

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

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GARY Q. L. YEE, AIA
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'00 OCT 10 P3:44

October 11, 2000

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

CDED-B 00-0404

Ms. Genevieve Salmonson
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

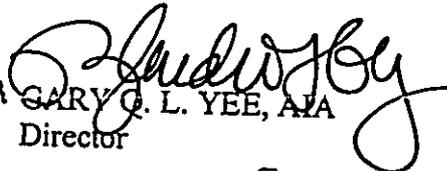
Dear Ms. Salmonson:

Subject: Finding of No Significant Impact for Roadway Improvements for
Managers Drive, TMK: 9-4-02: 74, portion, Waipahu, Hawaii
(Draft EA titled: Roadway Improvements for Mokuola Street)

The City and County of Honolulu's Department of Design and Construction has reviewed the comments received during the 30-day public comment period which began on July 8, 2000. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the October 23, 2000, OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the final EA. Please call Harold Sato of the Civil Design and Engineering Division at 527-6244 should you have any questions.

Very truly yours,


FOR GARY Q. L. YEE, AIA
Director

Enc.

cc: PBR Hawaii
Community Planning, Inc.

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OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

132

OCT 23 2000

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**ROADWAY IMPROVEMENTS FOR
MANAGERS DRIVE**



FINAL ENVIRONMENTAL ASSESSMENT

(Draft Environmental Assessment titled:
Roadway Improvements for Mokuola Street)

Prepared for:

City and County of Honolulu
Department of Design and Construction

Prepared by:

PBR Hawaii
1001 Bishop Street
Pacific Tower, Suite 650
Honolulu, Hawaii 96813

October 2000

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ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE
Final Environmental Assessment

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1.0 INTRODUCTION

This Environmental Assessment (EA) has been prepared in compliance with Chapter 343, *Hawai'i Revised Statutes* (HRS) for the proposed Roadway Improvements for Managers Drive Project. (Note: The Draft Environmental Assessment was titled: *Roadway Improvements for Mokuola Street*. Mokuola Street and Managers Drive are the same street)

1.1 PROJECT SUMMARY

Project Name: Roadway Improvements for Managers Drive. (Note: The Draft Environmental Assessment was titled: *Roadway Improvements for Mokuola Street*)

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

Landowner: City and County of Honolulu

Location: Waipahu

Tax Map Key: 9-4-02: 74 (portion).

Existing Use: Vacant

Proposed Action: Extension of Managers Drive from Hiapo Street to the Alexander and Baldwin Industrial subdivision, a distance of approximately 1000 feet.

Project Area: Approximately 1000 feet with a 60 foot right-of-way (approximately 1.4 acres)

Land Use Designations: State Land Use: Urban
Development Plan: Residential; Public Right of Way
Zoning: R-5

SMA: The subject property is not in the SMA

Actions Requested: Compliance with Chapter 343, *Hawai'i Revised Statutes*

Approving Agency: City and County of Honolulu, Department of Design and Construction

Determination: Finding of No Significant Impact (FONSI)

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1.2 LOCATION

Project is located in Waipahu north of the former O'ahu Sugar Company Mill site and Hans L'Orange Park in Waipahu Town (Figure 1). This area is part of the Central O'ahu Development Plan area. Abutting the proposed roadway project Castle and Cooke Homes Hawaii is a proposing to build 230 single-family homes on a 35.2 acre parcel.

1.3 LAND OWNERSHIP

The landowner is the City and County of Honolulu. The property consists of a public right-of-way dedicated to the city by Amfac.

1.4 IDENTIFICATION OF PROPOSING AGENCY

The proposing agency is the City and County of Honolulu Department of Design and Construction.

1.5 IDENTIFICATION OF ACCEPTING AGENCY

The accepting agency is the City and County of Honolulu Department of Design and Construction.

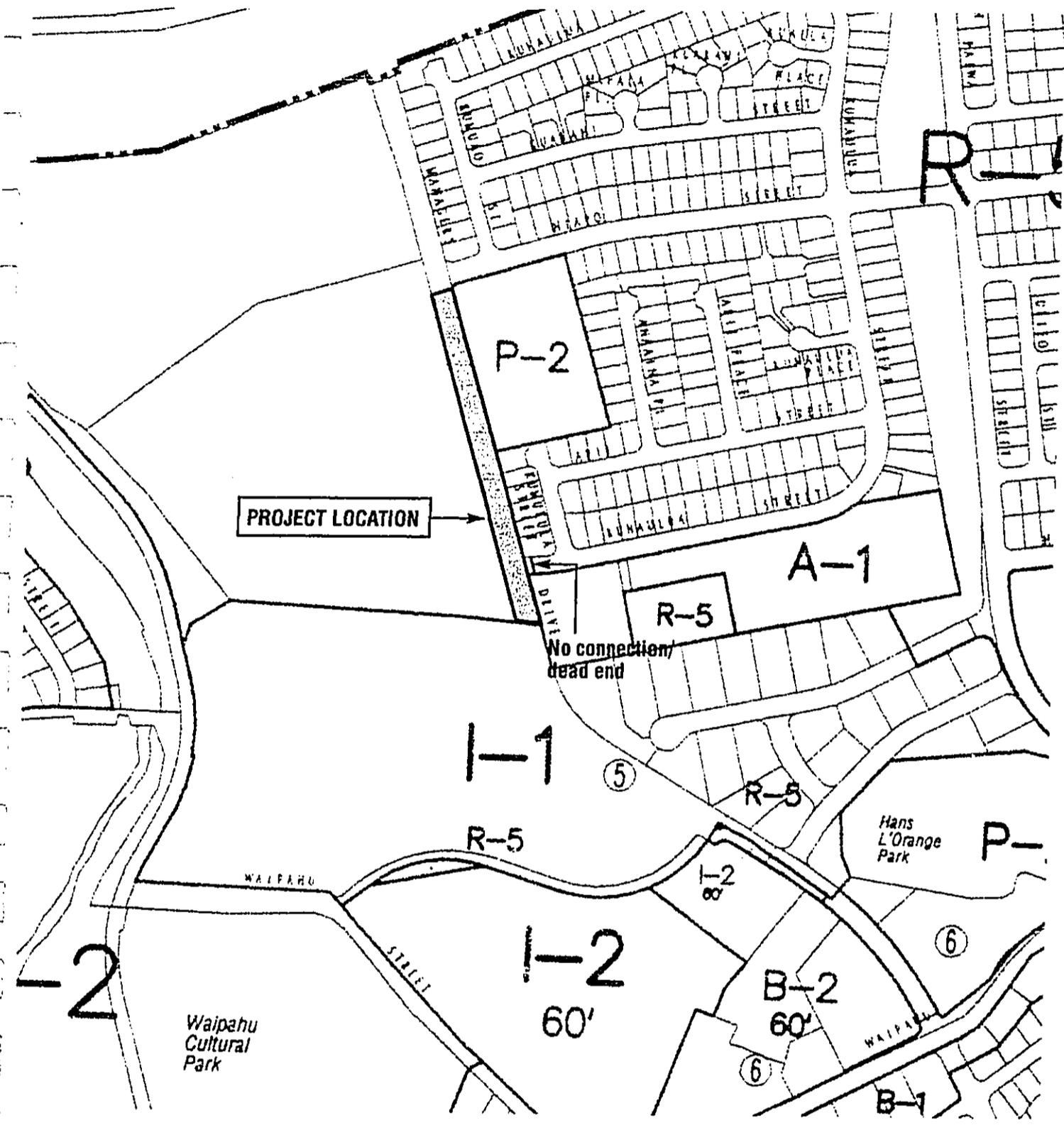
1.6 IDENTIFICATION OF AGENCIES CONSULTED

1.6.1 CONCEPT PLAN

The proposed action was described in concept in the Amfac Commercial and Park Environmental Impact Statement, which was accepted in March 1997. The agencies that reviewed the project include:

CITY AND COUNTY OF HONOLULU

Board of Water Supply
Building Department
Department of Housing and Community Development
Department of Land Utilization
Department of Parks and Recreation
Department of Public Works
Department of Transportation Services
Department of Wastewater Management
Fire Department
Planning Department
Police Department



LEGEND
 Project Location

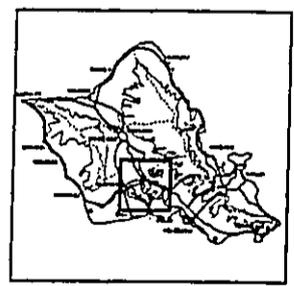
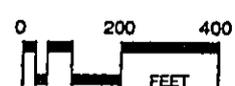


FIGURE 1
 Regional Location Map
ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE

Source: City & County of Honolulu
 Zoning Map #9


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STATE AGENCIES

Department of Accounting and General Services, Public Works Division
Department of Budget and Finance, Housing Finance and Development Corporation, Department
of Business Economic Development and Tourism
Department of Health
Department of Land and Natural Resources, State Historic Preservation Division
Department of Transportation
Land Use Commission
Office of Environmental Quality Control
Office of Hawaiian Affairs

FEDERAL AGENCIES

US Department of Agriculture, Natural Resources Conservation Service
US Department of the Army, Corps of Engineers
US Department of the Interior, US Geological Survey, Water Resources Division

COMMUNITY ORGANIZATIONS AND INDIVIDUALS

BHP Gas Company
FilCom Center, Inc.
Friends of Hans L'Orange Park
Friends of Waipahu Cultural Garden Park
GTE Hawaiian Tel
Hawaiian Electric Company, Inc.
Waipahu Hongwanji Mission
Waipahu 2000 Update
YMCA of Honolulu Leeward Branch

1.6.2 PRE-CONSULTATION

Before the design of the project the following agencies and organizations were consulted:

CITY AND COUNTY OF HONOLULU

Board of Water Supply
Department of Transportation Services

STATE AGENCIES

Department of Transportation

COMMUNITY ORGANIZATIONS AND INDIVIDUALS

Alexander & Baldwin Properties, Inc.
Castle and Cooke Homes Hawaii Inc.
GTE Hawaiian Tel
FilCom Center, Inc.
Hawaiian Electric Company, Inc.

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LOTMA
Neighborhood Board #22
Waipahu Community Association
Waipahu Vision 2000 Team
YMCA of Honolulu Leeward Branch

1.7 ENVIRONMENTAL IMPACT STATEMENT LAW (CHAPTER 343, HRS)

In accordance with the State of Hawai'i's Environmental Impact Statement Law, Chapter 343, HRS, there are Agency actions applicable to new development which trigger the environmental review process. One of these is the use of County lands and/or funds. Because the project will use both county lands and funds, it must comply with Chapter 343, HRS.

Because Chapter 343, HRS is applicable to the project, this EA has been prepared to identify whether "significant environmental effects" will result from project development. According to the Department of Health Rules which are governed by Chapter 343, HRS implementation, if "significant environmental effects" are not identified by an Environmental Assessment, preparation of a full Environmental Impact Statement is exempted, and a "finding of no significant impact" is issued by the Accepting Authority. Otherwise, a Notice of Preparation is issued and processing of a full Environmental Impact Statement is required.

2.0 PROJECT DESCRIPTION, PURPOSE & NEED

This section provides background information, identifies the project's goals and objectives, describes the proposed improvements, and delineates construction activities and approximate costs.

2.1 PROJECT DESCRIPTION

Managers Drive, located in Waipahu, was formerly part of the Waipahu Sugar Plantation. Historically, the road provided access to plantation managers residences directly behind the sugar mill. With the demise of the sugar plantation, the managers residences have been demolished and the roadway has been left unpaved and closed to the public. Currently, a short section of Managers Drive from the H-1 Freeway south to Hiapo Street has been improved and is open to the public. To the north, a bridge over the H-1 Freeway has been completed to connect Managers Drive with Lumiana Street on the makua side of the Freeway in Waikele, however this bridge remains closed to the public.

The project that is the subject of this Environmental Assessment will extend Managers Drive approximately 1000 feet southward from Hiapo Street, using the unpaved historic portion of the old Managers Drive, to the area near the Jack Hall Housing that is now the Alexander and Baldwin Industrial subdivision (Figure 2). Within the industrial subdivision, Alexander and Baldwin will extend Managers Drive to connect with Mokuola Street at the intersection of Puko Street. The segment of roadway provided by Alexander and Baldwin within the Industrial subdivision is not part of this Environmental Assessment, however, Alexander and Baldwin expects to start construction in the last quarter of 2000 and complete their segment within six months.

Mokuola Street is a two-lane collector road in Waipahu which runs north-south from Puko Street in the Alexander and Baldwin Industrial subdivision to Farrington Highway. Besides the industrial subdivision, Mokuola Street provides access to the Waipahu Civic Center, commercial uses, and residential uses. It forms four-way intersections with Waipahu Street and Farrington Highway, where it continues as 'Awalau Street. These intersections are controlled by traffic signal systems. As part of this project, the Vision Team (see Section 2.3) has requested that the entire section of roadway, from the intersection at Waipahu Street north to the H-1 Freeway, be named Managers Drive.

The extension of Managers Drive from Hiapo Street to the Alexander and Baldwin Industrial subdivision and the subsequent extension within the industrial subdivision to connect with Mokuola Street at the intersection of Puko Street will create a through access way from Waipahu to Waikele.

The project includes a 60-foot right-of-way incorporating two travel lanes, bikeways, curbs, gutters, sidewalks, and landscaping, including street trees (Figure 3). A portion of the street will include a landscaped median strip. The roadway is designed to preserve the row of existing mahogany trees along the Pearl City side of the old Managers Drive. Other mahogany trees on the Ewa side of Managers Drive will be relocated to the Pearl City side of the new roadway.

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With the extension, Managers Drive is expected to become a major mauka-makai road aligned through the middle of the Waipahu town core. It will provide direct access from Waipahu to Waikele and will serve as the primary spine road for the proposed commercial and industrial uses in conjunction with the redevelopment of the sugar mill site and the proposed residential uses adjacent to and Ewa of Managers Drive. The extended Managers Drive will also provide an alternative access way to the Waipahu Estates residential development via Hiapo Street, however no connection to Kuhaulua Street will be provided.

2.2 PURPOSE AND NEED

The objectives of the project are as follows:

1. To improve traffic circulation within Waipahu; and
2. Provide a mauka-makai route between Waipahu and Waikele.

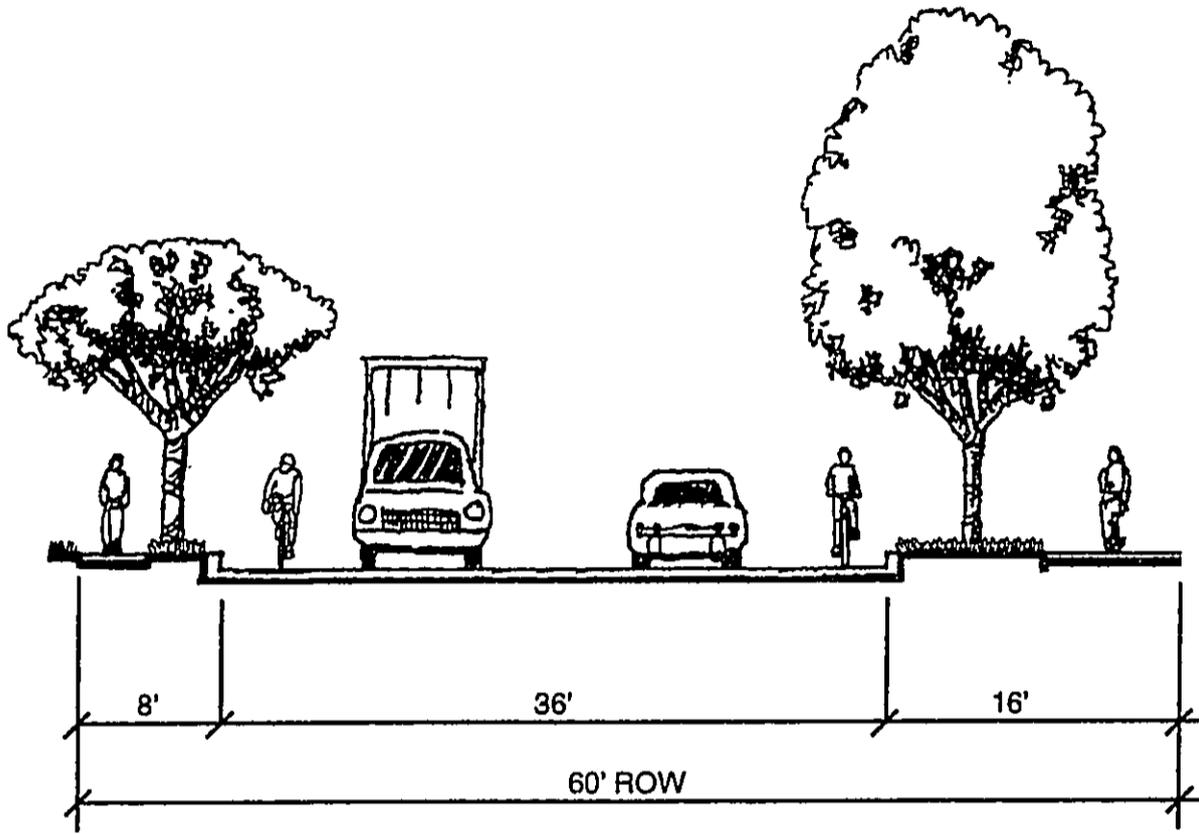
2.3 COMMUNITY PLANNING PROCESS

The project is part of the desired improvements for Waipahu identified by the Waipahu Vision 2000 team. The Vision 2000 program is an innovative community involvement program initiated by the City and County of Honolulu. The program establishes 19 community-based vision teams in which community members identify their community's needs and develop a list of desired improvements. The Waipahu Vision 2000 team has identified the Managers Drive extension as their number one priority for fiscal year 2000. The extension has also been included in the Team's list of Fiscal Year 2000 Capital Improvement Projects.

