

NH

DEPARTMENT OF DESIGN AND CONSTRUCTION  
**CITY AND COUNTY OF HONOLULU**

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October 10, 2001

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ASSISTANT DIRECTOR

UFC OF ENVIRONMENTAL  
QUALITY CONTROL

01 OCT 10 P1:34

RECEIVED

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

Dear Ms. Salmonson:

**Subject: Finding of No Significant Impact (FONSI) for the Kapahulu Community Plan, Phase I Improvements – Honolulu, Oahu, Hawaii**  
TMKs 2-7-036: 002 (Portion); 2-7-032: 036, 030, 038, 039;  
2-7-031:008; 2-7-024: 001 (Portion); and 2-7-031: 008 (Portion);  
Portion of Kaimuki Avenue public right-of-way (no TMK);  
Portion of Kapahulu Avenue public right-of-way (no TMK);  
Portion of Campbell Avenue public right-of-way (no TMK); and  
Three traffic islands on Kapahulu Avenue (no TMK)

The City and County of Honolulu, Department of Design and Construction (DDC), has reviewed the comments received during the 30-day public comment period that began on August 23, 2001. The DDC has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the October 23, 2001 OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the final environmental assessment.

If there are any questions, please call Mr. Donald Griffin at 527-6324 or Ms. Dina Wong of PlanPacific, Inc. at 521-9418, extension 14.

Very truly yours,

A handwritten signature in black ink, appearing to read "Rae M. Loui".

for RAE M. LOUI, P. E.  
Director

RML:ei

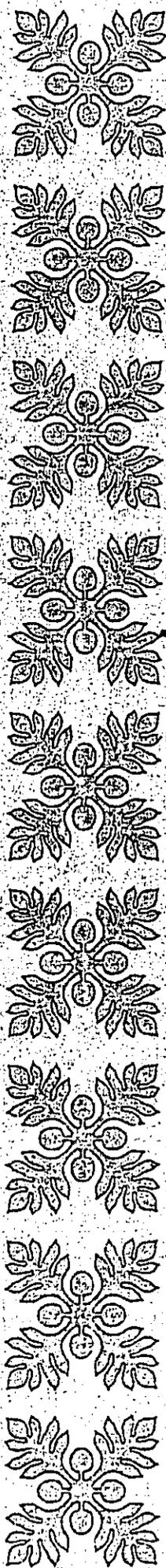
Enclosures

cc: Dina Wong, PlanPacific, Inc.

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OCT 23 2001

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**Kapahulu Community Plan  
Phase I Improvements**

**Final Environmental Assessment and  
Finding of No Significant Impact (FONSI)**

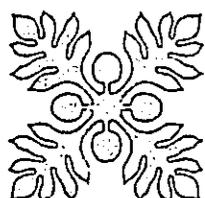
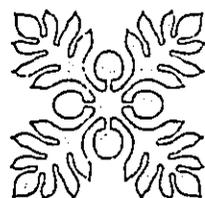
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City & County of Honolulu  
Department of Design and Construction

Prepared by:  
PlanPacific, Inc.

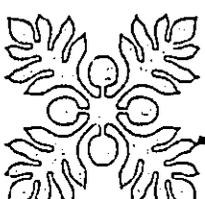
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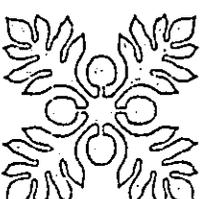
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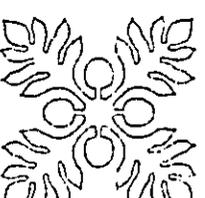
# **Kapahulu Community Plan Phase I Improvements**



**Final Environmental Assessment and  
Finding of No Significant Impact (FONSI)**

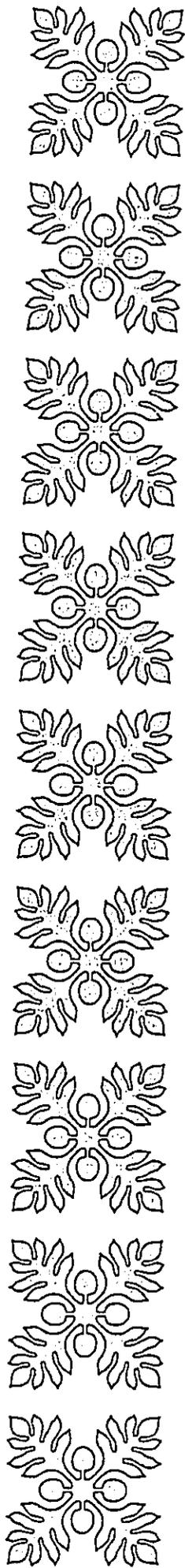


Prepared for:  
City & County of Honolulu  
Department of Design and Construction



Prepared by:  
PlanPacific, Inc.

October 2001



# **Kapahulu Community Plan Phase I Improvements**

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**Final Environmental Assessment and  
Finding of No Significant Impact (FONSI)**

Prepared for:  
City & County of Honolulu  
Department of Design and Construction

Prepared by:  
PlanPacific, Inc.

October 2001

## SUMMARY OF THE PROPOSED ACTION

<b>Project:</b>	<i>Kapahulu Community Plan Phase I Improvements</i>			
<b>Proposing Agency:</b>	City & County of Honolulu Department of Design and Construction 650 South King Street, 9 <sup>th</sup> Floor Honolulu, Hawaii 96813 Contact: Donald Griffin, 527-6324			
<b>Approving Agency:</b>	City & County of Honolulu, Department of Design and Construction			
<b>Location:</b>	Kapahulu, City & County of Honolulu, Oahu, Hawai'i			
<b>Proposed Action #1:</b>	<b>Makai Municipal Parking Lot</b>			
<b>Description of Parcels by Tax Map Key:</b>	Portion of 2-7-036:002			
<b>Land Area:</b>	Portion of 137.88 acres			
<b>Landowner:</b>	State of Hawai'i, under Executive Order 1920 to the City & County of Honolulu, City Council for municipal golf course purposes			
<b>Present Use:</b>	Ala Wai Golf Course			
<b>State Land Use District:</b>	Urban			
<b>Development Plan Land Use Designation:</b>	Park			
<b>Present Zoning:</b>	P-2 General Preservation			
<b>Special Designations:</b>	Diamond Head Special District			
<b>Proposed Action #2:</b>	<b>Mauka Municipal Parking Lot</b>			
<b>Description of Parcels by Tax Map Key:</b>	2-7-032:036	2-7-032:030	2-7-032:038	2-7-032:039
<b>Land Area:</b>	2.86 acres	0.77 acres	0.31 acres	0.82 acres
<b>Landowner:</b>	Stanley B. Gouveia Trust	Stanley B. Gouveia Trust	Stanley B. Gouveia Trust	Stanley B. Gouveia Trust
<b>Present Use:</b>	Vacant (former Love's Bakery site)	Commercial use	Commercial use (Genki Sushi)	Verizon Hawaii base yard

<b>Proposed Action #2:</b>	<b>Mauka Municipal Parking Lot, continued</b>			
<b>State Land Use District:</b>	Urban	Urban	Urban	Urban
<b>Development Plan Land Use Designation:</b>	Commercial	Commercial	Commercial	Commercial
<b>Present Zoning:</b>	B-2 Community Business District	B-2 Community Business District	B-2 Community Business District	B-2 Community Business District
<b>Proposed Action #3:</b>	<b>Crane Park and Bicycle Rest Stop</b>			
<b>Description of Parcels by Tax Map Key:</b>	2-7-031:008			
<b>Land Area:</b>	4.99 acres			
<b>Landowner:</b>	City & County of Honolulu			
<b>Present Use:</b>	Crane Park			
<b>State Land Use District:</b>	Urban			
<b>Development Plan Land Use Designation:</b>	Park			
<b>Present Zoning:</b>	P-2 General Preservation			
<b>Proposed Action #4:</b>	<b>Kaimukī Avenue Pedestrian/Bicycle Pathway</b>			
<b>Description of Parcels by Tax Map Key:</b>	Portion of 2-7-024:001	Portion of 2-7-031:008	Public Right-of-Way: Kaimukī Avenue between Kapi'olani Boulevard and Kapahulu Avenue (no TMK number)	
<b>Land Area:</b>	Portion of 34.41 acres	Portion of 4.99 acres	—	
<b>Landowner:</b>	City & County of Honolulu	City & County of Honolulu	City & County of Honolulu	
<b>Present Use:</b>	Kaimukī High School	Crane Park	Sidewalk	
<b>State Land Use District:</b>	Urban	Urban	Urban	
<b>Development Plan Land Use Designation:</b>	Public Facility	Park	Undesignated	
<b>Present Zoning:</b>	A-2 Medium Density Apartment	P-2 General Preservation	Undesignated	

<b>Proposed Action #5:</b>	<b>Bicycle Staging Area</b>	
<b>Description of Parcels by Tax Map Key:</b>	Portion of 2-7-036:002	
<b>Land Area:</b>	Portion of 137.88 acres	
<b>Landowner:</b>	State of Hawai'i, under Executive Order 1920 to the City & County of Honolulu, City Council for municipal golf course purposes	
<b>Present Use:</b>	Ala Wai Golf Course	
<b>State Land Use District:</b>	Urban	
<b>Development Plan Land Use Designation:</b>	Park	
<b>Present Zoning:</b>	P-2 General Preservation	
<b>Special Designations:</b>	Diamond Head Special District	
<b>Proposed Action #6:</b>	<b>Crosswalk and Sidewalk Improvements</b>	
<b>Description of Parcels by Tax Map Key:</b>	Public Right-of-Way: Kapahulu Avenue between Harding Avenue and Lē'ahi Avenue (no TMK number)	Public Right-of-Way: Campbell Avenue between Kapahulu Avenue and Brokaw Street (no TMK number)
<b>Land Area:</b>	—	—
<b>Landowner:</b>	City & County of Honolulu / State of Hawai'i	City & County of Honolulu
<b>Present Use:</b>	Sidewalks, crosswalks, traffic islands, roadway	Sidewalk
<b>State Land Use District:</b>	Urban	Urban
<b>Development Plan Land Use Designation:</b>	Undesignated	Undesignated
<b>Present Zoning:</b>	Undesignated	Undesignated
<b>Special Designations:</b>	Diamond Head Special District (portion makai of Date Street)	Diamond Head Special District

<b>Proposed Action #7:</b>	<b>Landscaped Gateways</b>	
<b>Description of Parcels by Tax Map Key:</b>	Public Right-of-Way: Two traffic islands next to and beneath the H-1 Freeway viaduct on Kapahulu Avenue (no TMK number)	Public Right-of-Way: Traffic island at the intersection of Kapahulu Avenue and Lē'ahi Avenue (no TMK number)
<b>Land Area:</b>	—	—
<b>Landowner:</b>	State of Hawai'i	City & County of Honolulu
<b>Present Use:</b>	Traffic islands	Traffic island
<b>State Land Use District:</b>	Urban	Urban
<b>Development Plan Land Use Designation:</b>	Undesignated	Undesignated
<b>Present Zoning:</b>	Undesignated	Undesignated
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## **1. DESCRIPTION OF THE PROPOSED ACTION**

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The City & County of Honolulu, Department of Design and Construction (DDC) proposes to develop the following seven projects as part of the implementation of the City's *Kapahulu Community Plan* (February 2001). These projects are the subject of this Environmental Assessment (EA):

1. Makai municipal parking lot
2. Mauka municipal parking lot
3. Crane Park and bicycle rest stop
4. Kaimukī Avenue pedestrian/bicycle pathway
5. Bicycle staging area
6. Crosswalk and sidewalk improvements
7. Landscaped gateways

For contextual purposes, this chapter first provides a brief description of the *Kapahulu Community Plan*, including the purpose and need for the plan, main themes and images, and the entire proposed improvement program. This is followed by more detailed information on the technical, economic, social, and environmental characteristics of the seven proposed projects listed above.

### **1.1 KAPAHULU COMMUNITY PLAN**

The *Kapahulu Community Plan* is a product of the City's islandwide visioning process (Vision Team 17 – Waikīkī-Kapahulu-Diamond Head). The *Community Plan* project was funded in the City's Fiscal Year (FY) 2000 Capital Improvement Program (CIP) budget.

#### **1.1.1 Purpose and Need for Community Plan**

The *Kapahulu Community Plan* provides direction for the community with the primary objective of strengthening the physical character, appearance, and identity of Kapahulu. The purpose of the *Community Plan* is to recommend projects and suggest regulatory and design measures that will reinforce the image of Kapahulu as a community for residents and local-serving businesses, e.g., the Kapahulu Community Center, municipal parking lots, streetscape and park improvements. Kapahulu residents will benefit by having more places to gather and recreate, and businesses will no longer be hampered from lack of adequate parking for customers. Furthermore, municipal parking, when combined with streetscape improvements and a waiver from zoning code off-street parking requirements, will stimulate reinvestment in older

buildings and smaller lots in the commercial district and attract new businesses and services.

Community plans are particularly important for older urban communities that once had flourishing commercial districts, but now face competitive challenges from newer shopping centers and "big box" retail stores. Kapahulu is fortunate to have retained some of the elements from its original commercial district. Visible changes to Kapahulu, even minor ones, will serve as a catalyst for future improvements. Over the long-term, these improvements will not only improve the appearance of Kapahulu, but will also contribute to the social and economic well-being of the community.

### **1.1.2 Community Image and Theme**

There are three main themes and images around which the *Kapahulu Community Plan* is centered upon:

- **Improve and sustain Kapahulu's residential community and neighborhood-serving businesses, services and public facilities**
- **Enhance the makai end of Kapahulu, particularly near the terminus of Ala Wai Canal, as a gateway to major recreational and cultural attractions**
- **Preserve and improve views of Diamond Head as part of the neighborhood's identity**

#### **Residential Neighborhood**

The *Community Plan* seeks to prevent Kapahulu's residential community from being overwhelmed by the effects of its proximity to the major visitor destination of Waikīkī. According to discussions of the *Kapahulu Community Plan* Advisory Group, the neighborhood needs urban amenities that serve the local population, e.g., nearby stores and service establishments for daily needs; a community center and neighborhood parks that cater to all age groups; and transportation facilities and services that are geared to the needs of residents. The *Community Plan* should propose projects and services that support and improve these amenities.

#### **Cultural and Recreational Gateway**

Kapahulu Avenue is more than simply a route from the H-1 Freeway to Waikīkī. It is also a neighborhood commercial street and the gateway to a significant cluster of cultural, historical, scenic and recreational attractions. The *Community Plan* should recognize and designate the terminus of Ala Wai Canal near Kapahulu Avenue as a particularly appropriate location for a regional "gateway" feature that uniquely combines these attractions, such as a center for outrigger canoe paddling that can accommodate gatherings for races and celebrations. The activity generated by this center would also benefit nearby Kapahulu businesses.

### **Diamond Head View**

The striking profile view of Diamond Head is a dominant landmark throughout the neighborhood and is visible from most segments of the principal streets – Kapahulu Avenue, Campbell Avenue and Date Street. The *Community Plan* should propose measures to preserve and enhance these views, including appropriate zoning regulations and streetscape improvements.

### **1.1.3 Proposed Community Plan Projects**

The following provides a brief overview of projects that are proposed in the *Kapahulu Community Plan* (see **Figure 1**). These projects support the community themes and images described above.

It should be emphasized that not all of projects proposed in the *Kapahulu Community Plan* are part of this EA. Projects not covered by this EA include the: 1) Kapahulu Community Center; 2) improvements to Crane Park's active recreation area; 3) skateboard park; 4) pedestrian/bicycle pathway along the Mānoa-Pālolo stream edge from Date Street to Kapi'olani Boulevard; 5) landscaped medians and traffic diversion improvements; and 6) undergrounding of utility lines. These projects are still being studied and an EA will be prepared when planning issues related to these projects are resolved.

The *Kapahulu Community Plan* is not a single project, but a set of individual projects which stand on their own. The purpose of mentioning the *Community Plan* in this EA is to give a neighborhood-level frame of reference for the several projects described as Phase I Improvements. Implementation of these projects in no way implies that the other, longer range (i.e., beyond six years from now) will be carried out in the future. Indeed, the City has not even budgeted design funds for some of the Phase I Improvements, let alone the longer-range projects, which are generally much more costly. Furthermore, an assessment of the environmental impacts of these long-range projects – the undergrounding of utility lines along Kapahulu Avenue, for example – would be premature and speculative because development and traffic conditions are likely to be quite different by the time the City is financially able to undertake such a project, if at all.

### **Kapahulu Community Center**

The acquisition and development of a new Kapahulu Community Center is a key element of the *Kapahulu Community Plan*. Other recommended projects, as described in following sections, revolve around the new Community Center. The objectives of this project are to:

- Relocate existing programs and services from the present Kapahulu Center at 3410 Campbell Avenue, formerly known as the Waikiki-Kapahulu Japanese Language School. The existing facility is old, has limited off-street parking,

lacks adequate indoor meeting/function and outdoor recreation space, and is not wheelchair accessible.

- Provide space for multiple programs and services for all ages – health and wellness, recreational, educational and civic activities. The facility could also serve as a meeting place for various community groups and organizations, such as the Neighborhood Board 5, Kapahulu Business Association, and Diamond Head Lions. The existing Kapahulu Center, due to space limitations, is primarily a senior program.

The selected site is the former Kapahulu Health Center lot, fronting Kapahulu Avenue, based on the following criteria:

- It is central to the Kapahulu community and readily accessible by transit, bicycle and foot.
- It is highly visible and serves as a community focus.
- It is able to accommodate a minimum of 19,000 square feet of meeting and general function space; one acre of outdoor space for recreational activities for all age groups, e.g., tai chi and play area for children; and adequate off-street parking (minimum 116 parking spaces).
- It is publicly owned and currently used only as informal parking by area businesses on a month-to-month agreement with the State Department of Land and Natural Resources.

The Kapahulu Community Center will be covered by a separate EA when a preliminary design has been developed for this facility.

### **Municipal Parking Lots**

Presently, there is a serious deficit of off-street parking in Kapahulu and business patrons are often forced to search for difficult-to-find street parking in residential areas. Off-street parking on commercial lots is often times inadequate to support the use and tends to be placed obtrusively in front of buildings with individual driveways that access Kapahulu Avenue. The numerous driveways on Kapahulu Avenue interrupt vehicular flow as well as the pedestrian experience.

Two municipal parking lots are proposed for Kapahulu to provide optimal convenience for business customers and clients and to help revitalize the community's business district. One site is in the Makai Business Area and the other in the Mauka Business Area so that virtually all of Kapahulu's commercial properties are within easy walking distance – i.e., within 1,000 feet – of at least one of these two lots. To provide sufficient parking capacity and optimal operational characteristics, each of these lots should accommodate between 150 to 200 parking spaces. This EA covers both of the proposed parking lots.

### **Makai Parking Lot**

The site for the makai parking lot is on the 'ewa-makai corner of the Kapahulu Avenue-Date Street intersection, on a portion of the Ala Wai Golf Course to the rear of the Hawaiian Dredging Building and extending to the Date Street frontage. The parking lot, with approximately 150 to 160 spaces, would primarily serve the surrounding Kapahulu business district. It would also serve the Community Center during times when extra parking spaces are needed, such as when special community events are held.

### **Mauka Parking Lot**

The former site of Love's Bakery is recommended for the Mauka Business Area parking lot. This vacant parcel is centrally located along Kapahulu Avenue and is large enough to accommodate at least 200 parking spaces for area businesses, allowing other future uses on the property. To optimize the future building and circulation layout, redevelopment should ideally include the former Love's Bakery site, as well as three adjacent lots under the same ownership.

