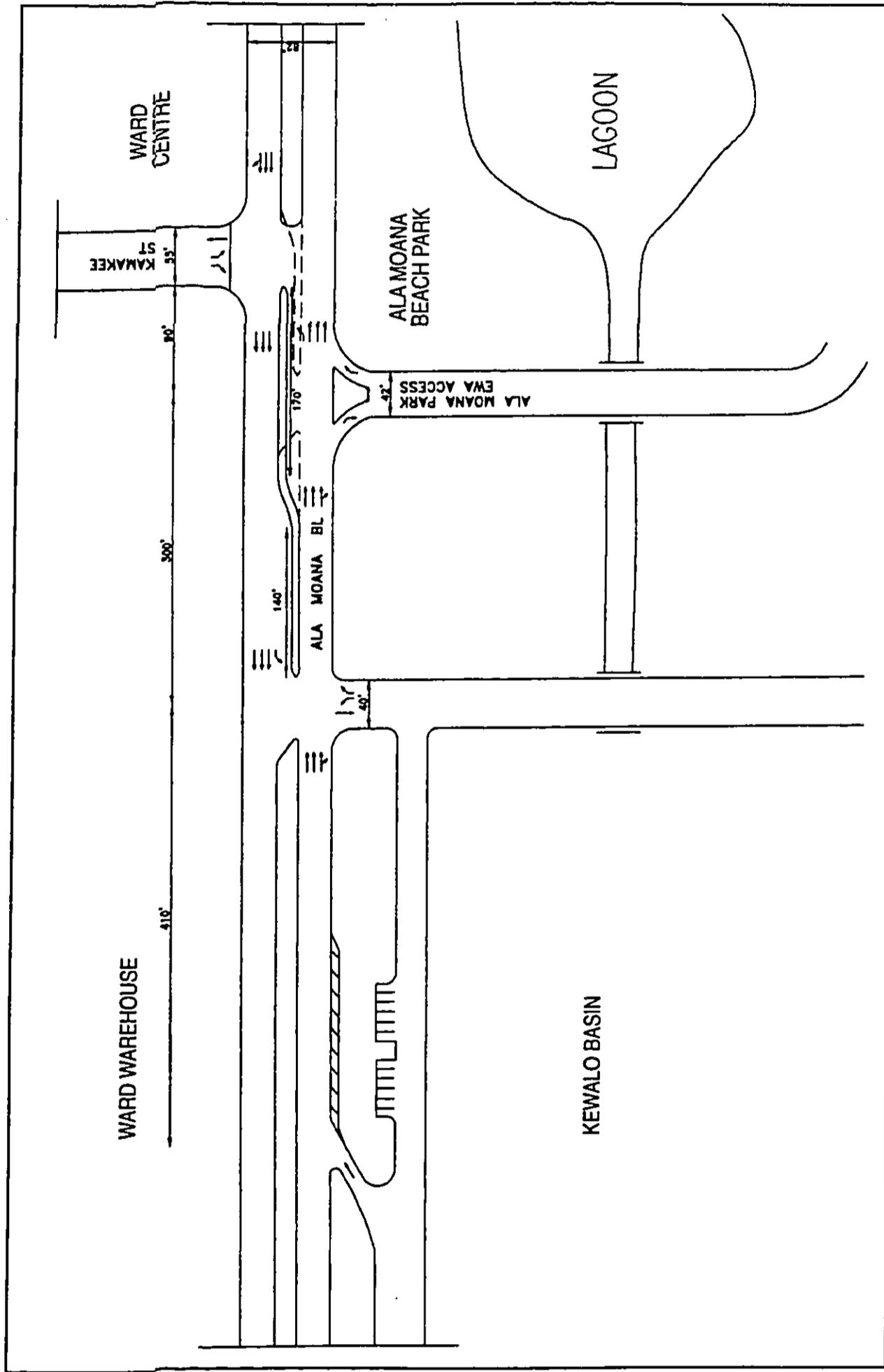
The No Action alternative maintains existing alignment, traffic signals, and access. Existing conditions are shown in Figure 2-2. There would continue to be no access between Kamakee Street and the Diamond Head-bound lanes of Ala Moana Boulevard. Circulation between Kakaako and the Ala Moana Beach Park would continue to be indirect via Ward Avenue or Piikoi Street.

In this alternative, future access to Kamakee Street would occur as currently outlined in the Mauka Area Plan. Kamakee Street would be designated as a major street and utility infrastructure would be improved as indicated. Access through and within Kakaako will not be improved under this alternative. Without the creation of a four-way intersection at Kamakee Street, development of expanded retail/commercial uses in Kakaako could exacerbate traffic flow problems on Ward Avenue and Piikoi Street. The No-Action Alternative would have no environmental impacts.

### 4.2 ALTERNATIVE 2: NO KAMAKEE STREET REALIGNMENT/ADDITION OF ALA MOANA BOULEVARD LEFT TURN LANE

Under this alternative, the existing T-intersection of Kamakee Street and Ala Moana Boulevard would be reconfigured and signalized with no change in the alignment of Kamakee Street. Figure 4-1 shows the layout of the roadway system in this alternative. The intersection of Ala Moana Boulevard and Ala Moana Park Drive would also be reconfigured and the existing traffic signal removed. A new left turn movement would be created from Ala Moana Boulevard mauka-bound onto Kamakee Street. Left turns would not be allowed from Ala Moana Park Drive onto Ala Moana Boulevard Ewa-bound, nor would Ewa-bound traffic on Ala Moana Boulevard be allowed to make a left turn into Ala Moana Beach Park.

This alternative would provide some traffic benefit by adding a mauka-bound left turn movement for Diamond Head traffic on Ala Moana Boulevard. This movement may provide some relief to Ward Avenue and Piikoi Street. However, there would be additional constraints



Source: Kaku Associates (1996)

Alternative 2 - No Kamakee Street Realignment/  
 Addition of Ala Moana Boulevard Left Turn Lane

NOT TO SCALE

KAMAKEE STREET REALIGNMENT

Figure 4-1

KAMAKEE STREET REALIGNMENT  
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placed on ingress and egress to and from Ala Moana Beach Park via its Ewa access. This modification would have a significant adverse impact on accessibility of the park to users, and on traffic circulation within the park.

The potential environmental impacts of this alternative would be less than the proposed action. There would be minimal vegetation loss since Kamakee Street would not be realigned.

**4.3 ALTERNATIVE 3: KAMAKEE STREET REALIGNMENT/COMBINED KEWALO BASIN & PARK ACCESS**

A third alternative to the proposed action would create a four-way intersection and realign Kamakee Street, as shown in Figure 4-2. Under this scenario, Kamakee Street would be realigned and a four-way intersection created with Ala Moana Park Drive. A left turn storage lane would be provided on Ala Moana Boulevard in the Diamond Head-bound direction. The Diamond Head entrance to Kewalo Basin would be closed and a new connector road would be constructed linking the Kewalo Basin parking area with Ala Moana Park Drive approximately 450 feet makai of Ala Moana Boulevard. The existing bus entrance and exit off Diamond Head-bound Ala Moana Boulevard would be retained.

This alternative would require that all Kewalo Basin traffic (except buses) use the Ala Moana Boulevard/Ala Moana Park Drive intersection. This would force together traffic from Ala Moana Beach Park users and Kewalo Basin Park and harbor users, and probably create serious congestion problems at the Ala Moana Park Drive/Ala Moana Boulevard intersection.

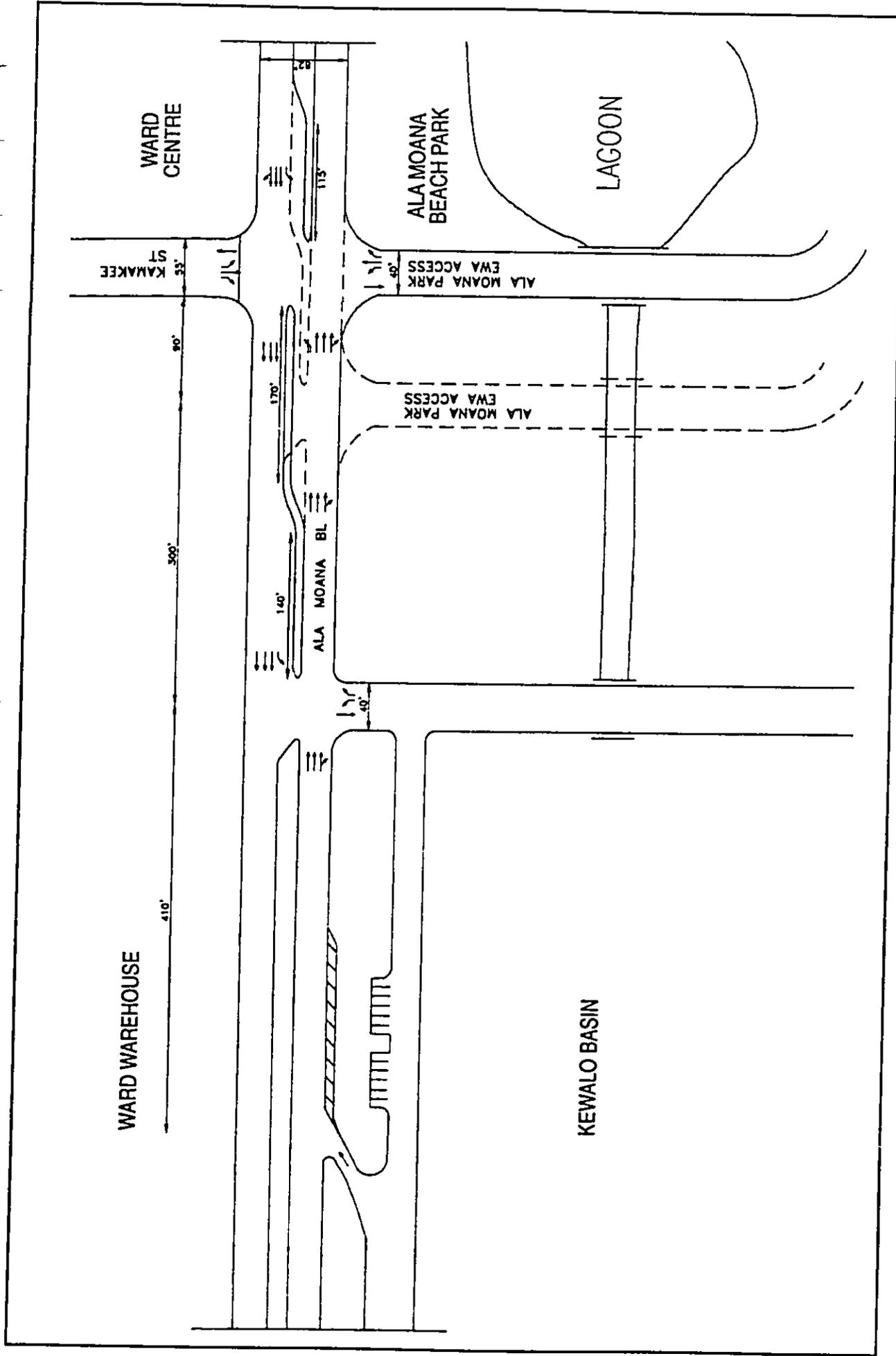
The environmental impacts of this alternative would be more significant than the proposed project due to the added land disturbance and vegetation loss at Ala Moana Beach Park. Park space would be lost due to this alternative.

**4.4 ALTERNATIVE 4: NO KAMAKEE STREET REALIGNMENT/REALIGN ALA MOANA PARK DRIVE**

A fourth alternative (Figure 4-3) follows plans which were initially proposed by the City and County Department of Transportation Services in 1969 (Figure 2-5). This alternative would achieve the goal of creating a four-way intersection to improve access within and through Kakaako by moving Ala Moana Park Drive approximately 90 feet in the Diamond Head direction to align with Kamakee Street. Entry into Kewalo Basin would not be affected in this alternative.

Movement of the park road would cause changes to the land areas at Ala Moana Beach. Shifting the road in the Diamond Head direction would expand the available park land on the Ewa side of the park access road, providing new opportunities for active use of this area. Land on the Diamond Head side of the access road would be taken for the realignment. The Ewa portion of the park lagoon would possibly need to be filled and stabilized to support construction of the realigned park road.





Source: Kaku Associates (1996)

Alternative 4 - Ala Moana Park Road Realignment/Realign Ala Moana Park Drive  
 KAMA KEE STREET REALIGNMENT



NOT TO SCALE

Figure 4-3

**KAMAKEE STREET REALIGNMENT**  
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Realignment of Ala Moana Park Drive could potentially have the greatest environmental impacts of all alternatives considered. The realignment would disturb over 450 feet of existing park landscape vegetation, and would impact the park lagoon.

**4.5 COMPARISON OF ALTERNATIVES**

The key issue for this project is the impact on traffic circulation compared to the proposed project. A detailed comparison is presented in Appendix A. Alternatives 3 and 4 would offer similar improvements to traffic flow. Alternative 3 would eliminate one signalized intersection on Ala Moana Boulevard, creating the best improvement to traffic circulation. Alternative 3 would, however, mix the traffic from two parks and harbor traffic, add an intersection to the park access road, and eliminate a portion of the park land on the Ewa side.

Realignment of Ala Moana Park Drive, as proposed under Alternative 4, would provide similar traffic flow improvements without realigning Kamakee Street. Significant changes to the park road and lands would occur in this scenario, which could have beneficial and adverse effects to the park uses. The proposed direct connection between the Kewalo Basin oceanfront park and Ala Moana Beach Park may prove advantageous for surfers and other park users, as well as the harbor users.

In comparison to the four alternative scenarios, the project would require a minor modification landscaped areas at the harbor. The Ala Moana Beach Park area would not be affected, although traffic flow to and from the park would improve. A summary of the alternatives evaluation is presented in Table 4-1.

**Table 4-1**  
**Summary of Traffic Evaluation of Alternatives**

Evaluation Criteria	Proposed Action	Alternatives			
		1 No Action	2	3	4
Level of Service on Ala Moana Boulevard	+	0	+	0	+
Level of Service on Auahi Street	+	0	++	+	+
Traffic Flow on Ala Moana Boulevard	+	0	0	++	+
Access to Activities in Area	++	0	+	++	++
Circulation within Area	++	0	+	++	++
Impact on Ala Moana Park Unrelated to Access	+	0	0	-	-

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From an environmental impact perspective, the No-Action alternative would have the least impacts. The no-realignment alignment which adds the left turn off Ala Moana Boulevard would have few potential impacts. The proposed action would require some vegetation loss and affect the Kewalo Basin landscaped area for its access relocation. The alternatives involving the new park road connector and the park road realignment would cause the greatest potential environmental impacts. Vegetation disturbance and park lands loss are the most significant impacts of these two alternatives.

Section 5.0

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Relationship of the Proposed Action to Existing  
Policies and Plans

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**5.0 RELATIONSHIP OF THE PROPOSED ACTION TO  
EXISTING POLICIES AND PLANS**

This section includes a discussion of how the proposed action relates to HCDA's Kakaako Community Development District (KCDD) Mauka Area Plan. It also presents a discussion of how the project conforms to the Coastal Zone Management Program. The objectives and policies of the Hawaii State Plan and the goals, policies and standards of the State Functional Plans are not considered directly applicable to the proposed action nor to the very localized potential impacts of the proposed action.

**5.1 KAKAAKO COMMUNITY DEVELOPMENT DISTRICT (KCDD) MAUKA AREA  
PLAN**

The KCDD Mauka Area Plan was adopted in 1982. It was based on the State law that created Hawaii Community Development Authority and the KCDD (HRS, Chapter 206E). The KCDD Mauka Area Plan executes the Hawaii State Legislature's vision of the future redevelopment of Kakaako by providing the direction necessary to create a new mixed-use community. The proposed realignment of Kamakee Street requires an amendment to the Mauka Area Plan. Approval of this amendment will subsequently require modification to the various maps contained in the Mauka Area Plan. These maps are described below.

***Land Use Plan***

A primary purpose of the Land Use Plan is the allocation of Mauka Area development among industrial, commercial, and residential uses. The Land Use Plan designates those areas on either side of the project area as commercial. This designation will not be affected by the proposed project, however, the Land Use Plan map would need to be modified to reflect the realignment of Kamakee Street.

***FAR & Building Heights***

The FAR & Building Heights map designates a 1.5 FAR and 45-foot maximum building height throughout the Mauka Area. The proposed project will not affect floor area or building heights, however, the map would need to reflect the realignment of Kamakee Street. Changes to lot areas on either side of the street will affect the future development potential of these properties. However, since Victoria Ward, Limited owns the properties on both sides of the street, there will be no net change in the developability of an individual owner's property.

***Transportation Plan***

The Mauka Area Transportation Plan map identifies roads and right-of-ways to be utilized by public and private vehicles. The makai segment of Kamakee Street is identified for travel by TheBus in addition to private vehicles.

Realignment of Kamakee Street will not affect its use by TheBus. Provision of bus service to this road will further enhance the distribution of people within and through Kakaako. The Transportation Plan map will need to be modified to reflect the realignment of Kamakee Street.

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*Roadway Plan*

The Roadway Plan guides all street and roadway system improvements in the Mauka Area. The Roadway Plan identifies major streets and local streets. Kamakee Street is currently considered a local street which provides access to neighboring properties rather than accommodating through traffic. The Roadway Plan map designates Kamakee Street as a major street, indicating that it will be used for movement of traffic within and through the Mauka Area.

The realignment of Kamakee Street and establishment of an intersection with Ala Moana Park Drive will enhance Kamakee Street as a major street in Kakaako. This new alignment will better distribute mauka-makai traffic through the Mauka Area and partly relieve the high traffic volumes on Ward Avenue and Piikoi Street.

The Roadway Plan map must be modified to reflect the new alignment of Kamakee Street. Kamakee Street will retain its designation as a major street.