In addition to the Vision 2000 process, Managers Drive has been identified in numerous community-based planning efforts, including the *Waipahu Livable Communities Initiative* (1998), the *Waipahu Town Plan: A Special Area Plan for Waipahu* (1995), and the *Waipahu 2000 Update* (1995). These plans are discussed further in Section 6.0.

2.4 APPROXIMATE COSTS AND SCHEDULE

The City and County of Honolulu has funded the planning, design, and construction of the project. The approximate cost for these three tasks is \$1,375,000. Current plans are for construction to start in 2001.



NOT TO SCALE

FIGURE 3

Typical Section - Towards Mauka

ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE

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3.0 DESCRIPTION OF ALTERNATIVES

In compliance with the provisions of Title 11, Department of Health, Chapter 200, Environmental Impact Statement Rules, Section 11-200-17(f), the "known feasible" alternatives to the proposed project are limited to those that would allow the objectives of the project to be met, while minimizing potential adverse environmental impacts. As such, the roadway improvements for Managers Drive have been evaluated in terms of the following.

3.1 NO ACTION ALTERNATIVE

The no action alternative will not accomplish the objectives of improving traffic circulation within Waipahu or providing a mauka-makai route between Waipahu and Waikele. The no action alternative would also ignore the recommendations of the Waipahu Vision 2000 team and the numerous other community-based planning recommendations for extending Managers Drive contained in the *Waipahu Livable Communities Initiative* (1998), *The Waipahu Town Heritage Plan* (1996), and the *Waipahu Town Plan: A Special Area Plan for Waipahu* (1995).

3.2 ALTERNATIVES

The Managers Drive extension has long been planned and is a component of many community-based planning efforts including the *Waipahu Livable Communities Initiative* (1998), *The Waipahu Town Heritage Plan* (1996), and the *Waipahu Town Plan: A Special Area Plan for Waipahu* (1995). Also the City owns the right-of-way needed for the current site and this right-of-way is identified as "Additional Right-of-Way and New Streets" on the Central O'ahu Development Plan Public Facilities Map. Any other alignment alternatives would require right-of-way acquisitions of existing properties. Alexander and Baldwin is proceeding with construction of their segment, which together with the proposed project will result in a straight line connection between Waipahu and Waikele. Additionally, Managers Drive mauka of Hiapo Street has been already been improved (including a bridge over the H-1 Freeway). Because of these reasons, alternative sites for a mauka-makai route between Waipahu and Waikele were not considered feasible nor desirable.

3.3 PREFERRED ALTERNATIVE

The location of the roadway improvements for Managers Drive as described in this environmental assessment is the most suitable site for the following reasons:

- The preferred alternative will extend Managers Drive from Hiapo Street to the northern boundary of the Alexander and Baldwin Industrial subdivision, a distance of approximately 1,000 feet.
- The project will include a 60-foot right-of-way incorporating two travel lanes, curbs and gutters, sidewalks, and landscaping, including street trees (Figure 3).
- It is consistent with community desires and recommendations as expressed in several planning documents.

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- The City owns the right-of-way needed for the current site and this right-of-way is identified as "Additional Right-of-Way and New Streets" on the Central O'ahu Development Plan Public Facilities Map.
- Managers Drive mauka of Hiapo Street has been improved (including a bridge over the H-1 Freeway).
- There will be no connection to Kuhaulua Street.
- Possible traffic calming improvements will be evaluated in the final design and incorporated as warranted.

4.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT, POTENTIAL IMPACTS OF THE PROPOSED ACTION, AND MITIGATIVE MEASURES

The environment surrounding the Managers Drive extension includes the physical or natural environment and the human or social environment. This section describes the existing conditions, potential impacts to the environment and mitigative measures.

4.1 PHYSICAL CHARACTERISTICS

4.1.1 CLIMATE

In Waipahu, trade wind showers are relatively common and although heavy rains occur at times, most of the showers are light and of short duration. Normal annual rainfall is greater than 40 inches, three-fourths of which occurs during the wet season from October through April. Normal precipitation in January, the wettest month, is over 6 inches, and in June, the driest month, averages one and one-half inches.

Surface winds are generally around 13 to 24 miles per hour from the northeast. There are some seasonal changes in prevailing wind direction in winter with southerly Kona winds. Strong winds do occur at times in connection with storm systems moving through the area. Daily variations include diurnal effects of winds from the southwest quadrant during the night and morning hours, shifting to the northeast during the day.

Potential Impacts and Mitigative Measures

The proposed extension is not expected to have a significant effect on climatic conditions and no mitigative measures are planned. Project landscaping may help to decrease any localized temperature increases resulting from the increase in paved areas.

4.1.2 TOPOGRAPHY

The site for the Managers Drive extension is gently sloping from approximately 88 feet mean sea level (MSL) at the northern border of the Alexander and Baldwin Industrial subdivision to approximately 122 feet MSL at Hiapo Street.

Until 1995, the surrounding area was used as a sugar mill and plantation. As a result, the original topography was probably altered and the site is mostly bare soil except where there are remaining portions of buildings and where weedy vegetation remains in the former housing area. The area surrounding the extension generally has average slopes of 1 to 7 percent, with the ground surface generally sloping in the southerly (makai) direction.

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A search for wetland indicators on-site and in the existing literature was made. No areas defined as "wetlands" were found to be located within the roadway extension site.

Potential Impacts and Mitigative Measures

The site already has been extensively modified by improvements related to the O'ahu Sugar Company Mill site. Additionally, the site has previously been improved as a dirt roadway (the old Managers Drive). The extension will require vegetation removal, earthwork, and grading. All grading operations will be conducted in full compliance with dust, erosion control and other requirements of the City and County of Honolulu Grading Ordinance. All construction activities will comply with the provisions of Chapter 11-60.1, Hawai'i Administrative Rules, on fugitive dust. A grading permit is required to modify the topography.

4.1.3 SOILS

There have been three soil suitability studies prepared for Hawai'i whose principal focus has been on describing the physical attributes of land and the relative productivity of different land types for agricultural production. These are (1) the Land Study Bureau Detailed Land Classification, (2) the U.S. Department of Agriculture Soil Conservation Service Soil Survey, and (3) the Agricultural Lands of Importance to the State of Hawai'i (ALISH).

4.1.3.1 Land Study Bureau Detailed Land Classification

The Land Study Bureau Detailed Land Classification (1965 through 1972) series was produced by the Land Study Bureau (LSB) of the University of Hawai'i for each island. The LSB classification system groups land into homogeneous units called Land Types, describes their condition and environment, delineates the areas on aerial photo base maps, rates the lands on their overall quality (productivity) in relation to other lands, and appraises their performance under selected alternative agricultural crops. This series of reports were produced with the intention of developing a land inventory and productivity evaluation based on statewide "standards" of crop yields and levels of management.

The subject property has been used for its industrial uses for nearly a century and also for sugar worker employee housing. The parcel has therefore, not been classified under the Land Study Bureau system since its uses foreclosed an agricultural crop production potential.

4.1.3.2 Soil Conservation Service Soil Survey

The Soil Conservation Service Soil Survey (1972) series for each island was prepared by the U.S. Department of Agriculture Soil Conservation Service (SCS) and the University of Hawai'i Agricultural Experiment Station. These reports are somewhat similar to those of the Land Study Bureau, except that they are patterned after a soil classification procedure adapted for nationwide, uniform application. Soil types are ranked according to their suitability for most kinds of crops. Also

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provided are listings of crops commonly grown on the soil types and their expected productivity under present management.

The USDA Soil Survey classifies the site as containing mostly silty clay soils of the Waipahu Series, (WzC and WzA) which are characterized as generally level soils in areas with rainfall of 25 to 35 inches annually. Runoff is medium and the erosion hazard is moderate.

4.1.3.3 Agricultural Lands of Importance to the State of Hawai'i

The Agricultural Lands of Importance to the State of Hawai'i (ALISH) (1977) system includes the entire state. The ALISH system consists of the mapped identification of three broad classes of agricultural land based, in part, on the criteria established by the Soil Conservation Service; Prime, Unique, and Other Important Agricultural Land.

The project area is not classified in any category by the ALISH system most likely due to its use of the past century for urban uses such as industrial and plantation housing, etc.

Potential Impacts and Mitigative Measures

During the construction phases of the project, there is a potential for the generation of dust and for water-borne soil erosion. Construction activities will follow strict erosion control measures specified by applicable Federal, State and City regulations. Prior to issuance of a grading permit by the City and County of Honolulu, an erosion control plan and best management practices required for the NPDES permit will be submitted describing the implementation of appropriate erosion control measures. These generally include use of cut-off ditches, temporary ground cover, and use of detention areas. In addition, a watering program will be implemented to minimize soil loss through fugitive dust emissions during construction. After construction, establishment of permanent landscaping along the roadway will serve as long-term erosion control for unpaved areas.

4.1.4 FLOOD HAZARDS

Flood hazards are primarily identified by the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA), National Flood Insurance Program (Figure 4). According to the FIRM (1995), the project area is outside of any flood boundaries. In addition, the project area is not a shoreline property and lies entirely outside of the coastal flood zone attributable to either high wave action or tsunami.

Potential Impacts and Mitigative Measures

Due to the location of the site, the Managers Drive extension is not expected to either affect or be affected by natural flood hazards. The drainage area of the project is 2.28 acres developing a storm runoff of 5.6 cubic feet per second. Catch basins will be along the proposed street to minimize surface flows. The Alexander and Baldwin Industrial Subdivision, below the Managers Drive

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extension has provided capacity within its drainage system to accept runoff from the extended street. The runoff will flow through the drain system and discharge into Waikele Stream.

4.1.5 NATURAL HAZARDS

The project area may be subject to hurricanes and minor earthquakes in the future; the site is not unique to these potential hazards. Earthquakes in the Hawaiian Islands are associated with volcanic eruption or tectonic movement. Volcanic hazards in the area are considered minimal due to the extinct status of former volcanoes. Seismic hazards in the area are no greater than other locations on O'ahu.

The State of Hawai'i has been affected twice in the past 17 years by devastating hurricanes, 'Iwa in 1982 and 'Iniki in 1992. While it is difficult to predict these natural occurrences, it is reasonable to assume that future events could be likely given the recent record. The Waipahu area, as the rest of the island or state, is no more or less vulnerable to the destructive winds and torrential rains associated with hurricanes and cyclones.

Potential Impacts and Mitigation Measures

The extension of Managers Drive will not exacerbate any natural hazard conditions. Roadway improvements will be constructed in compliance with all City requirements, although these requirements do not preclude potential roadway damage from earthquakes or other natural hazards. Landscaping, particularly trees may be subject to damage from hurricanes and possibly from earthquakes.

4.1.6 FLORA AND FAUNA

The area surrounding the Managers Drive extension has been highly modified for industrial, office, and residential uses over the past century. As a result, the existing vegetation is representative of introduced species. Herbaceous plants and weeds are common along the edges of the old Managers Drive.

One unique feature of the project site is the 18 mahogany trees lining a portion of the old Managers Drive, in some places forming a "tree tunnel." The mahogany trees vary in size; most have calipers of two to three feet, the largest has a caliper of approximately four feet. The height of the mahogany trees is approximately 40 feet. Four of the mahogany trees previously have been cut down, and only tree stumps remain. There are also two Tecoma trees along the old roadway and one monkeypod tree that is approximately 15 feet tall with a four inch caliper.

No threatened or endangered plant or animal species are known to exist on the subject property. In addition, no wetlands, streams, estuaries or other habitats that could accommodate threatened or endangered plant or animal species are present on the subject property or the surrounding area. The flora consists of exotic weedy species due to previous disturbance (clearing), and industrial and

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residential use of the land. Birds and animals common to urban areas, such as rats, mice, and domesticated and feral cats and dogs, were sighted or are presumed to exist on the site.

Potential Impacts and Mitigation Measures

Because of concerns received in comment letters addressing draft Environmental Assessment, a certified arborist was retained to assess the condition of the trees along the roadway. The arborist determined that a majority of the mahogany trees along the Diamond Head side of the roadway can be preserved. The stumps of the four mahogany trees that previously have been cut down cannot be salvaged and will be removed because of their poor condition. However, because of the required right-of-way width for the new roadway, three mahogany trees along the Ewa side of the old Managers Drive will be relocated to the Diamond Head side of the new roadway to replace the removed stumps. Wood from the stumps will be offered to appropriate wood shops and wood workers. The monkeypod tree will be relocated to a nearby park. The Tecoma trees will also be removed. There are no plans to relocate the Tecoma trees.

New landscaping, including street trees, will be provided as part of the project. Plant materials will be selected to maximize the efficient use of irrigation water while enhancing the urban setting. The use of native plants will be considered where site conditions and aesthetic considerations permit.

The Managers Drive extension should not have a significant negative impact to birds or introduced wildlife in the area. Birds and the introduced wildlife will most likely benefit from landscape improvements.

4.2 HUMAN ENVIRONMENT

4.2.1 ARCHAEOLOGICAL AND HISTORIC RESOURCES

Several archaeological surveys or reconnaissance surveys have been conducted in the Waipahu area and in the vicinity of the Managers Drive extension. In 1996, Paul L. Cleghorn, Ph.D. (1996) of Pacific Legacy, Inc. conducted an archaeological survey for the area proposed to be developed into the AMFAC Commercial and Park project (now called the Alexander and Baldwin Industrial subdivision, and which includes the mill site and the portion of the Managers Drive extension to be funded by Alexander and Baldwin) to determine if any potentially significant archaeological resources are present on the property. The study entailed research of previous studies and a surface survey. No traditional archaeological sites were observed on the surface of the project area.

In 1993 and 1994, Robert L. Spear (1993, 1994) conducted two reconnaissance surveys for the Amfac Industrial Subdivision area proposed for the area adjacent to AMFAC Commercial and Park project. Spear concluded that the area had been extensively disturbed and no archaeological sites were found. Other earlier studies by McAllister (1933), Cox and Stasack (1970), and Folk (1990) were researched. Folk recorded three historic-period dressed stone walls along Waipahu Street and dressed curbstones along Waipahu Street and Makaaloha Street. The wall segments along Waipahu Street range in height from 0.2 to 3.0 m and are constructed of basalt boulders which have been

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flaked and dressed to form rectangular blocks. It appeared that the walls were constructed without mortar.

An open excavation trench was observed in the area northeast of the AMFAC Commercial and Park project. The trench revealed that approximately 40 cm of fill has been deposited over the area. Much of the fill contains coral gravel which was observed scattered over most of the unpaved surface in the vicinity of the mill. The excavation trench also showed deeper disturbance (a pipe and wooden post) extending to a meter below surface. These data suggest that there is a low likelihood that subsurface archaeological deposits occur within the area. However, there may be a possibility that historic period deposits may be present.

Cleghorn (1996) concluded that no traditional sites were found in the AMFAC Commercial and Park area and it appears unlikely that there will be potentially significant subsurface archaeological deposits of prehistoric age in the area. Based on these studies of the immediate vicinity of the Managers Drive extension, it is concluded that it is unlikely that any significant archaeological site will be found within the proposed Managers Drive extension right-of-way.

Potential Impacts and Mitigation Measures

Because no significant archaeological resources are expected to be found in the area of the Mokuola Street extension, no potential impacts are anticipated. The State Historic Preservation Division reviewed the Draft Environmental Assessment and stated in their comments that "a review of our records shows that there are no known historic sites at this location." They concluded that "due to the previous use of this area during commercial sugar cultivation associated with the Waipahu Sugar mill, we believe that the Mokuola Street extension will have 'no effect' on historic sites." Despite these assurances, all construction plans will include the following language as normally recommended by the State Historic Preservation Division:

Should historic remains such as artifacts, burials, concentrations of shell or charcoal be encountered during the construction activities, work shall cease immediately in the immediate vicinity of the find and the find shall be protected from further damage. The contractor shall immediately contact the State Historic Preservation Division at 692-8015 which will assess the significance of the find and recommend an appropriate mitigation measure, if necessary.

4.2.2 TRAFFIC AND CIRCULATION

Currently, Paiwa Street is the only north-south road that crosses the H-1 Freeway to connect Waipahu and Waikele. It also provides the only access point, via Hiapo Street, to the Waipahu Estates subdivision and the Jack Hall Housing project. From the Waikele residential area (near the Waikele Golf Club) to just south of the H-1 Eastbound Ramps, Paiwa Street is a four-lane, divided roadway fronting mostly residential uses as well as the Waikele Shopping Center. Between the H-1 Eastbound Ramps and Hiapo Street, Paiwa Street is an access restricted, four lane undivided collector road fronting mainly residential uses. From south of Hiapo Street through Farrington

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Highway, Paiwa Street operates as a two-lane roadway. From Waikele, Paiwa Street intersects with Hiapo Street, Puloku Street, 'Akihiloa Street, Hāpapa Street, Paiwa Place, and Puko Street before it intersects with Waipahu Street.