### **Parks and Open Space**

In an established urban neighborhood, it is difficult to expand public park area because most land areas are either committed to some other use or too expensive to acquire. Due to these constraints, the projects recommended below propose to use public lands, including existing parks, to expand and improve outdoor recreation.

#### **Crane Park**

Improvements to Crane Park's active and passive recreation areas are recommended. There are opportunities to expand the availability of active recreational facilities at Crane Park by jointly, with the State Department of Education (DOE), using and improving Kaimukī High School's athletic playfields and facilities. Proposed improvements to Crane Park's passive recreation area near Kapahulu Avenue would provide a more inviting neighborhood place for informal gathering and visual enjoyment of the outdoors. This EA covers only improvements to Crane Park's passive recreation area.

#### **Skateboard Park**

As part of the *Kapahulu Community Plan*, the former site of the temporary skateboard park under the H-1 Freeway viaduct at the mauka end of Kapahulu Avenue is recommended for development of a permanent facility that would be open on a daily basis. The re-opening of a skateboard park at this site would necessitate relocating the City's vehicle reconstruction permit activities and installing fixed skateboarding equipment, e.g., ramps. The facility would be built on State land and jointly operated by the City Department of Parks and Recreation (DPR) and the YMCA.

The DPR will be pursuing the development of this project under its regular CIP budget. A separate EA will be prepared when a preliminary design of this facility has been developed.

### **Pedestrian and Bicycle Facilities**

To support pedestrian and bicycle activity in Kapahulu, proposed projects include the development of a new shared-use pathway, a rest stop and a staging area for bicyclists, and improved pedestrian crosswalks and sidewalks.

#### **Pedestrian/Bicycle Pathway**

The new pathway for shared use by bicyclists and pedestrians has two segments: (1) along the Mānoa-Pālolo Stream edge of the Kaimukī High School campus, from Date Street to Kapi'olani Boulevard; and (2) the makai side of Kaimukī Avenue from Kapi'olani Boulevard to Kapahulu Avenue. The path is intended for recreational use and for convenient, safe travel that is separated from roadway traffic. It would be a paved two-directional multi-use path approximately 12 feet in width, similar to the existing Date Street Bike Path.

This EA covers only the segment along Kaimukī Avenue. The segment along the Mānoa-Pālolo Stream will be covered by a separate EA and its funding will come from the City's Bikeway Fund.

#### **Bicycle Rest Stop**

A bicycle rest stop is recommended for Crane Park at the corner of Kaimukī and Kapahulu Avenues. The rest stop would include bike racks and a water fountain as elements to be integrated with improvements to park's passive recreational area. The proposed bicycle rest stop is included in this EA.

#### **Bicycle Staging Area**

The recommended site for the bicycle staging area is adjacent to the proposed Community Center. A full complement of amenities for the bicycle staging area could be incorporated into the Community Center and its outdoor recreation area since they would be adjacently located. The existing Ala Wai shared-use pathway that extends along the diamondhead edge of the Ala Wai Golf Course would need to be realigned to accommodate the bicycle staging area and the Community Center. This EA includes the proposed bicycle staging area.

#### **Crosswalks and Sidewalks**

Improvements to make Kapahulu's crosswalks and sidewalks safer and more pleasant are recommended for both Kapahulu Avenue and Campbell Avenue. These improvements are covered by this EA.

## **Other Streetscape Improvements**

### **Landscaped Gateways**

Landscaped gateway features are proposed for key intersections in Kapahulu to create a sense of arrival and strengthen the neighborhood identity. These gateway features will include plantings that support xeriscaping principles, thematic community signs and low-intensity landscape lighting to enhance visibility and improve pedestrian safety at night. Landscaped gateways are proposed for two traffic islands next to and beneath the H-1 viaduct on Kapahulu Avenue and for a small traffic island at the intersection of Kapahulu Avenue and Lē'ahi Avenue. The proposed landscaped gateways are covered by this EA.

### **Landscaped Medians and Traffic Diversion**

The State's long-term plans to convert the Ala Wai Golf Course into a regional park presents an opportunity to divert some traffic from Kapahulu Avenue and to transform the frontage portions of Date Street and Kapahulu Avenue to "parkways" with landscaped medians. Although these projects are recommended in the *Kapahulu Community Plan*, they are dependent upon the conversion of the Ala Wai golf course. As such, they should be initiated by the State as planning for the regional park gets underway. The addition of new freeway on-and off-ramps and the closing of others would be addressed at the State level since the freeway is a State roadway and such major changes would have a significant impact on regional traffic patterns. These proposed improvements are thus not covered by this EA.

### **Undergrounding of Utility Lines**

Approximately 3,470 linear feet of Kapahulu Avenue is lined by overhead utilities on both sides. To make the undergrounding project more feasible from the standpoint of cost and logistics, a three-phase approach that would proceed from the makai end of Kapahulu Avenue is recommended. The project's three phases are: (1) from Campbell Avenue to Paliuli Street; (2) from Paliuli Street to the makai boundary of Crane Park; and (3) From the makai boundary of Crane Park to the H-1 Freeway viaduct.

A separate EA will be prepared when a preliminary design and cost analysis of this project has been prepared.

## **1.2 THE PROPOSED ACTION**

This section provides information on the technical, economic, social, and environmental characteristics of the seven proposed projects that are the subject of this EA:

1. Makai municipal parking lot
2. Mauka municipal parking lot

3. Crane Park and bicycle rest stop
4. Kaimukī Avenue pedestrian/bicycle pathway
5. Bicycle staging area
6. Crosswalk and sidewalk improvements
7. Landscaped gateways

All of these projects, except for the mauka municipal parking lot, are recommended in the *Kapahulu Community Plan* for short-term action (over the next one to six years). The mauka municipal parking lot is recommended for long-term action (six plus years). The locations of the proposed projects are shown in **Figure 2**.

## **1.2.1 Municipal Parking Lots**

### **Technical Characteristics**

#### **Purpose of the Project**

Municipal off-street parking lots allow for consolidated, shared parking for area businesses rather than parking on individual commercial lots. This would benefit Kapahulu in several respects:

- Parking would be available for uses located in older buildings on small lots where the provision of on-site parking is unfeasible or presently inadequate and make the use of these buildings more attractive to prospective tenants.
- People will be able to find parking at one location to visit Kapahulu's commercial district for multiple purposes – even to simply window shop or stroll – without having to worry about validated parking or parking in an illegal or inappropriate manner. This, in turn, will stimulate incidental business activity and contribute to the vitality of Kapahulu.
- In future commercial development, it will no longer be necessary to place parking spaces obtrusively in front of buildings in order to meet zoning requirements for on-site, off-street parking. This will help preserve the pedestrian-oriented character of the streetwall of older buildings, with entries, display windows and canopies along the sidewalk.
- Preventing and possibly reducing the number of individual parking lots and their related driveways will improve pedestrian and vehicular safety, allow the planting of more street trees and other streetscape amenities, and generally upgrade the quality of the pedestrian experience.

### Physical Characteristics

As described earlier, two municipal parking lots are proposed for Kapahulu. One site is in the Makai Business Area and the other in the Mauka Business Area. Both parking lots will be landscaped in accordance with the *Land Use Ordinance*.

**Makai Parking Lot.** The site for the makai parking lot is on the 'ewa-makai corner of the Kapahulu Avenue-Date Street intersection, on a portion of the Ala Wai Golf Course to the rear of the Hawaiian Dredging Building and extending to the Date Street frontage (see **Figure 3**). The parking lot would have approximately 150 to 160 spaces.

As noted earlier, the makai parking lot would primarily serve the surrounding business district, but would also serve the proposed Community Center during times when extra parking spaces are needed. Since the Community Center and area businesses in general have off-setting peak periods of parking demand, shared use of parking spaces at the makai parking lot is feasible and cost-effective.

Access to the parking lot would be from both Kapahulu Avenue and Date Street. In order to ease traffic on adjoining streets and provide safe access to the parking from Kapahulu Avenue, the City intends to acquire an easement on the Hawaiian Dredging Building site to allow shared use of the parking lot driveway that aligns with Campbell Avenue at a signalized intersection. Pedestrians would also be able to safely cross Kapahulu Avenue at this intersection.

A second access to Date Street should be acquired to reduce congestion at the intersection of Kapahulu and Campbell Avenues. The Date Street access should be at least 300 feet from the Kapahulu-Date intersection, and may require an additional turning or stacking lane and/or relocation of the existing bus stop for several bus routes. Pedestrians would be able to safely cross Kapahulu Avenue or Date Street at this intersection since there is a signalized traffic light.

In order to accommodate development of the proposed makai municipal parking lot, the tee box for the Ala Wai Golf Course's Hole 3 would need to be relocated and the existing layout realigned. Also, the Hawaiian Dredging Building's mechanical equipment and possibly one or two mature trees may need to be relocated. Depending on the design of makai municipal parking lot, the existing bike path behind the Hawaiian Dredging Building may need to be realigned.

**Mauka Parking Lot.** Development of this municipal parking lot for the Mauka Business Area involves the interior portion of the vacant, privately-owned former Love's Bakery lot (Parcel 36). It also includes portions of three adjacent lots (Parcels 30, 38, and 39) that are under the same ownership (see **Figure 4**). The Love's Bakery site is centrally located along Kapahulu Avenue and is large enough to accommodate at least 200 parking spaces for area businesses and other future uses on the property.

The current landowner, Gouveia Trust, has not objected to the idea of developing a municipal parking facility on this parcel, as long as there is remaining land available for income-producing development. Ownership of the parking lot has not been

determined at this time and needs further study. Options could include, for example, a long-term lease or easement to the City.

Access in and out of the mauka parking lot would be from two or three driveways on Kapahulu Avenue located in alignment with existing street intersections (i.e., 'Olu Street, Mokihana Street and Paliuli Street, from mauka to makai.) In Section 1.2.5, a traffic signal and improved pedestrian crosswalk are proposed at the 'Olu Street intersection. A secondary access would also be provided from Ekela Avenue.

### **Construction Timetable and Funding Source**

The timing and funding of the municipal parking lots are as follows:

**Makai Parking Lot.** Construction and completion of this project is expected to occur between 2002 and 2005. Planning for this project will be coordinated with the proposed Kapahulu Community Center. Funds are needed for the acquisition of an easement across Hawaiian Dredging's parking lot and driveway and for construction. These funds have not yet been appropriated. Potential sources include future funds allocated to Vision Team 17, other CIP funds, and the creation, by ordinance, of a special parking improvement fund for Kapahulu.

**Mauka Parking Lot.** The mauka municipal parking lot is recommended for long-term action (six plus years). At the earliest, construction and completion of this project is expected to occur in 2002. Timing of this project would need to coincide with implementation of the property owner's (Gouveia Trust) development plans.

The project cost could be significantly reduced if there is a public-private partnership arrangement between the landowner, developer and the City whereby the underlying land remains private but the parking spaces are owned and managed by the City. To explore such an arrangement, funds for more detailed planning are needed.

The following are approximate costs for the proposed mauka parking lot: planning (\$15,000); site acquisition (\$0 to \$2.0 million); design (\$240,000); and construction (\$3.0 to \$4.0 million). The City's CIP funds would be used for this project. Another possible funding source would be the creation, by ordinance, of a special parking improvement fund for Kapahulu.

### **Economic and Social Characteristics**

The proposed makai and mauka municipal parking lots would not create any short- or long-term jobs or result in changes to Kapahulu's population. The parking lots, however, would enhance the commercial vitality of Kapahulu and Campbell Avenues, the community's primary commercial corridors. Over time, commercial properties would likely be improved and more residents and visitors would be attracted to the area for dining, shopping, and strolling. Furthermore, preventing and possibly reducing the number of individual parking lots and their related driveways would improve pedestrian and vehicular safety, as well as the overall quality of the pedestrian

experience. Lastly, given the size of the former Love's Bakery site, development of the mauka parking lot would be key to revitalizing the mauka portion of Kapahulu.

### **Environmental Characteristics**

In general, there are no environmentally unique characteristics associated with the proposed makai and mauka municipal parking lot sites. Furthermore, the proposed project sites are not in an environmentally sensitive zone.

## **1.2.2 Crane Park and Bicycle Rest Stop**

### **Technical Characteristics**

#### **Purpose of the Project**

Improvements to Crane Park's passive recreation area near Kapahulu Avenue are proposed as part of this EA. Proposed improvements would provide a more inviting neighborhood place for informal gathering and visual enjoyment of the outdoors.

A bicycle rest stop is also proposed as an improvement to Crane Park. This facility would provide a "rest stop" for recreational bicyclists arriving by bus or from proposed bikeways along Kapahulu Avenue and Kaimukī Avenue. It would also serve those whose primary mode of transportation is bicycling.

Improvements to Crane Park's passive recreation area and the proposed bicycle rest stop support the present *Primary Urban Center Development Plan*; specifically, principle #7 which calls for adequate amounts of recreational facilities and passive recreation areas in public parks.

#### **Physical Characteristics**

The "passive" area of Crane Park between Kapahulu Avenue and the basketball courts are designated for improved paving, seating, and landscaping. The area is well shaded by mature canopy trees, but the lack of sunlight and appropriate landscaping have left the grounds barren. The present concrete benches and pavement are also not very inviting for park users. The seating is uncomfortable, oddly arranged and too close to traffic noise from adjacent streets to make this an attractive place for quiet respite. Furthermore, the lack of visual screening between this area and adjacent residential and commercial properties intrudes on both park users and the neighbors. Irrigation is presently available at this portion of Crane Park. Proposed improvements include:

- Replace existing concrete benches with more comfortable seating (new City standard benches) located farther from the traffic of Kapahulu Avenue. The seating may accommodate fewer people, but its arrangement should facilitate informal groupings and interaction.

- Plant a landscape screen hedge along the makai park boundary to screen views of service areas for the adjacent commercial and apartment buildings.
- Plant groundcover and shrub massing beneath the trees.
- Add fractured lava slab paving beneath the trees and create a pathway through the park connecting Kapahulu Avenue to Kaimukī Avenue.

The proposed bicycle rest stop would be located in Crane Park at the corner of Kaimukī and Kapahulu Avenues. This site is located at a crossroads for the proposed shared-use pathway (see Section 1.2.3) and for projects recommended in the *Honolulu Bicycle Master Plan* (April 1999). The proposed site is also conveniently located near bus stops on Kaimukī and Kapahulu Avenues for bicyclists arriving on public transportation. The rest stop would include a drinking fountain, bicycle racks, and possibly a kiosk with bus and bicycle route information and community notices to support the use of this section of the park as a rest stop and gathering place.

#### **Construction Timetable and Funding Source**

Construction and completion of the proposed improvements to Crane Park's passive recreation area and of the bicycle rest stop is expected to occur in 2002. For funding purposes, the proposed bicycle rest stop is included with other proposed improvements to Crane Park's passive recreation area. Design of the bicycle rest stop and other improvements to Crane Park have been funded in FY 2000, so only construction funds are needed. These improvements are considered "early action" projects and construction will be funded from the \$700,000 allocated to Vision Team 17 in FY 2001 for projects recommended in the *Kapahulu Community Plan*. Construction bids for this "early action" project must be awarded before December 31, 2001 to avoid lapsing of funds.

#### **Economic and Social Characteristics**

The proposed improvements to Crane Park's passive recreation area, including the bicycle rest stop, would not create any short- or long-term jobs or result in changes to Kapahulu's population. Improvements to Crane Park would create a more inviting place for people to gather and enjoy the outdoors. Furthermore, improvements to Crane Park would provide a "rest stop" for recreational bicyclists arriving by bus or who utilize Kapahulu's existing bikeway system, as well as the proposed Kaimukī Avenue pedestrian/bicycle pathway and future projects recommended in the *Honolulu Bicycle Master Plan* (April 1999). It would also serve those whose primary mode of transportation is bicycling.

#### **Environmental Characteristics**

In general, there are no environmentally unique characteristics associated with the subject property. Furthermore, the proposed project site is not in an environmentally sensitive zone.

### **1.2.3 Kaimukī Avenue Pedestrian/Bicycle Pathway**

#### **Technical Characteristics**

##### **Purpose of the Project**

Development of this new shared-use pathway would support pedestrian and bicycle activity in Kapahulu. The path is intended for both recreational use and for convenient, safe travel that is separated from roadway traffic. The purpose of this project is also to provide a link between projects recommended in the *Honolulu Bicycle Master Plan* (April 1999), specifically: (1) the proposed pathway along the Mānoa-Pālolo Stream edge between Date Street and Kapi'olani Boulevard; (2) the proposed pathway along the edge of the Mānoa-Pālolo Stream from Kapi'olani Boulevard to Dole Street; and (3) the proposed bike lane on Kapahulu Avenue. The proposed Kaimukī Avenue pedestrian/bicycle pathway also supports the present *Primary Urban Center Development Plan*; specifically, principle #7 which calls for adequate amounts of recreational facilities.

The *Kapahulu Community Plan* recommends that the Mānoa-Pālolo Stream segment of the proposed pedestrian/bicycle pathway be constructed before the Kaimukī Avenue segment since it will connect to the existing Date Street Bike Path. Furthermore, the Mānoa-Pālolo Stream segment is included as a proposed project in the *Honolulu Bicycle Master Plan*. The Kaimukī Avenue pathway, however, is included in this EA because it will use City Vision Team funds. The Mānoa-Pālolo Stream segment, on the other hand, will be developed with funds from the City's Bikeway Fund.

##### **Physical Characteristics**

The proposed pathway for shared use by bicyclists and pedestrians would extend along the makai side of Kaimukī Avenue from Kapi'olani Boulevard to Kapahulu Avenue. It would be fronted by two publicly-owned facilities, Kaimukī High School and Crane Park. The paved two-directional multi-use path, similar to the existing Date Street Bike Path, would be separated from roadway traffic. This would be achieved by widening the existing sidewalk to approximately 10 to 12 feet. The widened portion should consist of asphalt to reduce expense and the adverse visual impact of a wider band of concrete sidewalk.

##### **Construction Timetable and Funding Source**

Construction and completion of the Kaimukī Avenue pedestrian/bicycle pathway is expected to occur in 2002. Design and construction funds have not yet been appropriated. Potential sources include future funds allocated to Vision Team 17 and other CIP funds.

### **Economic and Social Characteristics**

The proposed Kaimukī Avenue pedestrian/bicycle pathway would not create any short- or long-term jobs or result in changes to Kapahulu's population. The pathway, however, would enhance recreational opportunities available in Kapahulu and, as mentioned earlier, would have regional importance by providing a link between projects recommended in the *Honolulu Bicycle Master Plan* (April 1999).

### **Environmental Characteristics**

This section of the Kaimukī Avenue right-of-way is lined with mature canopy trees all of which will remain and provide shade for the proposed bike path. The proposed project site is not in an environmentally sensitive zone.

## **1.2.4 Bicycle Staging Area**

### **Technical Characteristics**

#### **Purpose of the Project**

A bicycle staging area is one of several bicycle and pedestrian facilities proposed for Kapahulu in the *Kapahulu Community Plan*. This facility would serve as a meeting and resting stop for recreational bicyclists of all skill levels, as well as for those commuting by bicycle. A bicycle staging area supports one of the main themes in the *Kapahulu Community Plan* which is to enhance the makai end of Kapahulu as a gateway to major recreational and cultural attractions.

#### **Physical Characteristics**

The bicycle staging area would be located adjacent to the proposed Community Center and the existing Ala Wai share-used pathway. The latter extends along the diamondhead edge of the Ala Wai Golf Course and would need to be realigned to accommodate the bicycle staging area and the Community Center. The site would be within the Executive Order land for Ala Wai Golf Course, but outside of the active use area and perhaps outside of the existing fence. The proposed project would also be within the Diamond Head Special District.