*Right of Way Acquisition Plan*

This plan indicates the general areas where public and private right-of-way acquisitions will be required to implement the street system improvements indicated in the Mauka Area Plan. There are no programmed acquisitions near the makai segment of Kamakee Street, however, the Right of Way Acquisition Plan map will need to be updated to reflect the realignment of Kamakee Street.

*Bikeway Plan*

The Bikeway Plan map indicates bikeway routes throughout the Mauka Area. Bikeway facilities are intended to use transportation corridors in a safe and efficient manner. The Mauka Area Plan states that "there shall be no designated bicycle lanes on minor or local streets.

As stated above, Kamakee Street is designated as a major street on the Roadway Plan. The Bikeway Plan map indicates a bikeway route on both sides of Kamakee Street between Queen Street and Ala Moana Boulevard. The bikeway routes on Kamakee Street cross Ala Moana Boulevard and continue Diamond Head-bound on the makai side of the street. Other mauka-makai bikeway routes in the Mauka Area will be located on Punchbowl Street, South Street, Ward Avenue, Pensacola Street and Piikoi Street. Diamond Head-Ewa routes are designated for King Street, Queen Street, and Auahi Street.

The realigned Kamakee Street will be constructed to include bikeway routes. The proposed signalized intersection with Ala Moana Boulevard and Ala Moana Park Drive will allow safe bicycle crossing of Ala Moana Boulevard. The Bikeway Plan map will need to be modified to indicate the realignment of Kamakee Street including bikeway routes.

*Open Space Recreation Plan*

The Mauka Area Plan calls for the systematic creation of open space systems and on-site recreation and open space to be provided by private and public activities. The Open Space Recreation Plan map identifies elevated pedestrianways, parking garages & parks, and parks at grade. The map designates an elevated pedestrianway along the Diamond Head side of

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Kamakee Street. Other mauka-makai pedestrianways are identified on Cooke Street, Ward Avenue, and Pensacola Street. Diamond Head-Ewa elevated pedestrianways are called for along Queen Street, Pohukaina Street and Auahi Street.

The realignment of Kamakee Street will not impact the designation of an elevated pedestrianway for the street, however, the Open Space Recreation Plan map will need to be updated to reflect the new alignment.

*View Corridor Streets*

The Mauka Area Plan identifies view corridors "to retain mauka-makai and Ewa-Diamond Head views along designated streets". View corridor setback requirements allow for light and air at street level along these streets. The View Corridor Streets map identifies Kamakee as one of several streets designated as a view corridor.

The proposed realignment will enhance Kamakee Street as a mauka-makai view corridor by creating a straight road alignment from Ala Moana Boulevard to Kona Street. The Mauka Area Plan's View Corridor Streets map will need to be modified to reflect the realignment of Kamakee Street.

*Water System*

The Mauka Area's water system is discussed in Section 3.0. The Mauka Area Plan Water System map indicates new water mains, fire hydrant and gate valves along several streets. No improvements are indicated for the makai segment of Kamakee Street. A new fire hydrant is sited just mauka of the intersection of Kamakee Street and Auahi Street, and further improvements are indicated for Kamakee Street mauka of Queen Street.

The proposed action will not affect plans for the area's water system, however, the Water System map will need to be modified to reflect the new alignment.

*Sewerage System*

The Mauka Area sewerage system is detailed in Section 3.0. The Sewerage System map identifies new sewer pipes and manholes. No changes are proposed in Kamakee Street between Auahi Street and Ala Moana Boulevard, however two new manholes will be opened at the intersection of Kamakee Street and Auahi Street. Mauka of this intersection, a new 10-inch pipe extends along Kamakee Street.

The proposed action will include the relocation of sewer pipes within the new Kamakee Street right-of way. The Mauka Area Plan Sewerage System map will need to be modified to reflect the new road alignment.

*Drainage System*

Storm runoff and drainage in the Mauka Area is discussed in Section 3.0. Most of the major drainlines are located within major mauka-makai streets. The Mauka Area Plan Drainage System map identifies upgrades necessary to provide adequate capacity to carry storm runoff to the sea. A new drainage box culvert is indicated for Kamakee Street from Queen Street and

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draining into Kewalo Basin. New drain pipes and catch basins are indicated on Auahi Street Diamond Head of Kamakee Street.

Drainage system improvements will occur as planned along the realigned Kamakee Street. The Drainage System map will need to be modified to reflect the new alignment of Kamakee Street.

*Electrical, Telephone & Street Lighting Systems*

The Electrical, Telephone and Street Lighting Systems map calls for the underground installation of utility systems on all major streets. Currently only Ward Avenue has underground utilities. The map indicates plans for underground utilities for Kamakee Street.

The realignment of Kamakee Street will include provision for underground routing of electrical and telephone lines. Street lighting will be installed along both sides of the realigned street segment. The Electrical, Telephone and Street Lighting Systems map must be modified to reflect the new alignment of Kamakee Street.

*Historic/Cultural Sites*

The Historic and Cultural Resources Plan of the Mauka Area Plan identifies sites for preservation, protection, restoration, rehabilitation, and/or reconstruction. Included in the plan are such resources as Kawaiahao Church, Makiki Christian Church, and the News Building.

None of the identified historic or cultural sites are located near the segment of Kamakee Street affected by the proposed action. In the event that any previously unidentified sites or remains are encountered during site work and construction phases, work in the immediate area will cease until an archaeologist from the State Historic Preservation Division has been notified and is able to assess the impact and make further recommendations for appropriate mitigative actions, if warranted. The Historic/Cultural Sites map requires modification to reflect the new alignment of Kamakee Street.

*Development Units Map*

The Mauka Area Plan's Development Units Map indicates the general sequence and areas of infrastructure and public facility improvements. Kamakee Street is located in the fourth of seven identified development units. The boundary between units four and five will need to be modified to reflect the new alignment of Kamakee Street.

## 5.2 CONFORMANCE TO THE COASTAL ZONE MANAGEMENT PROGRAM

The objectives of the Hawaii Coastal Zone Management Program, Section 205A-2, HRS, are to protect valuable and vulnerable coastal resources such as coastal ecosystems, special scenic and cultural values and recreational opportunities. The objectives of the program are also to reduce coastal hazards and to improve the review process for activities proposed within the coastal zone.

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Described below are the seven objectives of the Hawaii Coastal Zone Management Program and an assessment of the project impacts relative to the CZM objectives and policies.

(1) Recreational Objective

*"Provide coastal recreational opportunities accessible to the public."*

(A) *Improve coordination and funding of coastal recreation planning and management.*

(B) *Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:*

- (i) *Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;*
- (ii) *Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites and sandy beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;*
- (iii) *Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;*
- (iv) *Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;*
- (v) *Encouraging expanded public recreational use of county, State, and federally owned or controlled shoreline lands and waters having recreational value;*
- (vi) *Adopting water quality standards and regulating point and nonpoint sources of pollution to protect and where feasible, restore the recreational value of coastal waters;*
- (vii) *Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, artificial reefs for surfing and fishing;*
- (viii) *Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, county planning commissions; and crediting such dedication against the requirements of section 46-6.*

**Discussion:** Creation of a four-way intersection will improve access to Ala Moana Beach Park. The project will not adversely affect access to Kewalo Basin and Kewalo Basin State Park. Mitigative measures will be undertaken during construction to minimize impacts to recreational resources.

(2) Historic Resources Objective

*"Protect, preserve and, where desirable, restore those natural and man made historic and pre-historic resources in the coastal zone management area that are significant in Hawaiian and American history and culture."*

(A) *Identify and analyze significant archaeological resources.*

(B) *Maximize information retention through preservation of remains and artifacts or salvage operations.*

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(C) *Support State goals for protection, restoration, interpretation and display of historic resources.*

**Discussion:** There are no known archaeological sites at the project area. Construction will not impact those historic sites identified in other parts of Kakaako. If subsurface remains are uncovered during construction, work in the area of such remains would be suspended immediately and the Historic Sites Office of the State Department of Land and Natural Resources would be notified to determine the appropriate course of action.

3) *Scenic and Open Space Resources Objective*

*"Protect, preserve and, where desirable, restore or improve the quality of coastal scenic and open space resources."*

(A) *Identify valued scenic resources in the coastal zone management area.*

(B) *Insure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline.*

(C) *Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources.*

(D) *Encourage those developments which are not coastal dependent to locate in inland areas.*

**Discussion:** The realigned road and new intersection will align the makai portion of Kamakee Street. The realigned roadway should improve both the views toward the mountains and toward Ala Moana Beach Park for drivers and pedestrians. View corridor setback guidelines will govern new construction. Landscaping will be reestablished along Kamakee Street once the realignment project is complete.

4) *Coastal Ecosystems Objective*

*"Protect valuable coastal ecosystems from disruption and minimize adverse impacts on all coastal ecosystems."*

(A) *Improve the technical basis for natural resource management.*

(B) *Preserve valuable coastal ecosystems of significant biological or economic importance.*

(C) *Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs.*

(D) *Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate state water quality standards.*

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**Discussion:** The project will have no adverse effect on coastal ecosystems. Best management practices will be applied in site construction activities.

(5) Economic Uses Objective

*"Provide public or private facilities and improvements important to the State's economy in suitable locations."*

(A) *Concentrate in appropriate areas the location of coastal dependent development necessary to the state's economy.*

(B) *Insure that coastal dependent development such as harbors and ports, visitor industry facilities, and energy generating facilities are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area.*

(C) *Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:*

- (i) Utilization of presently designated locations is not feasible;*
- (ii) Adverse environmental effects are minimized;*
- (iii) Important to the State's economy.*

**Discussion:** The realignment of Kamakee Street will be funded through public and private funds including HCDA financing and private developer contribution. The realignment of Kamakee Street, combined with redevelopment activities in Kakaako, will result in economic benefit through increased visitor and resident use.

(6) Coastal Hazards Objective

*"Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion and subsidence."*

(A) *Develop and communicate adequate information on storm wave, tsunami, flood, erosion, and subsidence hazard.*

(B) *Control development in areas subject to storm wave, tsunami, flood, erosion, and subsidence hazard.*

(C) *Ensure that developments comply with requirements of the Federal Flood Insurance Program.*

(D) *Prevent coastal flooding from inland projects.*

**Discussion:** The project area is located within Zone A, "Special flood hazard areas inundated by 100-year flood. No base flood elevations determined." of the National Flood Insurance Rate Map (FIRM). Long term impacts of the project to drainage conditions are expected to be insignificant. The mauka portion of Kamakee Street from Auahi Street to Queen Street has been improved to include new, upgraded drainage lines. These improvements have mitigated past

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flooding problems. Planned improvements to the remaining makai sections of Kamakee Street will alleviate existing flooding problems in this part of the drainage area.

#### (7) Managing Development Objective

*"Improve the development review process, communication, and public participation in the management of coastal resources and hazards."*

*(A) Effectively utilize and implement existing law to the maximum extent possible in managing present and future coastal zone development.*

*(B) Facilitate timely processing of application for development permits and resolve overlapping or conflicting permit requirements.*

*(C) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their lifecycle and in terms understandable to the general public to facilitate public participation in the planning and review process.*

**Discussion:** As discussed in Section 1.3, several agencies and organizations were consulted during the preparation of the Draft Environmental Assessment. These and other organizations were also asked to review the Draft Environmental Assessments, and their comments are included as Appendix C.

#### (8) Public Participation Objective

*"Stimulate public awareness, education, and participation in coastal management."*

*(A) Maintain a public advisory body to identify coastal management problems and to provide policy advice and assistance to the coastal zone management program;*

*(B) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal-related issues, developments, and government activities; and*

*(C) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.*

**Discussion:** Information regarding the proposed realignment of Kamakee Street has been publicized through the Office of Environmental Quality Control Environmental Notice publication of the Draft Environmental Assessment in November, 1996.

#### (9) Beach Protection Objective

*"Protect beaches for public use and recreation."*

*(A) Locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion;*

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(B) *Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and*

(C) *Minimize the construction of public erosion-protection structures seaward of the shoreline.*

**Discussion:** The realignment of Kamakee Street and development of a four-way intersection with Ala Moana Park Drive will not affect the beach. No construction will occur makai of existing development.

**(10) Marine Resources Objective**

*"Implement the State's ocean resources management plan."*

(A) *Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;*

(B) *Assure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;*

(C) *Coordinate the management of marine and coastal resources and activities management to improve effectiveness and efficiency;*

(D) *Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;*

(E) *Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and*

(F) *Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

**Discussion:** The realignment of Kamakee Street and development of a four-way intersection with Ala Moana Park Drive will not affect the marine resources.

**SMA GUIDELINES (Section 25-3.2, ROH)**

Portions of the proposed action are within the Special Management Area of the City and County of Honolulu.

The review guidelines of Section 25-3.2 of the Revised Ordinances of Honolulu (ROH) are used by the Department of Land Utilization and the City Council for the review of developments proposed in the Special Management Area (SMA). These guidelines are derived from Section 205A-26 HRS. The consistency of the proposed project with the guidelines is discussed below.

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(1) All development in the special management area shall be subject to reasonable terms and conditions set by the Council in order to ensure that:

- (a) Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas, and natural reserves is provided to the extent consistent with sound conservation principles;
- (b) Adequate and properly located public recreation areas and wildlife preserves are reserved;
- (c) Provisions are made for solid and liquid waste treatment, disposition, and management which will minimize adverse effects upon special management area resources; and
- (d) Alterations to existing land forms and vegetation, except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic and recreational amenities and minimum danger of floods, landslides, erosion, siltation or failure in the event of earthquake.

**Discussion:** The proposed project will improve access to Ala Moana Beach Park. The project will not negatively affect access to Kewalo Basin or Kewalo Basin State Park.

(2) No development shall be approved unless the Council has first found that:

- (a) The development will not have any substantial, adverse environmental or ecological effect except such adverse effect is minimized to the extent practicable and clearly outweighed by public health and safety, or compelling public interests. Such adverse effect shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which taken in itself might not have a substantial adverse effect, and the elimination of planing options;
- (b) The development is consistent with the objectives and policies set forth in Section 25-3.2 and area guidelines contained in Section 205A-26, Hawaii Revised Statutes; and
- (c) The development is consistent with the County General Plan, Development Plans, Zoning and subdivision codes and other applicable ordinances.

**Discussion:** Unavoidable short-term environmental effects will occur in the SMA during construction, including soils disturbance, erosion, limited clearing, wildlife disturbance, construction noise, dust and exhaust emissions, and views of construction. Following construction, these short-term impacts will cease.

The realignment of Kamakee Street and construction of a new four-way intersection at Ala Moana Boulevard is consistent with the objectives and policies of the Hawaii State Plan, County General Plan and County Development Plan.

(3) The Council shall seek to minimize, where reasonable:

- (a) Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;
- (b) Any development which would reduce the size of any beach or other area usable for public recreation;
- (c) Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management area and the mean high tide line where there is no beach;

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- (d) *Any development which would substantially interfere with or detract from the line of sight toward the sea from the State highway nearest the coast; and*
- (e) *Any development which would adversely affect water quality, existing areas of open water free of visible structure, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.*

**Discussion:** The proposed project will improve access to Ala Moana Beach Park without adversely affecting access to Kewalo Basin or Kewalo Basin State Park.

### 5.3 APPROVALS AND PERMITS REQUIRED

The following is a list of the approvals and permits required for the implementation of the Kamakee Street realignment:

- Completion of the Chapter 343, HRS environmental review process.
- HCDA approval of the Mauka Area Plan modifications as discussed above. Maps to be modified include the: Land Use Plan; View Corridor Streets map; Transportation Plan; Roadway Plan; Drainage System map; FAR & Building Heights map; Right of Way Acquisition Plan; Bikeway Plan; Open Space Recreation Plan; Sewerage System map; Electrical, Telephone & Street Lighting Systems map; Historic/Cultural Sites map, and Development Units map.
- HCDA and City & County of Honolulu approval of road construction plans and issuance of construction permits.
- Special Management Area Use Permit (SMP) for the relocation of the Kewalo Basin Diamond Head entrance and construction along the makai side of Ala Moana Boulevard, under the jurisdiction of the State Office of Planning. SMP for improvements to Ala Moana Park Road at the new intersection with Ala Moana Boulevard, under the jurisdiction of the City Department of Land Utilization.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Section 6.0

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Findings and Reasons Supporting  
Anticipated Determination

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**6.0 FINDINGS AND REASONS  
SUPPORTING ANTICIPATED DETERMINATION**

**6.1 ANTICIPATED DETERMINATION**

Based upon the findings presented in this Environmental Assessment and supporting technical traffic study, the potential impacts of the realignment of the Kamakee Street - Ala Moana Park Road intersection, and of the future use of the area after construction, have been examined and discussed. After reviewing the significance criteria outlined in Section 11-200-12, EIS Rules, Contents of Environmental Assessment, it is anticipated that the action will not result in significant adverse effects on the natural or human environment. This determination is based on the assessment that the proposed action will not:

- Involve an irrevocable loss or destruction of any natural or cultural resource;
- Curtail the range of beneficial uses of the environment;
- Conflict with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS;
- Substantially or adversely affect the economic or social welfare of the community or State;
- Substantially affect public health;
- Involve substantial or adverse secondary impacts, such as population changes or effects on public facilities;
- Involve a substantial degradation of environmental quality;
- Cumulatively have a considerable effect upon the environment or involve a commitment for larger actions;
- Affect a rare, threatened or endangered species, or its habitat;
- Detrimentially affect air or water quality or ambient noise levels;
- Affect scenic vistas and viewplanes identified in County or State plans or studies;
- Require substantial energy consumption.

The proposed project will take place within the flood zone. The resulting road realignment is not expected to be affected by flood zone hazards. The road realignment will not modify the flood zone boundary.

Based on the above findings, further consideration of the project's impacts through the preparation of an Environmental Impact Statement is not warranted.