The Managers Drive extension has been proposed in many plans as a second route between Waipahu and Waikele. These plans include the *Waipahu 2000 Update*, the *Waipahu Town Plan: a Special Area Plan of the Central O'ahu Development Plan*, and the *Waipahu Livable Communities Initiative*. In addition, the more recent community planning effort by the Waipahu Vision 2000 team has identified the Managers Drive extension as their number one improvement priority. In the *Waipahu Livable Communities Initiative* it is stated that: "the integrated transportation plan is a key component in the implementation of the Waipahu Town Plan. The creation of a livable community for Waipahu requires improvements to the transportation network within Waipahu and integration of the public transit, pedestrianways, bikeways, and roadway network to support the existing, planned and proposed land uses in Waipahu Town."

As part of the environmental impact statement completed in 1997 for the Amfac Commercial and Park project, in 1996 a traffic report was prepared to analyze the potential traffic impacts and circulation needs of the Waipahu area in light of the development of the O'ahu Sugar Company property as a commercial and industrial park. The extension of Managers Drive was an assumption used in the analysis of traffic and circulation patterns in Waipahu.

Under existing conditions (1996), the report concluded that the intersection of Waipahu Street and Paiwa Street and the intersection of Waipahu Street and Mokuola Street were both operating at unacceptable levels of service (LOS E or F). Under future conditions, which are based on the assumptions of increased traffic from new development and the extension of Managers Drive (among other assumptions) these intersections were expected to operate at LOS D, which is not an optimum level of service, but is considered acceptable.

Potential Impacts and Mitigation Measures

When extended, Managers Drive will reduce traffic demands on Paiwa Street by providing an alternative access to Waikele. It is envisioned that Managers Drive will become a major mauka-makai road aligned through the middle of the Waipahu town core. It will serve as the primary spine road for the proposed land uses in conjunction with redevelopment of the sugar mill site and the Castle and Cook-owned parcel adjacent to, and west of, the old Managers Drive. The extended Managers Drive will also provide direct vehicular connection to the Waipahu Estates residential subdivision via Hiapo Street (no connection will be provided via Kuhaulua Street) and to the east-west connector roads within the sugar mill site. The State of Hawaii Department of Transportation has reviewed the Draft Environmental Assessment and commented that "the proposed roadway improvements will not impact State highway facilities and will improve traffic circulation in the area."

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4.2.3 AIR QUALITY

In general, air quality in Hawai'i is excellent due to the predominant northeast trade winds. Some localized conditions, such as heavy traffic at intersections, can negatively impact air quality. To ensure that existing air quality continues, both Federal and State standards have been established to identify ambient air quality conditions and potential changes as they may occur in the future. Presently, the State of Hawai'i is considered by the U.S. Environmental Protection Agency to be in attainment for all criteria pollutants.

Potential Impacts and Mitigation Measures

Short-term impacts of the Managers Drive extension are considered to be those associated with construction activities. During construction, air quality in the area may be impacted by exhaust generated from construction equipment and fugitive dust. All construction activity will maintain strict compliance with State of Hawai'i air pollution control regulations and follow best management practices to reduce any negative air quality impacts. A combination of measures such as watering exposed soils, minimizing the amount of disturbed area and rapid establishment plant materials will be implemented as appropriate. Exhaust emissions from construction equipment are not likely to exceed established air quality standards.

Long-term pollutant impacts of the Managers Drive extension are considered to be those associated with everyday use of the project. The most significant long-term emission sources are motor vehicles, with the most significant tailpipe emission being Carbon Monoxide (CO). As in the rest of Hawai'i, trade winds can be expected to mitigate the majority of emission impacts.

There are no mitigation measures designed to reduce motor vehicle trip generation that can be incorporated into the overall project strategy. In a broader perspective, implementation of the following measures may be considered:

- Traffic flow improvement measures when necessary, such as proper signalization and road widening for intersections with poor LOS ratings;
- Ride-sharing/car pooling or use of public transportation by employees;
- Limiting the number of passenger parking spaces at trip destinations to promote the use of shuttle services and public transportation;
- Encouraging increased trips by bicycle; and
- Encouraging walking.

Many of the measures listed above are similar to those commonly suggested to make Waipahu a more livable community by the *Waipahu 2000 Update*, the *Waipahu Town Plan*, and the *Waipahu Livable Communities Initiative*.

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4.2.4 NOISE

The Diamond Head side of the Managers Drive extension borders the Waipahu Estates subdivision and the western portion of the Jack Hall Housing project. Current sources of noise for these areas are the nearby H-1 Freeway, aircraft flybys, and occasional people and vehicles that may have entered the area. The Alexander and Baldwin Industrial subdivision is makai of the proposed extension and could possibly be a source of noise in the future, although presently much of the subdivision is vacant.

Potential Impacts and Mitigation Measures

Short term noise impacts will be generated during construction. Proper mitigating measures (such as limiting construction to daylight hours) will be employed to minimize the noise impacts. All work will be monitored to comply with State of Hawai'i Department of Health noise limits.

Long-term noise impacts will be generated by traffic on the roadway. This is an unavoidable impact. As part of the environmental impact statement completed in 1997 for the Amfac Commercial and Park project, in 1996 an acoustic study was prepared to assess existing and future traffic noise levels in light of the development of the O'ahu Sugar Company property as a commercial and industrial park. The study included an analysis of traffic noise level increases along the proposed Managers Drive extension. For this area, the study predicted a future hourly equivalent sound level (L_{eq}) of 63 ($63 L_{eq}$). According to Federal Highway Administration exterior noise exposure standards for residential areas, $55 L_{eq}$ to $65 L_{eq}$ is considered "moderate exposure" and is acceptable for residential areas.

Because the long-term noise levels are expected to be within acceptable levels for residential areas, no noise mitigation measures are planned as part of the project. Noise mitigation measures that residents may want to consider and individually implement include dense landscaping and construction of barrier walls. Roadway landscaping will be included as part of the extension.

4.2.5 ECONOMIC IMPACTS

The Managers Drive extension is estimated to cost approximately \$1,375,000. The primary short-term economic impact consists of employment (particularly construction employment), since when the extension is completed it will not generate tax revenues. Technically, there is little or no true employment "impact," since the funds for building and maintaining the extension are already in the economy—and the Managers Drive extension is not expected to attract additional money from outside Hawai'i. However, the extension can "support" or maintain ongoing construction employment and other associated jobs in the economy generated by sales to construction companies or the expenditure of wages by workers.

A long-term goal of the Managers Drive extension is to contribute to the well-planned growth of Waipahu by increasing and improving circulation alternatives and providing access to proposed commercial, industrial, community, and residential land uses. Improved access to these uses will aid

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in improving the economic vitality of Waipahu by increasing traffic flow to existing businesses in town and new businesses located at the former mill site. Thus indirect long-term, positive economic impacts are expected as the result of the extension of Managers Drive.

4.2.6 SOCIAL IMPACTS

Waipahu was a busy plantation town for nearly a century, centered around the operations of the O'ahu Sugar Mill. The plantation prospered for decades. O'ahu Sugar workers lived in camps throughout the surrounding region, and Waipahu grew below the mill site. Its shops served a wide region.

The O'ahu Sugar Mill ceased operations in 1995 and today, Waipahu stands at the center of urban growth on O'ahu, lying at the intersection of the island's major highways and between O'ahu's urban core and the areas designated for future urban expansion. Development in Central O'ahu and 'Ewa will continue to have an impact on Waipahu.

Waipahu's population has grown steadily over the last 100 years. By 1990, Waipahu had 51,295 residents. Of these, 31,364 persons (61%) were in the area of historic Waipahu Town. While there is a slightly younger population in Waipahu than on O'ahu as a whole, some areas in Waipahu Town have large numbers of persons over 65 years of age. Waipahu residents are less likely than others on O'ahu to have moved in the last five years, especially ones living near the mill.

Waipahu is viewed by many in Hawai'i as a predominantly Filipino community. In Waipahu Town, Filipinos comprise the largest ethnic group (45.7%). Most of the population is Hawai'i-born (60.3%), but slightly more than a quarter of the residents are foreign-born (26.7%).

Waipahu is a working-class town. Approximately 44 percent of those living in Waipahu are working in service, precision craft, or operator/laborer jobs. The 1990 Census showed unemployment in Waipahu to be slightly higher (0.9% more) than for the island as a whole. The situation worsened during the 1990s. By early 1994, unemployment was estimated at 7 percent, when the island rate was 4.4 percent (Community Resources, Inc., 1994). In 1995, Waipahu lost jobs as O'ahu Sugar ceased operations, and Arakawa Store closed.

The 1990 Census data indicates that household income in Waipahu is comparable to the O'ahu annual average, but per capita income was significantly lower in Waipahu Town (\$10,888 versus \$16,256 for O'ahu in 1990).

Major community planning efforts have resulted in clear statements of community aims (*Waipahu Livable Communities Initiative* (1998), *The Waipahu Town Heritage Plan* (1996), *the Waipahu Town Plan: A Special Area Plan for Waipahu* (1995), and *the Waipahu 2000 Update* (1995). Looking at the possibility of future development, Waipahu residents stress the importance of:

- Preserving the plantation heritage;
- Parks and recreation areas;

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- A Filipino community center;
- More parking; and
- Alleviating traffic congestion.

For Waipahu, redevelopment of the central commercial and industrial area supports community life.

Potential Impacts and Mitigative Measures

The Managers Drive extension is not expected to negatively impact the social characteristics of Waipahu. In fact, it is expected to contribute toward the area's revitalization by increasing and improving vehicular circulation and traffic flow and bicycle access within Waipahu Town. With the extension, Managers Drive is expected to become a major mauka-makai road aligned through the middle of the Waipahu town core. It will provide direct access from Waikele to Waipahu and will serve as the primary spine road for the proposed commercial and industrial uses in conjunction with the redevelopment of the sugar mill site. It will also provide improved access to Hans L'Orange Park, Waipahu Uka Neighborhood Park, and the future Filipino Community Center and YMCA. Increased circulation and traffic flow is expected to aide in improving the economic vitality of Waipahu. The extension will also decrease traffic congestion along Paiwa Street and provide alternative access to the Waipahu Estates subdivision for emergency vehicles, and thus will contribute to the overall quality of life in Waipahu.

4.2.7 INFRASTRUCTURE

4.2.7.1 Water System

The Board of Water Supply owns and maintains the water system that services the Waipahu region. In the vicinity of the Managers Drive extension, there is: 1) a 12-inch water line stub at the end of Kuhaulua Street; 2) a 36-inch water main in the Alexander and Baldwin Industrial Subdivision; and 3) a well facility near the Managers Drive bridge.

Potential Impacts and Mitigative Measures

Underground water lines connecting to the existing line at the end of Kuhaulua Street will run under the Managers Drive extension. From Kuhaulua Street north to Hiapo Street, an eight-inch line will run under Managers Drive. From south of Kuhaulua Street, a 12-inch line will run under Managers Drive to connect with the line in the Alexander and Baldwin Industrial subdivision. Fire hydrants spaced per standards will connect to the water line. Landscaping along the Managers Drive extension will be irrigated.

The Board of Water Supply is planning to connect the well near the Managers Drive Bridge to the existing 36-inch main in the Alexander and Baldwin Industrial Subdivision by providing a 20-inch transmission water main within the Managers Drive right-of-way.

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4.2.7.2 Wastewater Facilities

There is currently no wastewater generated at the site. A 12-inch sewer stub currently exists in the Alexander and Baldwin Industrial subdivision.

Potential Impacts and Mitigative Measures

Beyond drainage, the Managers Drive extension will not generate any wastewater.

4.2.7.3 Drainage

The Managers Drive extension is outside of any flood boundaries (see section 4.1.4), is not a shoreline property, and lies entirely outside of the coastal flood zone attributable to either high wave action or tsunami.

Potential Impacts and Mitigative Measures

Due to the location of the site, the Managers Drive extension is not expected to either affect or be affected by natural flood hazards. The roadway will be designed to comply with all federal, state, and county laws regarding drainage, erosion control, and non-point source pollution. The drainage area of the project is 2.28 acres developing a storm runoff of 5.6 cubic feet per second. Catch basins will be along the proposed street to minimize surface flows. The Alexander and Baldwin Industrial subdivision, below the Managers Drive extension, has provided capacity within its drainage system to accept runoff from the extended street. The runoff will flow through the drain system and discharge into Waikele Stream. During construction phases, any possible impact to water quality will be minimized and mitigated by the implementation of appropriate erosion control requirements.

4.2.7.4 Electrical and Communication Facilities

Primary electrical, telephone, and cable television service for the Waipahu area is provided by Hawaiian Electric Company (HECO), GTE Hawaiian Tel, and Oceanic Cable. Currently there are no utility lines above or below the project site.

Potential Impacts and Mitigative Measures

Street lights spaced per City and County of Honolulu standards will be provided along the Managers Drive extension. GTE Hawaiian Tel has reviewed the Draft Environmental Assessment and confirmed that they have no "aerial or underground facilities in the area of the proposed Mokuola Street roadway improvements." All future utility lines will be placed underground.

4.2.8 SOLID WASTE DISPOSAL

On O'ahu, residential and commercial wastes are hauled to landfills, the incinerator, or transfer stations. A waste-to-energy combustor, H-POWER (Honolulu Program of Waste Energy Recovery)

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located at the Campbell Industrial Park incinerates about 1,800 tons of combustible waste per day. The electricity generated is bought by Hawaiian Electric Company. Currently, the H-POWER facility receives all residential and commercial packer truck wastes on the island.

The Waimānalo Gulch Landfill, which opened in 1989, is the City's primary solid waste disposal facility and is located mauka of Farrington Highway near Kahe Point. The site accepts residential, commercial and nonhazardous industrial solid wastes, demolition debris and ash and residue from the H-POWER waste-to-energy facility. Wastewater treatment sludge, septic tank wastes and cesspool pumpings are accepted, provided such disposal is in accordance with the landfill's operating guidelines. The site also handles special wastes such as spent lime, contaminated foods and asbestos.

Potential Impacts and Mitigative Measures

During construction of the Managers Drive extension all solid waste will be disposed of in compliance with all state and county laws and ordinances. After construction, the roadway and landscaping will be maintained in accordance with all State Department of Health and City and County of Honolulu Department of Transportation Services requirements to ensure that all aspects of the project conform to the program goals and objectives of the Integrated Solid Waste Management Act, Chapter 342G, Hawai'i Revised Statutes, and the County's approved integrated solid waste management plans in accordance with a schedule and time frame satisfactory to the Department of Health.

4.2.9 PUBLIC SERVICES

4.2.9.1 Fire Protection

Fire protection is provided by the Waipahu Fire Station located on Leonui Street, approximately four to six minutes away from the Managers Drive extension.

Potential Impacts and Mitigative Measures

There may be an occasional and unavoidable demand for fire protection services associated with the extension of Managers Drive. Existing levels of fire protection services and facilities are considered adequate to service the proposed project. The extension will also create an alternative route via Hiapo Street for fire prevention vehicles to enter the Waipahu Estates subdivision and the Jack Hall Housing project, thereby facilitating increased fire protection for these areas. The City and County of Honolulu Fire Department has reviewed the Draft Environmental Assessment and "has no objections to the roadway improvements."

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4.2.9.2 Police Protection

Waipahu is within the Police Department's District 3, which encompasses approximately 204 square miles from Ka'ena Point to Red Hill. The Police Department maintains a Waipahu Substation that is open 24 hours a day.

Potential Impacts and Mitigative Measures

There may be an occasional and unavoidable demand for police protection services associated with the project, however, it is anticipated that the existing police service will not be adversely affected by the proposed development.

The City and County of Honolulu Police Department has reviewed the Draft Environmental Assessment. They anticipate an increase in calls during construction due to dust and noise complaints. However, they conclude that "after the roadway has been completed and operational, it will provide an alternate access to the area and enhance traffic flow. Therefore, it should not have a negative impact on calls for police service."

The Managers Drive extension will create an alternative route via Hiapo Street for entry and exit to the Waipahu Estates subdivision and the Jack Hall Housing project, thus allowing police and residents an alternative in the event that the current entrance at Paiwa and Hiapo Streets is blocked.

4.2.9.3 Health Care Services

Various health care services in Honolulu provide primary patient care to adults, women, and children. The hospital nearest to Waipahu with 24-hour emergency services is the St. Francis West Medical Center approximately 10 minutes from the Managers Drive extension by ambulance service.

Potential Impacts and Mitigative Measures

There will be an unavoidable and occasional need for emergency health care services. However, the proposed project is not expected to have a long-term adverse impact on emergency medical services, and may improve response times by providing an alternate access route via Hiapo Street to the Waipahu Estates subdivision and the Jack Hall Housing project.