The location of the bicycle staging area was selected for several reasons:

1. It is adjacent to the existing Ala Wai pathway which is used heavily by leisure recreationalists, including bicyclists, walkers, runners, and skaters;
2. It would be close to bus stops on Date Street and Kapahulu Avenue so that riders can bring bikes to the spot without having to travel in roadways;
3. It would serve the recreational needs of bicyclists who utilize Kapahulu's existing bikeway system, as well as the proposed Kaimukī Avenue pedestrian/bicycle

pathway and future projects recommended in the *Honolulu Bicycle Master Plan* (April 1999);

4. The bicycle staging area may serve an increasing number of commuters who work in Waikīkī as projects recommended in the *Honolulu Bicycle Master Plan* are implemented; and
5. The possible conversion of the Ala Wai Golf Course into a regional park would likely increase bicycling in the area.

The bicycle staging area would be designed to be a meeting and resting stop for recreational bicyclists of all skill levels, riding individually or in groups. It is expected to include bicycle racks, water fountain, shade trees, telephone, water spigots, and security lighting. It may also include other desirable features such as picnic tables, message board, lockers, and covered meeting area. The City presently does not have development standards for bicycle staging areas.

#### **Construction Timetable and Funding Source**

Construction and completion of the bicycle staging area is expected to occur in 2002. This project, while recommended as part of the *Kapahulu Community Plan*, has a regional recreational benefit, and its cost should be covered by the Bikeway Fund rather than as a Vision Team budget request. However, a small budget of approximately \$10,000 is needed to develop a program and conceptual design to integrate the bicycle staging area into the design and construction of the related *Community Plan* projects at this important corner of Kapahulu Avenue and Date Street. This budget amount has not yet been appropriated. Potential sources include future funds allocated to Vision Team 17 other CIP funds.

#### **Economic and Social Characteristics**

The proposed bicycle staging area would not create any short- or long-term jobs or result in changes to Kapahulu's population. The project, however, would serve the recreational and commuting needs of bicyclists who utilize Kapahulu's existing bikeway system, as well as the proposed Kaimukī Avenue pedestrian/bicycle pathway and future projects recommended in the *Honolulu Bicycle Master Plan* (April 1999). As mentioned earlier, the proposed bicycle staging area also supports one of the main themes in the *Kapahulu Community Plan* which is to enhance the makai end of Kapahulu as a gateway to major recreational and cultural attractions.

#### **Environmental Characteristics**

In general, there are no environmentally unique characteristics associated with the subject property. Furthermore, the proposed project site is not in an environmentally sensitive zone.

## 1.2.5 Crosswalk and Sidewalk Improvements

### Technical Characteristics

#### Purpose of the Project

Kapahulu Avenue in all likelihood will remain a principal access route to Waikīkī from the H-1 Freeway and continue to receive a high volume of through traffic. This constrains the extent of modifications that can be made to the right-of-way to calm traffic and make the street environment more pedestrian-friendly. The following proposed streetscape improvements aim to make the crosswalks and sidewalks in Kapahulu safer and more pleasant. Several of the proposed improvements also have the added benefit of calming traffic.

By improving the streetscape environment, the proposed projects support one of the main themes in the *Kapahulu Community Plan* which is to sustain Kapahulu's residential community and neighborhood-serving businesses, services and public facilities. Furthermore, the street tree planting on the makai end of Kapahulu Avenue will help feature the makai business district as a gateway to recreational, scenic, and historic sites; including Ala Wai Canal, Kapi'olani Park, Honolulu Zoo and Queens Surf Beach. This is also one of the main themes identified in the *Kapahulu Community Plan*.

The proposed crosswalk and sidewalk improvements are also consistent with Section 24-1.4 of the *Development Plan Common Provisions*, specifically item (c) which relates to vehicular and pedestrian routes. The proposed improvements will increase the general attractiveness of the community and support the concept of a pedestrian corridor. The proposed pedestrian-oriented elements will improve pedestrian safety and minimize conflicts between people and vehicular movements.

The proposed improvements also complement the "livable city concept" for the Heart of Honolulu, as detailed in the *Primary Urban Center Development Plan Public Review Draft* (July 1999, currently under revision). Specifically, the proposed streetscape improvements are consistent with the policy on revitalizing commercial streets. This policy is not anticipated to change under the current revision. The proposed improvements to Kapahulu's crosswalks and sidewalks will enhance pedestrian activity which is key to revitalizing Kapahulu and Campbell Avenues.

#### Physical Characteristics

In the near-term, crosswalk and sidewalk improvements are limited to the landscaped gateways, described in Section 1.2.6, and to the planting of additional street trees on Campbell Avenue and on Kapahulu Avenue makai of Date Street. The proposed streetscape improvements on Kapahulu Avenue makai of Date Street, and on Campbell Avenue between Kapahulu Avenue and Brokaw Street are within the Diamond Head Special District. Following are proposed improvements that can be implemented

within the next six years without the development of the *Kapahulu Community Plan's* proposed municipal parking lots:

- Add special-pavement crosswalks and pedestrian-level lighting to improve visibility and safety on Kapahulu Avenue at intersections with Lē'ahi Avenue, Campbell Avenue, Date Street, Winam Avenue, Kaimukī Avenue, and Harding Avenue. Special pavement in the form of poured concrete with an impressed texture is recommended at these intersections since it would increase the visual prominence of crosswalks, especially if installed in the entire intersection.

Poured concrete is also recommended since it can withstand the weight of heavy vehicles such as buses and delivery trucks that travel frequently on Kapahulu Avenue. The texture on the concrete should not be too rough since the crossing needs to be safe and accessible for the elderly and those in wheelchairs or with walking canes.

- Improve sidewalks and crosswalks to and within the traffic islands proposed as "gateway" features at the mauka and makai ends of Kapahulu Avenue (see Section 1.2.6 below).
- Plant street trees along both sides of Campbell Avenue from Kapahulu Avenue to Brokaw Street, and on both sides of Kapahulu Avenue from Campbell Avenue to Lē'ahi Avenue to shade the sidewalk.

Street tree planting on Kapahulu Avenue makai of Campbell Avenue covers a length of approximately 1,900 linear feet. In order to plant street trees on the diamondhead side of Kapahulu Avenue, it will be necessary to construct curb extensions along portions of the frontage that are not devoted to on-street parking, street intersections and driveway curb cuts. There are approximately 20 locations where such curb extensions could be constructed. On the ewa side of the right-of-way, street trees may be planted within the sidewalk area or immediately adjacent to the sidewalk. In addition to improving the street's visual appearance and enhancing the pedestrian experience, street trees would serve as a traffic calming measure. The tree selected will be a low-maintenance species that do not grow very tall and does not conflict with canopies of adjacent street-facing buildings. Irrigation for the street trees will be installed.

- Plant additional street trees in existing curb "bulb-outs" (i.e., the extension of the curb out into the roadway) that are presently devoid of trees and along the frontages of vacant lots, particularly the former Love's Bakery site.

Below are improvements that would occur in conjunction with the proposed development of the two municipal parking lots:

- Provide a new signalized crosswalk and add special-pavement crosswalks where Kapahulu Avenue intersects with 'Olu Street and the driveway to the proposed Mauka Parking Lot on the 'ewa side of Kapahulu Avenue. A signalized intersection at this end of Kapahulu Avenue would have the added benefit of calming traffic.
- At the mauka end of Kapahulu Avenue, plant additional street trees in areas where on-street parallel parking spaces are removed and replaced by widened sidewalks.
- Plant additional street trees along frontages where property has been redeveloped with no on-site parking and driveways are no longer necessary.

#### **Construction Timetable and Funding Source**

Construction of the proposed streetscape improvements is expected to begin in 2002 and extend over a period of approximately six years. As noted above, the latter three of the proposed improvements would coincide with development of the two municipal parking lots.

Street tree planting on Kapahulu Avenue makai of Campbell Avenue is considered an "early action" project and construction will be funded from the \$700,000 allocated to Vision Team 17 in FY 2001 for projects recommended in the *Kapahulu Community Plan*. Construction bids for this "early action" project must be awarded before December 31, 2001 to avoid lapsing of funds. Funds for the other sidewalk and crosswalk improvements have not yet been appropriated. Potential sources include future funds allocated to Vision Team 17 or other CIP funds.

#### **Economic and Social Characteristics**

The proposed streetscape improvements would not create any short- or long-term jobs or result in changes to Kapahulu's population. The projects, however, would improve Kapahulu by making the pedestrian experience safer and more pleasant. As mentioned earlier, the proposed streetscape improvements also supports one of the main themes in the *Kapahulu Community Plan* which is to sustain Kapahulu's residential community and neighborhood-serving businesses, services and public facilities.

#### **Environmental Characteristics**

In general, there are no environmentally unique characteristics associated with the public right-of-ways affected by the proposed streetscape improvements. Furthermore, the proposed improvements would not be located in an environmentally sensitive zone.

## 1.2.6 Landscaped Gateways

### Technical Characteristics

#### Purpose of the Project

Landscaped "gateway" features are proposed for key intersections in Kapahulu to create a sense of arrival and strengthen the neighborhood identity. Development of these "gateways" is a way of bringing about immediate visible change that could serve as a catalyst for future improvements over the long-term.

The proposed landscaped gateways are consistent with Section 24-1.4 of the *Development Plan Common Provisions*, specifically item (c) which relates to vehicular and pedestrian routes. The proposed improvements will increase the general attractiveness of the community and support the concept of a pedestrian corridor. The proposed entry features will also serve as key community orientation points for Kapahulu.

#### Physical Characteristics

The sites include two traffic islands adjacent to and partially beneath the H-1 Freeway at the mauka end of Kapahulu Avenue, and a triangular traffic island at the makai end of Kapahulu Avenue at the intersection with Lē'ahi Avenue. All traffic islands are presently paved. The proposed gateway features will include plantings that support xeriscaping principles, thematic community signs, and low-intensity landscape lighting to enhance visibility and improve pedestrian safety at night. These improvements will exemplify the character and scale of the Kapahulu commercial district.

The proposed landscaping will be designed in a manner that does not create sight distance problems for drivers. The irrigation system for the landscaped traffic islands will incorporate rain sensors to avoid operation of the system in the rain. The sites recommended for implementation are:

**Mauka Entry/Exit.** Shade-tolerant plants and textured hardscape representing a mauka environment would replace the present pavement on two traffic islands next to and beneath the H-1 viaduct on Kapahulu Avenue (see **Figure 5**). A community entry sign would be placed on the smaller island next to the makai-bound lane, which is visible from vehicles turning into Kapahulu Avenue from King Street. On the larger traffic island, which is visible from vehicles leaving Kapahulu, a large canopy tree would be planted on the makai corner in front of the viaduct, to screen and soften the view for traffic departing from Kapahulu. A flowering vine on the viaduct column and buttress on the larger traffic island would also be used to soften the view. These two traffic islands are within the public right-of-way and are under the jurisdiction of the State of Hawai'i, Department of Transportation (DOT).

**Makai Entry.** A small traffic island at the intersection of Kapahulu Avenue and Lē'ahi Avenue is visible to mauka-bound traffic near the Kapahulu-Waikiki Fire Station. The

landscape treatment at this traffic island would include a community entry sign and plants that represent a makai environment, particularly native palms (see **Figure 6**). This traffic island is within the public right-of-way and is under the jurisdiction of the City Department of Transportation Services (DTS).

#### **Construction Timetable and Funding Source**

Construction and completion of the landscaped gateways is expected to occur in 2002. Design funds for the proposed landscaped gateways were provided in the Vision Team 17 FY 2000 budget. The landscaped gateways are considered an "early action" project and construction will be funded from the \$700,000 allocated to Vision Team 17 in FY 2001 for projects recommended in the *Kapahulu Community Plan*. Construction bids for this "early action" project must be awarded before December 31, 2001 to avoid lapsing of funds.

#### **Economic and Social Characteristics**

The proposed landscaped gateways would not create any short- or long-term jobs or result in changes to Kapahulu's population. The landscaped gateways, however, would create a sense of arrival and strengthen the neighborhood identity. Furthermore, development of these "gateways" would result in immediate visible change that could serve as a catalyst for future improvements over the long-term.

#### **Environmental Characteristics**

In general, there are no environmentally unique characteristics associated with the three traffic islands described above and the sites are not located in an environmentally sensitive zone.

## **2. DESCRIPTION OF THE AFFECTED ENVIRONMENT, IMPACTS, AND MITIGATION**

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### **2.1 PHYSICAL SETTING**

The seven proposed projects described in Chapter 1 are located in Kapahulu, one of urban Honolulu's oldest communities. Kapahulu has distinctive physical boundaries: the H-1 Freeway on the mauka side; and large, open spaces and campuses on the 'ewa and makai edges, specifically Kaimukī High School, Ala Wai Golf Course, Jefferson Elementary School, Honolulu Zoo, and Waikīkī School. On the diamondhead side, Kapahulu is generally thought of as the areas 'ewa and makai of 6<sup>th</sup> and Alohea Avenues. Located between two activity centers, the University of Hawaii and Waikīkī, Kapahulu is within close proximity to regional recreational attractions such as the Ala Wai Canal, Kapi'olani Park, and the world famous Waikīkī Beach.

Kapahulu's location gives it a regional role:

- Kapahulu Avenue becomes Wai'ala'e Avenue, Kaimukī's commercial corridor, mauka of the H-1 Freeway;
- Kapahulu Avenue attracts residents as well as visitors staying in nearby Waikīkī; and lastly,
- Kapahulu is anchored on one end by the H-1 Freeway and on the other by Waikīkī, thus Kapahulu Avenue will continue to serve as a vital transportation corridor between the two.

Kapahulu has two distinct residential areas, one on the 'ewa side and the other on the diamondhead side of Kapahulu Avenue. The community's commercial area extends the length of Kapahulu Avenue as well as several blocks on Campbell Avenue. Neighboring communities include Mō'ili'ili, Kaimukī, Diamond Head, and Waikīkī.

#### **2.1.1 Existing Uses**

##### **Makai Municipal Parking Lot**

The site for the makai parking lot is on the 'ewa-makai corner of the Kapahulu Avenue-Date Street intersection, on a portion of the Ala Wai Golf Course to the rear of the Hawaiian Dredging Building and extending to the Date Street frontage. The site is presently used as a portion of the Ala Wai Golf Course's Hole 3. This par-5's tee box and a portion of the golf cart path are located on the site for the proposed makai municipal parking lot. This area has also been developed with a bicycle/pedestrian pathway that runs along the rear of the Hawaiian Dredging Building. The site has several mature trees.

### **Mauka Municipal Parking Lot**

The mauka municipal parking lot involves the interior portion of the former Love's Bakery site (Parcel 36, see **Figure 4**). It also includes portions of three adjacent lots (Parcels 30, 38, and 39) that are under the same ownership.

- **Parcel 36.** This parcel is the site of the former Love's Bakery. It is presently vacant.
- **Parcel 30.** On the makai portion of this site is a single-story commercial building with several businesses, e.g., Subway, JJ Diner, Love's Thrift Shop, and Diamond Head Video. A surface parking lot for customers fronts Kapahulu Avenue.
- **Parcel 38.** Genki Sushi Hawaii, a restaurant, is located toward the back of this site. A surface parking lot for customers fronts Kapahulu Avenue.
- **Parcel 39.** This site is used as a base yard for Verizon Hawaii. Covered parking is provided for the utility company's maintenance vehicles.

### **Crane Park and Bicycle Rest Stop**

Improvements to Crane Park's passive recreation area, including a bicycle rest stop, are proposed as part of this Environmental Assessment. This corner of the park, at Kaimukī and Kapahulu Avenues, is intended for passive recreational use and is graced by several large canopy trees. However, traffic noise, poor seating, and minimal landscaping discourages social interaction and diminishes passive enjoyment for those who stay. Park users are rarely seen in this corner of Crane Park.

### **Kaimukī Avenue Pedestrian/Bicycle Pathway**

The proposed Kaimukī Avenue pedestrian/bicycle pathway would extend along the makai side of Kaimukī Avenue from Kapi'olani Boulevard to Kapahulu Avenue, fronted by two publicly-owned facilities, Kaimukī High School and Crane Park.

### **Crane Park**

This five-acre community park is located along Kaimukī Avenue between Kaimukī High School and Kapahulu Avenue. The 'ewa portion of Crane Park, adjacent to Kaimukī High School, is used for active recreation and organized sports. There are lighted playfields, volleyball and basketball courts, and two play stations for children. The park has a medium-sized recreation building that includes an arts and craft room, meeting room, kitchen, restroom and other facilities. The portion of Crane Park at the corner of Kaimukī and Kapahulu Avenues has several concrete benches and large canopy trees and is intended for passive recreational use. Several mature canopy trees line the mauka edge of Crane Park and a low rock wall separates the park from the existing sidewalk on Kaimukī Avenue.

### **Kaimukī High School**

The Kaimukī High School campus extends along Kapi'olani Boulevard from Date Street to Kaimukī Avenue. The school's active playfields are located on the Date Street frontage of the campus, while a parking lot fronts the Kaimukī Avenue side. Several large canopy trees and a grassed area border the Kaimukī Avenue edge of the school campus and provide a buffer between the sidewalk and the parking lot. A bus shelter is located on Kaimukī Avenue between the two driveways leading into the school's parking lot.

### **Bicycle Staging Area**

The proposed bicycle staging area would be located adjacent to the proposed Community Center and the existing Ala Wai share-used pathway that extends along the diamondhead edge of the Ala Wai Golf Course. It would be located within the Executive Order land for the Ala Wai Golf Course, but outside of the active use area and perhaps outside of the existing fence. The bicycle staging area would be adjacent to the golf course's par-5 third hole.

The existing bikeway on Kapahulu Avenue is adjacent to the Ala Wai Golf Course and is popular among leisure bicyclists, walkers, runners, and skaters. It especially enjoyed by families and young children since it is a completely separated right-of-way designated exclusively for bicyclists and pedestrians. This popular bikeway begins in the parking lot of the Ala Wai Community Park near the intersection of McCully Street and Kapi'olani Boulevard and follows the mauka edge of the Ala Wai Canal and the 'ewa side of the Mānoa-Stream until it reaches Date Street. The bike path continues on the makai side of Date Street and then onto Kapahulu Avenue adjacent to the Ala Wai Golf Course. Although the bike path extends makai to Kalākaua Avenue, the separated right-of-way ends at the Ala Wai Golf Course access road.

### **Crosswalk and Sidewalk Improvements**

Streetscape improvements are recommended for Kapahulu Avenue between Harding Avenue and Lē'ahi Avenue, and for Campbell Avenue between Kapahulu Avenue and Brokaw Street.

### **Kapahulu Avenue**

Kapahulu Avenue, the community's primary commercial corridor, extends mauka to makai from the H-1 Freeway viaduct to the Kapahulu groin. It has two lanes of traffic traveling in each direction and is a major arterial for vehicles traveling between the H-1 Freeway and Waikīkī or Kapi'olani Park. It is heavily used as a through-street for buses and delivery trucks. Freeway access to and from Kapahulu Avenue is from the eastbound off-ramp (King Street) and on-ramp (Harding Avenue).

**Streetscape Conditions.** To make room for four lanes of traffic in the narrower segment of Kapahulu Avenue mauka of Campbell Avenue, the City in recent years

created 10-foot wide traffic lanes and “bulb-outs” that extend the curb out into the street, thus creating a shorter distance for pedestrians to cross and preserving some on-street parking spaces. The bulb-outs also serve as a traffic calming measure since drivers tend to slow when they see the narrowed road. Several of the bulb-outs along the mauka portion of Kapahulu Avenue are landscaped with small trees. There are approximately 32 parallel on-street parking spaces (marked stalls) available between the bulb-outs along both sides of Kapahulu Avenue from the H-1 viaduct to Date Street. The parking bays or space between the bulb-outs can accommodate between two to four vehicles.