**6.2 REASONS SUPPORTING THE ANTICIPATED DETERMINATION**

As stated above, there are no significant environmental impacts expected to result from the proposed action. The proposed realignment of Kamakee Street will be beneficial to the Kakaako District for the following reasons:

- Realignment of Kamakee Street and provision of a four-way signalized intersection with Ala Moana Boulevard and Ala Moana Park Drive will improve traffic circulation within

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and throughout Kakaako, easing the burden currently carried by Ward Avenue and Piikoi Street.

- Creation of a four-way signalized intersection at Ala Moana Boulevard and Ala Moana Park Drive will improve direct access to planned new commercial developments in the Auahi Street area and planned multi-family housing in the central-mauka blocks of Kakaako.
- Realignment of the makai segment of Kamakee Street will enhance the mauka-makai view corridor along Kamakee Street.
- Creation of a four-way signalized intersection at Ala Moana Boulevard and Ala Moana Park Drive would improve the safety of pedestrian and bicycle access between Kakaako and Ala Moana Beach Park.

### 6.3 AGENCIES TO BE CONSULTED IN THE PREPARATION OF AN EIS IF REQUIRED

Agencies consulted in the preparation of this Environmental Assessment are:

#### STATE AGENCIES

Department of Transportation - Harbors Division  
Department of Transportation - Highways Division  
Hawaii Community Development Authority (HCDA)  
Office of Environmental Quality Control (OEQC)

#### COUNTY AGENCIES

Department of Parks and Recreation  
Department of Public Works  
Department of Transportation Services

#### ORGANIZATIONS

Kakaako Improvement Association

Should a Notice of Preparation be issued, these agencies would be consulted.



**TRAFFIC ANALYSIS  
FOR  
KAMAKEE-ALA MOANA INTERSECTION REALIGNMENT**

November, 1996

Prepared for:

**VICTORIA WARD, LIMITED**

Prepared by:

**KAKU ASSOCIATES, INC.**  
1453 Third Street, Suite 400  
Santa Monica, California 90401  
(310) 458-9916

Ref: 926

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1	VOLUME/CAPACITY ANALYSIS, COMPARISON OF PREFERRED PROJECT WITH ALTERNATIVES .....	11
2	SUMMARY OF EVALUATION OF ALTERNATIVES .....	14

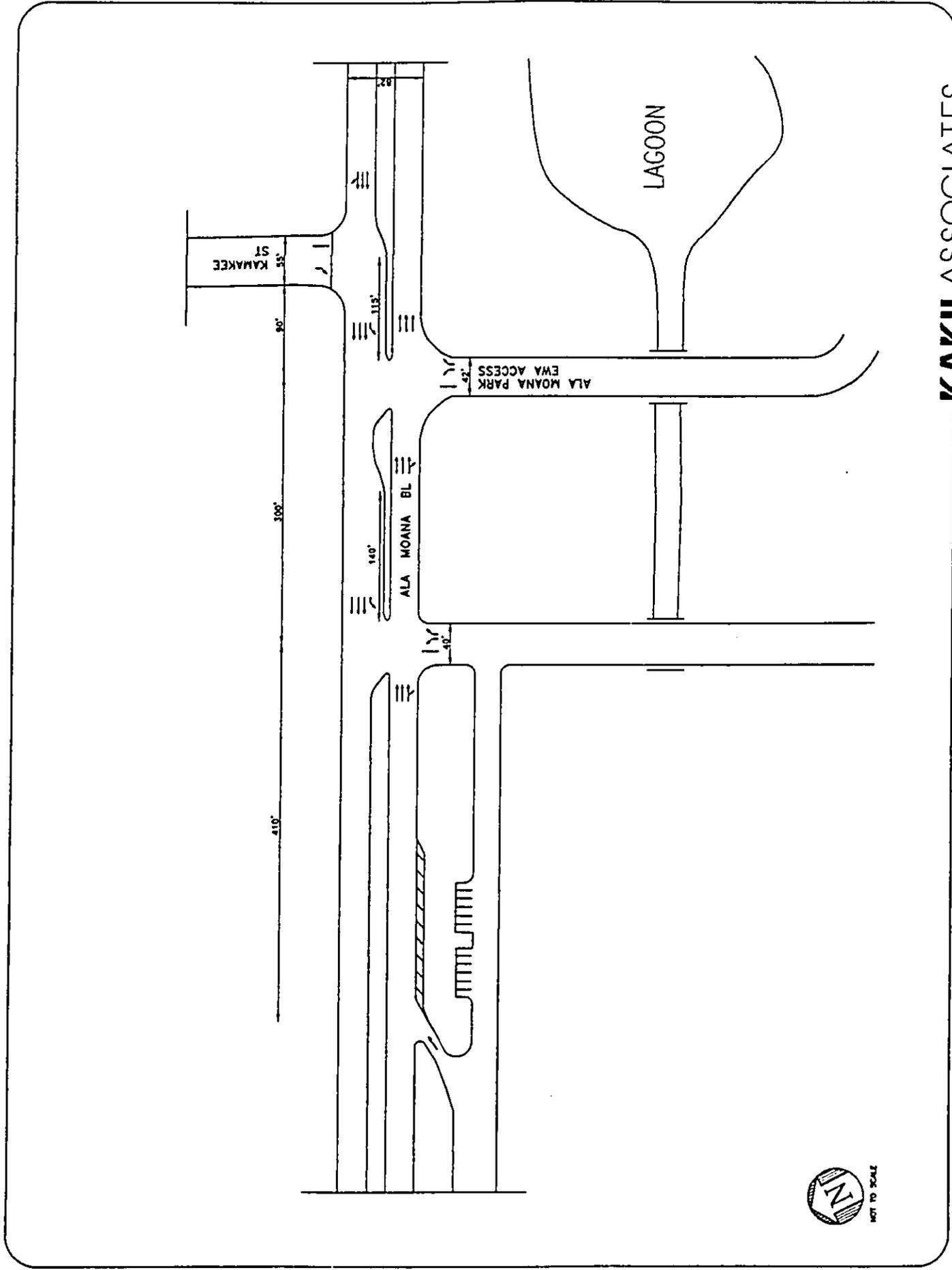
## REALIGNMENT OF KAMAKEE STREET/ALA MOANA BOULEVARD

The implementation of the recommended circulation plan for the proposed Mauka Area Plan, Kakaako Community Development District includes the realignment of Kamakee Street to create a standard four-legged intersection at Kamakee Street/Ala Moana Park Road/Ala Moana Boulevard. This document summarizes the results of an analysis conducted to evaluate this realignment of Kamakee Street and to assess the potential operating conditions and traffic flow in the area. The analysis is also directed at the identification of any measures required to mitigate negative impacts of the proposed implementation. This document is intended to serve as input into an Environmental Assessment (EA) document being prepared to analyze the potential impacts of this recommended improvement.

The existing intersection of Kamakee Street and Ala Moana Boulevard, an unsignalized "T" intersection which provides right-turns in and out from Ala Moana Boulevard, is located within a segment of roadway that includes three critical intersections. As illustrated in Figure 1, the Ewa access to the Ala Moana Park is located approximately 90 feet Ewa of the current intersection of Kamakee Street with Ala Moana Road. The intersection of Ala Moana Park Road and Ala Moana Boulevard is a signalized "T" intersection which allows left-turns into and out of the park. An additional 300 Ewa of Ala Moana Park Road is the Diamond Head access to Kewalo Basin. This is also a signalized "T" intersection which allows left-turns into and out of Kewalo Basin. Because of the proximity of these three intersections, it was necessary to consider all three in the evaluation of the Kamakee Street realignment.

### FUTURE CONDITIONS

Given its location within the Kakaako Redevelopment Project area, the analysis of the proposed realignment of Kamakee Street must consider each of the changes that the redevelopment of this area is expected to bring.



**KAKU ASSOCIATES**

FIGURE 1  
BASE CONDITIONS

### **Proposed Roadway Improvements**

The proposed development of the Makai Area Plan for Kakaako also includes several key roadway improvements that would affect Ala Moana Boulevard in the vicinity of Kamakee Street. The most significant is the extension of Ward Avenue makai and Ewa of its intersection with Ala Moana Boulevard. The extension of Ward Avenue would connect with Ilalo Street which would ultimately connect with the extension of Punchbowl Street on the Ewa end of the Makai Area Plan. This extension would require that the Ward Avenue access to Kewalo Basin be closed, reducing access to the area to the one-way in and out bus driveways and the Diamond Head Access to Kewalo Basin described above. The Hawaii Community Development Authority (HCDA) is currently considering two alternative improvement scenarios in response to the closure of the Ward Avenue entrance. Both would involve the closure of the Diamond Head access. The first would move it about 200 feet in the Ewa direction just Diamond Head of the bus lane exit. This new access would permit full access with all movements into and out of the Kewalo Basin. The second would involve the creation of a new roadway that would connect the Kewalo Basin parking area to the Ala Moana Park Road. Under this scenario, all Kewalo Basin traffic would be required to use the Ala Moana Park Road/Ala Moana Boulevard intersection to access this facility. Illustrations of the two scenarios are included in the description of alternatives discussed below.

### **Future Traffic Conditions**

Although the redevelopment of both the makai and mauka sides of Ala Moana Boulevard are under consideration at this time, the Makai Area Redevelopment Master Plan is the only one with adequate specificity to be included in the development of future traffic projections for the area. Therefore, traffic projections for this analysis are directed at Year 2005 forecasts with the following assumptions:

- Growth in traffic for the area will be generally based on the Oahu Metropolitan Planning Organization (OMPO) travel demand forecasting model which is based on land use forecasts that are jointly developed by the State of Hawaii Department of Business, Economic Development and Tourism and the City and County of Honolulu Department of Planning.

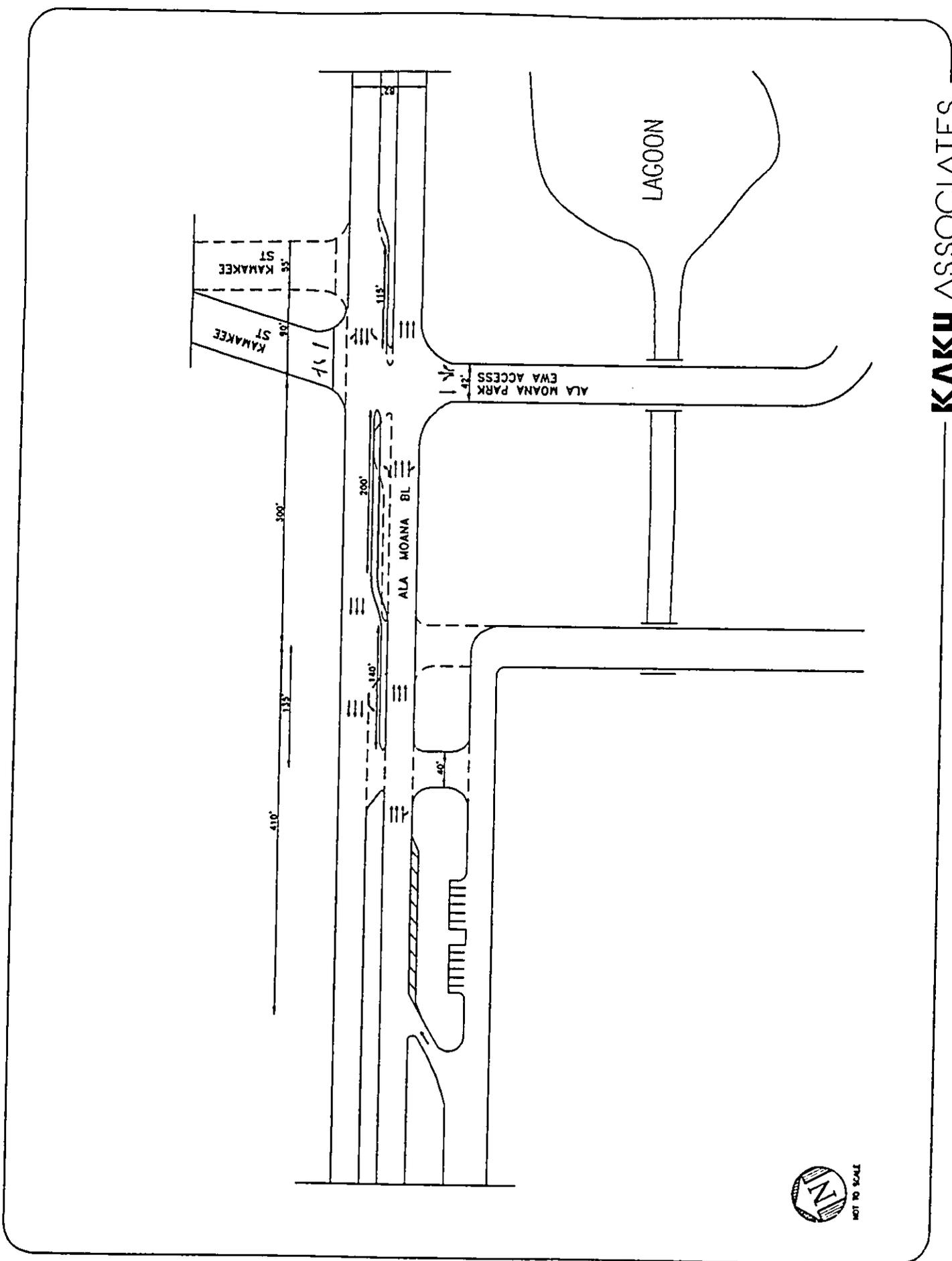
- Cumulative projects within the vicinity of the study area such as the Computer City and the proposed commercial development on the KHON Site are also included.
- These forecasts will be adjusted with data from the Kakaako Makai Area Master Plan Circulation Plan which identifies future redevelopment of the makai area to Year 2005.
- No additional changes in the Mauka Area Plan of Kakaako will be assumed for this analysis.

### **PROPOSED REALIGNMENT ALTERNATIVES**

The changes projected for the area as described above require the analysis of the proposed realignment of Kamakee Street to consider future conditions both with and without the closure of the Diamond Head access to Kewalo Basin. Within the context of the option to close this access point, consideration must be given to both plans currently being considered by HCDA for its relocation.

#### **Preferred Project**

The preferred project action is the realignment of Kamakee Street to align with the existing intersection of Ala Moana Boulevard and Ala Moana Park Road. One of the key objectives of this improvement is the ability to provide left-turns from Diamond Head-bound on Ala Moana Boulevard to travel mauka-bound on Kamakee Street. Because of the characteristics of the traffic on Ala Moana Boulevard, it would be necessary to provide a left-turn storage lane on Ala Moana Boulevard to facilitate this movement without creating additional congestion and safety problems in the area. It would be necessary to close the Diamond Head access to Kewalo Basin if this left-turn lane is provided. Therefore, preferred project also includes the relocation of this access to a point 200 feet Ewa of its present location. Figure 2 illustrates the various elements of the preferred project action indicating the existing and the proposed alignment of the various roadways.



**KAKU ASSOCIATES**

FIGURE 2  
 PREFERRED PROJECT - KAMAHEE STREET REALIGNMENT/KEWALO BASIN ENTRANCE RELOCATION

### Alternatives to Preferred Project

Three alternatives to the preferred project have been developed. These include the following:

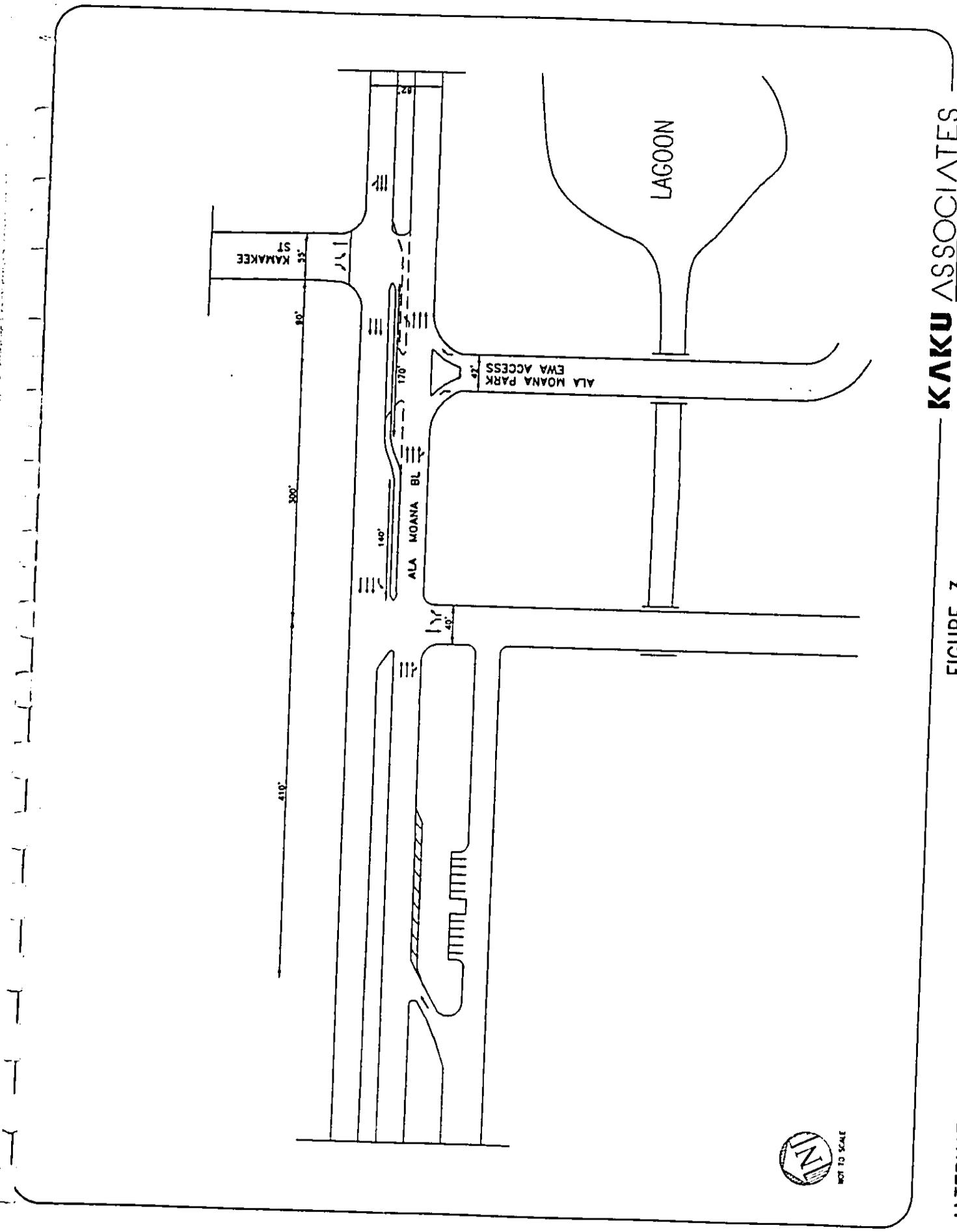
- Alternative 1 - No Action
- Alternative 2 - No Kamakee Street Realignment with the reconfiguration and signalization of the intersection of Kamakee Street/Ala Moana Boulevard and the reconfiguration and removal of the signal at Ala Moana Park Road/Ala Moana Boulevard. Left-turns in and out of Kamakee Street from Ala Moana Boulevard would be allowed at the Kamakee Street intersection but left-turns would be prohibited at the Ala Moana Park Road intersection. Figure 3 illustrates this alternative.
- Alternative 3 - Realign Kamakee Street to align with Ala Moana Park Road, close the Kewalo Basin entrance on Ala Moana Boulevard, and relocate the Kewalo Basin traffic to an entrance onto Ala Moana Park Road about 450 feet makai of Ala Moana Boulevard. Figure 4 illustrates this alternative.
- Alternative 4 - Move Ala Moana Park Road approximately 90 feet in the Diamond Head direction to align with Kamakee Street. The Kewalo Basin entrance on Ala Moana Boulevard would not be affected in this alternative. Figure 5 illustrates this alternative.