4.2.9.4 Public Transit

Fixed route bus service is provided to Waipahu by the City Department of Transportation Services, which currently contracts with O'ahu Transit Services (OTS) for operation of TheBus. Waipahu is serviced by seven bus routes, #47, #48, #49, #50, #51, #52, and #62.

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Potential Impacts and Mitigative Measures

The *Waipahu Livable Communities Initiative* contains a proposal to re-route Routes 48 and 62 from Paiwa Street to Managers Drive after the Managers Drive extension is completed. If bus routes are re-routed, some short-term inconveniences may be experienced by people who are used to the established routes. However, the long-term goal is to make bus ridership more convenient for a greater number of people. The re-routing of bus routes was proposed after the analysis of a transportation survey conducted as part of the *Waipahu Livable Communities Initiative*. It is expected that actual plans for re-routing bus routes onto Managers Drive will be evaluated further after the extension is completed.

4.2.9.5 Proximity of Commercial and Other Services

The Alexander and Baldwin Industrial subdivision and Waipahu Town businesses are located makai of the Managers Drive extension.

Potential Impacts and Mitigative Measures

With the extension, Managers Drive is expected to become a major mauka-makai road aligned through the middle of the Waipahu town core. It will provide direct access from Waikele to Waipahu and will serve as the primary spine road for the proposed commercial and industrial uses in conjunction with the redevelopment of the sugar mill site. As such, it is expected that extending Managers Drive will have a positive effect on area business by increasing access and circulation within Waipahu.

4.2.10 HAZARDOUS MATERIALS

During the last several years, federal and state governments have developed legislation relating to environmental concerns. As a result of this legislation, laws and regulations have been promulgated that govern hazardous and toxic wastes and materials, and the manufacture, generation, use, storage, release, and disposal of such materials. As a consequence of these laws and regulations, numerous agencies collect and disseminate information for use in evaluating recognized environmental conditions (RECs). As part of this study, PBR HAWAII used VISTA Starview to search major federal, state, and local regulatory agency lists. The VISTA database is consistent with the American Society of Testing and Materials (ASTM) standards. The VISTA report concluded that there are no hazard areas on the project site.

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5.0 DETERMINATION, FINDINGS, AND REASONS SUPPORTING THE DETERMINATION

To determine whether the proposed action may have a significant impact on the environment, expected consequences, both primary and secondary, and the cumulative as well as short- and long-term effects have been evaluated. Based on the studies performed and research evaluated, the Accepting Authority (City and County of Honolulu Department of Design and Construction) has issued finding of no significant impact (FONSI) as detailed in this section.

5.1 SIGNIFICANCE CRITERIA

According to the Department of Health Rules (11-200-12), an applicant or agency must determine whether an action may have a significant impact on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects and its short and long-term effects. In making the determination, the Rules establish "Significance Criteria" to be used as a basis for identifying whether significant environmental impact will occur. According to the Rules, an action shall be determined to have a significant impact on the environment if it meets any one of the following criteria:

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

The site of the Managers Drive extension has already been extensively modified by improvements related to the O'ahu Sugar Company Mill. Additionally, the site previously has been improved as a roadway (the old Managers Drive). The site will require vegetation removal, earthwork, and grading. No areas defined as "wetlands" were found to be located within the roadway extension site and no endangered plant or animal species are known to exist on the property. The extension will also be designed in compliance with all federal, state, and county laws regarding drainage and non-point source pollution.

Based on analysis of previous archaeological studies and surveys, no significant archaeological resources are expected to be found in the area. If, however, archaeological resources are discovered, work will cease and the State Historic Preservation Division will be contacted to assess the significance of the find and to recommend appropriate mitigation measures.

Therefore, based on the above, there will be no irrevocable commitment to loss or destruction of any natural resources.

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

Since the site of the Managers Drive extension has already been extensively modified by improvements related to the O'ahu Sugar Company Mill site and has been previously improved as a roadway (the old Managers Drive), the actual "natural environment" that may have been associated with the project site has already been curtailed by many years of urban activity. Further, the site is in the State Urban district and is zoned residential by the City. Neighboring uses on one side are residential and on the other side are proposed as residential. Thus the proposed use as a street is consistent with designated State and County uses and will not curtail the range of beneficial uses of the environment. Further, the extension of Managers Drive will enhance current adjoining uses of the environment and could be determined to be the best use of the property.

(3) Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders;

The proposed improvements are consistent with the Environmental Policies established in Chapter 344, HRS and the National Environmental Policy Act.

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

The Managers Drive extension will significantly contribute to the economic and social welfare of Waipahu residents by providing direct access between Waipahu and Waikele. The extended Managers Drive will serve as the primary spine road for business and community uses at the redeveloped sugar mill site and for the existing Waipahu Town area. As such, it is expected that extending Managers Drive will have a positive effect on area business by increasing access and circulation within Waipahu. Further, the project will enhance the social welfare of the community by providing a safe thoroughfare for motorists, bicyclists, and pedestrians and by creating an additional entrance/exit to the Waipahu Estates subdivision and Jack Hall Housing project for fire and police protection and emergency medical protection.

(5) Substantially affects public health;

Impacts to public health may be temporarily affected by air, noise, and water quality impacts during construction, however, these will be of a short-term duration, and insignificant, especially when weighed against the positive social and economic benefits associated with the Managers Drive extension.

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

The extension of Managers Drive is not expected to involve negative secondary effects. Planned and established land use patterns within Waipahu will not be negatively or significantly altered and

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unplanned population changes are not expected as a result of the project. Positive secondary effects are expected in the form of increased social and economic vitality within Waipahu.

(7) Involves a substantial degradation of environmental quality;

The Managers Drive extension will not involve a substantial degradation of environmental quality on-site or in the surrounding neighborhoods. As previously stated, the site of the Managers Drive extension has already been extensively modified by improvements related to the O'ahu Sugar Company Mill site and the site previously has been improved as a roadway (the old Managers Drive). As such, the actual "natural environment" that may have been associated with the project site has already been curtailed by previous uses and by many years of urban activity. The roadway will be designed to comply with all federal, state, and county laws regarding drainage, erosion control, and non-point source pollution. There are no anticipated impacts that would degrade environmental quality. New landscaping provided as part of extension will enhance the surrounding environment by providing new plant materials.

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

The Managers Drive extension will not have a cumulative negative effect on the environment. The extension is consistent with the urban uses designated for the State Land Use Urban District, and is also consistent with the City and County of Honolulu General Plan, the Central O'ahu Development Plan, the *Waipahu Livable Communities Initiative* (1998), the *Waipahu Town Heritage Plan* (1996), and the *Waipahu Town Plan: A Special Area Plan for Waipahu* (1995). As such, the Managers Drive extension is a well thought-out improvement that is not expected to have undesirable cumulative effects. The commitment of fiscal resources to construct the Managers Drive extension, however, will foreclose other uses of those resources.

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

No threatened or endangered plant or animal species are known to exist on the subject property. In addition, no wetlands, streams, estuaries or other habitats that could accommodate threatened or endangered plant or animal species are present on the subject property or the surrounding area. The flora consists of exotic weedy species due to previous disturbance (clearing), and industrial and residential use of the land. Birds and animals common to urban areas, such as rats, mice, and domesticated and feral cats and dogs, were sighted or are presumed to exist on the site.

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

Long-term air quality impacts of the Managers Drive extension are considered to be those associated with everyday use of the project. The most significant long-term emission sources are motor vehicles, with the most significant tailpipe emission being Carbon Monoxide (CO). As in the rest of Hawai'i, trade winds can be expected to mitigate the majority of emission impacts. Short term potential impacts on air quality (fugitive dust and construction equipment exhaust emissions) may

ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE
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result due to construction activity, however, these impacts will be limited by appropriate construction practices.

The roadway will be designed to comply with all federal, state, and county laws regarding drainage, erosion control, and non-point source pollution, therefore the affect on water quality due to the extension is expected to be negligible. During construction phases, any possible impact to water quality will be minimized and mitigated by the implementation of appropriate erosion control requirements.

Long-term noise impacts will be generated by traffic on the roadway. This is an unavoidable impact. As part of the environmental impact statement completed in 1997 for the Amfac Commercial and Park project, in 1996 an acoustic study was prepared to assess existing and future traffic noise levels in light of the development of the O'ahu Sugar Company property as a commercial and industrial park. The study included an analysis of traffic noise level increases along the proposed Managers Drive extension. For this area, the study predicted a future hourly equivalent sound level (L_{eq}) of 63 ($63 L_{eq}$). According to Federal Highway Administration exterior noise exposure standards for residential areas, $55 L_{eq}$ to $65 L_{eq}$ is considered "moderate exposure" and is acceptable for residential areas.

Noise mitigation measures that may be considered by residents include dense landscaping and construction of barrier walls. Roadway landscaping will be included as part of the extension.

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

The Managers Drive extension is not located in or near an environmentally sensitive area and therefore is not expected to affect flood plains, tsunami zones, beaches, erosion-prone areas, geologically hazardous land, estuaries, or freshwater or coastal waters.

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

The Managers Drive extension project includes the roadway and landscaping, and therefore will not protrude into established viewplains identified in county or state plans or studies. The general view of the site, however, will be altered by the roadway surface and new landscaping.

- (13) Requires substantial energy consumption.**

Construction of Managers Drive extension will not require substantial energy consumption relative to other similar projects. The extension is intended to improve traffic circulation within Waipahu, but not necessarily increase the amount of motor vehicle trips above what is already expected to occur in the future. Reducing congestion on Paiwa Street may have a positive impact on reducing

ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE
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energy consumption. The Managers Drive extension will also include bikeways and sidewalks thereby encouraging non-motorized trips within the area.

5.2 DETERMINATION

On the basis of the above criteria, the discussion of impacts and mitigative measures contained in this document, and the public agency and community comments received in the review of the Draft EA, the Accepting Authority (City and County of Honolulu Department of Design and Construction) of this Environmental Assessment has determined that the proposed roadway improvements for Managers Drive will not have significant environmental effects. Pursuant to Chapter 343, Hawaii Revised Statutes, the Accepting Authority has issued a Finding of No Significant Impact (FONSI).

ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE
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6.0 LAND USE CONFORMANCE

The State of Hawai'i and the City and County of Honolulu land use plans, policies, and ordinances, as well as private plans, relevant to the Managers Drive extension are described below.

6.1 STATE OF HAWAI'I

6.1.1 STATE LAND USE DISTRICT

Chapter 205, HRS, establishes the State Land Use Commission (LUC) and gives this body the authority to designate all lands in the State as Urban, Rural, Agriculture, or Conservation District lands. The Managers Drive extension is located within the Urban District (Figure 5).

According to Chapter 205, HRS, and the Land Use Commission's rules, "Public, private, and quasi-public utility lines and roadways..." are permitted within the State Urban District. As such, the proposed improvements are consistent with Chapter 205, HRS, and no reclassification of the State's land use designations are required to implement the proposed project.

6.2 CITY AND COUNTY OF HONOLULU

Relevant land use plans of the City and County of Honolulu that pertain to the Managers Drive extension include the *General Plan*, the *Central O'ahu Development Plan*, the *Waipahu Town Plan*, and the *Waipahu Livable Communities Initiative*.

6.2.1 GENERAL PLAN

As required by the City Charter, the General Plan for the City and County of Honolulu serves two purposes. The first is a statement of the long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of O'ahu. Second, the General Plan is a statement of broad policies that facilitate the attainment of the objectives of the plan.

The extension of Managers Drive is in accord with the following General Plan policies:

Policy V. Transportation and Utilities

Objective A, Policy 5: *Improve roads in existing communities to reduce congestion and eliminate unsafe conditions.*

Policy VII. Physical Development and Urban Design

Objective A, Policy 5: *Provide for more compact development and intensive use of urban lands where compatible with the social character of existing communities.*

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

ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE
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Objective F, Policy 3: *Provide and maintain roads, public facilities and utilities without damaging the character of older communities.*

Discussion: The extension of Managers Drive conforms to many of the objectives and policies of the General Plan. In particular, the extension is expected to increase circulation and reduce congestion. Because the extension will increase traffic circulation within the core of historic Waipahu Town, a positive effect can be expected on businesses. This effect is desirable to encourage the continued revitalization and compact development of Waipahu and to maintain the distinctive community identity. Thus, the extension is expected to have a positive effect on the revitalization and character of historic Waipahu Town.

6.2.2 CURRENT DEVELOPMENT PLAN AND PROPOSED SUSTAINABLE COMMUNITIES PLAN

The City and County Development Plans (DPs) represent eight geographic regions that include all areas of O'ahu. Waipahu is located in the area designated as Central O'ahu. The corresponding development plan for this area is the *Central O'ahu Development Plan*.

Before 1992, the City Charter required DPs to be "relatively detailed plans" for implementing and accomplishing the development objectives and policies of the General Plan. In 1992, a Charter amendment changed this to require the DPs to consist of "conceptual schemes."

In response to the 1992 Charter amendments, the City and County Department of Planning (now the Department of Planning and Permitting) launched a thorough review of all eight DPs to bring them into conformance with the Charter-mandated conceptual orientation. Of the eight documents, the plans for Ewa and the Primary Urban Center—areas to which growth and supporting facilities will be directed over the next twenty years—have been titled "Development Plans." Plans for the remaining six areas (including Central O'ahu)—which are envisioned as relatively stable regions—have been titled "Sustainable Communities Plans." The current *Central O'ahu Development Plan* is under revision to bring it into conformance with the Charter-mandated changes and will be renamed the *Central O'ahu Sustainable Communities Plan*. However, until the proposed plan is adopted by the City Council, the current, more detailed, plan is still in effect. Both the current and proposed plans are discussed below.

6.2.2.1 Current Development Plan

The current *Central O'ahu Development Plan* includes two parts—text and maps. The text portion also contains two parts: 1) common provisions that are common to all unrevised pre-1992 O'ahu development plan areas, and 2) special provisions that are specific to Central O'ahu and include descriptions, urban design principles, controls and development priorities.

Those sections of the DP Common Provisions and Special Provisions that are applicable to the proposed improvements are listed and discussed below.

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Common Provisions

Sec. 24-1.4 General urban design principles and controls

Discussion: The Managers Drive extension is in compliance with the general urban design principles specified in the Development Plan Common provisions. Specifically, the extension meets requirements for: 1) landscaping to be provided along vehicular arterials and collector streets to increase the general attractiveness of the community; and 2) provisions for bikeways.

Special Provisions

Sec. 24-5.3 Development priorities

Discussion: Specific development priorities for Central O'ahu include public facilities such as transportation improvements, and improvement of infrastructure to encourage redevelopment of Waipahu. The Managers Drive extension is in conformance with these priorities.

Development Plan Maps

The current *Central O'ahu Development Plan* also includes two map elements: 1) the Land Use Map, which defines the area and distributes the various land uses in a manner that implements the General Plan objectives and policies; and 2) the Public Facilities Map, which identifies planned public and private facilities and infrastructure.

Discussion: The *Central O'ahu Development Plan* Public facilities map (Figure 6) identifies the site of the Managers Drive extension as "Additional Right of Way and New Streets." The *Central O'ahu Development Plan* land use map identifies the site of the Managers Drive extension as "Residential." The Managers Drive extension is consistent with both designations.

6.2.2.2 Proposed Sustainable Communities Plan

As mandated by the City Charter, the proposed *Central O'ahu Sustainable Communities Plan* is more conceptual in nature. It includes vision statements, policies, and guidelines to direct the development and improvement of Central O'ahu. Pertinent sections applicable to the proposed improvements include the following.

Section 3.4.3.2 Waipahu Sugar Mill Environs
Section 3.5.2 Planning Principles

Discussion: One of the methods of preservation of Waipahu specified in the draft *Central O'ahu Sustainable Communities Plan* is the recommendation that a transit linkage should be established between Waikele Center and Waipahu Town. The Managers Drive extension will connect Mokuola Street with Managers Drive, thus providing a direct link between Waipahu and Waikele. Increased circulation and traffic flow within Waipahu Town is expected to contribute to the area's

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revitalization. Planning principles for Waipahu also specify that vehicular access into and within Waipahu should be improved, and pedestrian, bicycle, and transit facilities should be integrated. The Managers Drive extension will provide improved vehicular access along with integrated bicycle and pedestrian facilities.