The segment of Kapahulu Avenue makai of Campbell Avenue is wider compared to the mauka portion. While interior lanes remain at ten feet in width, the exterior lanes have been widened to approximately 22 feet to accommodate both moving traffic and on-street parallel parking. Between Date Street and Pākī Avenue, there are about 49 parallel on-street parking spaces (marked stalls) on Kapahulu Avenue.

**Crosswalks.** Pedestrians have the benefit of a signalized crossing at six intersections along Kapahulu Avenue: Harding Avenue, Kaimukī Avenue, Winam Street, Date Street, Campbell Avenue, and the Ala Wai Golf Course Clubhouse road.

Unsignalized crosswalks on Kapahulu Avenue are located at the intersections of Kīhei Place, Charles Street, ‘Olu Street, Mokihana Street, Hunter Street, Herbert Street, and Kana’ina Avenue. Without the benefit of a traffic signal, it is difficult for pedestrians to safely cross four lanes of traffic on Kapahulu Avenue. The situation is worse at some intersections, such as at Kapahulu and Kana’ina, where turning or merging lanes create a five-lane roadway. The various vehicle movements at these intersections increases the difficulty pedestrians face in attempting to cross the street.

In addition to having to watch traffic flow on Kapahulu Avenue, pedestrians must also be aware of vehicular movements in and out of the numerous driveways that front Kapahulu Avenue. Furthermore, poor lighting at all of the crosswalks on Kapahulu Avenue creates a dangerous situation for pedestrians at night. Often, pedestrians will chose to walk the extra distance to safely cross at a signalized crosswalk.

### **Campbell Avenue**

Campbell Avenue has two lanes of traffic, one in each direction, and is a major collector street in Kapahulu. Commercial uses are located on Campbell Avenue between Kapahulu Avenue and Brokaw Street.

All of Campbell Avenue is included in the Diamond Head Special District, where development is constrained by design controls, including building height limits to preserve viewplanes, and new utility lines are required to be placed underground. The Kapahulu redevelopment project in the 1970s installed underground utility lines as part of right-of-way improvements to Campbell Avenue and Kapahulu Avenue.

### **Landscaped Gateways**

Landscaped gateways are proposed for two traffic islands adjacent to and partially beneath the H-1 Freeway at the mauka end of Kapahulu Avenue and a triangular traffic island at the makai end of Kapahulu Avenue at the intersection with Lē'ahi Avenue. In addition to having a functional transportation purpose, these three traffic islands also provide a safe stopping point for pedestrians crossing the street. These traffic islands consist of concrete and asphalt pavement and are presently devoid of landscaping.

### **Mauka Entry/Exit**

Two landscaped gateways are proposed for the mauka end of Kapahulu Avenue near Harding Avenue and the H-1 Freeway viaduct.

**Kapahulu Avenue Island.** This long and narrow traffic island is located at the mauka end of Kapahulu Avenue near Harding Avenue. It divides the mauka and makai-bound lanes of Kapahulu Avenue. Located on the traffic island are a freeway support column and a traffic signal. There are no crosswalks connected to this traffic island.

**Larger Island/Kapahulu Exit.** This larger traffic island is located at the Kapahulu and Harding Avenue intersection and is visible from mauka-bound vehicles departing Kapahulu. Located on the traffic island are several freeway support columns. There are two crosswalks that lead to and from the traffic island across Harding and Kapahulu Avenues. A third crosswalk spans the kokohead on-ramp from Kapahulu Avenue to Harding Avenue.

### **Makai Entry**

This small traffic island is located at the intersection of Kapahulu Avenue and Lē'ahi Avenue and is visible to mauka-bound traffic near the Kapahulu-Waikīkī Fire Station. A streetlight pole is located near the middle of this barren traffic island. Two crosswalks lead to and from the island across Lē'ahi Avenue.

## **2.1.2 Topography and Soil Characteristics**

The sites of the seven proposed projects are nearly level. Soils found on the project sites are defined as either "ewa silty clay loam, moderately shallow, 0 to 2 percent slopes" or "kawaihapai clay loam, 0 to 2 percent slopes."<sup>1</sup> In both soil types, runoff is slow and the erosion hazard is no more than slight.

No major alterations to the topography of the seven project sites will occur; thus, no mitigative measures are necessary.

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<sup>1</sup> United States Department of Agriculture, Soil Conservation Service in cooperation with the University of Hawaii, Agricultural Experiment Station; *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*; August 1972.

### 2.1.3 Natural Hazard

According to Federal Flood Insurance Rate Maps, the seven proposed projects are located in Zone X except for a portion of the Kaimukī Avenue pedestrian/bicycle pathway which is designated Zone XS. The portion of the pathway in Zone XS is the segment closest to the Mānoa-Pālolo Stream. Zone X is defined as areas determined to be outside the 500-year floodplain. Zone XS is defined as areas of 500-year flood and areas of 100-year flood with an average depth of less than one foot.

The proposed actions are not located in any of the flood hazard districts, as defined in the *Land Use Ordinance*; specifically a floodway district, flood fringe district, coastal high hazard district, or general floodplain district. Furthermore, based on maps prepared for the Oahu Civil Defense Agency, none of the proposed project sites are located in a tsunami inundation zone. Sites for the seven proposed projects have minimal exposure to other natural hazards, such as volcanic events and earthquakes.

The proposed action will not exacerbate any natural hazard conditions. Planning and design for the proposed improvements will be based on County building standards to mitigate any potential damage.

### 2.1.4 Flora and Fauna

Vegetation on the project sites consists primarily of grass, alien weeds, and trees of common varieties. Vegetation to note include the following:

- Several large banyan trees along the mauka edge of Kaimukī High School and Crane Park fronting Kaimukī Avenue;
- Several large canopy trees on the site for the makai municipal parking lot and bicycle staging area;
- Along the mauka portion of Kapahulu Avenue, several of the existing curb "bulb-outs" (i.e., the extension of the curb out into the roadway) are landscaped with Fiddlewood trees;
- On the 'ewa side of the makai portion of Kapahulu Avenue, the planting strip adjacent to the sidewalk is landscaped with Satinleaf trees; and
- Small trees planted in the public right-of-way on Campbell Avenue.

There are no rare, endangered, or threatened species of plants or wildlife that inhabit any of the project sites.

The Phase I Improvements would require the removal of possibly one or two mature trees on the site of the proposed makai municipal parking lot. The trees would be relocated to another portion of the site. In addition, the proposed street tree planting would require the removal of Satinleaf trees on the 'ewa side of the makai portion of Kapahulu Avenue. These trees would be replaced with a mid-size species that would

also be planted on the opposite side of the street. No other trees would need to be removed as a result of the proposed actions.

The makai and mauka parking lots will be landscaped, particularly along the street frontage. Furthermore, the bicycle staging area will include new shade trees. Additional street trees will be planted along both sides of Campbell Avenue from Kapahulu Avenue to Brokaw Street, and along Kapahulu Avenue, especially on the diamondhead side from Date Street to Lē'ahi Avenue. In addition, a large canopy tree is planned for the larger traffic island at the mauka end of Kapahulu Avenue. The proposed landscaped gateways will also include a variety of plants, including native groundcover and palms.

In sum, landscaping of the proposed projects, particularly the addition of street trees and the landscaped gateways, will visually enhance Kapahulu. Furthermore, the additional trees will shade the sidewalk and bicycle staging area, providing a more pleasant experience for pedestrians and bicyclists.

### **2.1.5 Significant Habitats**

There are no rare, threatened, or endangered plant or animal species on the subject properties. As such, no adverse impacts are anticipated and no mitigative measures are necessary.

### **2.1.6 Historical and Cultural Resources**

According to the State Department of Land and Natural Resources, Historic Preservation Division (DLNR, HPD) a review of historic reports, maps, and aerial photographs show that there are no known surface historic sites at any of the proposed improvement locations. All of the project areas have been previously developed or altered.

The DLNR, HPD believes that improvements to Crane Park's passive recreation area (including the bicycle rest stop), Kaimukī Avenue pedestrian/bicycle pathway, bicycle staging area, crosswalk and sidewalk improvements, and landscaped gateways will have "no effect" on significant historic sites because of their minimal ground disturbance in areas that have been previously altered or developed (see **Figure 7**).

In addition to consultation with the DLNR, HPD, information on cultural resources was obtained from an oral history audio tape of Kapahulu. The tape featured Joan Rodby, Milton Kahele, Dr. Kanalu G.T. Young, and Sam Kapu, Jr. Dr. Young is included in the Office of Environmental Quality Control's Directory of Cultural Impact Assessment Providers and is presently an Assistant Professor of Hawaiian Studies at the University of Hawai'i at Mānoa. His expertise is in the cultural history of Hawai'i and historical significance of sites on O'ahu. His specialty is Native Hawaiians.

The tape was done in a "talk story" format and provided an overview of Kapahulu from the time of the Great Mahele to present day. It included interesting facts on the

landscape, residents, community landmarks, and what daily life was like in Kapahulu. With one exception, no reference was made to cultural resources, practices, and beliefs that would be adversely impacted by the proposed Phase I Improvement projects.

It was mentioned on the tape that the Ala Wai Golf Course in ancient times was used for common graves. Until the 19<sup>th</sup> century, the area extending from the present Waikiki-Kapahulu Library to the Ala Wai Golf Course was used for large mass burials.

The makai municipal parking lot is proposed for a portion of the Ala Wai Golf Course behind the Hawaiian Dredging Building. In addition to its present use as a golf course, this area has also been developed with a bike path that runs along the rear of the Hawaiian Dredging Building. The tape mentions that that the site of the Hawaiian Dredging Building was in previous years used as a large parking lot for the Kapahulu Theater. Prior to that, the site of the Ala Wai Golf Course was used as a fairground and for pastures.

The proposed makai municipal parking lot is not expected to adversely impact historical and cultural resources given that the site has been previously developed or altered. Given that the proposed makai municipal parking lot will be a paved surface lot, subsurface disturbances will be kept to a minimum. Subsurface alteration resulting from grading for the proposed makai parking lot would be no greater than what was previously done for the Ala Wai Golf Course, bike path, and possibly the fairgrounds. Furthermore, based on discussions with the DLNR, HPD, there are no burial sites on record at the location of the proposed makai municipal parking lot.

Regarding the mauka municipal parking lot, the proposed site has been or is currently developed with urban uses, including commercial buildings and surface parking lots. Given that the proposed mauka parking lot will most likely be a paved surface lot, subsurface disturbances will be kept to a minimum. The extent of subsurface disturbances is not expected to be any more than what has already occurred in the past.

The *Kapahulu Community Plan* advocates that new construction and renovation of existing structures include architectural treatments that recognize and continue Kapahulu's historic streetfront design. The planting of street trees (included under crosswalk and sidewalk improvements) will improve the physical appearance of the community without compromising Kapahulu's history and character.

The street trees will be a mid-size species, similar in size to a shower tree. Along the diamondhead side of Kapahulu Avenue, the trees will be planted in curb extensions or bulb-outs. Thus, direct physical impact on buildings, e.g., cutting back of awnings, will be avoided. In fact, doing so would contravene the *Kapahulu Community Plan*, which advocates the continuity of sidewalk overhangs such as awnings, canopies, and verandas. The planting of street trees along the 'ewa side of Kapahulu Avenue, adjacent to the Ala Wai Golf Course, will be within an existing planting strip.

Should archaeological remnants be unearthed, work would be halted and the State Historic Preservation Office notified to assess impacts and implement mitigative measures deemed necessary.

### **2.1.7 Noise**

Existing noise levels at the subject properties are consistent with similar urban environments located near a major thoroughfare. Traffic noise from Kapahulu Avenue is the predominant source of background noise in the vicinity of the project sites. At the mauka end of Kapahulu Avenue, traffic noise is intensified due to the intersecting of several major roadways (King Street, Kapahulu Avenue, Harding Avenue) and the presence of the H-1 Freeway overhead.

Potential noise impacts will be generated from short-term construction activity. Construction noise from machines and vehicles may impact nearby existing residential areas, but will be confined to daylight working hours only and should be relatively short-term. Construction activities will comply with the State Department of Health's *Administrative Rules, Chapter 11-46*.

Once construction is completed, additional ambient future noise levels will likely be generated on occasion from users of the Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area. The existing large canopy trees lining Kaimukī Avenue and the landscaping presently in place along the Kapahulu Avenue bikeway will help mitigate long-term noise impacts associated with the proposed projects. In addition, the proposed landscaped gateways will help reduce existing ambient noise levels, particularly at the mauka end of Kapahulu Avenue. In sum, the proposed projects will not have an adverse impact upon existing noise characteristics; thus no long-term mitigative measures are necessary.

### **2.1.8 Air Quality**

Presently, air quality in the area is mostly affected by air pollutants from vehicular sources. The proposed project sites are located along or near to Kapahulu Avenue, a major thoroughfare for vehicles traveling between Waikīkī and the H-1 Freeway. The latter also affects air quality near the mauka end of Kapahulu Avenue.

Air quality impacts attributed to the proposed actions will include exhaust emissions of construction vehicles and dust generated by short-term, construction-related activities. Site work such as the construction of the Kaimukī Avenue pathway and grading of soil for the landscaped gateways, for example, will generate airborne particulates. Dust control measures such as regular watering and sprinkling will be implemented as needed to minimize wind-blown emissions. Other dust control measures stipulated in State air pollution control regulations (*Administrative Rules, Chapter 60, Title 11* of the State Department of Health) may be employed as needed.

Once construction is completed, it is anticipated that the proposed actions will not have an adverse impact upon local and regional ambient air quality conditions; thus, no long-term mitigative measures are necessary.

### **2.1.9 Visual Resources**

In addition to its urban amenities, Kapahulu has natural attributes which add to the community's visual appeal. There are mauka views of St. Louis Heights and adjacent ridges along most of Kapahulu Avenue. Looking makai, one sees the full profile of Diamond Head, Oahu's most famous landmark, from Kapahulu Avenue. In many places, however, this view is diminished by the presence of overhead utility lines.

No structures are proposed as part of the proposed actions, thus existing views will not be affected. In sum, the proposed actions will have positive effects on Kapahulu. Views of the Kapahulu and Campbell Avenues will be enhanced by the addition of street trees and other landscaping elements. In particular, the mauka end of Kapahulu Avenue near Harding Avenue will be greatly enhanced by the landscaped traffic islands that will soften the presence of the H-1 Freeway viaduct and adjacent roadways. No mitigative measures are necessary.

## **2.2 SOCIO-ECONOMIC ENVIRONMENT**

Kapahulu, home to some 13,300 residents (1990 Census), is an older community in terms of both its building form and its inhabitants. Over half of the homes were built before 1960 and about one-fourth of the commercial buildings were constructed during the 1940s. Nearly 20 percent of Kapahulu's population is 65 years of age or over, compared to about 11 percent for the island as a whole.

Kapahulu has two distinct residential areas. On the 'ewa side of Kapahulu Avenue, the majority of dwelling units were built during the 1960s and 1970s and there is a mix of single family homes, walk-up apartments, and mid- and high-rise towers. In contrast, the area on the diamondhead side of Kapahulu Avenue consists primarily of older, single family homes built on small lots. Most of the homes in this area were built prior to 1960. Kapahulu has a commercial area that extends the length of Kapahulu Avenue as well as several blocks on Campbell Avenue. Kapahulu is within close proximity to the recreational attractions of the Ala Wai Golf Course, the Ala Wai Canal, the Honolulu Zoo, Kapi'olani Park, and the world famous Waikiki Beach.

### **2.2.1 Short-Term Impacts**

On a short-term basis, the proposed actions will support construction and construction-related employment. Construction of the Kaimukī Avenue pedestrian/bicycle pathway and crosswalk and sidewalk improvements may, however, temporarily disrupt nearby businesses. During construction, on-street parking near these projects sites may be limited and the noise and dust may deter potential customers. Visibility of storefronts to passing motorists and pedestrians may also be

obscured by construction equipment. Once construction is completed, however, it is anticipated that the proposed actions will have positive impacts on Kapahulu's socio-economic environment; thus, no long-term mitigative measures are necessary.

In addition, the proposed bicycle staging area will require the realignment of a portion of the existing Ala Wai share-use pathway. The portion of this pathway behind the Hawaiian Dredging Building may also need to be realigned for the proposed makai municipal parking lot. Construction of this realignment would temporarily disrupt recreational and commuter use of the pathway. Over the long-term, however, the impacts would be negligible. There would essentially be no change in how the pathway is used by bicyclists and pedestrians, and there would be minimal subsurface disturbance resulting from construction of the realignment. Thus, no long-term mitigative measures are needed.

### **2.2.2 Long-Term Impacts**

Over the long-term, the proposed actions, specifically the Kaimukī Avenue pathway, bicycle rest stop, and bicycle staging area, will likely increase bicycling activity in Kapahulu. Although a higher level of activity is anticipated, the proposed actions are not large enough in size and scope to create a long-term job in park maintenance. Furthermore, park staff would not be needed to maintain the landscaped gateways if they are cared for by a community organization. In sum, on a long-term basis, the proposed actions will not have an impact on employment opportunities. Furthermore, the proposed actions will not impact local population levels.

If the preferred alternative of the mauka municipal parking lot were developed, timing of this project would need to coincide with implementation of the property owner's (Gouveia Trust) development plans. It would be the responsibility of the Gouveia Trust, not the City, to address relocation assistance and the displacement of existing businesses (on parcels 30, 38, and 39).

If the phased alternative to the mauka municipal parking lot is selected, as described in Section 3.1.2, only vacant land (the former Love's Bakery site) would be used for the construction of parking spaces under the first phase, thus no businesses would be displaced.

In sum, the proposed actions will have positive socio-economic impacts on Kapahulu and will not require mitigation:

- The proposed makai and mauka municipal parking lots will enhance the commercial vitality of Kapahulu and Campbell Avenues, the community's primary commercial corridors. Over time, commercial properties would likely be improved and more residents and visitors would be attracted to the area for dining, shopping, and strolling. Furthermore, preventing and possibly reducing the number of individual parking lots and their related driveways would improve pedestrian and vehicular safety, as well as the overall quality of the pedestrian experience. Lastly, given the size of the former Love's Bakery site,

development of the mauka parking lot would be key to revitalizing the mauka portion of Kapahulu.

- The proposed Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area will promote a healthy lifestyle and care of the environment by supporting bicycling as a recreational activity and as a mode of transportation.
- Improvements to Crane Park's passive recreation area, crosswalk and sidewalk improvements on Kapahulu and Campbell Avenues, and the mauka and makai landscaped gateways will create a more inviting, pleasant, and safer pedestrian environment and will help strengthen the neighborhood identity. Furthermore, these proposed actions will result in immediate visible change that could serve as a catalyst for future improvements. In the long-run, these improvements may help stimulate and improve the vitality of Kapahulu's commercial district.

## **2.3 INFRASTRUCTURE**

### **2.3.1 Roadways**

Kapahulu Avenue, the community's primary commercial corridor, extends mauka to makai from the H-1 Freeway viaduct to the Kapahulu groin with two lanes of traffic traveling in each direction. Kapahulu is anchored on one end by the H-1 Freeway and on the other by Waikīkī, thus Kapahulu Avenue is and will continue to serve as a vital transportation corridor between the two. It is heavily used as a through-street for not only cars, but also buses and delivery trucks. Freeway access to and from Kapahulu is via the eastbound off-ramp (King Street) and on-ramp (Harding Avenue).