### **EVALUATION OF REALIGNMENT OF KAMAKEE STREET**

The evaluation of the preferred project action, the proposed realignment of Kamakee Street to align with Ala Moana Park Road at Ala Moana Boulevard, and the relocation of the Kewalo Basin access, by comparing the advantages and disadvantages, and the potential impacts, of the preferred project and to each of the three alternatives. Issues which were addressed in the evaluation included level of service, traffic flow, access, circulation and impact on Ala Moana Park and Kewalo Basin.

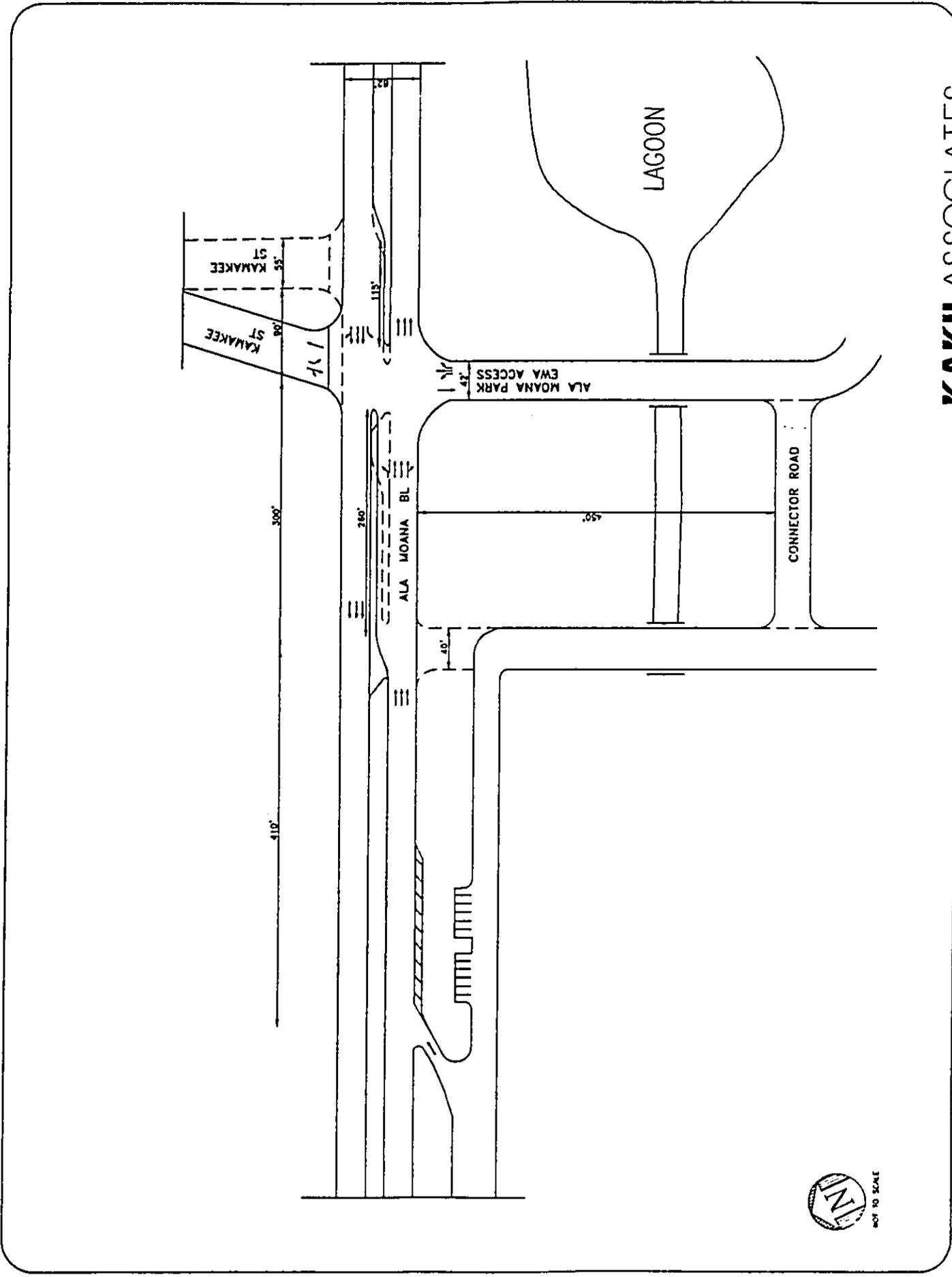
#### Level of Service

Traffic forecasts, which were developed for the preferred project and for each of the three alternatives described above, are contained in Appendix A. These traffic volumes were used to conduct an intersection capacity analysis for each of four intersections on Ala Moana Boulevard



**KAKU ASSOCIATES**

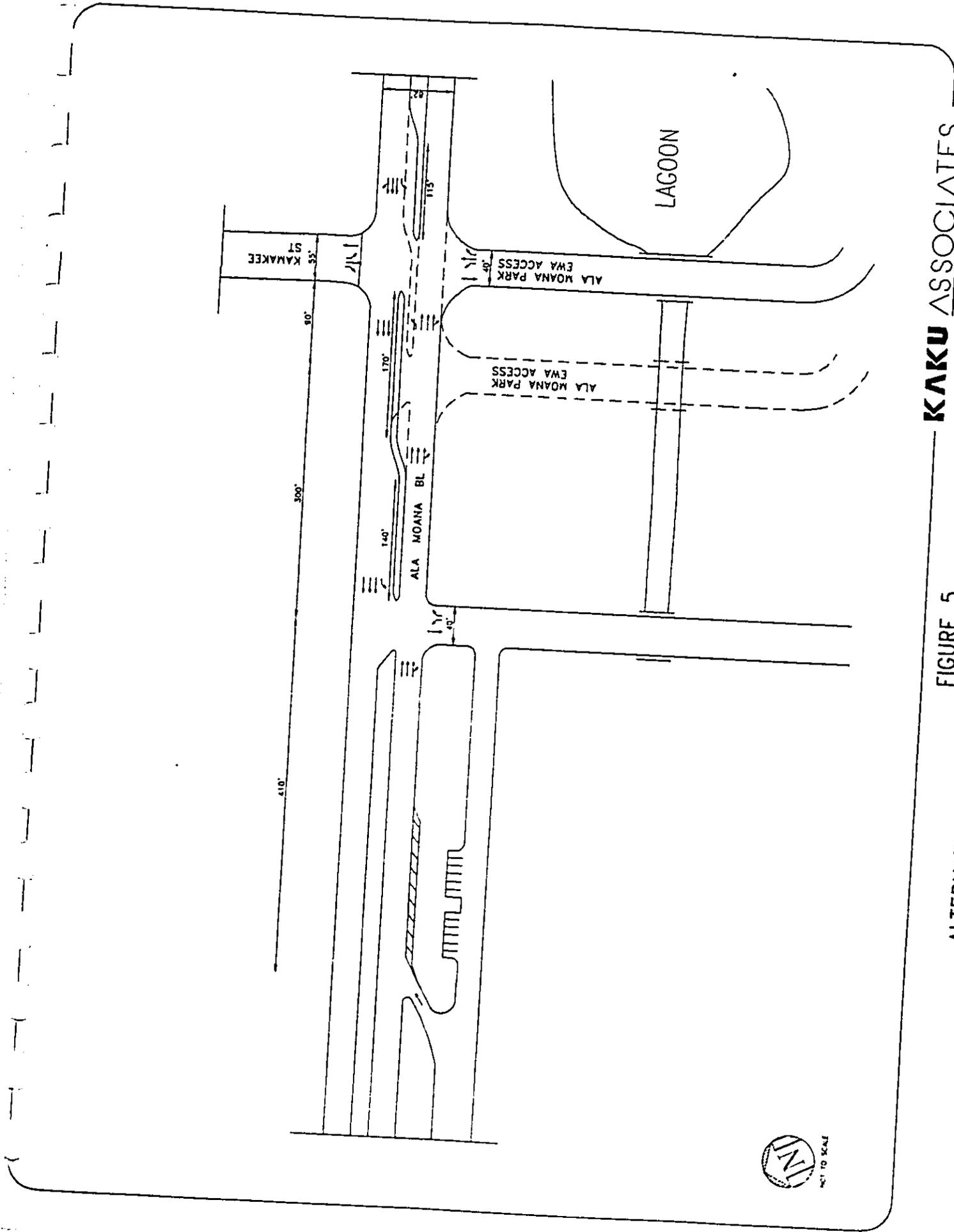
ALTERNATIVE 2 - NO KAMAKEE STREET REALIGNMENT/ADDITION OF ALA MOANA BOULEVARD LEFT TURN LANE  
 FIGURE 3



**KAKU ASSOCIATES**

FIGURE 4

ALTERNATIVE 3 - KAMAKEE STREET REALIGNMENT/COMBINED KEWALO BASIN & PARK ACCESS



**KAKU ASSOCIATES**

FIGURE 5  
 ALTERNATIVE 4 - ALA MOANA PARK ROAD REALIGNMENT

and at two intersections on Auahi Street. Level of service definitions are summarized in Appendix

B. The study intersections include the following locations:

- Ala Moana Boulevard & Ward Avenue
- Ala Moana Boulevard & Kewalo Basin Entrance
- Ala Moana Boulevard & Ala Moana Park Road
- Ala Moana Boulevard & Kamakee Street
- Auahi Street & Ward Avenue
- Auahi Street & Kamakee Street

The results of the analysis, which are summarized in Table 1, indicate that traffic flow for the preferred project and Alternative 4 are similar. The intersection of Ala Moana Boulevard/Ward Avenue is worse under Alternative 2 than the preferred project but Alternatives 1, 3 and 4 have similar V/C ratios of 1.34. The Ala Moana Boulevard/Kewalo Basin access improves under both the preferred project and Alternative 4 when compared with the Alternatives 1 through 3. It should be noted, however, that this intersection is eliminated under Alternative 3.

The intersection of Ala Moana Boulevard/Ala Moana Park Road is worse under the preferred project and Alternative 4 than Alternative 1, No Action, and improves significantly under Alternative 2. It should be noted, however, that the operation of Alternative 2 involves a reduction in the number of movements. The intersection of Ala Moana Boulevard/Kamakee Street is combined with the Park Road intersection in the preferred project, Alternatives 3 and 4 eliminating its analysis from consideration.

The intersection of Auahi Street/Ward Avenue improves significantly compared to Alternative 1, No Action, and is similar to the other three alternatives. The intersection of Auahi Street/Kamakee Street operates at a much lower level of service under the preferred project as compared to the No Action and Alternative 2 but operates similar to Alternatives 3 and 4.

**TABLE 1  
VOLUME/CAPACITY ANALYSIS  
COMPARISON OF PREFERRED PROJECT WITH ALTERNATIVES**

INTERSECTION	VOLUME/CAPACITY & LEVEL OF SERVICE				
	Preferred Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Ala Moana Blvd./Ward Ave.	1.34/F	1.34/F	1.37/F	1.34/F	1.34/F
Ala Moana Blvd./Kewalo Basin	1.02/F	1.09/F	1.03/F	[a]	1.02/F
Ala Moana Blvd./Park Rd.	1.21/F	1.09/F	0.97/E [b]	1.31/F	1.21/F
Ala Moana Blvd./Kamakee	[a]	0.91/E [b]	1.03/F	[a]	[a]
Auahi St./Ward Ave.	0.93/E	1.02/F	0.94/E	0.92/E	0.93/E
Auahi St./Kamakee	0.93/E	0.69/B	0.80/D	0.94/E	0.93/E

- [a] Intersection would not exist in this scenario
- [b] Intersection unsignalized in this scenario, but analyzed using same method as signalized intersection

**Traffic Flow**

The configuration of Alternative 3 is such that one signalized intersection on Ala Moana Boulevard, at the Kewalo Basin entrance, would be eliminated. This change would improve traffic flow on Ala Moana Boulevard through this area and is superior to the configuration of the other options under consideration, including the No Action alternative and the preferred project.

Under the preferred project and Alternative 4, one unsignalized intersection on Ala Moana Boulevard (at Kamakee Street) would be eliminated. Therefore, it is marginally superior to Alternatives 1 and 2, which have four intersections along Ala Moana Boulevard. Although the intersection at Kamakee Street is unsignalized, these two alternatives are not as good from the perspective of traffic flow as Alternative 3.

**Access to Activities in Area**

By permitting Diamond Head-bound left-turns off of Ala Moana Boulevard onto Kamakee Street, the preferred project and Alternatives 2, 3 and 4 each improve access to the retail activities along

Auahi Street and those activities north of Auahi Street between Ward Avenue and the end of Auahi Street. The project and Alternative 3 would provide a left-turn storage capacity of 245 feet for Ala Moana Boulevard in the Diamond Head direction whereas Alternatives 2 and 4 would only have a capacity of 170 feet for this movement. Because of the current left-turn prohibition at Kamakee Street, access to these activities under Alternative 1, No Action, would remain as it is today.

The preferred project, Alternatives 3 and 4 would improve access to Ala Moana Park by allowing the through movements from Kamakee Street to cross Ala Moana Boulevard and access the park areas mauka of Ala Moana Boulevard. Alternative 2 would reduce access to the park by eliminating the left-turns into and out of the Ala Moana Boulevard at this access point.

Access to Kewalo Basin would not be affected by the preferred project or any of the alternatives under consideration. Under each of the options, a full access off of Ala Moana Boulevard would be provided, allowing traffic from both directions on this roadway to ingress and egress the harbor area.

#### Circulation within Area

General circulation would be improved in the area by the preferred project, Alternatives 3 and 4. Both increase access to key activities in need of improvement without reducing access to any existing activities. Alternatives 1 and 2 both have some limitations due to left-turn prohibitions on Ala Moana Boulevard requiring vehicles to re-route, making additional turns at other locations to access some activities. The preferred project and Alternatives 2 through 4 would also improve circulation in the area by providing a direct through route from Ala Moana Boulevard to Kapiolani Boulevard with full access at both ends of the roadway. It is possible that the preferred project, Alternatives 3 and 4 may even reduce congestion and increase circulation options for Ala Moana Park patrons. The potential re-routing of traffic from the Atkinson Drive park entrance/exit to the Kamakee Street entrance/exit would improve operating conditions at this location. It is estimated that a total of about 30 vehicles per hour during the evening peak hour could be re-routed as a result of the improved circulation opportunities provided by the realigned intersection. Alternative 2 would not accomplish this goal and would reduce circulation related to Ala Moana Park by reducing access at this location.

### Impact on Ala Moana Park

Because of the improved access provided to the park, the preferred project, Alternatives 3 and 4 would have a positive impact on the park. It is recognized, however, that Alternative 3 may be viewed by some residents as having a negative impact on the park because of the increased traffic on Ala Moana Park Road. Although the increase in traffic should only occur on the 200± feet of roadway makai of Ala Moana Boulevard, this change could be viewed as a negative impact. Alternative 2 would have a negative impact on the access to the park by eliminating the left-turns from Ala Moana Boulevard. Alternatives 3 and 4 would also create significant impacts due to loss of park land, resulting from roadway reconfiguration.

### Summary of Results

The results of the analysis are summarized in Table 2 indicating the relative rating of the preferred project as compared to each of the Alternatives considered. A rating scale of "++" indicating the highest rating, to "--" indicating the lowest rating, was used to assess each alternative with regards to each of the criteria. Since Alternative 1 is the No Action, it is rated "0" for all criteria verifying that no action would result in no impacts. It can be seen that Alternatives 2 and 3 tend to improve conditions in the area without having significant negative impacts. The preferred project and Alternative 4 generate even better improvements. However, Alternative 4 would create significant negative impacts to the park.