6.2.3 WAIPAHU 2000/WAIPAHU 2000 UPDATE

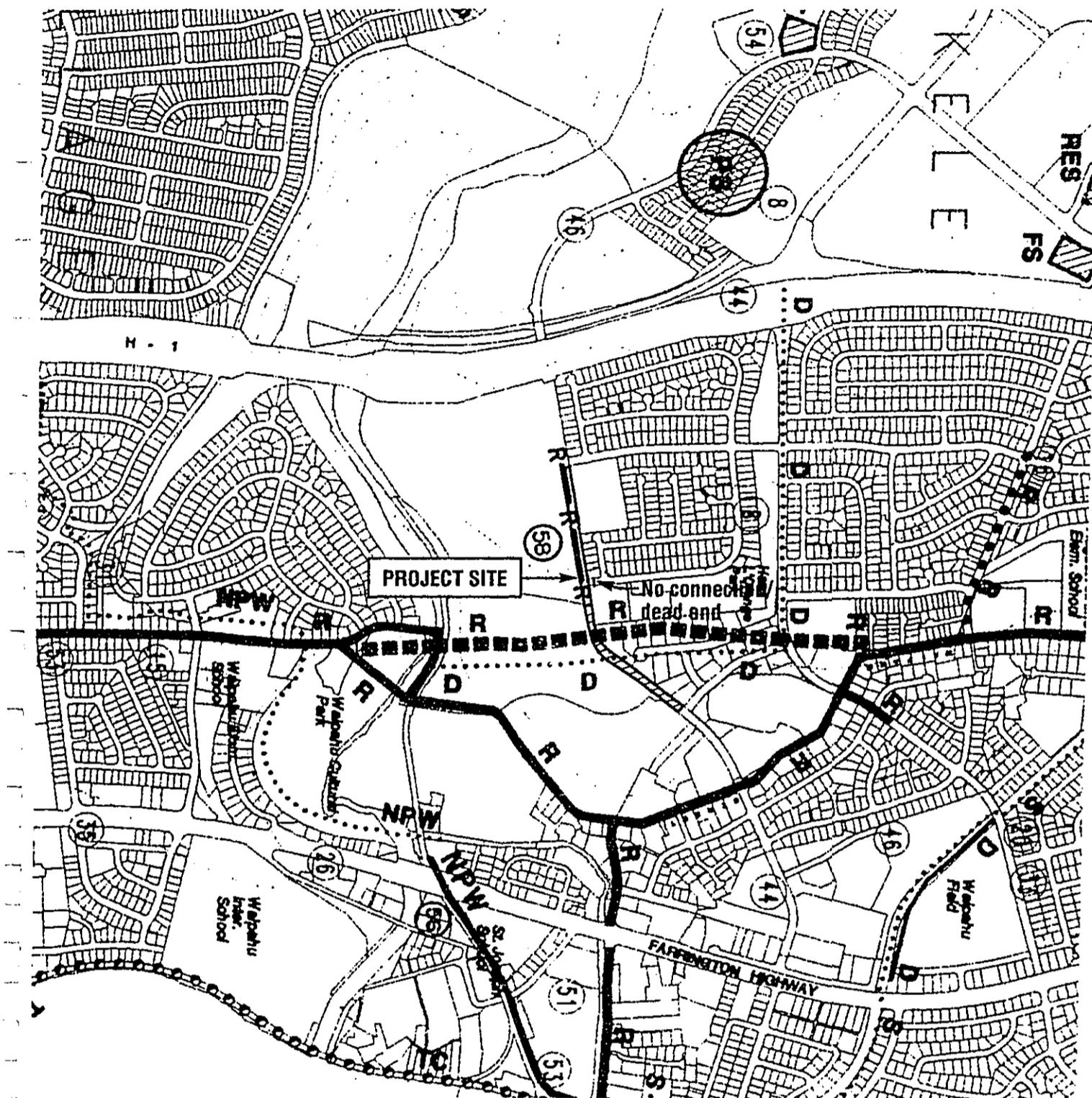
Over a nine month period in 1983, Waipahu community groups developed a community master plan titled *Waipahu 2000*. This privately funded plan is often cited as one of the best examples of community-based planning undertaken in Hawai'i. In 1994, with the announced closure of O'ahu Sugar, community concern about the economic vitality of Waipahu Town, and the disposition of the mill site, spurred community organizations to revise the *Waipahu 2000* plan. The resulting document is the *Waipahu 2000 Update*. Objectives of the *Waipahu 2000 Update* include: 1) improving Waipahu with well-planned growth; 2) striving to improve the economic vitality of Waipahu; 3) improving the overall physical appearance of Waipahu; and 4) improving traffic circulation and providing more parking in Waipahu.

Discussion: Extending Managers Drive meets these objectives in several ways. First, the extension will contribute to the well-planned growth of Waipahu by increasing and improving circulation alternatives and providing access to proposed commercial, industrial, community, and residential land uses. Second, improved access to these uses will aid in improving the economic vitality of Waipahu by increasing traffic flow to existing businesses in town and new businesses located at the former mill site. Finally, curbs, gutters, and landscaping improvements included as part of the extension will contribute towards improving the overall physical appearance of Waipahu.

6.2.4 WAIPAHU TOWN PLAN: A SPECIAL AREA PLAN FOR WAIPAHU

With the closing of the O'ahu Sugar Company in 1995, the City and County of Honolulu undertook the development of a community-based special area plan for Waipahu. The purpose of the resulting plan, *Waipahu Town Plan: A Special Area Plan for Waipahu*, is to provide comprehensive, long-range objectives to guide land use and public improvements, as well as specific plans for certain improvements—including transportation improvements—which address the needs and concerns of the community and enhance the long-term livability and economic vitality of Waipahu. Specific objectives of the *Waipahu Town Plan* are similar to the objectives of the *Waipahu 2000 Update*. For example, objectives include: 1) improve the overall appearance and character of Waipahu Town; and 2) improve vehicular access into and within Waipahu, and integrate pedestrian, bicycle and transit facilities.

Discussion: Since the *Waipahu Town Plan* shares similar objectives with the *Waipahu 2000 Update*, discussion of how the Managers Drive extension meets these objectives is also similar. Specifically, the extension meets the objectives by increasing circulation and providing improvements such as gutters, curbs, and landscaping. Plans for the extension also include provisions for bikeways, thus meeting the specific objective of the *Waipahu Town Plan* to integrate bicycle facilities with improved vehicular access. The *Waipahu Town Plan* also calls for extending Managers Drive makai



LEGEND

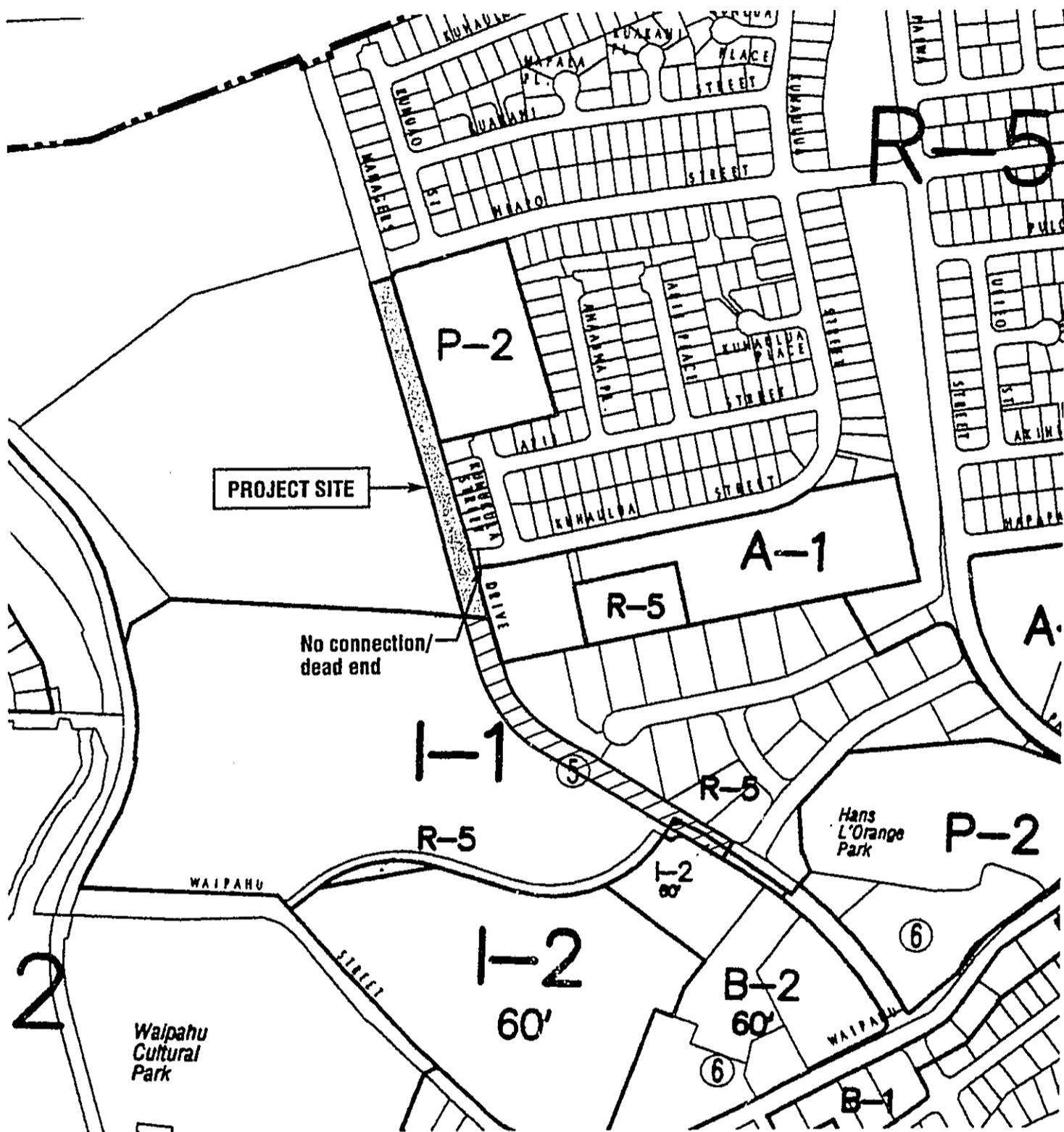
-  Project Site
-  Additional Right of Way and New Streets
-  Managers Drive provided by Alexander & Baldwin

Source: Central Oahu Development Plan Public Facilities Map

FIGURE 6
Development Plan Public Facilities Map
ROADWAY IMPROVEMENTS FOR
MANAGERS DRIVE



September 2000 



LEGEND

-  Project Site
-  Managers Drive provided by Alexander & Baldwin
-  P-2 General Preservation
-  R-5 Residential

Source: City & County of Honolulu
Zoning Map #8

FIGURE 7
Zoning Map

ROADWAY IMPROVEMENTS FOR MANAGERS DRIVE



September 2000 

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to Mokuola Street, with a pedestrian route and bikeway continuing along Mokuola Street to the Civic Center. The plan states that "the Managers Drive extension would provide a second major collector road for mauka-makai access, relieving Paiwa Street traffic demand." Thus the proposed extension of Mokuola Street/Managers Drive is a realization of one element of the *Waipahu Town Plan*.

6.2.5 WAIPAHU LIVABLE COMMUNITIES INITIATIVE

In 1998, the *Waipahu Livable Communities Initiative* was prepared for the City and County of Honolulu. The intention of the initiative is to improve the quality of transportation facilities and to promote the economic revitalization of Waipahu. It is further intended to extend the *Waipahu Town Plan* effort by identifying specific implementation projects. As stated in the initiative: "The creation of a livable community for Waipahu requires improvements to the transportation network within Waipahu and integration of the roadway, public transit, bikeway and pedestrian ways to support the existing, planned and proposed land uses in Waipahu Town."

Discussion: The extension of Managers Drive is discussed throughout the *Waipahu Livable Communities Initiative* in the context of increasing access to new uses at the mill site, improving circulation patterns within Waipahu, and providing a north-south connector route between Waipahu and communities north of the H-1 Freeway. Bikeways and pedestrian routes are also discussed as part of the Managers Drive extension. Thus the proposed extension of Managers Drive is a realization of one element of the *Waipahu Livable Communities Initiative*.

6.2.6 LAND USE ORDINANCE

The Land Use Ordinance (LUO) is the City and County of Honolulu's zoning ordinance. Besides zoning regulations, the LUO contains ordinances regulating the use of land and regulations intended to ensure that adequate controls and review mechanisms are in place for proposed land uses.

Discussion: The area of the Managers Drive extension subject to this environmental assessment is zoned Residential (R-5) (Figure 7). Roadways are permitted in all zoning districts, and thus the Managers Drive extension is in compliance with the LUO and no zone changes are necessary.

6.2.7 LIST OF PERMITS

The following permits will be required as part of the project:

<u>Permit or Approval</u>	<u>Authority</u>
Grading Permit	Department of Planning and Permitting

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7.0 REFERENCES

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8.0 COMMENTS AND RESPONSES TO THE DRAFT ENVIRONMENTAL ASSESSMENT

The Draft Environmental Assessment was sent to the following agencies, organizations, and individuals. Where indicated the agency, organization, or individual submitted comments.

	AGENCY	DEA Mail Date	Date of Comments
	STATE		
1	Department of Accounting and General Services	7/8/00	8/04/00
2	Department of Business Economic Development and Tourism — Office of Planning	7/8/00	
3	Department of Defense	7/8/00	8/28/00
4	Department of Land and Natural Resources State Historic Preservation Division	7/8/00	7/24/00
5	Representative Roy Takumi	7/8/00	
6	Senator Brian Kanno	7/8/00	
7	Senator Cal Kawamoto	7/8/00	7/13/00
8	Office of Environmental Quality Control	7/8/00	8/01/00
9	Department of Transportation	7/8/00	8/15/00
10	Waipahu Public Library	7/8/00	
	CITY & COUNTY OF HONOLULU		
11	Board of Water Supply	7/8/00	8/02/00
12	Councilmember Mufi Hanneman	7/8/00	
13	Councilmember Rene Mansho	7/8/00	
14	Department of Environmental Services	7/8/00	07/11/00
15	Department of Facility Maintenance	7/8/00	7/11/00
16	Department of Parks and Recreation	7/8/00	8/31/00
17	Department of Planning and Permitting	7/8/00	8/04/00
18	Department of Transportation Services	7/8/00	
19	Fire Department	7/8/00	7/27/00
20	Police Department	7/8/00	7/25/00

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	INDIVIDUALS AND ORGANIZATIONS		
21	Alexander & Baldwin Properties, Inc.	7/8/00	
22	Castle & Cooke Homes Hawaii, Inc.	7/08/00	
23	FilCom Center, Inc	7/8/00	
24	GTE Hawaiian Tel	7/08/00	7/27/00
25	Hawaiian Electric Company, Inc.	7/08/00	8/08/00
26	Honolulu Advertizer	7/08/00	
27	Honolulu Star Bulletin	7/08/00	
28	LOTMA	7/08/00	
29	Neighborhood Board #22	7/8/00	
30	The Outdoor Circle	7/10/00	7/30/00
31	Waipahu Community Association	7/08/00	
32	YMCA of Honolulu Leeward Branch	7/08/00	

The following pages contain comment letters received and applicable responses.

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(P) 1423.0

AUG - 4 2000

Mr. Harold Sato
Department of Design and Construction
Division of Planning and Programming
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, HI 96813

Dear Mr. Sato:

Subject: Draft Environmental Assessment for
Roadway Improvements for Mokuola Street
Waipahu, Oahu, Hawaii

Thank you for the opportunity to review the Environmental
Assessment for the subject project.

The proposed project does not impact our facilities,
therefore, we have no comments to offer at this time.

Should you have further questions regarding the above,
please have your staff contact Mr. Alan Sanborn of our Planning
Branch at 585-0499.

Sincerely,

GORDON MATSUOKA
Public Works Administrator

LZ:mo

Attachment

c: Office of Environmental Quality Control
PBR Hawaii

October 11, 2000

Mr. Gordon Matsuoaka
Public Works Administrator
Department of Accounting & General Services
State of Hawaii
P.O. Box 119
Honolulu, Hawaii, 96810

Dear Mr. Matsuoaka:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TRK: 9-4-02: 74, PORTION)

We have reviewed your letter dated August 4, 2000, regarding the Roadway Improvements for
Mokuola Street Draft Environmental Assessment (DEA). We acknowledge that you have no
comments.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Stan Dueran • Russell Y. J. Chung

HONOLULU OFFICE
1001 KASHIWA STREET, PACIFIC CENTER, SUITE 500, HONOLULU, HAWAII 96813-3179
TELEPHONE: (808) 521-5411 FAX: (808) 521-5427 EMAIL: brandt@pbr.hawaii.gov

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TELEPHONE: (808) 241-2070 FAX: (808) 241-2072

HILO OFFICE
181 AUPUNU STREET, HILO, HAWAII 96720-4278
TELEPHONE: (808) 961-3111 FAX: (808) 961-3109

BENJAMIN J. CAVETTANO
GOVERNOR

MAJOR GENERAL EDWARD L. CORREA, JR.
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96818-4495

August 28, 2000



PHONE (808) 733-4300
FAX (808) 733-4377

29

TO: Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawaii 96813

ATTN: Mr. Harold Sato

FROM: Edward T. Teixeira
Vice Director of Civil Defense

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR
MOKUOLA STREET IMPROVEMENTS

Thank you for the opportunity to comment on the DEA for Roadway Improvements for Mokuola Street, Ewa, Oahu, State of Hawaii, Tax Map Key 9-4-02: 74 (portion).

We do not have any comments on this DEA at this time.