Other major collector streets within and connected to Kapahulu include Campbell Avenue, Date Street, Wai'alae Avenue, Harding Avenue, Alohea Avenue, 6<sup>th</sup> Avenue and Ala Wai Boulevard.

On a short-term basis, construction-related work on the proposed municipal parking lots, pedestrian/bicycle pathway, crosswalk and sidewalk improvements, and landscaped gateways may impact traffic flow on Kaimukī Avenue, Kapahulu Avenue, and Campbell Avenue. Construction activities related to the proposed crosswalk improvements on Kapahulu Avenue and the proposed landscaped gateways may also impact traffic flow at the following Kapahulu Avenue intersections: Harding Avenue, Kaimukī Avenue, Winam Avenue, Date Street, Campbell Avenue, and Lē'ahi Avenue.

Short-term impacts resulting from the proposed actions are not considered significant since the roadways involved will remain open at all times and project related delays experienced by motorists, if any, are anticipated to be minor.

On a long-term basis, the proposed makai and mauka municipal parking lots will impact traffic flow on Kapahulu Avenue and Date Street and, to a lesser extent, 'Olu Street, Mokihana Street, Paliuli Street, and Ekela Avenue. As design plans for the

municipal parking lots are developed, more detailed analysis of traffic movements will be conducted.

Access to the makai municipal parking lot would be from both Kapahulu Avenue and Date Street. In order to ease traffic on adjoining streets and provide safe access to the parking from Kapahulu Avenue, the City intends to acquire an easement on the Hawaiian Dredging Building site to allow shared use of the parking lot driveway that aligns with Campbell Avenue at a signalized intersection. Since access from Kapahulu Avenue will be from a signalized intersection, the impact to traffic flow from the proposed parking lot will be minimized.

A second access to the makai municipal parking lot would be from Date Street. This would help reduce congestion at the intersection of Kapahulu and Campbell Avenues. The Date Street access should be at least 300 feet from the Kapahulu-Date intersection, and may require an additional turning or stacking lane and/or relocation of the existing bus stop for several bus routes.

Access in and out of the mauka parking lot would be from two or three driveways on Kapahulu Avenue located in alignment with existing street intersections (i.e., 'Olu Street, Mokihana Street and Paliuli Street, from mauka to makai.) An entry and exit point to the parking lot would also be provided from Ekela Avenue in order to reduce the load on Kapahulu Avenue. The proposed streetscape improvements (see Section 1.2.5) includes a new signalized crosswalk and special-pavement crosswalks where Kapahulu Avenue intersects with 'Olu Street and the driveway to the proposed Mauka Parking Lot on the 'ewa side of Kapahulu Avenue. This would help calm traffic on Kapahulu Avenue and provide a safe place for pedestrians to cross. Furthermore the proposed signalized light would mitigate adverse impacts to traffic flow on Kapahulu Avenue resulting from the proposed mauka municipal parking lot.

The Kaimukī Avenue pedestrian/bicycle pathway is not expected to adversely impact vehicular access to and from Kaimukī High School. Presently, drivers entering and exiting the school need to yield to pedestrians and bicyclists. The development of the shared-use pathway is not expected to result in a significant net increase in the number of pedestrians and bicyclists on Kaimukī Avenue. No mitigation measures are necessary except to clearly mark the pathway and driveways to increase the awareness of drivers, pedestrians, and bicyclists.

For the other proposed actions, there are no long-term anticipated traffic impacts; thus no mitigative measures are necessary.

### **2.3.2 Water Supply**

Within the vicinity of the proposed actions, major water lines exist on Kapahulu Avenue from the H-1 Freeway to Kaimukī Avenue, and from Date Street to Kūhiō Avenue. Major lines are also found along Kaimukī Avenue (diamondhead of Kapahulu Avenue), 4<sup>th</sup> Avenue, Winam Avenue, Kana'ina Avenue, and Pākī Avenue.

The proposed actions include two drinking water fountains, one at the bicycle rest stop in Crane Park and one at the bicycle staging area near the proposed Kapahulu Community Center. The latter would also include shade trees, showers, and water spigots. Water will also be needed to maintain landscaping at the proposed municipal parking lots, the new street trees planted along Kapahulu and Campbell Avenues, and the landscaped traffic islands. Use of native plants on the traffic islands and xeriscape plantings elsewhere will minimize the amount of water needed for ongoing maintenance. Furthermore, the irrigation system for the landscaped traffic islands will incorporate rain sensors to avoid operation of the system in the rain.

The existing municipal water system is presently adequate to accommodate the proposed improvements. Given the relatively low quantity of water required for these actions, impact to the ground water resource will be insignificant. No mitigative measures are necessary.

According to the State Department of Land and Natural Resources, Commission on Water Resource Management (DLNR, CWRM), there is an existing well (State Well No. 1749-18) on the former Love's Bakery site, which is proposed for development of the mauka municipal parking lot. The well was drilled in 1921 and last used in about 1989. It is over 200 feet deep. The water use permit for Well No. 1749-18 was revoked in October 1996.

The mauka municipal parking lot is recommended for long-term action (six plus years), and timing of this project would need to coincide with implementation of the property owner's (Gouveia Trust) development plans. Well No. 1749-18 will be properly sealed when plans for the project become more definite and it is certain that the well is no longer needed.

### **2.3.3 Wastewater**

Typical collector sewer (gravity) lines in Kapahulu extend from the H-1 Freeway in the makai direction along 6<sup>th</sup> Avenue. High capacity sewer (gravity) lines are found on Date Street, Kapahulu Avenue (makai of Campbell Avenue), and Lē'ahi Avenue. Wastewater from Kapahulu is presently routed to the Beach Walk wastewater pump station in Waikīkī.

The proposed actions which will increase wastewater flow include two drinking water fountains, one at the bicycle rest stop and one at the bicycle staging area. The latter would also include showers and water spigots.

Sewer capacity is more than adequate to support the relatively low quantity of wastewater generated from the proposed actions. As such, anticipated impacts to the wastewater system will be negligible and mitigation measures are not warranted.

### **2.3.4 Stormwater**

Within the vicinity of the proposed actions, major drainlines are found on Kapahulu Avenue from the H-1 Freeway to Pākī Avenue, and along Kaimukī Avenue, Date Street, Campbell Avenue, and Lē'ahi Avenue. In the 1970s, Kapahulu Avenue makai of Date Street was widened and improvements were made to the street's curbs, gutters, and drainage system.

The proposed actions which would increase stormwater flow include the makai and mauka municipal parking lots and the Kaimukī Avenue pedestrian/bicycle pathway. These improvements would increase the amount of paved surface and potential runoff. Not all of the mauka parking lot would represent a net increase in paved surface. Only the portion of the parking lot on the former Love's Bakery site would represent an increase in paved surface. The adjacent three lots, presently used for commercial purposes and as a base yard for Verizon Hawaii, are already paved. The proposed Kaimukī Avenue pedestrian/bicycle pathway would widen the existing sidewalk to approximately 10 to 12 feet in width, thus increasing the amount of paved surface. Onsite runoff from the proposed mauka parking lot and pathway would flow to existing drainage inlets.

Several of the proposed actions would, on the contrary, would have a positive impact on stormwater flow by reducing the amount of surface runoff flows from the subject sites. Proposed actions with positive impacts include landscaping at the makai and mauka municipal parking lots, street trees on Kapahulu and Campbell Avenues, and the landscaped gateways. These improvements may reduce on-site flows in some areas.

In sum, the velocity and volume of on-site flows is not expected to increase significantly and there will be no additional adverse effects resulting from the proposed actions. As such, mitigation measures are not required.

### **2.3.5 Electrical**

Electrical service is provided by Hawaiian Electric Company. In the Diamond Head Special District – roughly makai of Mo'ohau, Winam, and Alohea Avenues – utility lines are required to be placed underground. In other areas of Kapahulu, electrical and other utility lines remain overhead.

Several of the proposed actions will increase electrical consumption. These actions include: lighting of the makai and mauka municipal parking lots; security lighting at the bicycle staging area; improved lighting at the signalized crosswalks where Kapahulu Avenue intersects with Lē'ahi Avenue, Campbell Avenue, Date Street, Winam Avenue, Kaimukī Avenue, and Harding Avenue; and low-intensity landscape lighting at the mauka and makai landscaped gateways. Electrical connections are available to these sites.

Lighting of the above improvements will have an illumination intensity appropriate for security and safety purposes. Lighting of the landscaped gateways will not only enhance visibility and improve pedestrian safety at night, but will also create a sense of arrival. These improvements represents a minor increase in electrical consumption that can be accommodated without any modification to the area's power distribution system. No mitigative measures are needed.

### **2.3.6 Communications**

Verizon Hawai'i provides telecommunication services to Kapahulu via overhead and underground facilities. As mentioned earlier, utility lines are required to be placed underground in the Diamond Head Special District. In other areas of Kapahulu, utility lines remain overhead.

Of the proposed actions, only the bicycle staging area may require communication services (a telephone is recommended). The addition of a telephone represents a minor increase in communication services. It will have a negligible impact on the area's communication system; thus no mitigative measures are needed.

Verizon Hawai'i may be impacted by the proposed mauka municipal parking lot. As described in Section 1.2.1, development of mauka parking lot involves the interior portion of the vacant, privately-owned former Love's Bakery lot (Parcel 36) and portions of three adjacent lots (Parcels 30, 38, and 39) that are under the same ownership (see **Figure 4**). A baseyard for Verizon Hawai'i is presently located on Parcel 39. The proposed parking lot would require relocation of the baseyard to the former Love's Bakery lot with access to Kapahulu Avenue.

Over the short-term, Verizon Hawai'i may be inconvenienced by having to relocate its baseyard. However, relocating the baseyard will have long-term positive impacts on traffic flow and the surrounding neighborhood. By relocating the baseyard to the former Love's Bakery site, traffic from the baseyard would be diverted from a residential street, Leialoha Avenue, to a major roadway, Kapahulu Avenue. The surrounding residential community would no longer be negatively impacted by commercial vehicles traversing through their neighborhood on a regular basis. Long-term impacts are considered positive; thus no mitigative measures are necessary.

### **3. ALTERNATIVES TO THE PROPOSED ACTION**

This Environmental Assessment covers seven proposed projects, described in detail in Chapter 1. Other than the No Action Alternative, there are no alternatives to any of the proposed actions except for the mauka municipal parking lot, described below.

#### **3.1 MAUKA MUNICIPAL PARKING LOT**

##### **3.1.1 Alternative Sites Considered**

Alternative sites for the mauka municipal parking lot are limited due to the scarcity of vacant lots. Sites considered include:

###### **1034 Kapahulu Avenue**

This site is owned by Davenroye Development Company, Limited and is about 14,200 square feet in size. It is presently covered by the remains of a building foundation and is adjacent to the Board of Water Supply (BWS) Kaimuki Well Station at the mauka end of Kapahulu Avenue, at the intersection with Kihei Place. It is not likely that this site can be expanded into the BWS lot, which contains a functioning well and raises concerns regarding wellhead protection against contaminants. In any case, the addition of the BWS lot would still be insufficient to accommodate the development of a municipal parking lot with at least 200 spaces.

Furthermore, the intersection of Kapahulu Avenue and Kihei Place is not signalized, thus it would be difficult for pedestrians to cross at this location and for vehicles to enter and exit the site. Adding a traffic signal would not be feasible since there are signalized intersections on Kapahulu Avenue immediately mauka and makai of Kihei Place. Also, this site is not centrally located within the Mauka Business Area and thus would not adequately serve businesses and customers.

###### **820 Kapahulu Avenue**

This federal-owned property is adjacent to the makai side of the former Love's Bakery lot. It fronts Kapahulu Avenue and is approximately 10,100 square feet in size. It is presently used as a base yard and for temporary housing by the U.S. Department of Fish and Wildlife Services (FWS).

Although this site is centrally located within the Mauka Business Area, it can only accommodate about 30 parking spaces. Furthermore, it is located at the Kapahulu-Paliuli intersection which does not have a traffic signal. This would make it difficult for pedestrians to cross Kapahulu Avenue and for vehicles to safely enter and exit the parking lot. Adding a traffic signal would not be feasible since there is a signalized intersection at Winam Avenue which is immediately makai of Paliuli Avenue. Also, given the property's street frontage and central location in Kapahulu's business district,

it would be preferable to relocate the FWS's facilities and redevelop the property with an appropriate commercial use.

### **3.1.2 Phased Alternative**

This alternative represents a phasing of the proposed mauka municipal parking lot described in Section 1.2.1. Under the first phase of this alternative, only the vacant, privately-owned former Love's Bakery site (Parcel 36) would be used for the development of a municipal parking lot (see **Figure 8**). The facility would have approximately 160 to 200 parking spaces and would serve businesses in Kapahulu's Mauka Business Area. In subsequent phases, the three adjacent lots (Parcels 30, 38, and 39) would be redeveloped according to the property owner's (Gouveia Trust) development plans and potentially with an expansion of the municipal parking lot.

Under this alternative, access in and out of the mauka parking lot would be from two driveways on Kapahulu Avenue located in alignment with existing street intersections (i.e., Mokihana Street and Paliuli Street, from mauka to makai.) If the parking lot were expanded to the other parcels in subsequent phases, a third driveway at 'Olu Street would be added. A new traffic signal and improved pedestrian crosswalk at the 'Olu Street intersection is proposed under Section 1.2.5. This improvement would facilitate traffic flow entering and exiting the parking lot as well as calm traffic on Kapahulu Avenue.

Although this alternative addresses the parking deficit in the Mauka Business Area, it is a less than ideal site layout for all four lots (Parcels 36, 30, 38, and 39). By limiting the parking lot to the former Love's Bakery site, it would need to have a dimension that is deeper than desirable in order to accommodate the 200 parking spaces. This would limit the type of income-producing development the property owner could place at the 'ewa end of the lot. Furthermore, patrons would have a farther walk to Kapahulu Avenue and to businesses at the very mauka end of Kapahulu. This alternative would forego using the interior portion of the combined Parcels 30, 38, and 39 as a municipal parking lot unless the property owner chooses to expand it in subsequent phases. The location of this interior portion is ideal for parking use, but less than desirable for residential or commercial development.

Given the drawbacks noted above, siting the mauka municipal parking lot on only the former Love's Bakery site is not preferred. This alternative would increase adverse impacts to the environment, specifically by contributing to traffic congestion on Kapahulu Avenue. If expansion of the parking lot to Parcels 30, 38, and 39 does not occur in subsequent phases, the driveways for the existing commercial buildings on Parcels 30 and 38 would remain. These driveways, combined with the driveways for the municipal parking lot at Mokihana and Paliuli Street, would contribute to congestion and conflicts with both vehicular and pedestrian traffic along Kapahulu Avenue.

In addition to adverse impacts to the environment, this alternative does not address the former Love's Bakery site and the three adjacent lots as a collective whole. These parcels, given their combined size, are key to revitalizing the mauka portion of Kapahulu. There is excellent potential to redevelop these parcels with a municipal parking lot and street-facing commercial buildings. The latter would enable longer, more continuous storefronts along the sidewalk, promoting a more pedestrian-oriented environment. In sum, to optimize the future building and circulation layout, redevelopment should ideally include all four properties.

### **3.2 NO ACTION ALTERNATIVE**

The No Action Alternative would maintain the status quo of the subject properties. The following potential benefits of the proposed actions would be foregone:

- The makai and mauka municipal parking lots would enhance the *commercial vitality of Kapahulu and Campbell Avenues, the community's primary commercial corridors*, by allowing for consolidated, shared parking for area businesses. Over time, commercial properties would likely be improved and more residents and visitors would be attracted to the area for dining, shopping, and strolling. Furthermore, preventing and possibly reducing the number of individual parking lots and their related driveways would improve pedestrian and vehicular safety, as well as the overall quality of the pedestrian experience. Lastly, given the size of the former Love's Bakery site, development of the mauka parking lot would be key to revitalizing the mauka portion of Kapahulu.
- Proposed improvements to Crane Park's passive recreation area would provide a more inviting neighborhood place for informal gathering and visual enjoyment of the outdoors.
- The Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area would support pedestrian and bicycle activity, both recreational and as a primary mode of transportation, in Kapahulu. Furthermore, it would have regional importance by providing a link between projects recommended in the *Honolulu Bicycle Master Plan* (April 1999). Furthermore, the bicycle staging area also supports one of the main themes in the *Kapahulu Community Plan* which is to enhance the makai end of Kapahulu as a gateway to major recreational and cultural attractions.
- The sidewalk and crosswalk improvements would improve Kapahulu by making the pedestrian experience safer and more pleasant. The proposed streetscape improvements also supports one of the main themes in the *Kapahulu Community Plan* which is to sustain Kapahulu's residential community and neighborhood-serving businesses, services and public facilities.

- The landscaped gateways would create a sense of arrival and strengthen the Kapahulu's identity. Furthermore, development of these "gateways" would result in immediate visible change that could serve as a catalyst for future improvements over the long-term.

The No Action Alternative precludes environmental, social, and economic impacts disclosed in this Assessment.

## 4. DETERMINATION OF SIGNIFICANCE

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Based on significance criteria set forth in *Hawaii Administrative Rules, Title 11, Department of Health, Chapter 200, Environmental Impact Statement Rules*, the proposed projects are not expected to have a significant impact on the environment. As such, the recommended determination for the proposed projects is a Finding of No Significant Impact (FONSI). The findings and reasons supporting this determination are discussed below.

### 1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resource

The proposed projects will not result in a loss of natural or cultural resources. The parcels and public right-of-ways where construction would occur are presently either paved with asphalt or concrete; or contain a mix of grass, alien weeds, and trees of a common variety. The Phase I Improvements would require the removal of possibly one or two mature trees on the site of the proposed makai municipal parking lot. The trees would be relocated to another portion of the site. In addition, the proposed street tree planting would require the removal of Satinleaf trees on the 'ewa side of the makai portion of Kapahulu Avenue. These trees would be replaced with a mid-size species that would also be planted on the opposite side of the street. No other trees would need to be removed as a result of the proposed actions. There are no rare, endangered, or threatened species of plants or wildlife that inhabit the project sites.

As discussed in Section 2.1.6, according to the State Department of Land and Natural Resources, Historic Preservation Division (DLNR, HPD), there are no known surface historic sites at any of the proposed improvement locations. All of the project areas have been previously developed or altered.

The DLNR, HPD believes that improvements to Crane Park's passive recreation area (including the bicycle rest stop), Kaimukī Avenue pedestrian/bicycle pathway, bicycle staging area, crosswalk and sidewalk improvements, and landscaped gateways will have "no effect" on significant historic sites because of their minimal ground disturbance in areas that have been previously altered or developed (see **Figure 7**).

In addition to consultation with the DLNR, HPD, information on cultural resources was obtained from an oral history audio tape of Kapahulu. Except for the mention of common graves located in the area extending from the present Waikīkī-Kapahulu Library to the Ala Wai Golf Course, no reference was made to cultural resources, practices, and beliefs that would be adversely impacted by the proposed Phase I Improvement projects.

The proposed makai municipal parking lot is not expected to adversely impact historical and cultural resources given that the site has been previously developed or altered. Given that the proposed makai municipal parking lot will be a paved surface lot, subsurface disturbances will be kept to a minimum. Subsurface alteration resulting

from grading for the proposed makai parking lot would be no greater than what was previously done for the Ala Wai Golf Course, bike path, and possibly the fairgrounds. Furthermore, based on discussions with the DLNR, HPD, there are no burial sites on record at the location of the proposed makai municipal parking lot.