### **CONCLUSIONS**

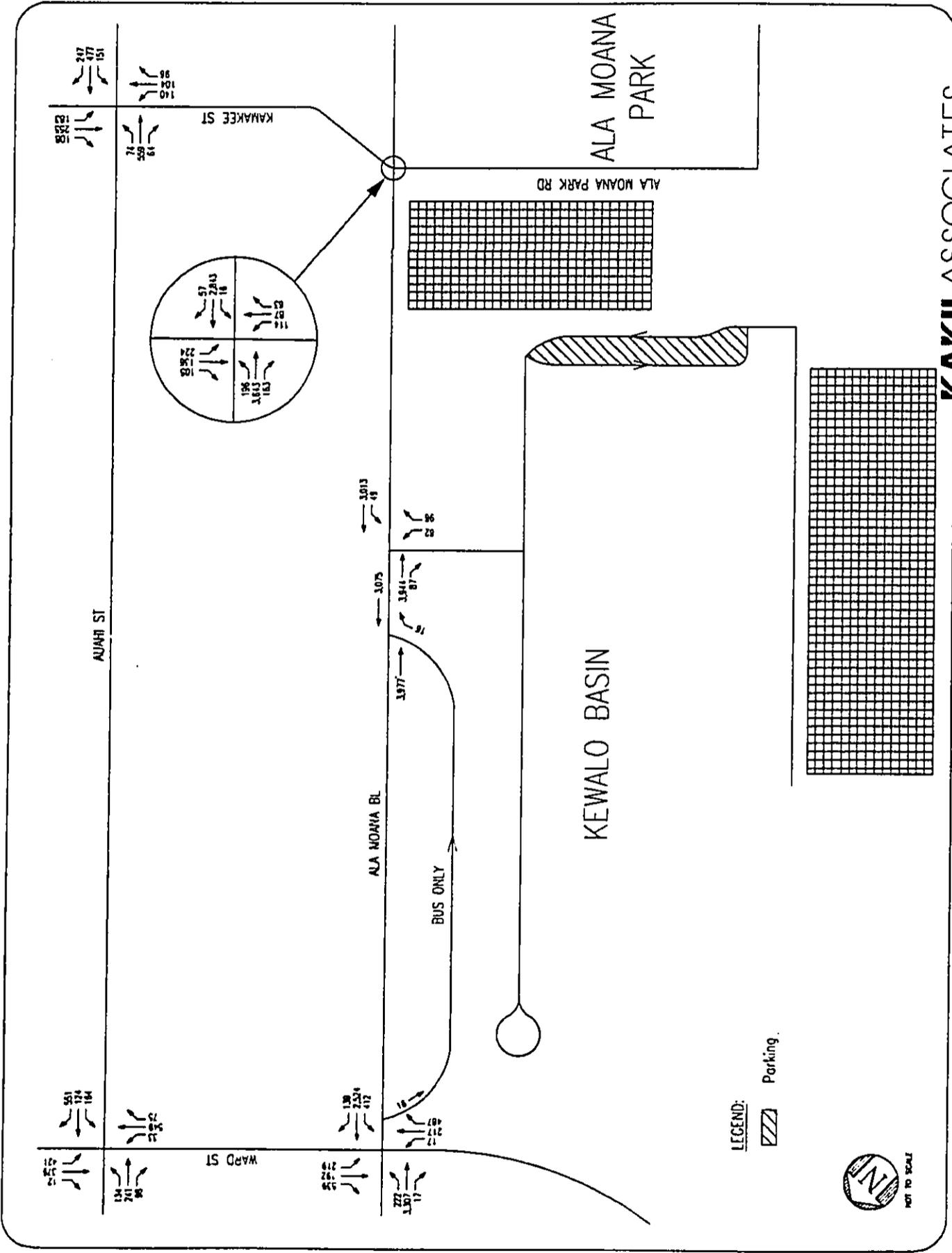
The results of the analysis indicate that the preferred project, Alternatives 3 and 4 are both rated higher than Alternatives 1 and 2. However, Alternatives 3 and 4 would have negative impacts on the park due to construction of new roadway on park land or realignment of park access.

**TABLE 2  
SUMMARY OF EVALUATION OF ALTERNATIVES**

EVALUATION CRITERIA	PREFERRED PROJECT	ALTERNATIVES			
		1	2	3	4
Level of Service on Ala Moana Boulevard	+	0	+	0	+
Level of Service on Auahi Street	+	0	++	+	+
Traffic Flow on Ala Moana Boulevard	+	0	0	++	+
Access to Activities in Area	++	0	+	++	++
Circulation within Area	++	0	+	++	++
Impact on Park Unrelated to Access	+	0	0	-	-

**APPENDIX A**

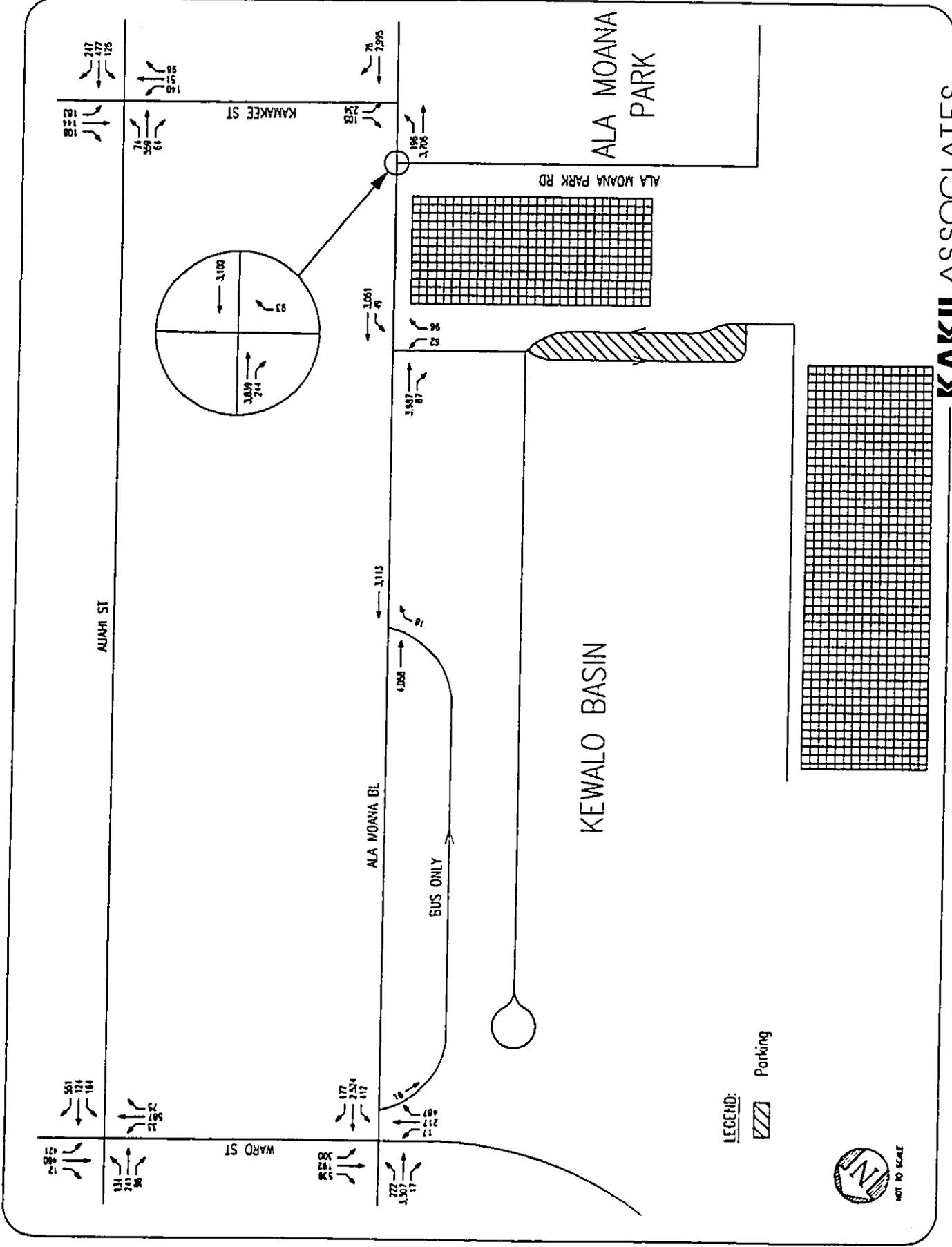
**YEAR 2005 PM PEAK HOUR TRAFFIC VOLUMES**



**KAKU ASSOCIATES**

APPENDIX A-1  
 YEAR 2005 PM PEAK HOUR TRAFFIC VOLUMES - PREFERRED PROJECT



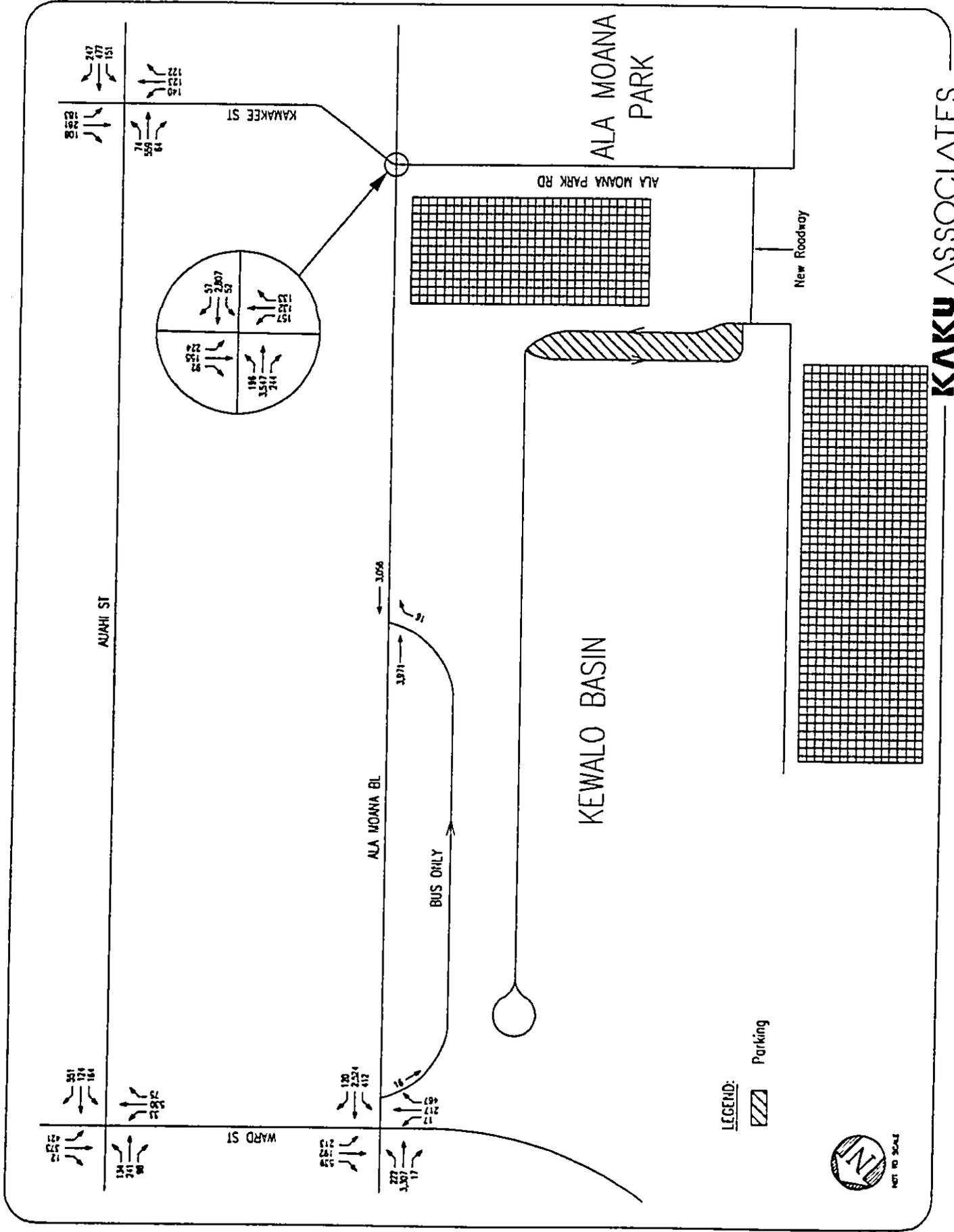


**KAKU ASSOCIATES**

APPENDIX A-3  
 YEAR 2005 PM PEAK HOUR TRAFFIC VOLUMES - ALTERNATIVE 2



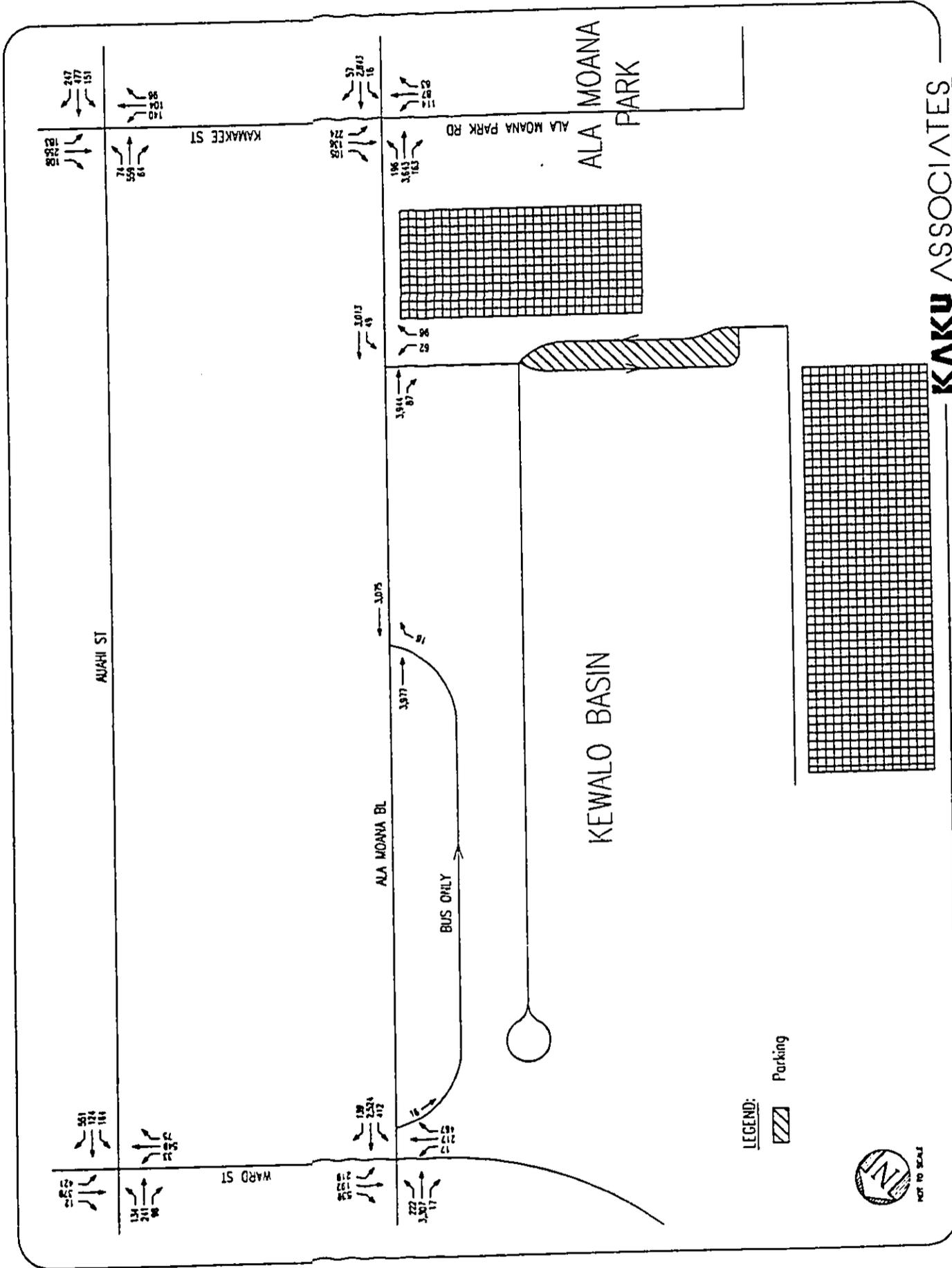
NOT TO SCALE



**KAKU ASSOCIATES**

APPENDIX A-4

YEAR 2005 PM PEAK HOUR TRAFFIC VOLUMES - ALTERNATIVE 3



**KAKU ASSOCIATES**

APPENDIX A-5  
 YEAR 2005 PM PEAK HOUR TRAFFIC VOLUMES - ALTERNATIVE 4

**APPENDIX B**

**LEVEL OF SERVICE DEFINITIONS**

**APPENDIX B**  
**LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

Level of Service	Volume/Capacity Ratio	Definition
A	0.00 - 0.60	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.61 - 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 - 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 - 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

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Appendix B  
Pre-Assessment Consultation Comments  
and Responses



**GROUP 70**  
INTERNATIONAL

Francis S. Oda, AIA, AICP  
Norman G. Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hiroschi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

# RECORD OF CONVERSATION

Group 70 International, Inc. • Architecture • Planning • Interior Design • Environmental Services  
925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813-4307 • PH: (808) 523-5866 • FAX: (808) 523-5874

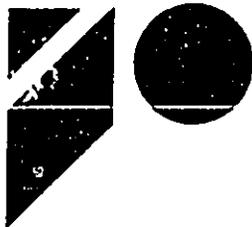
PROJECT	PROJECT NO.	
Victoria Ward, Limited - Kamakee Street Realignment	93039-71	
SUBJECT	EA Pre-Consultation	
DATE	TIME	
10/17/96		
PERSON CALLING	AGENCY	PHONE NO.
Jeff Overton	Group 70	523-5866
PERSON CALLED	AGENCY	PHONE NO.
Jeyan Thirugnanam	OEQC	

## Issues and concerns expressed regarding the realignment of Kamakee Street:

- 1) Cumulative impacts must be addressed. How does the street realignment relate to the overall scheme? To the Makai Area Plan? To the couplet function?
- 2) Victoria Ward plans for adjacent parcels must be addressed within context of growth of Victoria Ward Lands.
- 3) City DPR must be consulted regarding any plans affecting Ala Moana Beach Park, including the building of sidewalks along Ala Moana Boulevard.
- 4) Issues raised during the Queen Street-Halekauwila Street Couplet EA process should also be considered for this project.