Technicians and planners are available to assist and answer any questions you may have. If there are any questions, please have your staff call Mr. Norman Ogasawara, State Civil Defense, at 733-4300, ext. 531.

c: Office of Environmental Quality Control
235 S. Beretania Street, Suite 702
Honolulu, Hawaii 96813

✓ PBR Hawaii
Pacific Tower, Suite 650
1001 Bishop Street
Honolulu, Hawaii 96813
Attn: Mr. Tom Schnell



1001 BISHOP STREET, PACIFIC TOWER, SUITE 650, HONOLULU, HAWAII 96813
TELEPHONE: (808) 531-5431 FAX: (808) 531-4492 E-MAIL: tom.schnell@pbrhawaii.com

October 11, 2000

Mr. Edward T. Teixeira
Vice Director of Civil Defense
State of Hawaii
Department of Defense
Office of the Director of Civil Defense
3949 Diamond Head Road
Honolulu, Hawaii, 96816-4495

Dear Mr. Teixeira:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)

We have reviewed your letter dated August 28, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA). We acknowledge that you have no comments.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Sean Duncan • Russell Y. J. Chung

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TELEPHONE: (808) 961-3111 FAX: (808) 961-4090

Mr. Tom Schnell
Secretary of State

AP - 2



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
421 King Street, Room 555
Honolulu, Hawaii 96813
Phone: (808) 541-3111

THOMAS E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

CONVULSION
ARTS CENTER

AGRICULTURE
SOLAR AND OCEAN RECREATION
CONSERVATION AND RESOURCES
DISASTERS
CONVEYANCE AND MAINTENANCE
WATER RESOURCES
LAND USE
WATER RESOURCES MANAGEMENT

July 24, 2000

Mr. Harold Sato
Department of Design and Construction
City & County of Honolulu
650 S. King St., 11th Floor
Honolulu, Hawaii 96813

Dear Mr. Sato:

SUBJECT: Chapter 6E-8 City and County of Honolulu Draft Environmental Assessment for the Roadway Improvements for Mokuola Street Waipahu, Ewa, O'ahu
TMK: 9-4-002:074 por.

LOG NO: 25802 ✓
DOC NO: 0007EJ15

Thank you for the opportunity to comment on DEA for the Mokuola Street extension from the A&B Industrial subdivision to Hiapo Street. The extension will be a distance of approximately 1000' with a 60-foot right of way incorporating two travel lanes, bike lanes, curbs and gutters, sidewalks, and landscaping. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the project areas.

A review of our records shows that there are no known historic sites at this location. The project area was previously used as a roadway (the "Old" Managers Drive) and had been previously altered and graded. Because it is unlikely that significant historic sites will be found due to the previous use of this area during commercial sugar cultivation associated with the Waipahu Sugar mill, we believe that the Mokuola Street extension will have "no effect" on historic sites.

Should you have any questions, please feel free to call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027.

Aloha,

Don Hibbard, Administrator
State Historic Preservation Division

E:jk

cc: Office of Environmental Quality Control, 235 S. Beretania St., Honolulu, HI 96813
Mr. Tom Schnell, PBR Hawaii Pacific Tower, Ste 650, 1001 Bishop Street, Hon. HI 96813



LAND PLANNING
PLANNING ARCHITECTURE
ENVIRONMENTAL DESIGN

October 11, 2000

Mr. Don Hibbard, Administrator
State Historic Preservation Division,
Department of Land and Natural Resources
501 Kamohila Blvd., Room 555
Honolulu, HI 96707

Dear Mr. Hibbard:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT (TMK: 9-4-02: 74, PORTION)

We have reviewed your letter dated July 24, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

We acknowledge that:

- 1) A review of your records shows that there are no known historic sites at the project location;
- 2) It is unlikely that significant historic sites will be found due to the previous use of this area during commercial sugar cultivation associated with the Waipahu Sugar Mill; and
- 3) You believe that the Mokuola Street extension will have "no effect" on historic sites.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witter • R. Sean Duncan • Russell Y. J. Chung

HONOLULU OFFICE
1001 BISHOP STREET, PACIFIC TOWER, STE 650, HONOLULU, HAWAII 96813
TELEPHONE: (808) 531-3441 FAX: (808) 525-1807 EMAIL: wbrandt@pbr-hawaii.com

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HILLOPEPE
101 ALI'I DRIVE, HILLOPEPE, HAWAII 96743-4278
TELEPHONE: (808) 943-3331 FAX: (808) 943-4299

CORRECTION

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



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
1310 Ala Moana Building, Room 515
Honolulu, Hawaii 96813

THOMAS S. WITTER, CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES

DEPT. OF LAND AND NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

AQUATIC RESOURCES
BOTANICAL AND OCEAN RESOURCES
CONSERVATION AND RESOURCES
DIAGNOSIS
CONSERVATION
COASTAL AND WATERSHED
LANDSCAPE ARCHITECTURE
STATE PARKS
WATER RESOURCES MANAGEMENT

July 24, 2000

Mr. Harold Sato
Department of Design and Construction
City & County of Honolulu
650 S. King St., 11th Floor
Honolulu, Hawaii 96813

Dear Mr. Sato:

SUBJECT: Chapter 6E-8 City and County of Honolulu Draft Environmental Assessment for the Roadway Improvements for Mokuola Street Waipahu, Ewa, O'ahu
TMK: 9-4-002-074 D00.

LOG NO: 25802 ✓
DOC NO: 0007EJ15

Thank you for the opportunity to comment on DEA for the Mokuola Street extension from the A&B Industrial subdivision to Hiapo Street. The extension will be a distance of approximately 1000' with a 60-foot right of way incorporating two travel lanes, bike lanes, curbs and gutters, sidewalks, and landscaping. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the project areas.

A review of our records shows that there are no known historic sites at this location. The project area was previously used as a roadway (the "Old" Managers Drive) and had been previously altered and graded. Because it is unlikely that significant historic sites will be found due to the previous use of this area during commercial sugar cultivation associated with the Waipahu Sugar mill, we believe that the Mokuola Street extension will have "no effect" on historic sites.

Should you have any questions, please feel free to call Sara Collins at 692-8026 or Elaine Jourdain at 692-8027.

Aloha,

Don Hibbard, Administrator
State Historic Preservation Division

Ej/k

cc: Office of Environmental Quality Control, 235 S. Beretania St., Honolulu, HI 96813
Mr. Tom Schnell, PBR Hawaii Pacific Tower, Ste 650, 1001 Bishop Street, Hon. HI 96813



PLANNING AND ENVIRONMENTAL RECORDS

October 11, 2000

Mr. Don Hibbard, Administrator
State Historic Preservation Division,
Department of Land and Natural Resources
501 Kamokila Blvd., Room 555
Honolulu, HI 96707

Dear Mr. Hibbard:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT (TMK: 9-4-02: 74, PORTION)

We have reviewed your letter dated July 24, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

We acknowledge that:

- 1) A review of your records shows that there are no known historic sites at the project location;
- 2) It is unlikely that significant historic sites will be found due to the previous use of this area during commercial sugar cultivation associated with the Waipahu Sugar Mill; and
- 3) You believe that the Mokuola Street extension will have "no effect" on historic sites.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witter • R. Sun Duncan • Russell Y. J. Chung

HONOLULU OFFICE
101 BISHOP STREET, PACIFIC TOWER, SUITE 600, HONOLULU, HAWAII 96813
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HILLO OFFICE
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TELEPHONE: (808) 933-3333 FAX: (808) 933-3333

HONORABLE SENATORS
 PRESIDENT
 AVERY B. CARMALLEY
 VICE PRESIDENT
 LES MAEDA, JR.
 SALUOITY LEAUA
 JOHN THOMAS O'HA
 MAJORITY LEADER
 WHITNEY T. ANDERSON
 MINORITY LEADER
 SUE SLOAN
 11 NORTH FLOOR LEAUA

The Senate
The Twentieth Legislature
 of the
 State of Hawaii
 STATE CAPITOL
 HONOLULU, HAWAII 96813
 July 13, 2000



FIRST DISTRICT
 LONNIE K. MOORE
 SECOND DISTRICT
 DAVID W. MITSUDA
 THIRD DISTRICT
 ANDREW LEVIN
 ANDREW LEVIN
 FOURTH DISTRICT
 JIM HARRIS
 FIFTH DISTRICT
 ACE TAVAKA
 SIXTH DISTRICT
 MARY B. CHAMBERLAIN
 SEVENTH DISTRICT
 JOHN PAUL O'HA
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 RICHARD CHAN SUK-LING
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 HONORABLE SENATORS
 SEVENTEENTH DISTRICT
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 DAVID OTE
 EIGHTEENTH DISTRICT
 RANDY HALE
 NINETEENTH DISTRICT
 CAL KAWAMOTO
 TWENTIETH DISTRICT
 BRUCE BAKER
 TWENTY-FIRST DISTRICT
 COLLEEN HANAUSS
 TWENTY-SECOND DISTRICT
 ROBERT BAKER
 TWENTY-THIRD DISTRICT
 BOB MAEDA
 TWENTY-FOURTH DISTRICT
 HONORABLE SENATORS
 TWENTY-FIFTH DISTRICT
 WALTER T. JACKSON
 CHIEF CLERK
 PAUL T. JAMESON

JUL 13 2000

Department of Design and Construction
 City and County of Honolulu
 650 South King St., 11th floor
 Honolulu, Hawaii 96813

(Contact: Mr. Harold Sato)

Dear Mr. Sato:

These comments relate to the Draft Environmental Assessment (EA) for the project entitled "Roadway Improvements for Mokuola Street" located on the Island of Oahu, District of Ewa, Tax Map Key: 9-4-02: 74 (portion).

As a long time resident of Waipahu, as former Chair of its Neighborhood Board No. 22, and now as State Senator (19th Senatorial District) wherein the project is located, I believe the more appropriate title of the project would be "Roadway Improvements for Managers Drive."

One reason for the "Managers Drive" nomenclature is that that name has always been used (see Bryan's Sectional Maps O'ahu), and was common knowledge for the stretch of roadway from Waipahu Street northward to and including the bridge.

Another reason is to link it with the past practice of having the home of a sugar plantation's manager at a prime spot near or above a the sugar mill, e.g. Oahu Sugar Company in Waipahu, with its sugar mill which was a landmark for many miles around.

If you have any question to ask of me, I would be more than happy to discuss and respond to such, for I was born and raised on a sugar plantation on the Big Island, and after my military career became Executive Director of the Waipahu Cultural Garden Park, and originator and fundraiser for its Hawaii's Plantation Village.

Department of Design and Construction
 City and County of Honolulu
 July 13, 2000
 Page 2

Sincerely,

CAL KAWAMOTO
 State Senator
 19th District
 (Waipahu/Pearl City)

cc: Office of Environmental Control
 State of Hawaii

PBR Hawaii
 (Contact: Mr. Tom Schnell)

Waipahu Neighborhood Board



LARRY ANNING
MANAGING DIRECTOR
1445 KONOHEA DRIVE, SUITE 200
HONOLULU, HAWAII 96813

October 11, 2000

Senator Cal Kawamoto
State Senate
State Capitol, Room 205
Honolulu, Hawaii, 96813

Dear Senator Kawamoto:

**SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TRMK: 9-4-02: 74, PORTION)**

We have reviewed your letter dated July 13, 2000 regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

Please note that the section of roadway from Farrington Highway to Puko Street is already named Mokuola Street. The section of the street from Hiapo Street to the H-1 overpass is already named Managers Drive. The proposed extension will connect these two segments to create a throughway. The question becomes: Is Managers Drive being extended makai to Mokuola Street, or is Mokuola street being extended mauka to Managers Drive?

In discussions with City and County of Honolulu Department of Planning and Permitting (DPP) (who has jurisdiction over street names) regarding the name of the extended street, they indicated that they will respect the desires of the community. They also explained that the name of the street cannot change mid-block and indicated that a logical location for one street name to end and the other to begin would be at the intersection of the street with Waipahu Street, makai of Waipahu Street the street could be called Mokuola Street, while mauka of Waipahu Street the street could be called Managers Drive.

The process to request a specific name would be for the community to submit a formal request letter to DPP. DPP also explained that a majority of property owners with address on a street where the name is proposed to be changed would have to agree to the change.

Wm. Frank Brandt • Thomas S. Wilson • R. Stan Duncan • Russell V. J. Chung

HONOLULU OFFICE
1711 BUSHOP STREET, PACIFIC TOWER SUITE 604, HONOLULU, HAWAII 96813
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Senator Cal Kawamoto
Mokuola Street Draft Environmental Assessment
October 11, 2000
Page 2

At a Vision Team meeting on August 9, 2000, the Vision Team voted unanimously to request the City and County of Honolulu to name the street Managers Drive starting at the intersection of Waipahu Street and extending mauka.

The desire of the Vision Team to name the street Managers Drive will be included in the final environmental assessment.

Thank you for participating in the environmental review process.

Sincerely,

FBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

BENJAMIN J. CAYetano
SECRETARY



GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

236 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE: (808) 548-4333
FACSIMILE: (808) 548-4166

August 1, 2000

Gary Yee, Director
Department of Design & Construction
650 South King Street
Honolulu, Hawaii 96813

Attention: Harold Sato

Dear Mr. Yee:

Subject: Draft Environmental Assessment (EA) for Mokuola Street Roadway
Improvements

In the final EA list state and county agencies contacted during the pre-consultation phase, and
include copies of any correspondence.

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,

Genevieve Salmonson

GENEVIEVE SALMONSON
Director

c: Vincent Shigekuni, PBR



LAND PLANNING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL STUDIES

October 11, 2000

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
236 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)

We have reviewed your letter dated August 1, 2000, regarding the Roadway Improvements for
Mokuola Street Draft Environmental Assessment (DEA).

The final EA will include a list of state and county agencies contacted during the pre-
consultation phase, and copies of any correspondence.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell

Tom Schnell, AICP
Planner

cc: Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Stan Duncan • Russell V.J. Chang

HONOLULU OFFICE
1021 KASHIOP STREET, PACIFIC LANE, SUITE 600, HONOLULU, HAWAII 96813
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TELEPHONE: (808) 941-3333 FAX: (808) 941-4579

BENJAMIN J. CAYetano
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

AUG 16 2000

AUG 15 2000



KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRAND K. MORI
GLENN H. OKUMOTO

BY REPLY REFER TO:

HWY-PS
2.9594

Mr. Harold Sato
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawaii 96813

Dear Mr. Sato:

Subject: Draft Environmental Assessment, Roadway Improvements for Mokuola Street,
Waipahu. TMK: 9-4-02: Por. 74

Thank you for requesting our review of the draft environmental assessment of the proposed
roadway improvements to Mokuola Street in Waipahu.

The proposed roadway improvements will not impact our State highway facilities and will
improve traffic circulation in the area.

Very truly yours,

KAZU HAYASHIDA
Director of Transportation

c: OEQC
PBR Hawaii (Mr. Tom Schnell)



LAND PLANNING
LANDMARK ADMINISTRATION
ENVIRONMENTAL SERVICES

October 11, 2000

Mr. Kazu Hayashida
Director of Transportation
State of Hawaii
Department of Transportation
869 Punchbowl Street, 5th Floor
Honolulu, Hawaii 96813-5097

Dear Mr. Hayashida:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS FOR
MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT (TMK: 9-4-02: 74,
PORTION)

We have reviewed your letter dated August 15, 2000, regarding the Roadway Improvements for Mokuola
Street Draft Environmental Assessment (DEA).

We note your comments that the improvements will not impact the State highway facilities and will improve
traffic circulation in the area.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Stan Dunran • Russell Y. J. Chung

HONOLULU OFFICE

101 BISHOP STREET, PACIFIC TOWER, SUITE 500, HONOLULU, HAWAII 96813-5429
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HILO OFFICE

101 AUPUNU STREET, HILO, HAWAII 96720-4274
TELEPHONE: (808) 931-3331 FAX: (808) 931-3992

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



August 2, 2000

11

COPY
EDDIE A. HARRIS, Director
CHARLES A. TITO, Vice Chairman
JIM HILY, AICP
HERBERT S.K. KAPURIA, SR.
BARBARA BOU STANTON
KAZUHIYASHIDA, E-ORCS
ROSS S. SASAKURA, E-ORCS
CLIFFORD S. JAMILE
Manager and Chief Engineer

TO: MR. GARY Q. L. YEE, AIA, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

Clifford S. Jamile
CLIFFORD S. JAMILE

FROM:

SUBJECT: PBR HAWAII'S LETTER OF JULY 8, 2000
REGARDING ENVIRONMENTAL ASSESSMENT
FOR THE PROPOSED ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET, WAIPIAHU, HAWAII. TMK: 9-4-2-74

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (EA) for the proposed project.

We have the following comments:

1. There is an existing 36-inch waterline that crosses the proposed project limits. The location of this waterline should be indicated on the construction plans and addressed in the Final EA.
 2. The construction plans should be submitted for our review.
- If you have any questions, please contact Kathryn Kami at 527-5221.

Attachment

cc: Tom Schnell, PBR Hawaii



JAM CLIFFORD
LAWSON
ENVIRONMENTAL
OCTOBER 11, 2000

Mr. Clifford S. Jamile,
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawaii 96843

Dear Mr. Jamile:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS FOR
MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT (TMK: 9-
4-02-74, PORTION)

We have reviewed your letter dated August 2, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

The existing 36-inch water main is not located in the project limits but in A & B's Industrial Subdivision, makai of the project. We acknowledge, however, that BWS has a project to connect their new well facility near the Managers Drive bridge to the existing 36-inch main with a 20-inch water main that is planned to be located within the project's limits.