Regarding the mauka municipal parking lot, the proposed site has been or is currently developed with urban uses, including commercial buildings and surface parking lots. Given that the proposed mauka parking lot will most likely be a paved surface lot, subsurface disturbances will be kept to a minimum. The extent of subsurface disturbances is not expected to be any more than what has already occurred in the past.

**2. Curtails the range of beneficial uses of the environment**

Improvements to Crane Park's passive recreation area near Kapahulu Avenue will increase the beneficial use of the environment by providing a more inviting neighborhood place for informal gathering and visual enjoyment of the outdoors. The proposed Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area will serve recreational bicyclists, as well as those commuting by bicycle. Compared to motor vehicles, bicycling is beneficial to the environment since it does not consume fuel, emit pollutants, or add to traffic noise and congestion.

**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 action is consistent with the environmental policies and guidelines established in Chapter 344, HRS.

Two of the proposed projects involve land that is presently under an Executive Order.

The makai municipal parking lot and bicycle staging area are proposed for portions of parcel 2-7-036:002 (Ala Wai Golf Course). This parcel is owned by the State of Hawai'i and under Executive Order 1920 to the City & County of Honolulu, City Council for municipal golf course purposes. In order for these projects to proceed, the State Board of Land and Natural Resources and Governor would need to approve an amendment of the Executive Order to allow portions of the Ala Wai Golf Course property to be used for a municipal parking lot and bicycle staging area.

**4. Substantially affects the economic and social welfare of the community or state**

The proposed actions would have the following positive socio-economic impacts on Kapahulu:

- The proposed makai and mauka municipal parking lots would enhance the commercial vitality of Kapahulu and Campbell Avenues, the community's primary commercial corridors. Over time, commercial properties would

likely be improved and more residents and visitors would be attracted to the area for dining, shopping, and strolling. Furthermore, preventing and possibly reducing the number of individual parking lots and their related driveways would improve pedestrian and vehicular safety, as well as the overall quality of the pedestrian experience. Lastly, given the size of the former Love's Bakery site, development of the mauka parking lot would be key to revitalizing the mauka portion of Kapahulu.

- Improvements to Crane Park's passive recreation area near Kapahulu Avenue would provide a more inviting neighborhood place for informal gathering and visual enjoyment of the outdoors.
- The proposed Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area will promote a healthy lifestyle and care of the environment by supporting bicycling as a recreational activity and as a mode of transportation.
- The proposed landscaped gateways and streetscape improvements will create a more inviting, pleasant, and safer pedestrian environment and will help strengthen the neighborhood identity. Furthermore, these proposed actions will result in immediate visible change that could serve as a catalyst for future improvements. In the long run, these improvements may help stimulate and improve the vitality of Kapahulu's commercial district.

#### **5. Substantially affects public health**

Public health would not be substantially affected by the proposed projects except possibly by noise and dust generated during construction. These short-term impacts can be controlled by existing regulatory measures.

On a long-term basis, the proposed Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area would benefit public health by supporting a recreational activity and mode of transportation which provides physical exercise and promotes health opportunities for the young and old. Furthermore, improvements to Crane Park's passive recreation area and the addition of trees and other landscape elements on the subject properties would provide positive social and quality of life improvements.

#### **6. Involves substantial secondary impacts, such as population changes or effects on public facilities**

Due to the nature of the proposed actions, there are no substantial secondary or indirect impacts such as population changes or effects on public facilities that would result from the projects. The proposed Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area would be built adjacent to existing public facilities, namely Kaimukī High School, Crane Park, and the Ala Wai Golf Course. There would be no adverse impacts on these facilities from the proposed projects.

On the contrary, the pedestrian/bicycle pathway and bicycle rest stop would enhance the active recreational opportunities at Crane Park. Proposed improvements to Crane Park's passive recreation area would also have a positive impact on this public facility. Furthermore, although the bicycle staging area would not benefit the golf course, it would be viewed as a recreational asset for the surrounding area, community, and region.

The proposed actions include two new public facilities – the makai and mauka municipal parking lots. These facilities would benefit Kapahulu by providing off-street parking for customers of area businesses.

**7. Involves a substantial degradation of environmental quality**

The construction of the proposed projects will be relatively minor in scope and duration and will not involve significant degradation of environmental quality. Mitigation measures will minimize impacts to the environment.

Over the long-term, no significant increases in air or noise impacts are anticipated as a result of the proposed actions. No endangered plant or animal species or important habitat is associated with the subject properties. Furthermore, the proposed Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area support bicycling which is considered an environmentally friendly activity. In addition, the proposed improvements to Crane Park's passive recreation area, streetscape improvements, and landscaped gateways will visually enhance Kapahulu.

**8. Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions**

Adverse cumulative impacts on the environment from the proposed actions are not anticipated. With the exception of the mauka municipal parking lot, the proposed actions do not involve a commitment for larger actions on the subject properties.

In order for the mauka parking lot to be developed on the former Love's Bakery site and portions of the three adjacent lots (preferred alternative), timing of this project would need to coincide with implementation of the property owner's (Gouveia Trust) development plans. It would be the responsibility of the Gouveia Trust, not the City, to address relocation assistance and the displacement of existing businesses (on parcels 30, 38, and 39). The parking lot would need to be an integral part of the property owner's overall development plan for the four parcels. Given the combined size of the former Love's Bakery site and the three adjacent lots, development of the mauka parking lot combined with street-facing commercial buildings would be key to revitalizing the mauka portion of Kapahulu.

If the phased alternative to the mauka municipal parking lot is selected, as described in Section 3.1.2, only vacant land (the former Love's Bakery site) would be used for the construction of parking spaces under the first phase, thus no businesses would be displaced.

**9. Substantially affects a rare, threatened or endangered species, or its habitat**

There are no rare, threatened, or endangered plant or animal species on the subject properties.

**10. Detrimentially affects air or water quality or ambient noise levels**

On a short-term basis, ambient air and noise conditions will be affected by construction activities related to the proposed improvements, but these impacts can be controlled by measures described in this Assessment.

Once the construction is completed, it is anticipated that the proposed actions will not have an adverse impact upon local and regional ambient air quality conditions. Additional ambient future noise levels will likely be generated on occasion from users of the Kaimukī Avenue pedestrian/bicycle pathway, bicycle rest stop, and bicycle staging area. The existing large canopy trees lining Kaimukī Avenue and the landscaping presently in place along the Kapahulu Avenue bikeway will help mitigate long-term noise impacts associated with the proposed projects.

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

The subject properties are not in any of the above mentioned environmentally sensitive areas.

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

The *Primary Urban Center Development Plan* (Ordinance No. 81-79) identifies important views to be protected. From public places in Kapahulu, these include: mauka views of the Ko'olau mountain range, ridges, and valleys; Diamond Head, a natural landmark; and major streams. The latter, although not specified in the *Primary Urban Center Development Plan*, would include the Mānoa-Pālolo Stream.

Given the nature of the proposed projects, the above-mentioned views will not be obstructed. Views of the subject properties, on the contrary, will be enhanced by the addition of trees and other landscaping improvements.

**13. Requires substantial energy consumption**

Construction and operations associated with the proposed actions are small-scale and will not require substantial amounts of electrical energy.

## 5. LIST OF ALL APPROVALS AND PERMITS REQUIRED

A Chapter 343, Hawai'i Revised Statutes, environmental assessment is required because the proposed projects involve public funds and lands. The proposing agency will also be required to obtain from the City Department of Planning and Permitting grading and building permits. All of the proposed projects will comply with the accessibility requirements of the Americans with Disabilities Act and with the City's Accessibility Policies for Public Rights-of-Way. In addition, the following permits, approvals, and agency actions are needed for implementation of each of the proposed projects.

### 5.1 MAKAI MUNICIPAL PARKING LOT

Action	Responsible Party
Approve Development Plan Public Facilities Map Amendment to designate the site for acquisition and improvement; funds for construction; resolution to acquire an easement on Hawaiian Dredging Building property; <i>Optional:</i> Approve ordinance to create a special parking improvement fund for Kapahulu	Planning Commission (recommend), City Council and Mayor (approve)
Approve transfer or amendment of Executive Order for use of a portion of the Ala Wai Golf Course	State Board of Land and Natural Resources, State Office of the Lieutenant Governor, City Council, City Department of Enterprise Services
Oversee land acquisition, design, and construction	City Department of Design and Construction
Acquire a second access to Date Street to reduce congestion at the intersection of Kapahulu and Campbell Avenues	City Department of Transportation Services
<i>Optional:</i> Draft ordinance for special parking improvement fund for Kapahulu and administer the fund	City Department of Budget and Fiscal Services
Negotiate sale of parking lot and driveway easement with City	Owner of 614 Kapahulu Avenue property, City Department of Budget and Finance
Maintain and operate the parking lot	City Department of Facilities Maintenance

## 5.2 MAUKA MUNICIPAL PARKING LOT

Action	Responsible Party
Approve Development Plan Public Facilities Map Amendment to designate the site as a municipal parking lot; funds for design and construction; <i>Optional:</i> Approve related amendments to the zoning map and/or Land Use Ordinance	Planning Commission (recommend), City Council and Mayor (approve)
Oversee land acquisition, design and construction	City Department of Design and Construction
<i>Optional:</i> Draft ordinance for special parking improvement fund for Kapahulu and administer the fund	City Department of Budget and Fiscal Services
<i>Optional:</i> Initiate related amendments to the zoning map and/or Land Use Ordinance	City Department of Planning and Permitting
Negotiate with City on the purchase or exchange of property and the phasing of development	Gouveia Trust (landowner)
Maintain and operate the parking lot	City Department of Facilities Maintenance

## 5.3 CRANE PARK AND BICYCLE REST STOP

Action	Responsible Party
Approve funds for design and construction	City Council and Mayor
Oversee design and construction	City Department of Design and Construction
Oversee design; maintain and operate the park	City Department of Parks and Recreation

## 5.4 KAIMUKĪ AVENUE PEDESTRIAN/BICYCLE PATHWAY

Action	Responsible Party
Approve use of Kaimukī High School campus for pathway alignment	State Department of Education
Approve funds for design and construction	City Council and Mayor
Approve use of public right-of-way and Crane Park for pathway alignment; oversee design	City Department of Parks and Recreation, City Department of Planning and Permitting
Oversee approval of alignment, design and construction	City Department of Design and Construction

## 5.5 BICYCLE STAGING AREA

Action	Responsible Party
Approve transfer or amendment of Executive Order for use of a portion of the Ala Wai Golf Course	State Board of Land and Natural Resources, State Office of the Lieutenant Governor, City Council, City Department of Enterprise Services
Approve funds for design and construction	City Council and Mayor
Oversee land acquisition, design and construction	City Department of Design and Construction
Oversee design; maintain and operate the facilities	Department of Parks and Recreation

## 5.6 CROSSWALK AND SIDEWALK IMPROVEMENTS

Action	Responsible Party
Approve funds for design and construction	City Council and Mayor
Approve use modifications to right-of-way, such as lighting and crosswalks	City Department of Transportation Services, City Department of Planning and Permitting, State Department of Transportation
Approve and maintain street trees	City Department of Parks and Recreation
Oversee design and construction	City Department of Design and Construction or City Department of Transportation Services

## 5.7 LANDSCAPED GATEWAYS

Action	Responsible Party
Approve use of State right-of-way for the locations adjacent to or underneath the H-1 Freeway	State Department of Transportation
Oversee site acquisition (for State right-of-way), design and construction	City Department of Design and Construction
Oversee design; maintain the landscaping	City Department of Parks and Recreation
<i>Optional:</i> Maintain the landscaping under agreement with the City	Community organization such as New Kapahulu Business Association or Lions' Club

## **6. AGENCIES AND ORGANIZATIONS CONSULTED**

The following agencies, community organizations, and individuals have been consulted with in the preparation of this Environmental Assessment:

### **State of Hawai'i**

Department of Education

Department of Land and Natural Resources, Commission on Water Resource Management

Department of Land and Natural Resources, Historic Preservation Division

Department of Transportation

Office of Environmental Quality Control

University of Hawai'i, Environmental Center

### **City and County of Honolulu**

Board of Water Supply

Department of Environmental Services

Department of Parks & Recreation

Department of Planning and Permitting

Department of Transportation Services

### **Others**

Daisy Murai

Diamond Head/Kapahulu/St. Louis Neighborhood Board #5

Georgette Yaindl

Hawai'i Bicycling League

McCully-Mō'ili'ili Neighborhood Board #8 (Clifton Takamura)

New Kapahulu Business Association

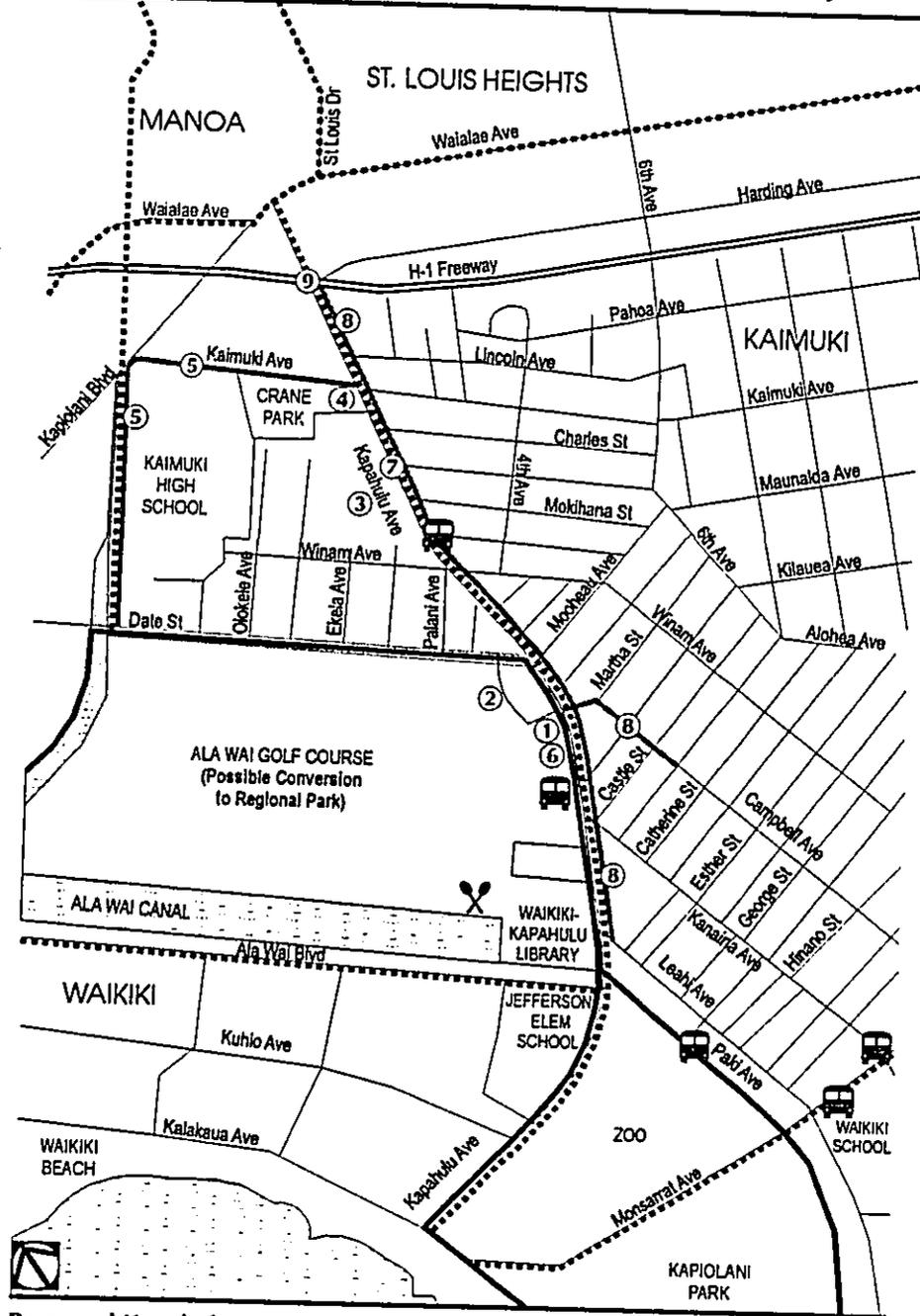
State Representative Scott Saiki



## Figures

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**Figure 1**  
**Kapahulu Community Plan and Related Projects**



**Proposed Kapahulu Community Plan Projects:\***

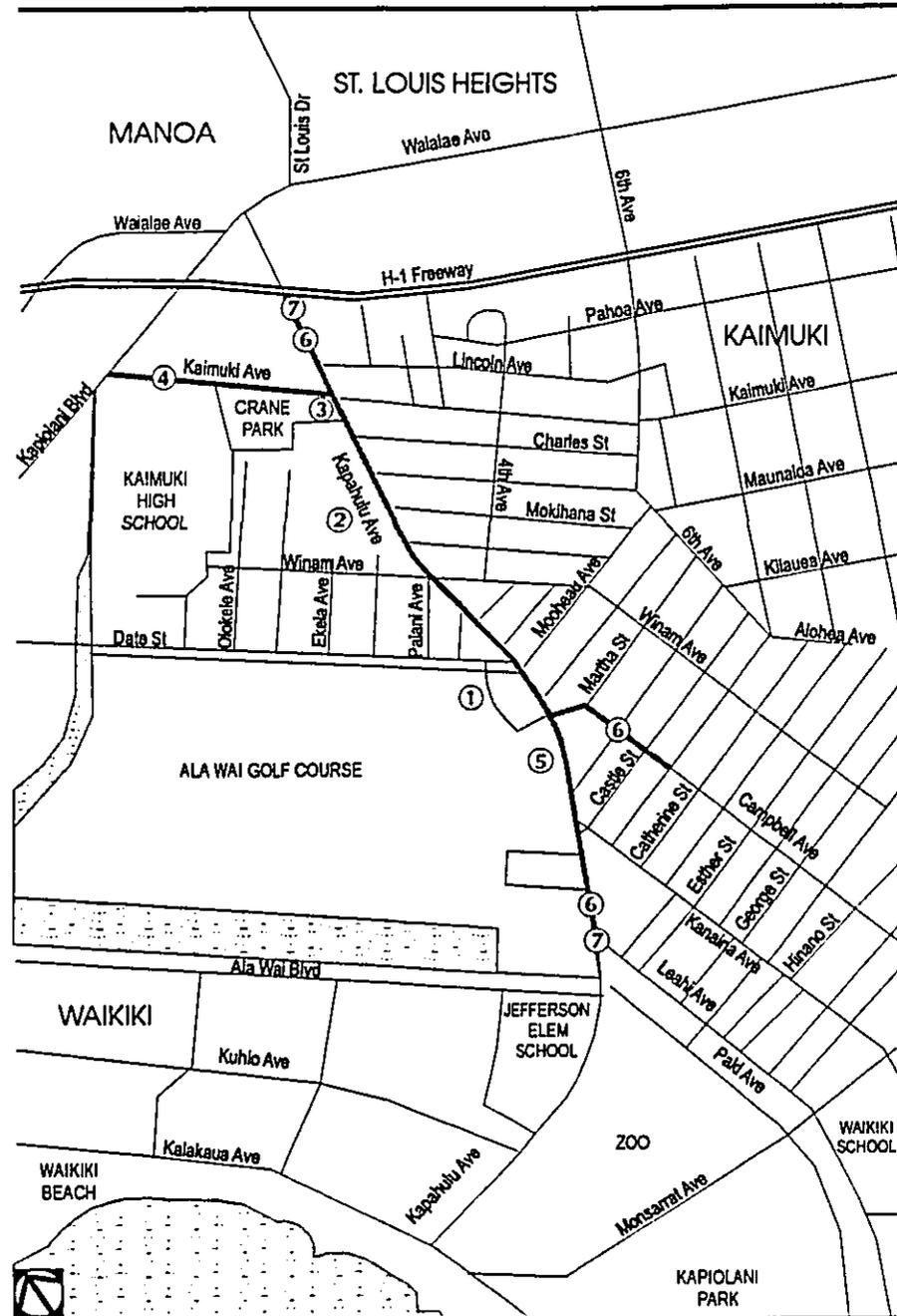
- |   |                                      |
|---|--------------------------------------|
| ① Kapahulu Community Center                     | ⑤ Pedestrian/Bicycle Pathway         |
| ② Makai Parking Lot                             | ⑥ Bicycle Staging Area               |
| ③ Mauka Parking Lot                             | ⑦ Traffic Signal                     |
| ④ Crane Park Improvements/<br>Bicycle Rest Stop | ⑧ Street Trees/Sidewalk Improvements |
|   | ⑨ Skateboard Park                    |

**Related Projects:**

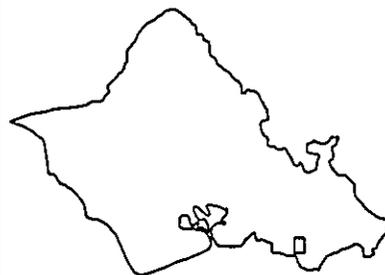
- |                                 |                        |
|---------------------------------|------------------------|
| — Existing Bikeways             | 🚌 Planned Bus Shelters |
| ⋯ Proposed Master Plan Bikeways | 🚣 Planned Canoe Halau  |

\* Does not include landscaped gateways and undergrounding of utility lines.