\\Proliant\projects\Planning\93039-71\_VWL\_Kamakee St EA\PRE-CONSULTATION\rfi001cr10176\_OEQC.doc

UNLESS WRITTEN OBJECTION IS RECEIVED WITHIN SEVEN DAYS, WE ASSUME STATEMENTS CONTAINED WITHIN ARE ACCEPTED



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INTERNATIONAL

Francis S. Oda, AIA, AICP  
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# CONFERENCE REPORT

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TO	File	FROM	Jeff Overton
DATE	October 22, 1996	PLACE	Victoria Ward, Ltd
PROJECT	VWL - Kamakee Street Realignment/93039-71		
PRESENT	VWL - Mitch D'Olier WIK - Douglas Ing G70 - Jeff Overton	DOT -	Hugh Ono Philip Cabana Paul Hamimoto
SUBJECT	PRE-CONSULTATION MEETING		

We met with DOT Highways Division to discuss the proposed realignment of Kamakee Street to create a four-way intersection with Ala Moana Boulevard. Highways Division is in favor of this improvement. There are some issues that need to be considered, as discussed below.

The preferred project includes left turn storage lane on Diamond Head-bound Ala Moana Boulevard. It was mentioned that Kamakee Street could be realigned but that no left turn be created on Ala Moana Boulevard. This option would not provide access to the lands mauka of Ala Moana Boulevard.

There was discussion of alternative showing connector road between Kewalo Basin and Ala Moana Beach Park. There was belief that the City Parks Dept. would not like this option.

Diamond Head-bound traffic currently does not block the intersection going into Kewalo Basin Harbor. New project would possibly hinder entry to the harbor unless traffic could be properly routed once inside the harbor. The addition of stop signs to the interior roads at the entrance could facilitate this traffic control.

Angle between Kamakee Street and Ala Moana Boulevard can not be less than 60 degrees. Measure width for right turn onto Kamakee Street and use a wide radius to guide realignment. Geometrics of the intersection can be improved by shifting Ewa entry of Ala Moana Park Drive. (Actual measured angle is 73 degrees.)

Highways Division recommends a meeting of Victoria Ward, Limited with Tom Fujikawa, Deputy, and Fred Nunes, Planner, of DOT-Harbors Division.

DOT would like to see implementation of a Beautification Plan along Ala Moana Boulevard. The City's plan for a median strip requires water along the entire strip.

\\Proliant\projects\Planning\93039-71\_VWL\_Kamakee St EA\PRE-CONSULTATION\cf001cr10226\_DOT.doc

UNLESS WRITTEN OBJECTION IS RECEIVED WITHIN SEVEN DAYS, WE ASSUME STATEMENTS CONTAINED WITHIN ARE ACCEPTED



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925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813-4307 • PH: (808) 523-5866 • FAX: (808) 523-5874

---

TO	File	FROM	Jeff Overton
DATE	October 23, 1996	PLACE	DTS - 711 Kapiolani Blvd., Suite
PROJECT	VWL - Kamakee Street Realignment/93039-71		
PRESENT	VWL - Mitch D'Olier G70 - Jeff Overton	DTS - Mike Oshiro Roy Kaneko, Chief, Trans. Mgmt. Mel Hiriyama	
SUBJECT	PRE-CONSULTATION MEETING		

---

It was recommended that we work on a graphic showing a blow-up of the new proposed intersection of Kamakee Street and Ala Moana Boulevard. They also recommended showing Auahi Street on diagrams. The DTS minimum angle for the intersection is 75°, which is more conservative than DOT 60° minimum. DTS would ideally prefer to maintain a 90° angle at Kamakee Street, however, this would not match with the rest of Kamakee Street.

DTS felt that shifting of Ala Moana Park Drive is likely to be more complicated. There was a question about how this would be funded. DTS has wanted a four-way intersection at this location as indicated in the DTS Roadway Master Plan (1983). Improvement District funding through the Legislature is only good up to park boundaries. Included in the funding area are Kamakee Street and the unimproved portion of Queen Street from Ward Avenue to Waimanu Street.

Before the 1976/78 Kakaako plan and creation of HCDA, DTS proposed relocating Ala Moana Park Drive to form a 90° intersection alignment with Kamakee Street and Ala Moana Boulevard versus realigning Kamakee Street with Ala Moana Park Drive.

Realigning Ala Moana Park Drive is an opportunity to improve access out of the park with separate turning movements. Traffic "calming" could be introduced by using reverse curves inside Ala Moana Park Drive.

DTS prefers the realignment of Ala Moana Park Drive to the realignment of Kamakee Street. Alternative 3, involving the realignment of Kamakee Street, closing Kewalo Basin Diamond Head entry and providing a connector road to Ala Moana Beach Park, is the next best alternative.

DTS recommends that any plans affecting park circulation be checked with the Department of Parks and Recreation.

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UNLESS WRITTEN OBJECTION IS RECEIVED WITHIN SEVEN DAYS, WE ASSUME STATEMENTS CONTAINED WITHIN ARE ACCEPTED



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PERSON CALLED	AGENCY	PHONE NO.
Jeyan Thirugnanam	OEQC	

As a follow-up to our 10/17/96 discussion, we called to discuss the proper approach to addressing the various actions that are involved with the realignment of Kamakee Street. The project calls for relocation of the Kewalo Basin entrance and realignment of Kamakee Street. Both actions are under HCDA jurisdiction. One option could involve relocation of Ala Moana Park Drive, which is under City Parks control. G70 question about the proper lead agency for the multiple actions, and whether they should be subject to separate EA.

Mr. Thirugnanam recommended that these all be addressed under one plan for assessment purposes. The major focus of this action and assessment is the Kamakee Street realignment. HCDA is the lead agency. Victoria Ward, Limited is the applicant.

One suggestion was to relocate the Kewalo Basin entrance between the two existing entrances. This will correct the existing abnormal Ward Avenue entrance to Kewalo Basin.

There is a provision in the law defining lead agency responsibility and multiple lead agencies, however, this is not really needed in this situation. He cited HRS 343-5.d. "two or more agencies" and HAR 11-200-4.B.(1.) "agency with the greatest responsibility for supervising or approving"



## GROUP 70

INTERNATIONAL

Francis S. Oda, AIA, AICP  
Norman G. Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

# CONFERENCE REPORT

Group 70 International, Inc. • Architecture • Planning • Interior Design • Environmental Services  
925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813-4307 • PH: (808) 523-5866 • FAX: (808) 523-5874

TO	File	FROM	Jeff Overton
DATE	October 29, 1996	PLACE	DOT Harbors - 79 S. Nimitz Hw
PROJECT	VWL - Kamakee Street Realignment/93039-71		
PRESENT	G70 - Francis Oda G70 - Jeff Overton	DOT - Thomas Fujikawa Barry Kim Fred Nunes Randall Leong	
SUBJECT	PRE-CONSULTATION MEETING		

DOT Harbors raised the issue of traffic flow in and out of the Kewalo Basin facilities. Kewalo Basin is part of the HCDA Makai Area, and DOT is a tenant. The DOT has some comments regarding the relocation of Kamakee Street and possible effects to the harbors facilities.

The park at Kewalo Basin is heavily used by surfers and other park users. Relocating the entrance may affect these users. The possible connection of Ala Moana Beach Park with Kewalo Basin was discussed. DOT recommended an alternative including both the connector road and the existing or relocated Ala Moana Boulevard entrance. One incentive to connecting Kewalo Basin with Ala Moana Park is to serve as an overflow area, with restrooms and parking support services.

DOT plans to relocate the fishing support Service Area from the Fisherman's Wharf area to the Diamond Head side of the harbor near the park. The commercial fishing fleet adds service trucks and fisherman vehicles that require 24 hour access. This traffic mixes with the daytime cruise ship traffic and the park users. DOT provided a copy of their land use plan for Kewalo Basin.

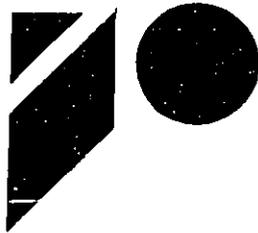
DOT Questions raised included: Will there be a Ward Avenue connection to Kewalo Basin, forcing a single entrance for all traffic? Will the Fisherman's Wharf area eliminate boat service activities on the Ewa side of the harbor? Can a bus turn-around be provided inside the harbor roads?

The proposed action to relocate Kamakee Street and relocate the Kewalo Basin entrance could cause some congestion of fishermen, park users, surfers and tour people. Early evening is the most difficult period because of the arrival of buses serving the sunset cruise ships.

DOT Harbors Division would like to retain an access point to Ala Moana Boulevard, even if relocated, particularly since the Ward Avenue access may be terminated by HCDA. Adding the park connector road would further help their users.

\\Proliant\projects\Planning\93039-71\_VWL\_Kamakee St EA\PRE-CONSULTATION\cfi002cr10236\_DOTHarbors.doc

UNLESS WRITTEN OBJECTION IS RECEIVED WITHIN SEVEN DAYS, WE ASSUME STATEMENTS CONTAINED WITHIN ARE ACCEPTED



**GROUP 70**  
INTERNATIONAL

Francis S. Oja, AIA, AICP  
Norman G. Y. Hong, AIA  
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Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

# CONFERENCE REPORT

Group 70 International, Inc. • Architecture • Planning • Interior Design • Environmental Services  
925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813-4307 • PH: (808) 523-5866 • FAX: (808) 523-5874

TO	File	FROM	Jeff Overton
DATE	October 30, 1996	PLACE	City DPR Office
PROJECT	VWL - Kamakee Street Realignment/93039-71		
PRESENT	VWL - Mitch D'Olier G70 - Jeff Overton	DPR -	Dona Hanaike, Director Dan Takamatsu, Parks Planner
SUBJECT	PRE-CONSULTATION MEETING		

We presented the Makai Area Plan showing the realignment of Kamakee Street, and the City Public Facilities Map (1969) and DTS Planning Area Map (1983) indicating relocation of Ala Moana Park Drive in the Diamond Head direction to align with Kamakee Street. This shows some historical record of the plans to create a four-way intersection at Kamakee Street and Ala Moana Park Drive at Ala Moana Boulevard.

The preferred project layout and alternative layouts were presented and reviewed briefly. It was noted by Mr. Overton that State Department of Transportation prefers Alternative 3 - closure of the Kewalo Basin entry and creation of a connector road between the Harbor and Ala Moana Beach Park. The Dept. asked to have a few days to look over the options and call with their comments.

A one-way system in the Ala Moana Beach Park is being considered to ease traffic flow problems. There is a traffic bottleneck occurring in the Park, and relief is needed especial on weekends. Through traffic enjoys a scenic view in the daytime, however, through traffic at night is undesirable.

Circulation alternatives considered by Parks include: cutting off through traffic during day, close off to through traffic at night - open only at the Diamond Head side for Waikiki Yacht Club, and a traffic turn-around at McCoy Pavillion.

There have also been proposals to relocate the base yard and build a service road on the Ewa side of the park. A rock garden has been proposed for the Ewa side of the park and a hill exists on the Diamond Head side of the access road.

Mr. Takamatsu called Mr. D'Olier on Monday Nov. 4 to mention that the Parks Dept. prefers the relocation of the Kewalo Basin entrance in the Ewa direction rather than shifting the park road or creating a new connector road.

\\Proliant\projects\Planning\93039-71\_VWL\_Kamakee St EA\PRE-CONSULTATION\cfi002cr10306\_DPR.doc

UNLESS WRITTEN OBJECTION IS RECEIVED WITHIN SEVEN DAYS, WE ASSUME STATEMENTS CONTAINED WITHIN ARE ACCEPTED



**GROUP 70**  
INTERNATIONAL

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Roy H. Nihei, AIA, CSI  
Francis I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

# RECORD OF CONVERSATION

Group 70 International, Inc. • Architecture • Planning • Interior Design • Environmental Services  
925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813-4307 • PH: (808) 523-5866 • FAX: (808) 523-5874

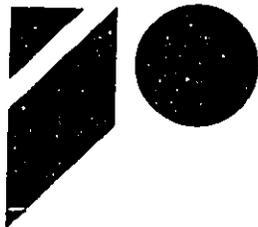
PROJECT		PROJECT NO.
Victoria Ward, Limited - Kamakee Street Realignment		93039-71
SUBJECT		
EA Pre-Consultation		
DATE		TIME
10/30/96		
PERSON CALLING	AGENCY	PHONE NO.
Jeff Overton	Group 70	523-5866
PERSON CALLED	AGENCY	PHONE NO.
Neil Hannahs	Kakaako Improvement Assoc.	

## Comments from Neil Hannahs

Creation of a four-way intersection is desirable at this location. KIA would rather see the Kewalo Basin Diamond Head entrance closed rather than shifted in the Ewa direction. He would prefer a combined harbor and park access, considering that the Kewalo Basin uses have changed in recent years to include park uses.

\\Proliant\projects\Planning\93039-71\_VWL\_Kamakee St EA\PRE-CONSULTATION\rh003cr10306\_KIA.doc

UNLESS WRITTEN OBJECTION IS RECEIVED WITHIN SEVEN DAYS, WE ASSUME STATEMENTS CONTAINED WITHIN ARE ACCEPTED.



**GROUP 70**  
INTERNATIONAL

Francis S. Oda, AIA, AICP  
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Stephen H. Yuen, AIA

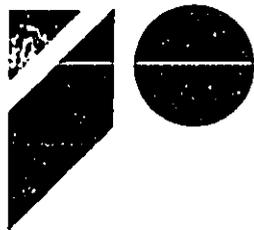
# RECORD OF CONVERSATION

Group 70 International, Inc. • Architecture • Planning • Interior Design • Environmental Services  
925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813-4307 • PH: (808) 523-5866 • FAX: (808) 523-5874

PROJECT		PROJECT NO.
Victoria Ward, Limited - Kamakee Street Realignment		93039-71
SUBJECT		
EA Pre-Consultation		
DATE		TIME
10/30/96		
PERSON CALLING	AGENCY	PHONE NO.
Ken Sprague, Director	Dept. of Public Works	523-4341
PERSON CALLED	AGENCY	PHONE NO.
Jeff Overton	Group 70	523-5866

## Response to fax from Jeff Overton to Ken Sprague dated 10/28/96

Mr. Sprague recommended that drainage conditions be evaluated. Kakaako is a flat area and certain areas do not provide for good drainage. Flooding potential in the area of Kamakee Street at Ala Moana Boulevard and Auahi Street should be reviewed.



**GROUP 70**  
INTERNATIONAL

Francis S. Oda, AIA, AICP  
Norman G. Y. Hong, AIA  
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Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

# RECORD OF CONVERSATION

Group 70 International, Inc. • Architecture • Planning • Interior Design • Environmental Services  
925 Bethel Street, Fifth Floor • Honolulu, Hawaii 96813-4307 • PH: (808) 523-5866 • FAX: (808) 523-5874

PROJECT		PROJECT NO.
Victoria Ward, Limited - Kamakee Street Realignment		93039-71
SUBJECT		
EA Pre-Consultation		
DATE		TIME
10/30/96 and 10/31/96		
PERSON CALLING	AGENCY	PHONE NO.
Jeff Overton	Group 70	523-5866
PERSON CALLED	AGENCY	PHONE NO.
Greg Sue	DPW (Highways)	523-4732

## Comments from Mr. Greg Sue

### **Drainage Section Comments:**

The EA should address impacts on existing drainage system and provide for existing and future drainage needs. There is a possible concern for water quality during construction, and it was recommended that the contractor stockpile materials to minimize erosion and soil runoff. Construction de-watering issues should also be considered.

### **Highway Section Comments:**

The layout of the intersection of Kamakee Street with Ala Moana Boulevard should be at a 90 degree angle. This is the preferred design configuration, however, DPW realizes that this may not be possible due to other considerations, such the position of the existing Ala Moana Park Drive access point.

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Appendix C  
Draft Environmental Assessment Comments  
and Responses

APPENDIX C

COMMENTS AND RESPONSES TO  
DRAFT ENVIRONMENTAL ASSESSMENT

Agency/Organization Received	Comments
<b>A. State Agencies</b>	
Department of Transportation - Harbors Division	X
Department of Transportation - Highways Division	-
Office of Environmental Quality Control	X
Hawaii Community Development Authority (HCDA)	X
<b>B. City and County of Honolulu</b>	
Department of Parks and Recreation	X
Department of Public Works	X
Department of Transportation Services	X
Ala Moana - Kakaako Neighborhood Board No. 11	-
<b>C. Others</b>	
Kakaako Improvement Association	-
Kamehameha Schools/Bishop Estate	X
Hawaiian Electric Company, Inc.	X

BENJAMIN J. CAYETANO  
GOVERNOR



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
JERRY M. MATSUDA  
GLENN M. OKIMOTO

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DEC 30 1996

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION

79 SO NIMITZ HWY • HONOLULU, HAWAII 96813-4898

IN REPLY REFER TO:

HAR-EP  
9104.97

GROUP 70

December 26, 1996

Mr. Jeffrey H. Overton  
Group 70 International, Inc.  
925 Bethel Street, 5th Floor  
Honolulu, HI 96813-4307

Dear Mr. Overton:

Subject: Comments on Draft Environmental Assessment for Kamakee Street  
Realignment, Kakaako, Oahu

In response to your letter of November 19, 1996 requesting comments on the above-referenced Draft Environmental Assessment, we offer the following comments for your consideration:

1. We strongly recommend that a user group meeting be held so that the planners can explain to the tenants at Kewalo what will be happening and solicit their input. This meeting should also serve to reduce resistance to the changes entailed.
2. The traffic pattern within Kewalo Basin will be affected by the closure of the Ward Avenue access. Accordingly, the new traffic pattern within Kewalo Basin must be provided.
3. It appears that development on the west side of the basin is inevitable. The loading dock presently located in this area will have to be relocated to the south side of the basin. Presently, the loading dock is accessed from the Ward Avenue entrance. If the loading dock is relocated, the additional traffic would also use the new Diamond Head access to Kewalo Basin. Upon review of the traffic analysis report, it appears that this additional traffic volume was not included in the analysis. The traffic analysis should be revised to reflect this future condition.