The Department of Design and Construction and the Board of Water Supply are cooperating to include this portion of the 20-inch main with the roadway project. Please be assured that construction plans will be submitted to the Board of Water Supply for review.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Bramitt • Thomas S. Witten • R. Stan Duncan • Russell Y. J. Chung

HONOLULU OFFICE
101 BERGHOFF STREET, FIFTH FLOOR, SUITE 500 HONOLULU, HAWAII 96813-3109
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225 KAOHUKA STREET, WAILUKU, HAWAII 96793-2204
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101 ALI'I DRIVE, SUITE 1113, HILLO, HAWAII 96724-2716
TELEPHONE: (808) 943-3303 FAX: (808) 941-1098

PBR Water ... our greatest need - use it wisely

RUC-07-2000 15:34

DOC-10E

888 527 6103 P. 02/03

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DEPT OF DESIGN & CONSTR
C.A.C. OF HONOLULU

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
200 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 527-6103 • FAX: (808) 527-6076 • WWW: www.dese.hawaii.gov

00 JUL 18 AM 8:43

JERRY KILMER
Director



JUL 17 10 12 PM '00

EMERITH L. SPALDING, J.D., Ph.D.
Director

ELBERT PICHONELLA
Deputy Director

ENV 00-52

JUL 17 2000

MEMORANDUM

TO: GARY Q.L. YEE, AIA, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTENTION: HAROLD SATO

FROM: KENNETH E. SPRAGUE, DIRECTOR
DEPARTMENT OF ENVIRONMENTAL SERVICES

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
ROADWAY IMPROVEMENTS FOR MOKUOLA STREET
TMK: 9-4-02: 74 (POR.)

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

Best Management Practices (BMPs) should be specified on construction plans and be employed during construction to reduce and control discharge of pollutants.

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



LAND PLANNING
ENVIRONMENTAL SERVICES
1001 BISHOP STREET, SUITE 600, HONOLULU, HAWAII 96813

October 11, 2000

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

Dear Mr. Sprague:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)

We have reviewed your memorandum dated July 11, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

Best Management Practices (BMPs) have been specified on the construction plans and will be employed during construction to reduce and control discharge of pollutants. This will also be stated in the Final Environmental Assessment.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

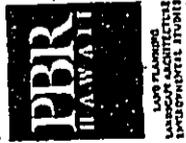
cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Wilton • R. Stan Dunstan • Russell Y. J. Chung

HONOLULU OFFICE
1001 BISHOP STREET, PACIFIC TWELVE, SUITE 600, HONOLULU, HAWAII 96813
TELEPHONE: (808) 527-6101 FAX: (808) 527-6076 E-MAIL: wfrank@pbr.hawaii.gov

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HILTI OFFICE
181 ALIPIA STREET, HILO, HAWAII 96720
TELEPHONE: (808) 941-5331 FAX: (808) 941-4999



LAND PLANNING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL STUDIES

RECEIVED
DEPARTMENT OF
FACILITY MAINTENANCE

JUL 10 8 03 AM '00

July 8, 2000

Dear Participant:

Attached for your review is a Draft Environmental Assessment (EA) which was prepared pursuant to the EIS Law (Hawaii Revised Statutes, Chapter 343) and the EIS rules (Administrative Rules, Title 11, Chapter 200).

Title of Project: Roadway Improvements for Mokuola Street

Location: Island: Oahu District: Ewa

Tax Map Keys: 9-4-02: 74 (portion)

Agency Action: Applicant Action:

Your comments must be received or postmarked by August 7, 2000.

Please address your comments to:

Agency/Approving Agency:
Department of Design and Construction
City and County of Honolulu
650 South King St., 11th floor
Honolulu, Hawaii 96813

Contact: Mr. Harold Sato

July 11, 2000

From: We do not have any comments. If you have any questions, please call Haverne Higa at 527-6246.

ROSS S. SASABURA
Director and Chief Engineer
Department of
Facility Maintenance
Phone: 527-6246

Copies of your comments should also be sent to the following:

Office of Environmental Quality Control
235 S. Beretania Street, Suite 702
Honolulu, Hawaii 96813

Consultant:
PBR Hawaii
Pacific Tower, Suite 650
1001 Bishop Street
Honolulu, Hawaii 96813
Contact: Mr. Tom Schnell
Phone: 521-5631
Fax: 523-1402

Thank you for participating in the environmental assessment review process.

Wm. Frank Brandt • Thomas S. Witten • R. Stan Duncan • Russell V. J. Chung

HONOLULU OFFICE
1001 BISHOP STREET, PACIFIC TOWER, SUITE 650, HONOLULU, HAWAII 96813
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809-P 10/10 P 111-1 808-335-5333 FAX-DEPARTMENT OF FACILITY MAINTENANCE 60-21-147



LAND PLANNING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL STUDIES

October 11, 2000

Mr. Ross S. Sasamura, Director
Department of Facility Maintenance
650 South King Street, 11th Floor
Honolulu, HI 96813

Dear Mr. Sasamura:

**SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)**

We have reviewed your statement dated July 11, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

We acknowledge that you have no comments. Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Stan Duncan • Russell V. J. Chung

HONOLULU OFFICE
1001 BISHOP STREET, PACIFIC TOWER, SUITE 650, HONOLULU, HAWAII 96813
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TELEPHONE: (808) 933-1333 FAX: (808) 933-1334

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

610 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 525-4112 • FAX: 523-4064



JEREMY HARRIS
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR

MICHAEL T. AIDE
DEPUTY DIRECTOR

August 31, 2000

SEP - 8 2000

TO: GARY Q. L. YEE, AIA, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTENTION: HAROLD SATO

FROM: WILLIAM D. BALFOUR, JR., DIRECTOR

Subject: ROADWAY IMPROVEMENTS FOR MOKUOLA STREET

Thank you for the opportunity to review and comment on the roadway improvements relating to Mokuola Street.

The Department of Parks and Recreation supports this project improving access for the community to the Waipahu Uka Neighborhood Park.

Should you have any questions, please contact Mr. John Reid, Planner, at 547-7396

W.D. Balfour, Jr.

WILLIAM D. BALFOUR, JR.
DIRECTOR

WDB:CU
(89-10352A)

cc: Office of Environmental Quality Control
✓ Mr. Vincent Shigekuni, PBR Hawaii
Mr. Don Griffin, Department of Design and Construction



LAND PLANNING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL SERVICES

October 11, 2000

Mr. William D. Balfour, Jr., Director
Department of Parks and Recreation
650 South King Street, 10th Floor
Honolulu, HI 96813

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)

We have reviewed your memorandum dated August 31, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

We acknowledge that the Department of Parks and Recreation supports this project improving access for the community to the Waipahu Uka Neighborhood Park.

Thank you for participating in the environmental review process.

Sincerely,
PBR HAWAII

Tom Schnell

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Sean Duncan • Russell V. J. Chung

HONOLULU OFFICE
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HILO OFFICE
160 ALI PLAIN STREET, HILO, HAWAII 96720
TELEPHONE: (808) 935-3113 FAX: (808) 935-4776

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU AUG 7 2000
150 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 522-4411 • FAX: (808) 527-5722 • INTERNET: WWW.DPPA.HONOLULU.HI.GOV



AUG 7 8 52 AM '00
RANDALL K. FUJIKI, AIA
DIRECTOR

2000/CLOG-3934 (TH)

00 AUG 7 4 28 PM '00
DEPT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

TO: GARY Q. L. YEE, AIA, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION
ATTN: HAROLD SATO
FROM: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING
SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR PROPOSED ROADWAY
IMPROVEMENTS FOR MOKUOLA STREET, WAIPAHU, OAHU, HAWAII,
TMK: 9-4-02: 74 PORTION

August 4, 2000

In response to your request dated July 8, 2000, we have reviewed the Draft Environmental Assessment (DEA) and offer the following comments.

1. The proposed project conforms to objectives and policies in the Development Plan (DP) Common Provisions and DP Special Provisions for Central Oahu.
The project provides landscaping, sidewalks, and bikeways along Mokuola Street to increase the general attractiveness of the community which complies with the general urban design principles and controls for vehicular and pedestrian routes in the DP Common Provisions. The project addresses the need for public facilities such as transportation systems and improved infrastructure to encourage redevelopment of Waipahu which are consistent with the development priorities in the Special Provisions for Central Oahu DP.
2. The project is also consistent with the overall vision for Central Oahu as stated in the Central Oahu Sustainable Communities Plan Public Review Draft. Completion of this project helps implement the long range vision for Central Oahu by contributing toward revitalizing Waipahu based on special area plans and community vision statements prepared in partnership with the community. Additionally, the project will improve vehicular and pedestrian circulation within Waipahu by providing a second north-south link between the Waipahu commercial core and Waikale. Furthermore, the completed roadway will provide better access to nearby residential, commercial, cultural, and

recreational areas as mentioned in Sections 3.4.3.2 Waipahu Sugar Mill Environs; and 3.5 Waipahu Town.

3. The Waipahu Community Vision Team (CVT) identified the Mokuola Street extension as their number one improvement priority. To facilitate this portion of the roadway improvement, a DP Public Facilities Map (DPPFM) amendment to add an Additional Right-of-Way and new Streets symbol to a portion of the Central Oahu DPPFM was processed in 1999. The proposed DPPFM amendment was approved and adopted as Ordinance 99-37.

4. The proposed project is consistent with planning objectives expressed through the Waipahu Town Plan, Waipahu Livable Communities Initiative, and Waipahu 2000 Update. The Mokuola Street extension provides a second north-south collector roadway (with sidewalks and bikeway facilities) which should improve pedestrian circulation within the Waipahu town core and Waikale. The Waipahu Town Plan and Waipahu Livable Communities Initiative both promote landscaping to improve the visual appearance and pedestrian/bicycle linkages within and between the Old Town Commercial Area and surrounding areas.

5. Section 4.1.6 of the DEA, mentions that because of the width of the new roadway, existing mahogany trees along Manager's Drive would have to be removed. Though we support the proposed project, we object to the removal of the mahogany trees (especially on the Pearl City side) for the following reasons.

- a. The existing stand of mahogany trees are well over 50 years old and give aesthetic character and unique identity to Manager's Drive. The trees that remain, appear healthy and sound.
- b. Preservation of the mahogany trees to re-establish a tree tunnel offers a traffic calming effect. Their large canopies and the need to reduce pavement width to accommodate the trees and sidewalk would reduce vehicular speed and deter industrial traffic from traveling up Mokuola Street and along residential areas.

The Waipahu Town Plan and Waipahu Livable Communities Initiative both promote landscaping to improve the visual appearance and pedestrian/bicycle linkages within and between the Old Town Commercial Area and surrounding areas.

6. A drainage report to address the impacts to the existing drainage system must be prepared and submitted with the grading/construction plans to the Site Development Division for plan approval.

02 03 04 05 06 07 08 09 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



LAND PLANNING
AND DESIGN
ARCHITECTURE
ENVIRONMENTAL STUDIES

October 11, 2000

Mr. Randall K. Fujiki, AIA, Director,
Department of Planning and Permitting
City and County of Honolulu
650 South King Street,
Honolulu, Hawaii, 96813

Dear Mr. Fujiki:

**SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)**

We have reviewed your memorandum dated August 4, 2000, regarding the Roadway
Improvements for Mokuola Street Draft Environmental Assessment (DEA).

Thank you for acknowledging that the proposed project:

- 1) Conforms to objectives and policies in the Development Plan Common Provisions and
Special Provisions for Central Oahu;
- 2) Is consistent with the overall vision for Central Oahu as stated in the Central Oahu
Sustainable Communities Plan Public Review Draft;
- 3) Is the number one improvement priority of the Waipahu Community Vision Team; and
- 4) Is consistent with planning objectives expressed through the Waipahu Town Plan,
Waipahu Livable Communities Initiative, and Waipahu 2000 Update.

Regarding the existing mahogany trees, due to comments received, the roadway will be
redesigned to preserve many of the mahogany trees along the Pearl City side of the street. Other
mahogany trees on the Ewa side of Managers Drive will be relocated to the Pearl City side of the
new roadway. To accommodate the trees, the roadway width will be reduced.

Wm. Frank Brandt • Thomas S. Witten • R. Stan Duncan • Russell Y.J. Chung

HONOLULU OFFICE
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HILO OFFICE
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TELEPHONE: (808) 931-3333 FAX: (808) 931-0989

Mr. Randall K. Fujiki
Mokuola Street Draft Environmental Assessment
October 11, 2000
Page 2

The redesigned street will also include a portion with a landscaped median, although this median
will be too narrow to accommodate mature mahogany trees. The reduced roadway width and
median should help to reduce vehicle speed and deter industrial traffic on the roadway. The
Final Environmental Assessment will be revised to reflect these changes.

A drainage report to address the impacts to the existing drainage system will be prepared and
submitted to the Site Development Division with grading and construction plans.

All figures in the final environmental assessment will be revised to indicate that Kuaahua Street
will not connect with Mokuola Street and will be a dead end.

Roadway stubs for the new residential subdivision developed by Castle and Cooke west of
Mokuola Street will be shown on the revised construction plans submitted to your agency for
review and approval.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
2375 KOAUNOA STREET, SUITE 4425 • HONOLULU, HAWAII 96819-1883
TELEPHONE: (808) 831-7781 • FAX: (808) 831-7750 • INTERNET: www.honolulu.gov



JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF
JOHN CLARE
DEPUTY FIRE CHIEF

JUL 31 2000

July 27, 2000

TO: GARY Q. L. YEE, AIA, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTN: HAROLD SATO, CIVIL ENGINEER

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
ROADWAY IMPROVEMENTS FOR MOKUOLA STREET

We received a letter from Mr. Tom Schnell of PBR Hawaii dated July 8, 2000, regarding the DEA for Roadway Improvements for Mokuola Street.

The Honolulu Fire Department (HFD) has no objections to the roadway improvements. Civil drawings by Community Planning were submitted to the HFD for review.

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

Attilio K. Leonard
ATTILIO K. LEONARDI
Fire Chief

AKL/KS:jo

cc: Office of Environmental Quality Control
Tom Schnell, PBR Hawaii



LAND PLANNING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL STUDIES

October 11, 2000

Chief Attilio K. Leonard
Honolulu Fire Department
City and County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, HI 96819

Dear Chief Leonard:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TRMK: 9-4-02: 74, PORTION)

We have reviewed your memorandum dated July 27, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

We acknowledge that the Honolulu Fire Department has no objections to the roadway improvements.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell
Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Sean Duncan • Russell Y. J. Chung

HONOLULU OFFICE
1001 KAUAI STREET, P.O. BOX 2000, SUITE 600, HONOLULU, HAWAII 96813-1001
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POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
201 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 929-3111
<http://www.honolulu.gov>
www.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR

July 27



LEE D. DONOHUE
CHIEF
MICHAEL CARVALLO
ROBERT AU
DEPUTY CHIEFS

OUR REFERENCE CS-JNB

July 25, 2000

TO: GARY Q. L. YEE, AIA, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTENTION: HAROLD SATO

FROM: LEE D. DONOHUE, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: ROADWAY IMPROVEMENTS FOR MOKUOLA STREET

Thank you for the opportunity to review and comment on the subject document.

Because of the inevitable dust and noise complaints during the construction phase of these projects, we will anticipate an increase in calls for police service to the area. However, after the roadway has been completed and operational, it will provide an alternate access to the area and enhance traffic flow. Therefore, it should not have a negative impact on calls for police service.

If there are any questions, please call Carol Sodelani of the Support Services Bureau at 529-3656.

LEE D. DONOHUE
Chief of Police

By *Eugene Uemura*
EUGENE UEMURA
Assistance Chief
Support Services Bureau

cc: Office of Environmental Quality
Control
PBR Hawaii



LAND PLANNING
DESIGN AND CONSTRUCTION
LUTHERNANVILLE, HAWAII

October 11, 2000

Chief Lee D. Donohue
Honolulu Police Department
City & County of Honolulu
801 S. Beretania Street
Honolulu, Hawaii 96813

Dear Chief Donohue:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS FOR
MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT (TMK: 9-4-
02: 74, PORTION)

We have reviewed your memorandum dated July 25, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA) and we acknowledge that:

- 1) You anticipate an increase in calls for service during the construction phase due to dust and noise complaints; and
- 2) After the roadway is operational it will provide an alternative access to the area and enhance traffic flow, and therefore it should not have a negative impact on calls for police service.

Thank you for participating in the environmental review process.