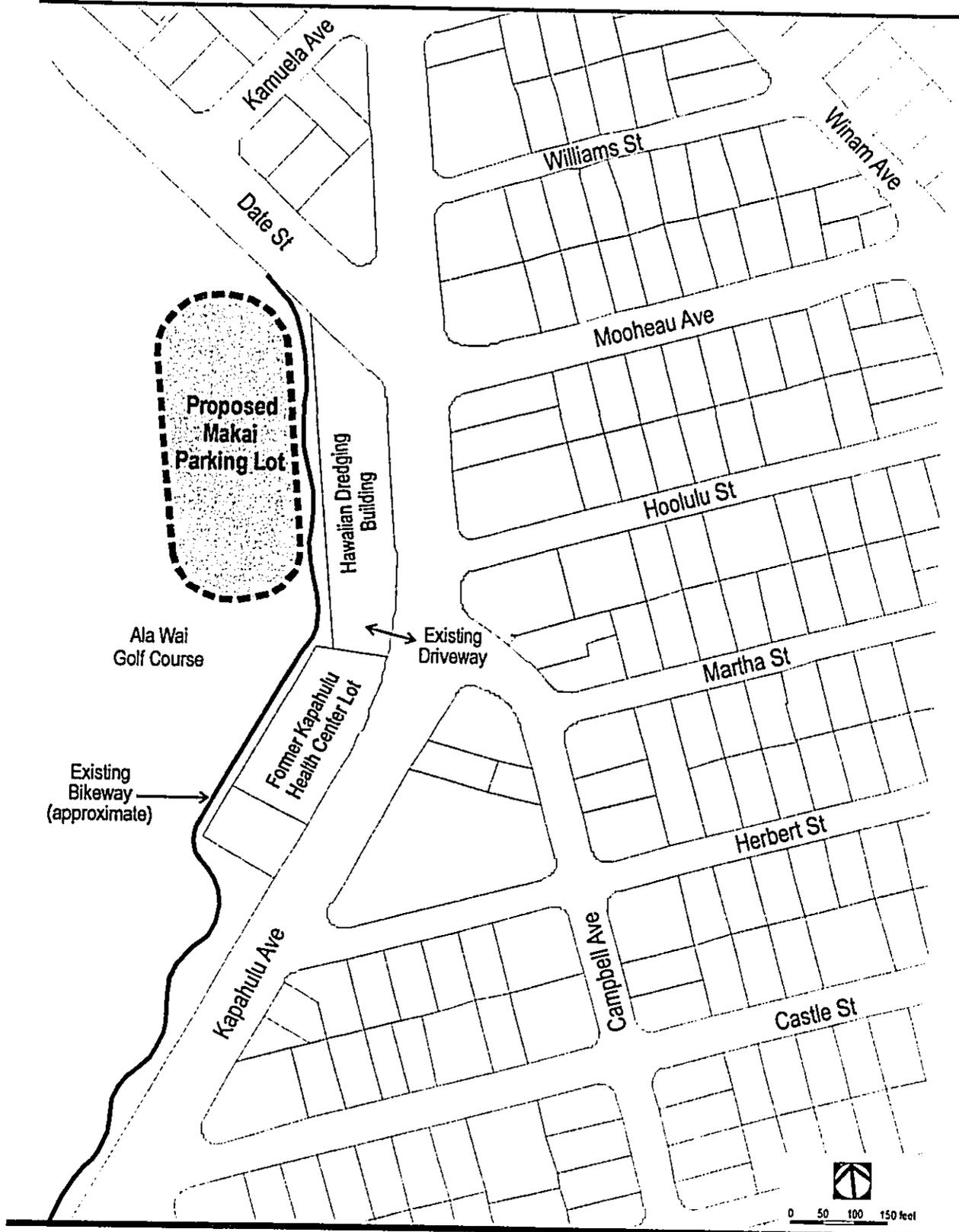
**Figure 2**  
**Location of Proposed Improvements**



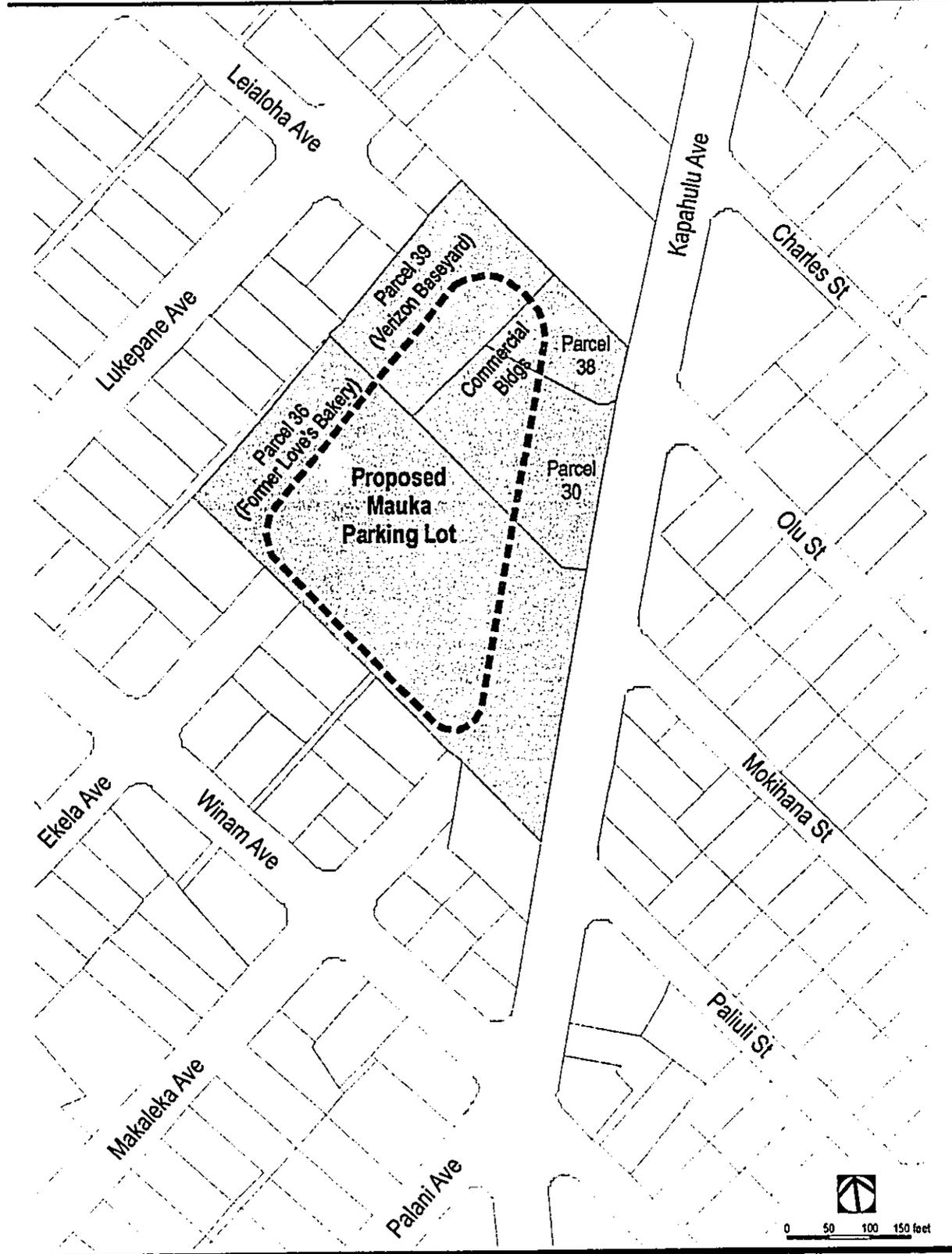
- Proposed Actions:**
- ① Makai Parking Lot
  - ② Mauka Parking Lot
  - ③ Crane Park & Bicycle Rest Stop
  - ④ Kaimuki Avenue Pedestrian/Bicycle Pathway
  - ⑤ Bicycle Staging Area
  - ⑥ Crosswalk/Sidewalk Improvements
  - ⑦ Landscaped Gateways



**Figure 3**  
**Makai Municipal Parking Lot - Kapahulu-Date Corner**



**Figure 4**  
**Mauka Municipal Parking Lot - Former Love's Bakery Site & Adjacent Lots**





**Figure 6**  
**Makai Entry Landscaped Gateway - Kapahulu Avenue and Leahi Avenue**

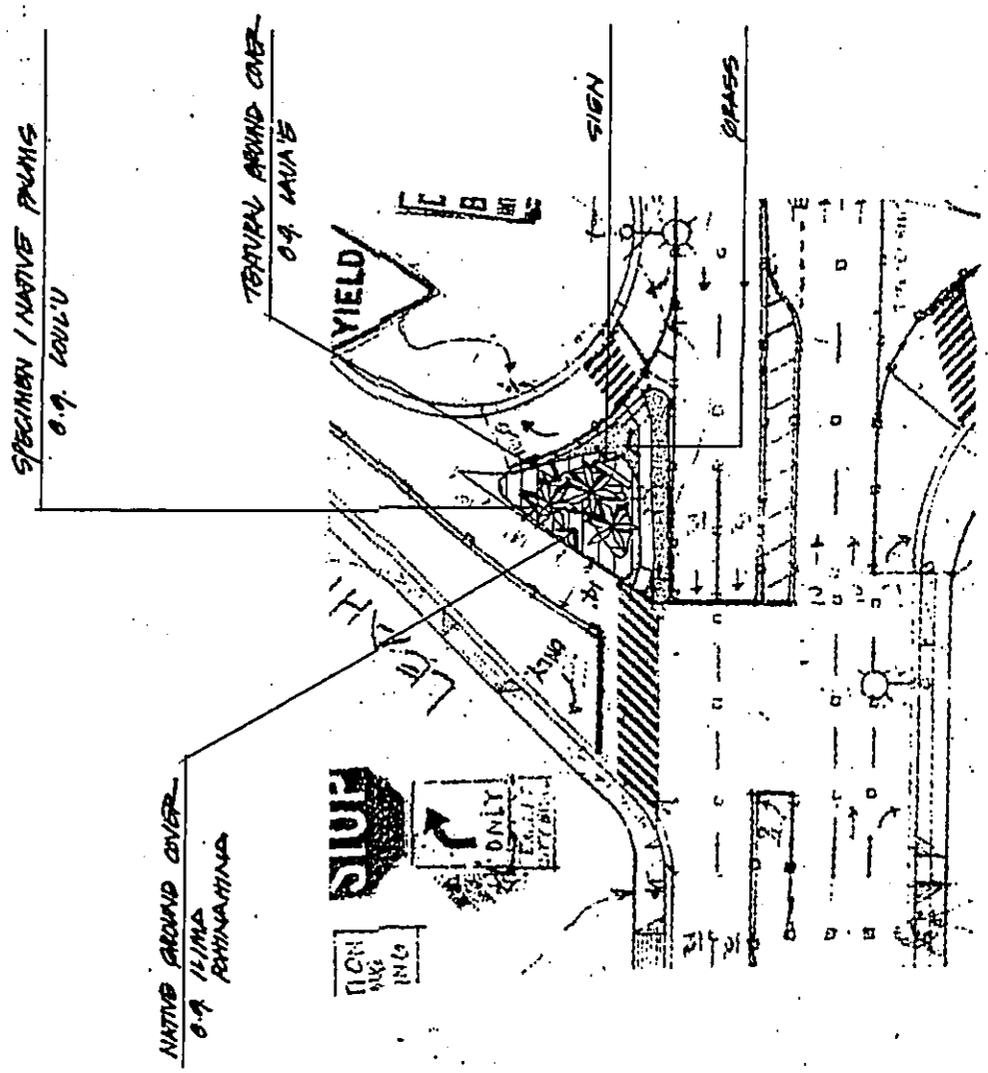


Figure 7

Letter from State Department of Land and Natural Resources,  
Historic Preservation Division

Dina Tamura Wong  
Page Two

In addition, we have concerns about the proposal to relocate the Kapahulu Community Center from the old Waikiki-Kapahulu Japanese Language School to another site. While we understand the desire and need for newer, more accessible facilities, our concern is that the Japanese School not be left to deteriorate without any tenant. We would appreciate some assurance that the school will have an alternate use of the community center will use it for some functions.

Our complete comments should more fully presented in the EA and a complete copy included in an appendix.

Should you have any questions about archaeology, please feel free to call Sara Collins at 692-8026 or Elaine Jourdan at 692-8027. Should you have any questions about architecture, please feel free to contact Carol Ogata at 692-80232.

Aloha,



Don Hibbard, Administrator  
State Historic Preservation Division

E/jjk

c: Brian Suzuki, City and County of Honolulu, Dept. of Design and Construction  
David Scott, Executive Director, Historic Hawaii Foundation

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
HISTORIC PRESERVATION DIVISION  
101 KANEHANA BUILDING  
HONOLULU, HAWAII 96813

SEP 8

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
HISTORIC PRESERVATION DIVISION  
101 KANEHANA BUILDING  
HONOLULU, HAWAII 96813

September 25, 2001  
Dina Tamura Wong  
Plan Pacific  
345 Queen Street, Suite 302  
Honolulu, Hawaii 96813

LOG NO: 28270 ✓  
DOC NO: 0109EJ26

Dear Ms. Wong:  
SUBJECT: Chapter 6E-8 Historic Preservation Review - Draft EA for the Kapahulu Community Plan Phase I Improvements Waikiki (Kapahulu), Kona, O'ahu  
TMK: 2-7-024:001; 2-7-031:008; 2-7-032:030-036, 038-039; 2-7-036:002, 004

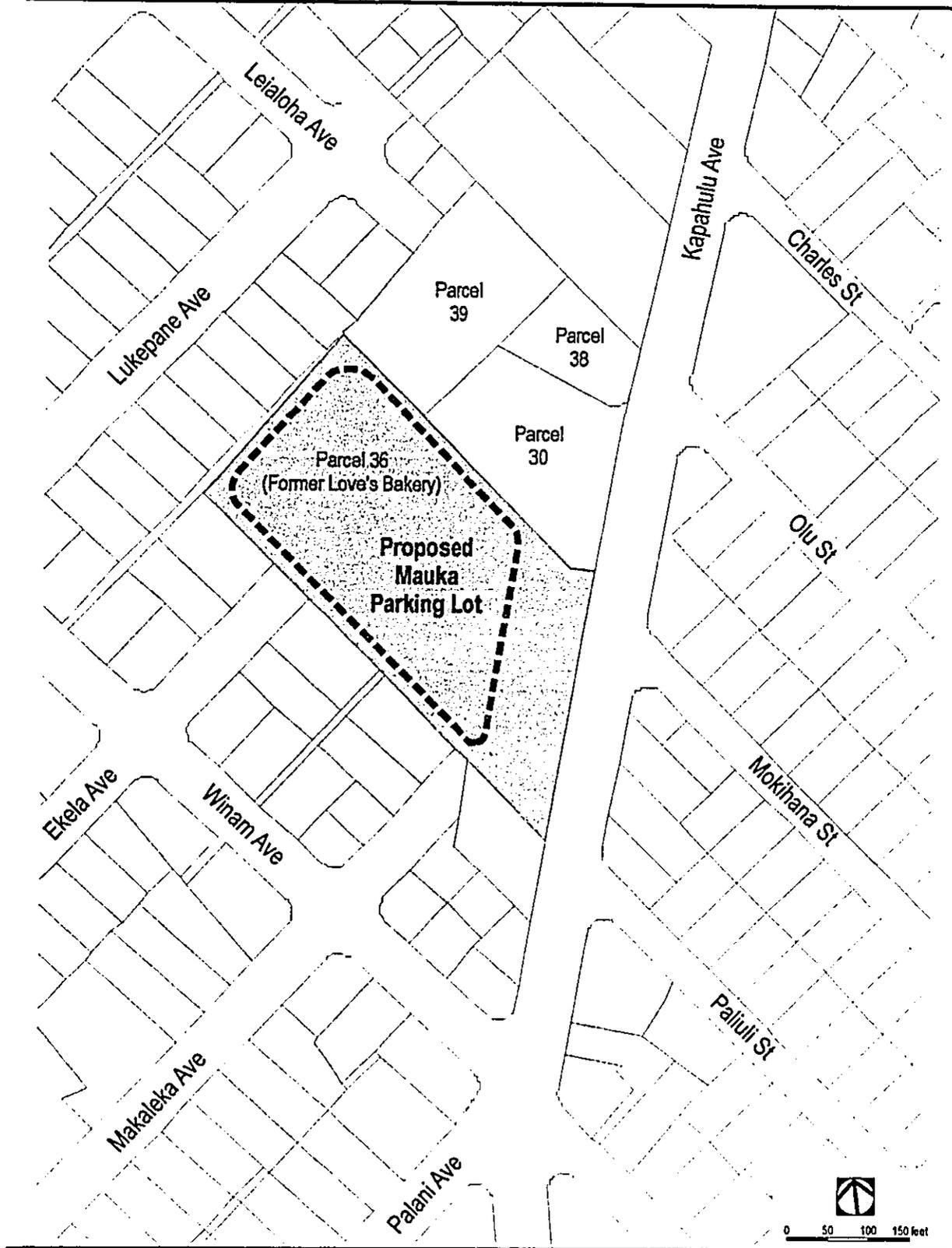
Thank you for the opportunity to provide comment on the draft EA for the Kapahulu Community Plan Phase I Improvements. The DEA incorporates some of the earlier comments provided by SHPD during the pre-EA consultation phase. Our earlier comments stated that we believed that the proposed improvements such as the bicycle/pedestrian, bicycle rest stops and staging areas, crosswalk and sidewalk improvements and the landscaped gateways will have "no effect" on significant historic sites because of their minimal ground disturbance in areas that are previously altered and developed.

In addition to these determinations, we also made the following comments, and we reproduce them below for your consideration and action:

We request that additional information be provided that will clarify the extent of subsurface alteration that has occurred in the areas of the proposed municipal parking facilities, and that we be able to review the plans to determine the effect that these facilities would have on buried cultural resources.

While planting trees along the sidewalks, please be aware that some of the commercial buildings may be eligible for listing on the Hawaii and National Registers of Historic Places. As such, various aspects of their public visibility as well as the direct physical impact on the building (e.g., cutting back of awning) should be subject to review by our office. We request that any tree planting and sidewalk improvements be reviewed by our office as they become formulated.