Thank you for giving us the opportunity to comment on the Draft Environmental Assessment. If you have any questions, please call Mr. Chris Dasch at 587-1886.

Very truly yours,

*for Harry H. Mura-kami*  
Thomas T. Fujikawa  
Chief

c: HCDA (Alex Achimore)

January 21, 1997



**GROUP 70**  
INTERNATIONAL

Mr. Thomas T. Fujikawa, Chief  
Department of Transportation, Harbors Division  
79 S. Nimitz Highway  
Honolulu, HI 96813

**Subject: Kamakee Street Realignment, Kakaako, Oahu  
Response to Comments on Draft Environmental Assessment**

Dear Mr. Fujikawa:

Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to issues raised in your letter dated 23 December 1996.

**User Group Meeting.** The land at Kewalo Basin is owned by the Hawaii Community Development Authority. DOT Harbors Division manages Kewalo Basin and several properties located nearby. Plans for Kewalo Basin and the surrounding area have been the subject of discussion at open public meetings of the HCDA over the past few years. At some point in the future, a public meeting could be scheduled by either the DOT or HCDA with a special invitation to the various user interests at Kewalo Basin. Planners for Victoria Ward, Limited could present the plans for the Kamakee Street realignment at such a meeting.

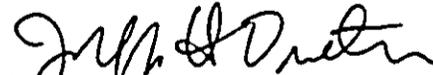
**Ward Avenue Access.** Closure of the Ward Avenue access to Kewalo Basin is part of a future plan to extend Ward Avenue makai of Ala Moana Boulevard. This closure is not part of the proposed action to realign Kamakee Street. The existing traffic pattern within Kewalo Basin will generally continue with the shift of the Ala Moana Boulevard access point approximately 135 feet Ewa.

**Added Traffic at Diamond Head Access.** The Year 2005 traffic volumes developed for the various alternatives in the traffic analysis have incorporated the development growth due to the Kakaako Makai Plan, including the roadway system changes that would occur with the plan. Therefore, the closure of the Ward Avenue access has already been accounted for.

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us with questions or for additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

  
Jeffrey H. Overton, AICP  
Chief Environmental Planner

Francis S. Oda, AIA, AICP  
Norman G.Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

Paul P. Chorney, AIA  
Dean H. Kitamura, AIA  
Norma J. Scott, AIA  
Stephen E. Callo, CPA  
George I. Atta, AICP  
Jeffrey H. Overton, AICP  
Linda L. Chung, AIA  
Ronald L. Proctor  
Kathryn A. Tsukano  
Roy A. Inouye  
Mary J. O'Leary

BENJAMIN J. CAYETANO  
GOVERNOR



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

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GROUP 70

GARY GILL  
DIRECTOR

December 19, 1996

Ms. Jan Yokota, Interim Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Blvd., Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Yokota:

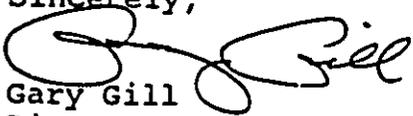
Subject: Draft EA for the Kamakee Street Realignment

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

1. According to the EA, the applicant is planning mixed-use developments in this area. Please provide more details about this future growth. Any proposed development of this area must be included in the analysis of secondary and cumulative impacts.
2. The proposed project is expected to significantly worsen traffic movement at the intersection of Ala Moana Boulevard and Park Road. Please describe mitigation measures to improve traffic conditions at this intersection.
3. Please describe who is paying for this \$3 million project?
4. The EA indicates that an SMA permit would be required for the relocation of the Kewalo Basin Diamond Head entrance. Would an SMA permit be required for other aspects of this project? We recommend consultation with the City Department of Land Utilization regarding the above matter.

If you have any questions call Jeyan Thirugnanam at 586-4185.

Sincerely,

  
Gary Gill  
Director

c: Group 70



**GROUP 70**  
INTERNATIONAL

Francis S. Oda, AIA, AICP  
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Linda L. Chung, AIA  
Ronald L. Proctor  
Cathryn A. Tsukano  
Roy A. Inouye  
Mary J. O'Leary

January 21, 1997

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

**Subject: Kamakee Street Realignment, Kakaako, Oahu  
Response to Comments on Draft Environmental Assessment**

Dear Mr. Gill:

Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to issues raised in your letter to Ms. Jan Yokota dated 19 December 1996.

**Secondary and Cumulative Impacts.** The anticipated 2005 traffic conditions are presented in the Environmental Assessment. This traffic information is our best understanding of known future conditions in this area, and reflect the anticipated cumulative traffic conditions.

Victoria Ward, Limited is currently planning for mixed-use retail/commercial redevelopment of its lands in Kakaako. At this time, a wide range of various alternative redevelopment scenarios and timetables are being considered. Redevelopment of the Ward Warehouse and Ward Center retail/commercial centers are being studied. The actual development plans proposed for these parcels will be dependent upon future market conditions. These projects will be subject to HCDA review of required land use applications and environmental studies.

**Intersection of Ala Moana Boulevard and Ala Moana Beach Park Road.** It is recognized that the anticipated growth in future traffic for the Kakaako area will add to future roadway congestion. However, the proposed realignment of Kamakee Street and creation of a new four-way intersection will actually improve traffic flow at the Park Road. The project will improve the current alignment and connection with Ala Moana Boulevard. The new alignment will improve traffic distribution within and through the Kakaako District and provide relief to traffic volumes on Ward Avenue and Piikoi Street. For example, traffic that turns makai-bound from Kapiolani Boulevard onto Ward

Letter to Mr. Gary Gill  
Office of Environmental Quality Control  
January 21, 1997  
page 2

Avenue is expected to be reduced by 135 vehicles. These vehicles will instead turn makai off Kapiolani Boulevard onto Kamakee Street. The project will reduce the number of vehicles using Ala Moana Boulevard to access the Park.

By 2005, the total traffic flow in and out of the Beach Park is shown to be slightly more congested (V/C ratio 1.09 vs. 1.21) but will operate at the same Level-of-Service as today. This traffic can be mitigated through several measures. Possible mitigation would include adding an exclusive right-turn lane on the Diamond Head Ala Moana Boulevard approach. This improvement would require 10 feet of ROW from the makai side of the roadway for approximately 150 feet. With this improvement, the volume/capacity ratio would be reduced from 1.21 to 1.17.

Another mitigation measure would involve restriping the south leg of the intersection. Park Road would be restriped to have one exclusive left-turn lane, one through lane, and one exclusive right-turn lane. This would involve removal of parking spaces along both sides of Park Road for a minimum of 150 feet (approximately 7 parking spaces on each side). The volume/capacity ratio would then reduce from 1.21 to 1.16.

If both of these improvements are in place at the intersection of Ala Moana Boulevard and Park Road, the volume/capacity ratio would reduce from 1.21 to 1.12. In other words, the project would impact this intersection by a 0.03 increment in terms of its volume/capacity ratio.

**Project Funding.** The Final Environmental Assessment has been edited to reflect revised cost estimates. Roadway improvements along Kamakee Street and Ala Moana Boulevard are estimated at approximately \$4.5 million. Installation of a box drain along Kamakee Street and Ala Moana Boulevard between Auahi Street and Kewalo Basin is estimated at \$2.625 million. Estimates for the relocation of the Kewalo Basin entrance total approximately \$500,000. The realignment of Kamakee Street will be funded through public and private funds including HCDA financing and private developer contribution.

**SMA Requirement.** The SMA boundary at this location runs along the center of Ala Moana Boulevard, and Kamakee Street is outside the SMA boundary. Modifications. The relocation of the Kewalo Basin entry may involve a Special Management Area (SMA) Use Permit, however, this is under the jurisdiction of the State Office of Planning. Improvements to the Park Road entrance at the new intersection with Ala Moana Boulevard is also within the SMA boundary, under the jurisdiction of the City Department of Land Utilization. If the work in the SMA portion of the project can be accomplished for under \$125,000, an SMA

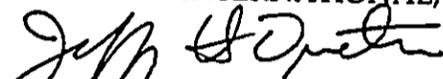
Letter to Mr. Gary Gill  
Office of Environmental Quality Control  
January 21, 1997  
page 3

Minor Permit could suffice. (The construction cost threshold is proposed to increase this year to \$165,000.) The applicant will coordinate with the appropriate agencies to satisfy SMA requirements.

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us if you require additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

  
Jeffrey H. Overton, AICP  
Chief Environmental Planner



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



**KAKA'IKO**  
Where Honolulu Greets The Sea

Benjamin J. Cayetano  
Governor

Jan Naoe Sullivan  
Chair

Jan S. Yokota  
Interim Executive Director

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813  
Telephone  
(808) 587-2870  
Facsimile  
(808) 599-2613

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DEC 23 1996

Ref. No.: PL EIS 6.23

GROUP 70 December 20, 1996

Mr. Jeffrey Overton, AICP  
Group 70 International, Inc.  
925 Bethel Street, Fifth Floor  
Honolulu, Hawaii 96813-4307

Dear Mr. Overton:

Re: Draft Environmental Assessment (EA) for the  
Kamakee Street Realignment

We have reviewed the subject draft EA and have the following comments to offer.

**Description of the Proposed Action.** The EA states that the Diamond Head access to Kewalo Basin and the left turn storage lane along Ala Moana Boulevard (Ewa-bound) will be relocated approximately 200 feet in the Ewa direction. Relocating the entrance to Kewalo Basin 200 feet in the Ewa direction will impact the existing tile structure. Please discuss the impacts associated with this proposal including a cost estimate and relocation plan for the existing offices.

Our cost estimate for the realignment of Kamakee Street is approximately \$7 million. Further, our estimate of the relocation of the Kewalo Basin entrance is \$500,000 (without relocation of the existing tile structure).

Please provide a cross-section of the realigned segment of Kamakee Street showing travel lanes, bike lanes and sidewalks.

**Future Traffic Flow.** The existing tenant on the Ewa parcel along Kamakee Street is JAJA Fashions. JAJA Fashions is a Hawaiian apparel manufacturer whose customers are brought in on tour buses and vans. The EA states that a lease renegotiation is scheduled for 1996. Please discuss any impacts associated with the circulation of buses and vans in that area resulting from the realignment of Kamakee Street.

Mr. Jeffrey Overton, AICP  
Page Two  
December 20, 1996

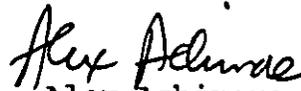
Figure 3-3 depicts anticipated peak hour traffic volumes along Ala Moana Boulevard in Year 2005. Please verify your projection of 35 left turns from Ala Moana Boulevard to Kamakee Street.

Paragraph 2 of page 3-10 states that traffic conditions at the intersection of Auahi Street and Ward Avenue would improve significantly with the proposed action. Please provide documentation that supports this statement.

**Relationship of the Proposed Action to Existing Policies and Plans - Sewerage Plan.** The EA states that the proposed action will include the relocation of sewer pipes within the new Kamakee Street right-of-way. Inasmuch as sewer improvements have just been completed in the area, it may be appropriate for the sewer system to remain within the front yard area.

Thank you for the opportunity to comment on the subject draft EA. Should you have any questions, please contact Susan Tamura of our Planning Office at 587-2865.

Sincerely,



Alex Achimore  
Director of Planning and  
Development

AA/SJT:gst  
c: Office of Environmental Quality Control  
Victoria Ward, Limited

January 21, 1997



**GROUP 70**  
INTERNATIONAL

Mr. Alex Achimore  
Director of Planning and Development  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, HI 96813

**Subject: Kamakee Street Realignment, Kakaako, Oahu**  
**Response to Comments on Draft Environmental Assessment**

Dear Mr. Achimore:

Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to issues raised in your letter dated 20 December 1996.

**Kewalo Basin Driveway.** The correct distance for driveway relocation should be 135 feet in order to avoid the trash chute location next to the tile structure. The tile structure will not be affected by the driveway relocation. Figure 2-4 has been revised in the Final Environmental Assessment to reflect this change.

**Cost Estimate.** The Final Environmental Assessment has been edited to reflect revised cost estimates. Roadway improvements along Kamakee Street and Ala Moana Boulevard are estimated at approximately \$4.5 million. Installation of a box drain along Kamakee Street and Ala Moana Boulevard between Auahi Street and Kewalo Basin is estimated at \$2.625 million. Estimates for the relocation of the Kewalo Basin entrance total approximately \$500,000.

**Kamakee Street Cross-Section View.** A cross-section of the realigned segment of Kamakee Street is enclosed with this response.

**Future Traffic Flow.** The circulation of buses and vans resulting from the realignment of Kamakee Street will change at the JAJA Fashions site. The existing parking and drop-off/pick-up area at will be reduced by the street relocation. Buses and vans will enter the JAJA site from Diamond Head-bound lane of Auahi Street and exit onto the makai-bound lane of Kamakee Street. This traffic pattern will avoid cross traffic movements.

The correct left turn volume from Ala Moana Boulevard to Kamakee Street should be 196, as indicated in Appendix A-1 in the Traffic Analysis for Kamakee Street-Ala Moana Intersection Realignment (Kaku Associates, Inc., November 1996). A corrected Figure 3-3 will appear in the Final Environmental Assessment.

Francis S. Oda, AIA, AICP  
Norman G.Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

Paul P. Chorney, AIA  
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George I. Atta, AICP  
Jeffrey H. Overton, AICP  
Linda L. Chung, AIA  
Ronald L. Proctor  
Kathryn A. Tsukano  
Roy A. Inouye  
Mary J. O'Leary

Letter to Mr. Alex Achimore  
Hawaii Community Development Authority  
January 21, 1997  
page 2

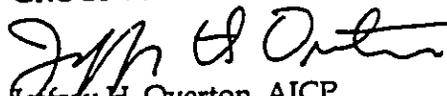
As indicated in Table 3-1, the volume/capacity ratio for the intersection of Auahi Street/Ward Avenue would improve from 1.02 to .93 with the proposed project. This is due to the shifting of traffic volumes from Ward Avenue to Kamakee Street. The volumes for the various scenarios are in the traffic analysis located in Appendix A.

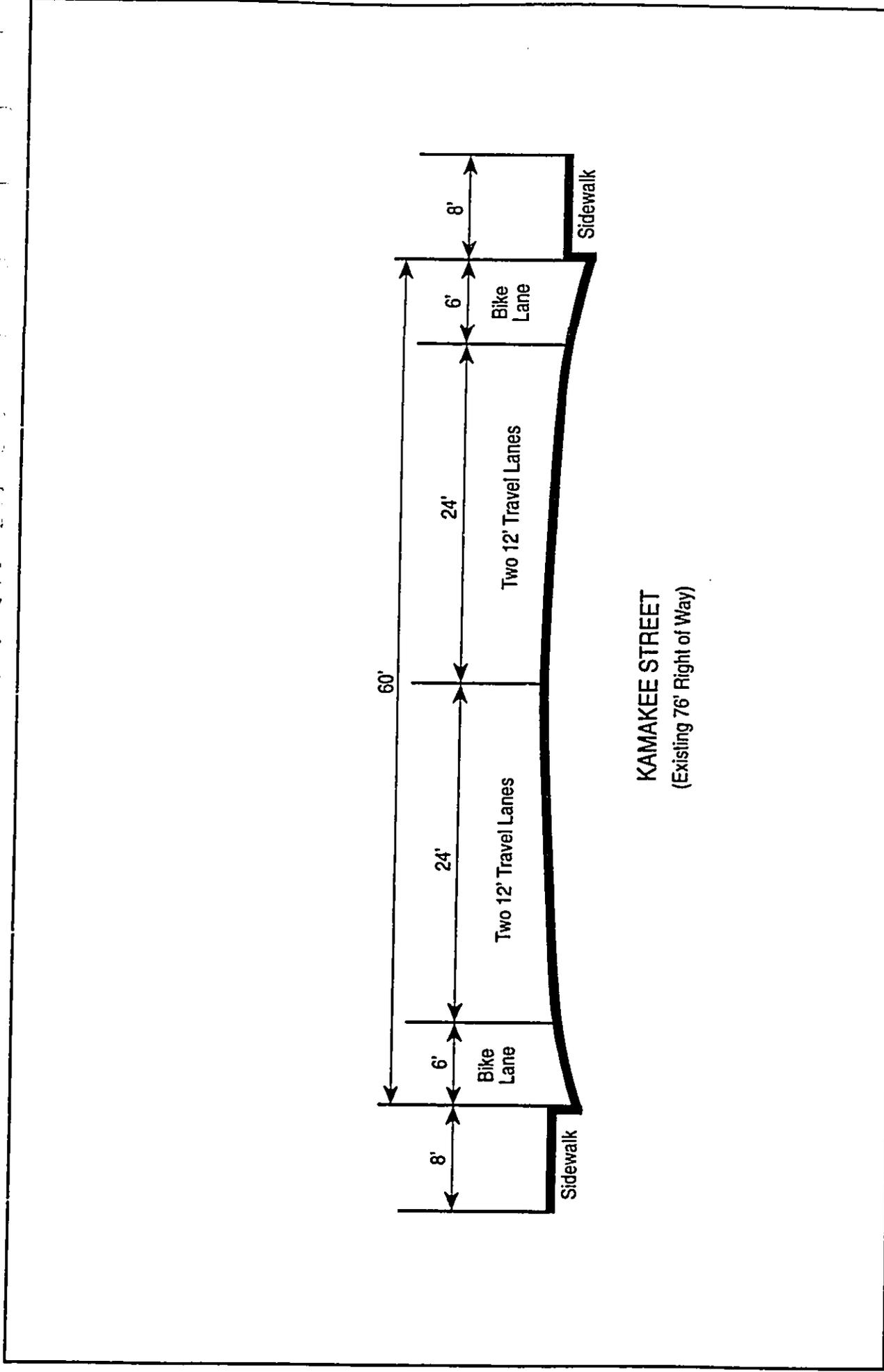
Sewer Lines. The existing sewer lines extending along Kamakee Street may remain within the front yard area on the Diamond Head side. Relocation of the recently completed sewer lines to conform with the new Kamakee Street alignment may not be justified. In their current location, the sewer lines are not anticipated to be affected by future redevelopment along the Diamond Head side of Kamakee Street.