Sincerely,
PBR HAWAII

Tom Schnell

Tom Schnell, AJCP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Scott Duncan • Russell Y. J. Chung

HONOLULU OFFICE
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MAILING OFFICE

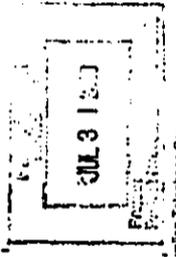
2115 KAHALA ROAD, KAHALA, HAWAII 96720-2704
TELEPHONE: (808) 251-2200 FAX: (808) 251-2202

HILU OFFICE

101 ALPENA STREET, HILU, HAWAII 96720-4774
TELEPHONE: (808) 941-1111 FAX: (808) 941-1197

GTE Hawaiian Tel

Beyond the call



GTE Hawaiian Telephone Company
P.O. Box 2200 - Honolulu, HI 96841 - (808) 546-4511

July 27, 2000

PBR Hawaii
1001 Bishop Street
Pacific Tower, Suite 650
Honolulu, Hawaii 96813

Mr. Tom Schnell

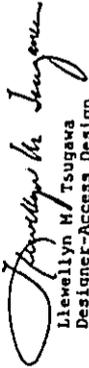
Subject: ROADWAY IMPROVEMENTS FOR MOKUOLA STREET

Thank you for the opportunity to review and comment on the Mokuola Street Roadway Improvement Project. At this time, GTE Hawaiian Telephone Co., Inc. does not have any aerial or underground facilities in the area of the proposed Mokuola Street roadway improvements. However, please be advised that Castle & Cooke Homes Hawaii, Inc. has informed GTE Hawaiian Tel that they are planning the development of a 230 lot subdivision on the west side of the proposed Mokuola Street roadway improvement project. The planned date for start of construction for their subdivision project is January 2001.

Questions or request for additional information concerning this planned subdivision by Castle & Cooke Homes Hawaii Inc. may be addressed to Mr. Tony Gaston of Castle & Cooke Homes Hawaii Inc. at Ph. #626-3600.

If you have any questions, please call Mahi Tsugawa at 840-5857.

Sincerely,


Llewellyn M. Tsugawa
Designer-Access Design
Access Design & Construction

c: Mr. Harold Sato
Dept. of Design and Construction
650 South King St., 11th Floor
Honolulu, Hawaii 96813
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813



LAND PLANNING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL DESIGN

October 11, 2000

Llewellyn M. Tsugawa
Designer-Access Design
Access Design & Construction
GTE Hawaiian Telephone Company Inc.
P.O. Box 2200
Honolulu, Hawaii 96841

Dear Llewellyn M. Tsugawa:

SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(IMK: 9-4-02: 7A, PORTION)

We have reviewed your letter dated July 27, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA).

Thank you for informing us that GTE Hawaiian Telephone Company, Incorporated does not have any aerial or underground facilities in the area of the proposed Mokuola Street roadway improvements.

We are aware that Castle & Cooke Homes Hawaii Incorporated are planning the development of a 230 lot subdivision on the west side of the proposed Mokuola Street roadway improvements and have coordinated our project with them. Thank you for providing contact information for Castle & Cooke Homes Hawaii Incorporated.

Sincerely,

PBR HAWAII



Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Wm. Frank Brandt • Thomas S. Witten • R. Stan Dimaran • Russell Y. J. Chung
HONOLULU, HI 96813
1001 BISHOP STREET, PACIFIC TOWER, SUITE 650 HONOLULU, HI 96813-3175
TELEPHONE: (808) 521-2441 FAX: (808) 521-1407 E-MAIL: tom.schnell@pbr-hawaii.com
HILLS OFFICE
101 ALA WAI STREET, HONOLULU, HAWAII 96813-2894
TELEPHONE: (808) 521-2878 FAX: (808) 521-2802



RONALD N. & HO & ASSOCIATES, INC. electrical engineers
Ronald N. & Ho, P.E. Gary I. Furusaki, P.E. Andrew I. Miyasaka, P.E.



Scott W.H. Seu, P.E.
Manager
Environmental Department

August 8, 2000

Department to Design and Construction
City and County of Honolulu
650 South King St., 11th floor
Honolulu, Hawaii 96813

Attention: Mr. Harold Sato

Subject: Roadway Improvements for Mokuola Street

Thank you for the opportunity to comment on your July 2000 Draft EA for the Roadway Improvements for Mokuola Street. We have reviewed the subject document and have the following comments:

1. HECO requests the opportunity to include underground ducts, manholes, and handholes for the expansion of the electrical system to serve the planned developments in the area.
2. It should be clarified whether the \$1,375,000 project cost includes electrical infrastructure costs. The electrical infrastructure for any new development is typically installed by the developer and turned over to HECO. A utility agreement with the City for cost-sharing, if applicable, will need to be developed.

Our point of contact for this project, and the originator of these comments, is Francis Hirakami (943-7536) senior customer engineer. I suggest your staff and consultants deal directly with Francis to coordinate HECO's continuing input on this project.

cc: F. Hirakami
OECC
PBR Hawaii

Sincerely,

for Scott Seu



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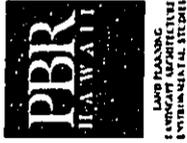
DATE: 14 August 2000
TO: Community Planning Inc.
ATTENTION: Doug Kamiya
FROM: Gary Furusaki
SUBJECT: Roadway Improvements for Mokuola Street
NUMBER OF PAGES (INCLUDING THIS COVER PAGE): 1

REMARKS: Reference is made to your facsimile memo of 11 August 2000. We discussed the HECO letter (dated 8 August 2000) with Mr. Francis Hirakami, per your request, and understand that if no electrical services are required by the subject project, then no HECO ductline is currently required.

If we can be of further assistance on this matter, please call.

We are sending from a Canon FAX-1770 Facsimile machine. If you have any problems receiving this document(s), or do not receive the indicated number of pages, please call the phone number below.

2134 A'opua Street • Honolulu, Hawaii 96825-2714 • Telephone (808) 841-5577 • Facsimile (808) 845-2648



October 11, 2000

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

Dear Mr. Seu:

**SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)**

We have reviewed your letter dated August 3, 2000, regarding the Roadway improvements for Mokuola Street Draft Environmental Assessment (DEA).

Ronald Ho and Associates, the electrical engineers for this project, contacted Francis Hirakami from HECO as suggested. It is currently understood that if no electrical services are required by the subject property, then no underground ductline is required. Also, the project's infrastructure cost does not include the cost of electrical ducts for the expansion of the electrical system.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII

Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction

Win. Frank Brandt • Thomas S. Witten • R. Stan Duncan • Russell Y. J. Chung
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THE OUTDOOR CIRCLE

1314 South King St., Suite 306 • Honolulu, HI 96814
Phone: 808-593-0300 Fax: 808-593-0525

Established 1913
A Non-profit Organization

BRANCHES

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Kaunaloa

Lele-Kaliua

North Shore

Waialae-Kaliua

HAWAII

Hilo

Ka'u

Kona

Puna

Waimea

KAUAI

MAUI

MOLOKAI

GARDEN CIRCLE

Lele-Ka'u

July 30, 2000

Mr. Harold Sato
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Fl.
Honolulu, HI 96813

RE: Roadway Improvements for Mokuola Street, Draft Environmental Assessment

Dear Mr. Sato:

On behalf of The Outdoor Circle, I would like to thank you for allowing us to review the above referenced Draft Environmental Assessment (DEA). We offer the following comments:

Section 2: Project Description, Purpose & Need:

Sec. 2.4, The approximate costs and schedule refer to the total cost for "three phases of the project" as \$1,375,000. However, nowhere in the document are "phases" mentioned. If this project is to be phased then cumulative impacts need to be addressed. The FEA needs to reflect how this project will be phased.

Figure 3: Typical Section:

This figure shows only three feet for the planting of street trees. This is of concern since the document plans to use landscaping to mitigate noise (4.2.4), temperature rises due to increases in paved areas (4.1.1) and to mitigate the removal of mature mahogany trees (4.1.6). Three feet is not enough space for trees to provide the amount of shade the DEA claims is needed.

Section 4: Description of the Affected Environment, Potential Impacts of the Proposed Action and the Mitigative Measures:

This section should provide soil studies showing if there is contamination from pesticides and/or herbicides leftover from when this land was planted in sugar. The soil should be tested and the results made available before a FONSI is considered

Sec 4.1.6, Although the existing mahogany trees are considered a "unique feature," no details are provided. The FEA should list the number of trees on site, have them evaluated by a certified arborist to determine which trees can be relocated successfully, detail to where these trees will be relocated, and offer the wood of those that cannot be relocated to local wood turners. Additionally, the size of the trees should be noted in the document and when planning for the new street trees, the same amount of shade must be provided as that which is being taken away.

No studies are provided to substantiate the statement that "No threatened or endangered plant or animal species are known to exist on the subject property." The FEA should

Roadway Improvements for Mokuola Street Draft Environmental Assessment
July 31, 2000
Page 2

include a letter from the US Fish and Wildlife Service attesting to this. Endangered plant species have been found on other fallow cane land on Oahu and could be here as well.

Please explain the statement that, "Birds and introduced wildlife will most likely benefit from the landscape improvements." Currently large mahogany trees will mature canopies offer birds a refuge. How will small, immature street trees help these same animals?

Again, there is not enough detail regarding the new landscaping. The DEA states that plant material will be selected to maximize the efficient use of irrigation water while enhancing the urban setting. Please give details as to what plant materials you are referring?

Sec. 4.2.2, This section discusses the impacts and mitigation measures of traffic and its circulation. It is difficult to understand how a traffic study, prepared for another reason, three years ago, which makes the presumption that Mokuola Street was extended can be considered adequate. A traffic study which discusses the cumulative impacts of the traffic on the secondary roads must be provided.

Sec. 4.2.4, In the discussion on noise mitigation both dense landscaping and construction of barrier walls are mentioned. Will noise barrier walls be built? If so, the FEA must give details such as it's length, height, and what visual mitigation will be employed. Will there be space for both the sound wall and street trees? Will vines be planted to screen the obtrusive concrete walls?

Section 5: Anticipated Determination, Finds, and Reasons for Supporting Determination:

Until the questions we have raised in our comments are adequately addressed in the document we would dispute the determination of a finding of no significant impact. Although reference is made to studies which were performed, it is clear that none were provided. Details are still needed on the fate of the mahogany trees. Additionally, traffic studies on the cumulative impacts on the secondary roads must be done as well as studies to ascertain whether the soil is contaminated or not. And finally, the impact of the road extension on endangered flora and fauna must be truly studied.

Thank you for the opportunity to comment.

Sincerely,

Mary Sylvester
CEO

cc: Office of Environmental Quality Control
PBR Hawaii



October 11, 2000

Ms. Mary Steiner, CEO,
The Outdoor Circle,
1314 South King Street, Suite 306
Honolulu, Hawaii, 96814

Dear Ms. Steiner:

**SUBJECT: RESPONSE TO COMMENTS ON THE ROADWAY IMPROVEMENTS
FOR MOKUOLA STREET DRAFT ENVIRONMENTAL ASSESSMENT
(TMK: 9-4-02: 74, PORTION)**

We have reviewed your letter dated July 30, 2000, regarding the Roadway Improvements for Mokuola Street Draft Environmental Assessment (DEA) and offer the following responses to your comments:

Section 2: Project Description, Purpose & Need
Please note that you misquote this section of the DEA. Nowhere in section 2.4 does the term "three phases of the project" appear. For your clarification the entire section 2.4 states:

2.4 Approximate Costs and Schedule

The City and County of Honolulu has funded the planning, design, and construction of the project. The approximate cost for these three phases is \$1,375,000. Current plans are for construction to start in 2001.

The term "these three phases" used in the second sentence refers to "planning, design, and construction" mentioned in the first sentence. You may recall we discussed this when we spoke on the phone in July.

To further clarify, the project will not be built in phases. The word "phases" used in the context of section 2.4 refers to the tasks of planning, design, and construction. Because the project is not going to be phased beyond planning, design, and construction, the DEA does not discuss cumulative impacts resulting from phases.

Wm. Frank Brandt • Thomas S. Witten • R. San Duncan • Russell Y. J. Chung

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Figure 3: Typical Section

Please note that in the Final Environmental Assessment Figure 3 will be revised due to the redesign of the roadway resulting from concerns regarding the mahogany trees (for more information about the trees please refer to comments in this letter regarding Section 4.1.6 of the Draft Environmental Assessment).

Regarding your assertion that the DEA "plans to use" landscaping to mitigate noise (Section 4.2.4), temperature rises due to increases in paved areas (Section 4.1.1), and the removal of mature mahogany trees (4.1.6), we provide the following clarification.

Specifically, regarding noise, please note that the DEA does not state that noise will be mitigated by landscaping. Rather in Section 4.2.4 of the DEA, it is stated that "long-term noise impacts will be generated by traffic on the roadway" and that the predicted noise levels will be within acceptable Federal standards for residential areas. This section also states: "Noise mitigation measures that may be considered by residents (emphasis added) include dense landscaping and construction of barrier walls. Roadway landscaping will be included as part of the extension."

Regarding temperature increases in paved areas (Section 4.1.1), the DEA states: "The proposed extension is not expected to have a significant effect on climatic conditions and no mitigative measures are planned (emphasis added). The next sentence states: "Project landscaping will help to mitigate any localized temperature increases resulting from the increase in paved areas." In the final EA this sentence will be changed to read: "Project landscaping may help to decrease any localized temperature increases resulting from the increase in paved areas." Please note that the DEA does not contain any calculations regarding shade or any claims about the need for shade.

Section 4 Description of the Affected Environment, Potential Impacts of the Proposed Action and the Mitigative Measures

You state: "This section should provide soil studies showing if there is contamination from pesticides and/or herbicides leftover from when this land was planted in sugar." Please note that while the project site is within a former sugar plantation, the site was actually used as a roadway within the plantation named Managers Drive. This is stated throughout the DEA (See sections 2.1, 4.1.2, 4.1.6, 4.2.2, and 5.1). The scope of the DEA is limited to the site of the old Managers Drive roadway, and not the former sugar cane land.

Also note that Section 4.2.10, Hazardous Materials, discusses the fact that as part of preparing the DEA a search was conducted of government databases containing information on hazardous and toxic wastes and material. The resulting report concluded that there are no hazard areas on the project site.

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Section 4.1.6

Regarding the removal of the existing mahogany trees, due to concerns about saving these trees, the project has been redesigned to preserve as many of the trees as possible.

There are 18 mahogany trees within the project site. The mahogany trees vary in size; most have calipers of two to three feet, the largest has a caliper of approximately four feet. The height of the mahogany trees is approximately 40 feet. Four of the mahogany trees previously have been cut down, and only tree stumps remain. There are also two Tecoma trees along the old roadway and one monkeypod tree that is approximately 15 feet tall with a four inch caliper.

A certified arborist was retained to assess the condition of the trees along the roadway. The arborist determined that a majority of the mahogany trees along the Diamond Head side of the roadway can be preserved. The stumps of the four mahogany trees that previously have been cut down cannot be salvaged and will be removed because of their poor condition. However, because of the required right-of-way width for the new roadway, three mahogany trees along the Ewa side of the old Managers Drive will be relocated to the Diamond Head side of the new roadway to replace the removed trees. Wood from the removed trees will be offered to appropriate wood shops and wood workers. The monkeypod tree will be relocated to a nearby park. The Tecoma trees will also be removed. There are no plans to relocate the Tecoma trees.

This information will be included in the Final Environmental Assessment. Please note that additional trees will also be planted as part of the project landscaping.

You are correct when you state that no studies have been provided to substantiate the statement that "No threatened or endangered plant or animal species are known to exist on the subject property." Please note that the project site previously has been improved as a roadway (the old Managers Drive) and remains as an unpaved roadway today. As such, the site is not fallow cane land. Because of its use as a roadway, it is highly unlikely that endangered plant species exist on the site.

Landscaping material will be chosen in accordance with planting materials approved by the City and County of Honolulu roadway standards. It is reasonable to assume that "birds and introduced wildlife will most likely benefit from the landscape improvements," as opposed to providing no new landscaping.

Section 4.2.2 Traffic and Circulation

As noted in Section 4.2.2, traffic impacts concerning the extension of Mokuola Street have been analyzed as part of an environmental impact statement completed in 1997 for the Amfac Commercial and Park project (which is adjacent to the extension of Mokuola Street). The

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extension of Mokuola Street was an assumption used in this traffic analysis. As such, circulation patterns with the extension of Mokuola Street in the surrounding Waiapahu area have been thoroughly analyzed. There is no need to duplicate this previous study. A copy of the traffic study will be made available to you upon your request.

In addition, in a comment letter addressing the Draft Environmental Assessment, the State Department of Transportation stated, "The proposed improvements will not impact our State highway facilities and will improve traffic circulation in the area."

Section 4.2.4 Noise

As previously stated in this letter, you may have misread Section 4.2.4, Noise. This section states "long-term noise impacts will be generated by traffic on the roadway" and that the predicted noise levels will be within acceptable Federal standards for residential areas. This section also states: "Noise mitigation measures that may be considered by residents [emphasis added] include dense landscaping and construction of barrier walls."

Please note that noise levels are predicted to be within acceptable ranges for residential areas. The DEA suggests that residents may consider dense landscaping and construction of barrier walls, however these measures are not proposed as part of the project discussed in the DEA. This point will be clarified in the final EA.

Section 5. Anticipated Determination, Findings, and Reasons for Supporting Determination
Where indicated in this letter, your concerns will be included in the Final Environmental Assessment.

Thank you for participating in the environmental review process.

Sincerely,

PBR HAWAII



Tom Schnell, AICP
Planner

cc: Office of Environmental Quality Control
Department of Design and Construction