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us if you have any questions or require additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

  
Jeffrey H. Overton, AICP  
Chief Environmental Planner



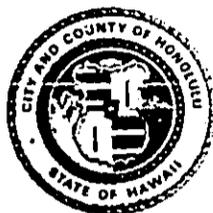
Source: KCDD Mauka Area Plan

**Kamaakee Street Cross Section**  
**KAMAKEE STREET REALIGNMENT**

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

JEREMY HARRIS  
MAYOR



DONA L. HANAIKE  
DIRECTOR

ALVIN K.C. AU  
DEPUTY DIRECTOR

RECEIVED

JAN 10 1997

January 6, 1997

GROUP 70

Mr. Jeffrey H. Overton  
Group 70 International, Inc.  
925 Bethel Street, Fifth Floor  
Honolulu, Hawaii 96813-4307

Dear Mr. Overton:

Thank you for the opportunity to review the draft environmental assessment for the proposed Kamakee Street realignment in Kakaako.

We are in support of the Kamakee Street realignment proposal as this will provide more convenient ingress and egress by users of Ala Moana Regional Park. We request that your traffic consultant also study the traffic signalization required for optimum synchronization of traffic flows through the affected intersections with Kamakee Street at Ala Moana Boulevard and Auahi Street.

Should you have any questions or comments, please contact Terry Hildebrand of our Advance Planning Branch at 523-4246.

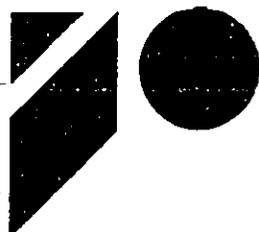
Sincerely,

A handwritten signature in black ink, appearing to read "Dona L. Hanaike".

For DONA L. HANAIKE  
Director

DLH:ct

January 21, 1997



**GROUP 70**  
INTERNATIONAL

Ms. Dona L. Hanaïke, Director  
Department of Parks and Recreation  
650 S. King Street, 5<sup>th</sup> Floor  
Honolulu, Hawaii 96813

**Subject: Kamakee Street Realignment, Kakaako, Oahu**  
**Response to Comments on Draft Environmental Assessment**

Dear Ms. Hanaïke:

Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to issues raised in your letter dated 2 January 1996.

Traffic signal synchronization along Kamakee Street at the Ala Moana Boulevard and Auahi Street intersections will be analyzed for the design of this roadway realignment. The flow of traffic in and out of the beach park will be improved by the new four-legged intersection. At the time of roadway design and signal placement, the applicant and HCDA will coordinate with the City Department of Transportation Services to establish proper signal timing at these locations.

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us if you have any questions or require additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Jeffrey H. Overton, AICP  
Chief Environmental Planner

Francis S. Oda, AIA, AICP  
Norman G.Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Toy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
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Stephen E. Callo, CPA  
George I. Atta, AICP  
Jeffrey H. Overton, AICP  
Linda L. Chung, AIA  
Ronald L. Proctor  
Cathryn A. Tsukano  
Roy A. Inouye  
Mary J. O'Leary

DEPARTMENT OF PUBLIC WORKS  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

JEREMY HARRIS  
MAYOR

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DEC - 5 1996



KENNETH E. SPRAGUE  
DIRECTOR AND CHIEF ENGINEER

DARWIN J. HAMAMOTO  
DEPUTY DIRECTOR

ENV 96-295

GROUP 70

December 4, 1996

Mr. Jeffrey H. Overton, AICP  
Chief Environmental Planner  
Group 70 International, Inc.  
925 Bethel Street, 5/F  
Honolulu, HI 96813-4307

Dear Mr. Overton:

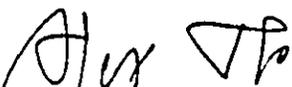
Subject: Draft Environmental Assessment (DEA)  
Kamakee Street Realignment  
TMK: 2-3-01: Por. 1

We have reviewed the subject DEA and have the following comments:

1. Kamakee Street should be perpendicular to Ala Moana Boulevard across from the Ala Moana Park Ewa access.
2. The DEA should address whether there will be a need for effluent discharge from construction dewatering.
3. It should be noted that sediment from stockpiling of materials has been a complaint on prior projects in the Kakaako area.
4. The DEA should also address mitigative measures to control and reduce discharge of pollutants.

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

Very truly yours,

  
FOR: KENNETH E. SPRAGUE  
Director and Chief Engineer

cc: Hawaii Community Development Authority (Alex Achimore)



**GROUP 70**  
INTERNATIONAL

Francis S. Oda, AIA, AICP  
Norman G.Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
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Linda L. Chung, AIA  
Ronald L. Proctor  
Kathryn A. Tsukano  
Roy A. Inouye  
Mary J. O'Leary

January 21, 1997

Mr. Kenneth E. Sprague, Director and Chief Engineer  
Department of Public Works  
650 S. King Street  
Honolulu, HI 96813

**Subject: Kamakee Street Realignment, Kakaako, Oahu  
Response to Comments on Draft Environmental Assessment**

Dear Mr. Sprague:

Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to issues raised in your letter dated 4 December 1996.

**Alignment of Kamakee Street.** The re-aligned street will be as perpendicular as possible to Ala Moana Boulevard. Aligned with the mauka portion of Kamakee Street, the realigned segment would meet Ala Moana Boulevard at an angle of approximately 72°.

**Effluent Discharge.** There will be the need for construction dewatering for the installation of the new drainage box culvert and underground duct lines extending along the Kamakee Street right-of-way. There are various effluent discharge options available to constructors for this dewatering operation. Holding tanks can be used for suspended sediment settling, on settlement basins may be constructed to receive dewatering effluent. An NPDES permit will be obtained for construction dewatering that requires discharge to any State waters such as Kewalo Basin.

**Stockpiled Materials.** We understand that sediment from stockpiling of materials has been a complaint on prior projects in Kakaako. Efforts will be made to carefully control stockpiling required for this project. Perimeter controls such as sand bags, silt fences and filter cloth can be utilized, and pile covers can also be placed, as required. Watering of construction areas and stockpiled materials will be implemented as required.

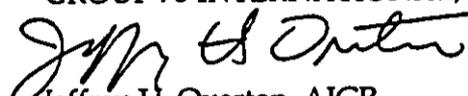
**Mitigative Measures.** The various mitigative measures listed in the Draft EA, including Best Management Practices, and the above responses will be implemented to control and reduce the discharge of pollutants from the project.

Letter to Mr. Kenneth E. Sprague  
Department of Public Works  
January 21, 1997  
page 2

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us if you have any questions or require additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

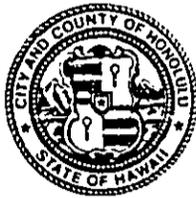
  
Jeffrey H. Overton, AICP  
Chief Environmental Planner

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

PACIFIC PARK PLAZA  
711 KAPIOLANI BOULEVARD, SUITE 1200  
HONOLULU, HAWAII 96813

JEREMY HARRIS  
MAYOR

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DEC 26 1996



CHARLES O SWANSON  
DIRECTOR

GROUP 70

December 26, 1996

11/96-05433R

Mr. Jeffrey H. Overton, AICP  
Chief Environmental Planner  
Group 70 International, Inc.  
925 Bethel Street, 5th Floor  
Honolulu, Hawaii 96813-4307

Dear Mr. Overton:

Subject: Kamakee Street Realignment

In response to your November 19, 1996 letter, we reviewed the draft environmental assessment for the subject project. We have no objection to the preferred alternative to realign Kamakee Street with the Ala Moana Park access road and to relocate the Kewalo Basin access driveway. However, we do have the following comments:

1. The use of the land in the vicinity of the project should be established. It is our understanding that Victoria Ward, Ltd. plans to develop the area into a large commercial site. Traffic generated by this type of development should be included in the analysis and used to determine whether the proposed roadway cross-section of Kamakee Street is adequate to accommodate future traffic. The need for and the number of exclusive turning or channelized lanes for this section of Kamakee Street should be determined during the early stages of the project. This should include the area mauka of Auahi Street.
2. An analysis of existing conditions and the amount of anticipated traffic that will be diverted from Ward Avenue and Kapiolani Boulevard should be included in the study.
3. The approach of Kamakee Street to Ala Moana Boulevard should be designed to be as perpendicular as possible.
4. The draft environmental assessment states that traffic signals have been installed at the Kamakee Street/Auahi Street intersection. The work to install the signals has commenced, but the signals are presently not in operation.

Mr. Jeffrey H. Overton  
Page 2  
December 26, 1996

5. Preliminary plans should be submitted for review and should include roadway sections, lane widths and turning lanes.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation System Planning Division at 527-6976.

Respectfully,



*for* CHARLES O. SWANSON  
Director

cc: Mr. Alex Achimore, HCDA

January 21, 1997



**GROUP 70**  
INTERNATIONAL

Mr. Charles O. Swanson, Director  
Department of Transportation Services  
711 Kapiolani Boulevard, Suite 1200  
Honolulu, Hawaii 96813

**Subject: Kamakee Street Realignment, Kakaako, Oahu  
Response to Comments on Draft Environmental Assessment**

Dear Mr. Swanson:

Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to issues raised in your letter dated 26 December 1996.

**Future Redevelopment in Area.** The anticipated 2005 traffic conditions are presented in the Environmental Assessment. Future development considered in the traffic analysis is consistent with the Mauka Area Plan. Growth in traffic for the area is based upon the Oahu Metropolitan Planning Organization (OMPO) forecast. Cumulative projects within the area include Computer City and commercial development at the KHON site. Future redevelopment of the Kakaako Makai Area Master Plan is also included.

Victoria Ward, Limited is currently planning for mixed-use retail/commercial redevelopment of its lands in Kakaako. At this time, a wide range of various alternative redevelopment scenarios and timetables are being considered. Redevelopment of the Ward Warehouse and Ward Center retail/commercial centers are being studied. The actual development plans proposed for these parcels will be dependent upon future market conditions. These projects will be subject to HCDA review of required land use applications and environmental studies.

**Diversion of Traffic from Ward Avenue.** With the proposed realignment project, a total of 125 vehicles/hour are expected to be shifted from Ward Avenue to Kamakee Street. Approximately 85 Diamond Head-bound vehicles will make the right turn off Kapiolani Boulevard at Kamakee Street instead of Ward Avenue. Approximately 40 Ewa-bound vehicles on Kapiolani Boulevard will make a left turn onto Kamakee Street instead of Ward Avenue.

**Intersection Configuration.** The angle for the proposed intersection design is approximately 72 degrees. In order to have a perpendicular aligned intersection, it would be necessary to move Ala Moana Park Drive in the Diamond Head direction. This is not practical since it would affect the tidal lagoon in the park.

Francis S. Oda, AIA, AICP  
Norman G.Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
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Jeffrey H. Overton, AICP  
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Ronald L. Proctor  
Kathryn A. Tsukano  
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Mary J. O'Leary

Letter to Mr. Charles Swanson, Director  
Department of Transportation Services  
January 21, 1997  
page 2

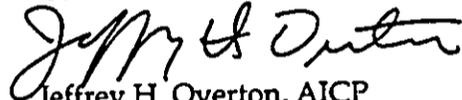
**Auahi Street Signals.** The language of the Draft Environmental Assessment was written with the anticipation that the traffic signals at Kamakee Street/ Auahi Street would soon be operational. Delivery of the fixture arms is anticipated in February, 1997. The language in the Final Environmental Assessment has been modified to reflect this schedule.

**Preliminary Plans.** As planning for the realignment of Kamakee Street proceeds, preliminary plans will be submitted for review by the Department of Transportation Services.

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us if you have any questions or require additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

  
Jeffrey H. Overton, AICP  
Chief Environmental Planner



KAMEHAMEHA SCHOOLS BERNICE PAUAAHI BISHOP ESTATE

ASSET MANAGEMENT CO., LTD.  
100 K. O. BLDG. HONOLULU, HAWAII 96813  
TELEPHONE: 535-5200 FAX: 535-5200

RECEIVED  
DEC 18 1996

December 17, 1996

GROUP 70

Group 70 International, Inc.  
925 Bethel Street, 5th Floor  
Honolulu, HI 96813-4307  
Attn: Jeffrey H. Overton, Chief Environmental Planner

**Subject: Kamakee Street Realignment Draft Environmental Assessment**

Dear Mr. Overton:

Thank you for sending a copy of the subject report to Kamehameha Schools Bishop Estate for review and comment.

The proposed alignment appears to improve ingress and egress from Ala Moana Park by offering an alternative to Ward Avenue and Atkinson Street for connecting to Queen Street and Kapiolani Boulevard. This relief will become increasingly important upon completion of the Convention Center.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Neil J.K. Hannahs'.

Neil J.K. Hannahs, Manager  
Kakaako Improvement



January 21, 1997

Mr. Neil J. K. Hannahs, Manager  
Kamehameha Schools Bernice Pauahi Bishop Estate  
Asset Management Group  
PO Box 3466  
Honolulu, HI 96801

**Subject: Kamakee Street Realignment, Kakaako, Oahu  
Response to Comments on Draft Environmental Assessment**

Francis S. Oda, AIA, AICP  
Norman G.Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

Dear Mr. Hannahs:

Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to the issues raised in your letter dated 17 December 1996.

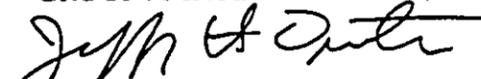
Paul P. Chorney, AIA  
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Stephen E. Callo, CPA  
George I. Atta, AICP  
Jeffrey H. Overton, AICP  
Linda L. Chung, AIA  
Ronald L. Proctor  
Kathryn A. Tsukano  
Roy A. Inouye  
Mary J. O'Leary

You have noted that the proposed realignment of Kamakee Street is expected to improve future ingress and egress from Ala Moana Park. As an alternative mauka-makai access route for the Park, Kamakee Street is anticipated to provide some relief to traffic on Ward Avenue and Piikoi Street.

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us if you have any questions or require additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

  
Jeffrey H. Overton, AICP  
Chief Environmental Planner

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



Patricia Uyehara Wong, Esq.  
Manager  
Environmental Department

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DEC 26 1996

GROUP 70

December 23, 1996

Mr. Jeff Overton  
Group 70 International, Inc.  
925 Bethel Street, 5th Floor  
Honolulu, HI 96813-4307

Dear Mr. Overton:

Subject: **Kamakee Street Realignment**

Thank you for the opportunity to comment on your November 1996 draft environmental assessment for the proposed Kamakee Street Realignment, as proposed Victoria Ward, Ltd. We have reviewed the subject document and would like to note that this realignment plan may require the relocation of two poles on Ala Moana Blvd.

HECO shall reserve further comments pertaining to the protection of existing powerlines bordering the project area until construction plans are finalized. Our point of contacts for this project, and the originators of these comments, is Bill Muench (543-5657) senior customer. I suggest your staff and consultants deal directly with these people to coordinate HECO's continuing input on this plan.

Sincerely,

cc: W. Muench

Hawaii Community Development Authority  
677 Ala Moana Blvd., Suite 1001  
Honolulu, HI 96814  
Attn: Alex Achimore

WINNER OF THE EDISON AWARD  
FOR DISTINGUISHED INDUSTRY LEADERSHIP





January 21, 1997

Ms. Patricia Uyehara Wong, Esq., Manager  
Environmental Department  
Hawaiian Electric Company, Inc.  
PO Box 2750  
Honolulu, Hawaii 96840-0001

Francis S. Oda, AIA, AICP  
Norman G.Y. Hong, AIA  
Sheryl B. Seaman, AIA, ASID  
Hitoshi Hida, AIA  
Roy H. Nihei, AIA, CSI  
James I. Nishimoto, AIA  
Ralph E. Portmore, AICP  
Stephen H. Yuen, AIA

Attn: Mr. William Muench, Senior Customer Agent

Subject: **Kamakee Street Realignment, Kakaako, Oahu  
Response to Comments on Draft Environmental Assessment**

Dear Ms. Wong:

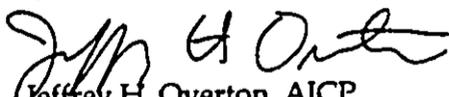
Thank you for providing your comments on the Draft Environmental Assessment for the proposed Kamakee Street realignment. We have prepared responses to issues raised in your letter dated 23 December 1996.

The relocation of utility poles on Ala Moana Boulevard will be required to complete this roadway realignment project. We will continue to consult with HECO regarding construction plans for this project. At present, the project is the planning phase. In the design phase, the electrical engineer will prepare plans following consultation with your facility design representatives.

We appreciate your review and comments on the Draft Environmental Assessment. Please contact us if you have any questions or require additional information.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

  
Jeffrey H. Overton, AICP  
Chief Environmental Planner

Paul P. Chorney, AIA  
Dean H. Kitamura, AIA  
Norma J. Scott, AIA  
Stephen E. Callo, CPA  
George I. Aila, AICP  
Jeffrey H. Overton, AICP  
Linda L. Chung, AIA  
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Kathryn A. Tsukano  
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Mary J. O'Leary