**Figure 8**  
**Mauka Municipal Parking Lot Alternative - Former Love's Bakery Site**





## **Responses from Preliminary Consultation Phase**

---

BERNARD J. CAYTON  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
HISTORIC PRESERVATION DIVISION  
Kavanaugh Building, Room 555  
601 Kalia Boulevard  
Honolulu, Hawaii 96813

THOMAS E. JONES, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON CULTURAL RESOURCES MANAGEMENT

DEPUTY  
JAMIE L. HANAU  
CULTURAL HERITAGE

AQUATIC RESOURCES  
BOATING AND RECREATION  
CULTURAL AND NATURAL RESOURCES  
DEPARTMENT  
CONSERVATION  
IDENTITY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND PARKS  
WATER RESOURCE MANAGEMENT

October 25, 2000

Dina Tamara Wong  
Plan Pacific  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

DEC 3

LOG NO: 26400 ✓  
DOC NO: 0010EJ16

Dear Ms. Wong:

**SUBJECT:** Chapter 6E-8 Historic Preservation Review - Pre Assessment Consultation  
for the Kapahulu Community Plan EA  
Waikiki (Kapahulu), Kona, O'ahu  
TMK: 2-7-024:001; 2-7-031:008; 2-7-032:030,-036, 038-039; 2-7-  
036:002, 004

Thank you for the opportunity to provide comment during the pre-assessment consultation phase on the Kapahulu Community Plan. 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.

The Kapahulu Community Plan proposed improvements include seven projects along Kapahulu Avenue between Harding Avenue and Ala Wai Boulevard. Improvements include bicycle/pedestrian pathways, bicycle rest stops and staging areas, crosswalk and sidewalk improvements, landscaped gateways and the construction of possibly two municipal parking lots. A review of our records shows that there are no known surface historic sites at any of the proposed improvement locations. All project areas have been previously developed or altered. However we are unsure of the extent of subsurface alteration, especially in the *mazuka* parking lot location.

We believe that the proposed improvements such as the bicycle/pedestrian, bicycle rest stops and staging areas, crosswalk and sidewalk improvements and the landscaped gateways will have "no effect" on significant historic sites because of their minimal ground disturbance in areas that are previously altered and developed. We request that additional information be provided that will clarify the extent of subsurface alteration that has occurred in the areas of the proposed municipal parking facilities, and that we be able to

Dina Tamara Wong  
Page Two

review the plans to determine the effect that these facilities would have on buried cultural deposits.

While planting trees along the sidewalks, please be aware that some of the commercial buildings may be eligible for listing on the Hawaii and National Registers of Historic Places. As such, various aspects of their public visibility as well as the direct physical impact on the building (eg. cutting back of awning) should be subject to review by our office. We request that any tree planting and sidewalk improvements be reviewed by our office as they become formulated.

In addition, we have concerns about the proposal to relocate the Kapahulu Community Center from the old Waikiki-Kapahulu Japanese Language School to another site. While we understand the desire and need for newer, more accessible facilities, our concern is that the Japanese School not be left to deteriorate without any tenant. We would appreciate some assurance that the school will have an alternate use or the community center will use it for some functions.

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

EL:jk

c: Brian Suzuki, City and County of Honolulu, Department of Design and Construction, 650 S. Beretania Street, 9th Floor, Honolulu, HI 96813

BENJAMIN J. CATENO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
288 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5007

NOV 1 2000



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KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
SERUJI K. MIYAJI  
OLENIKI I. ODOMOTO

PH REPLY REFER TO:  
HWY-PS  
2.0580

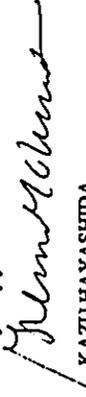
Ms. Dina Tamura Wong, AICP  
Page 2

HWY-PS 2.0580

NOV 1 2000

Community Plan area. However, the former project would connect to the existing bikeway network and is a listed priority of the Honolulu Bicycle Master Plan. In contrast, the proposed Kaimuki Avenue shared use path will not connect to any existing bikeway and is not listed in the Bicycle Master Plan.

Very truly yours,

  
KAZU HAYASHIDA  
Director of Transportation

Ms. Dina Tamura Wong, AICP  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

Dear Ms. Wong:

Subject: Pre-Assessment Consultation for Kapahulu Community Plan Draft  
Environmental Assessment

Thank you for requesting our comments regarding the seven proposed projects. We have the following concerns:

1. Plans for proposed signs and landscaping within the State highway right-of-way must be submitted for our review and approval. We would be especially concerned with impacts on traffic safety and our maintenance workload.
2. We would be much more receptive to proposed landscaped "gateways" within our highway right-of-way if the City commits to take responsibility for long-term maintenance. At best, community volunteers can only make short-term commitments. Because of staffing constraints, we would be unable to handle the extra work.
3. Two-directional shared use paths should be at least ten feet wide. Additional width is desirable for heavily used paths.
4. We recommend that the City develop a shared use path along the Ewa side of Kaimuki High School, between Kaimuki Avenue and Date Street, before developing the proposed shared use path along Kaimuki Avenue. Both projects are within the Kapahulu

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



October 19, 2000

JEREMY HARRIS, Mayor  
BOBIE FLORES, JR., Chairman  
CHARLES A. STEWART, Vice Chairman  
JAN M. LEE, AAM  
HOWARD S. KAOPIA, JR.  
BARBARA IRIKI STANTON  
LAZU HAYASHIDA, Esq. -Officer  
ROSS S. SASAMURA, Esq. -Officer  
CLIFFORD S. JAMILE  
Manager and Chief Engineer

Ms. Dina Tamura Wong, AICP  
Plan Pacific  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

Dear Ms. Wong:

Subject: Your Transmittal of October 5, 2000 Regarding the Draft Environmental Assessment for the Kapahulu Community Plan Proposed Improvements Project

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

We have the following comments to offer:

1. We acknowledge that the Draft EA discusses seven projects as part of the implementation of the City's Kapahulu Community Plan which is a product of the City's islandwide visioning process.
2. We have no objections to any of the seven proposed projects which will provide more parking area, more pedestrian and bicycle activity, crosswalk and sidewalk improvements and landscaped gateways in Kapahulu.
3. The availability of water will be confirmed when the building permit application is submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, storage, and transmission.
4. If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.

Ms. Dina Tamura Wong  
October 19, 2000  
Page 2

5. The use of drought tolerant/low water use plants should be considered along with xeriscaping principles for landscaping of the three traffic islands. We also recommend the installation of an efficient irrigation system, possibly drip irrigation. The irrigation system should incorporate moisture sensors to avoid operation of the system in the rain and to determine if the ground has adequate moisture.

6. The proposed project is subject to Board of Water Supply cross-connection control requirements prior to the issuance of the building permit application.

If you have any questions, please contact Scot Muraoka at 527-5221.

Very truly yours,

FOR CLIFFORD S. JAMILE  
Manager and Chief Engineer

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**

450 SOUTH KING STREET • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 525-4414 • FAX: (808) 517-6723 • WEBSITE: www.planning.hawaii.gov



IDENTIFIED  
BY:

RANDALL E. PLUMER, AIA  
DIRECTOR  
LORETTA S.C. CHIE  
SENIOR DIRECTOR

2000/CLOG-5439(BA)

November 3, 2000

Ms. Dina Tamura Wong  
Plan Pacific  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

Dear Ms. Wong:

NOV

**SUBJECT:** Pre-Environmental Assessment Consultation  
Kapahulu Community Plan DRAFT

Thank you for the opportunity to review the proposed actions to implement seven projects of the DRAFT Kapahulu Community Plan, date-stamped October 9, 2000.

- Makai municipal parking lot
- Mauka municipal parking lot
- Kaimuki Avenue pedestrian/bicycle pathway
- Bicycle rest stop at Crane Park
- Bicycle staging area at the Ala Wai Golf Course
- Crosswalk and sidewalk improvements on Kapahulu Avenue
- Landscaped gateways on Kapahulu Avenue

We offer the following comments:

**PRIMARY URBAN CENTER DEVELOPMENT PLAN**

The Common Provisions encourages streetscape elements and landscaping as a way to increase the general attractiveness of the community and enjoyment of vehicular and pedestrian travel. Community identification signs at major roadway intersections should exemplify the character and scale of the Kapahulu commercial district. The EA should disclose compliance with these provisions, including promotion of drought-tolerant and area-appropriate landscaping.

The Development Plan promotes the provision for bikeways and adequate amounts of active and passive recreation. The Environmental Assessment (EA) should discuss how the proposed improvements to the Kapahulu streetscape, and promotion of pedestrian and bicycle travel complement the "livable city concept" for the Heart of Honolulu.

Site photographs should be provided to better evaluate the proposed projects within their context.

Ms. Dina Tamura Wong  
Plan Pacific  
November 3, 2000  
Page 2

**ZONING AND LAND USE ORDINANCE**

A section on required permits and approvals should be included in the EA. Improvements within the Special Management Area may require the processing of a Special Management Area Use Permit.

Sections which discuss alternatives to the proposed actions and any necessary mitigative measures should also be discussed.

Proposed regulatory changes to implement the proposals must also be discussed in detail within the EA.

**Municipal Parking Lots.** The EA should discuss the mechanism to implement the parking lots. For example, is an ordinance to establish a parking improvement district envisioned?

There should be detailed discussion on how relief from the zoning parking regulations will be achieved. There should also be discussion on which parcels and uses will be exempt from parking requirements due to construction of municipal parking facilities. Clear and justifiable criteria for such lot selection would be useful.

There should be discussion on the traffic impacts to the surrounding community based on the location of concentrated parking, proposed alternatives, the phasing of the development, and construction impacts. We assume that the parking lots will be adequately landscaped in accordance with the Land Use Ordinance (LUO).

There are conflicting descriptions on the intended use of the Mauka Parking Lot. One section states that a DP Public Facilities (DPPF) Map Amendment will be sought for this lot, but it will remain under private ownership with commercial uses. What would be the trigger for a DPPF Map amendment? If the property remains private, waivers may not be available for necessary exemptions to the zoning code requirements.

If the proposed development of the Mauka Parking Lot involves a parking structure with commercial uses, then urban design considerations should be given to the treatment of building frontages along the streets and the massing of the parking structure in the rear and/or above.

If the proposed development of the Mauka Parking Lot also involves redeveloping those parcels with existing commercial uses, urban design considerations should be given to allowing Leialoha Avenue to connect with Kapahulu Avenue and Ekela Avenue with Leialoha Avenue. Consideration should be given to break up the existing "superblock" to be similar to the surrounding street patterns, i.e., smaller city blocks. This may require the City to purchase portions of this "superblock" for roadways.

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**  
PACIFIC PARK PLAZA • 711 KAPOLANI BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813  
PHONE: (808) 525-4889 • FAX: (808) 523-4730



JEREMY HARRIS  
SENIOR  
ENGINEER

MT 27

CHERYL D. SOON  
DIRECTOR  
JOSEPH M. MAGALDA, JR.  
DEPUTY DIRECTOR

TP10/00-04883R

October 25, 2000

Ms. Dina Tamura Wong, AICP  
PlanPacific Inc.  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

Dear Ms. Wong:

Subject: Kapahulu Community Plan

In response to your October 5, 2000 letter of transmittal, the material describing the seven near-term projects that will be included in the draft environmental assessment (EA) that is being prepared was reviewed. The following comments are the result of this review:

1. The draft EA should address bikeway concerns, provisions for pedestrian crossing at parking lots, driveway access locations, and congestion on Kapahulu Avenue and other streets in the plan area.
2. The proposed landscaping should not create sight distance problems at intersections, driveways and signals.
3. The draft EA should identify the Department of Planning and Permitting, not this department, as the agency that approves use of the public right-of-way.
4. All planned improvements must comply with the Americans with Disabilities Act accessibility requirements.

We look forward to reviewing the draft EA when it is completed.

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

Sincerely,

CHERYL D. SOON  
Director

Ms. Dina Tamura Wong  
Plan Pacific  
November 3, 2000  
Page 3

**Diamond Head Special District**

The Plan states that one of the community image themes is to preserve views of Diamond Head. The draft EA should address this, focusing on what is to be achieved and how it will be achieved under the proposed projects. Specific proposed changes to the LUO, if any, and its relationship to existing special district regulations should be discussed.

**Kapahulu Community Center.** This project would be located in the Diamond Head Special District, a major special district permit and waiver would most likely be required.

**Pedestrian, Bicycle, and Streetscape Improvements.** Improvements in parks, in rights-of-way and in the special district may require the processing of a special district permit. The Department of Parks and Recreation should be consulted on the landscaping and maintenance of the gateways. The EA should discuss the possibilities of community involvement and assistance in maintaining these areas.

**CIVIL ENGINEERING**

All affected sidewalk and affected accessible routes of the city roadways must comply with the Accessibility Policies for Public Rights-of-Way.

The final EA should discuss how the 3-foot wide road widening setback along Kaimuki Avenue fronting the Kaimuki High School and Crane Park will impact the proposed pedestrian/bicycle path.

**TRAFFIC ENGINEERING**

The proposed project should be coordinated with the Department of Transportation Services (DTS). With regard to the Department of Planning and Permitting's traffic review process, conceptual design plans should be provided for the new projects with regard to proposed changes in driveway uses (vehicle type, ingress/egress, etc.) and locations and for any modifications along Kapahulu Avenue and Kaimuki Avenue, whenever it becomes available. With regard to the Mauka Parking lot at the former Love's Bakery lot, traffic signal warrants should be conducted to determine which intersections will require the installation of new traffic signals. Adequate vehicular sight distance at intersections and driveways should be provided and maintained at all locations where new landscaping and structures will be planted or installed.

Should you have any questions, please feel free to contact Bonnie Arakawa at 527-5837.

RANBALL K. FUJIKI, AIA  
Director of Planning and Permitting

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

PHONE: HONOLULU - 311 HAWAIIAN POLYNESIAN BUREAU: HONOLULU - HONOLULU, HAWAII 96813  
TELEPHONE: (808) 523-4131 • FAX: (808) 523-4750 • INTERNET: www.honolulu.gov



Cheryl D. Soon  
Acting Director  
George "Kooki" Miyamoto  
Deputy Director

January 8, 2001

TPD 10/00-4883R

Ms. Dina Tamura Wong, AICP  
PlanPacific Inc.  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

JAN 9

Dear Ms. Wong:

Subject: Kapahulu Community Plaza

In our October 25, 2000 letter, we provided you with comments regarding the material describing the seven near-term projects that will be included in the draft environmental assessment (EA) that is being prepared. We would like to add the following to the previously transmitted comments:

1. The alternate site for the Kapahulu Community Center building is described on Page 1-4 as the former site of the Kapahulu Health Center. This alternative also proposes the development of related parking and outdoor recreation space on a portion of the existing Ala Wai Golf Course to the rear of the Hawaiian Dredging Building. Locating the parking at this site would have an impact on the existing bike path.
2. On Page 1-6, the pedestrian/bicycle pathway is described as approximately nine to ten feet in width. This pathway should be at least ten feet in width.
3. The proposed bicycle staging area described on Page 1-13 should include lockers.

We look forward to reviewing the draft EA when it is completed.

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

Sincerely,

CHERYL D. SOON  
Acting Director



## **Comment Letters and Responses**

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## COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL ASSESSMENT

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Comments from the following were received during the 30-day public review period, which was from August 23, 2001 to September 22, 2001.

Agency/Organization	Date of Letter/Fax *	Date of Response Letter
<b>State of Hawai'i</b>		
Department of Land and Natural Resources, Commission on Water Resource Management	September 21, 2001	October 1, 2001
<i>Department of Land and Natural Resources, Historic Preservation Division</i>	<i>September 25, 2001</i>	<i>October 1, 2001</i>
Office of Environmental Quality Control	August 27, 2001	October 1, 2001
University of Hawai'i, Environmental Center	September 21, 2001	October 1, 2001
<b>Other Organizations/Individuals</b>		
Daisy Murai	September 19, 2001	October 1, 2001
Georgette Yaindl	September 19, 2001	October 1, 2001

\* Italics represent comments received or postmarked after the September 22, 2001 comment deadline.

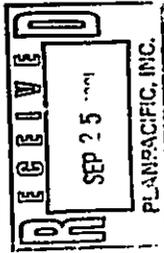
BENJAMIN J. CAVEYANO  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
HONOLULU, HAWAII 96809

SEP 21 2001

GILBERT S. COLMAGLIANO  
PRESIDENT  
BRUCE S. ANDERSON  
ROBERT C. ORFALO  
DAVID A. HARRIS  
DAVID A. HARRIS  
HOWARD M. RICHMOND, JR.  
LINDA S. HARRIS  
VICE PRESIDENT



October 1, 2001

Ms. Linnel T. Nishioka  
Deputy Director  
State of Hawaii  
Department of Land and Natural Resources  
Commission on Water Resource Management  
PO Box 621  
Honolulu, HI 96809

RE: Draft Environmental Assessment (EA) for  
Kapahulu Community Plan, Phase I Improvements

Dear Ms. Nishioka:

Thank you for your comments on the above and for participating in the environmental review process. The mauka municipal parking lot is recommended for long-term action (six plus years). Timing of this project would need to coincide with implementation of the property owner's (Gouveia Trust) development plans. The proposed mauka municipal parking lot is presently in the conceptual planning stage. Well No. 1749-18 will be properly sealed when plans for the project become more definite and it is certain that the well is no longer needed.

Information on State Well 1749-18 will be incorporated into Section 2.3.2 (Water Supply) in the Final EA.

Thank you for your review.

Sincerely,  
*Dina Tamura Wong*

Dina Tamura Wong, AICP  
Planner

cc: Donald Griffin, Department of Design and Construction

145 Queen Street  
Suite 802  
Honolulu  
Hawaii 96813  
Tel: 808-521-3418  
Fax: 808-521-3468

Ref: Kapahulu Community Plan DEA.dr

Ms. Dina Tamura-Wong  
PlanPacific  
345 Queen St., Ste. 802  
Honolulu, HI 96813

Dear Ms. Tamura-Wong:

Draft Environmental Assessment for  
Kapahulu Community Plan, Phase I Improvements

We appreciate this opportunity to comment on the subject report.

Our records show that there is an existing well (State Well No. 1749-18) at TMK 2-7-32.36, the former site of Love's Bakery, which is now being proposed for development of a mauka parking lot. The well was drilled in 1921 and last used in about 1989. It is over 200 feet deep.

On October 23, 1996, the Commission on Water Resource Management (Commission) revoked the water use permit for Well No. 1749-18 and required the owner or former operator of the well to abandon and seal the well. The landowner, Stanley B. Gouveia Trust, stated that the well was properly secured and requested to retain the well because future tenants at the site may have need for it. On that basis, the Commission waived the requirement for sealing.

The report indicates water for the project will be supplied by the municipal system. As such, there does not appear to be any future use for the well. Should the mauka parking lot be developed, Well No. 1749-18 must first be sealed to protect the ground-water resources from contamination and waste and to protect public health and safety. A permit to seal the well must be obtained from the Commission prior to any sealing work.

If you have any questions, please contact Lenore Nakama at 587-0218.

Sincerely,  
*Linnel T. Nishioka*  
LINNEL T. NISHIOKA  
Deputy Director

LN:sd  
c. Donald Griffin, City Department of Design & Construction



SEP 8

WILLIAM J. CLAYTON, GOVERNOR  
OFFICE OF LAND AND NATURAL RESOURCES  
COMMISSIONER OF CULTURE, RECREATION AND TOURISM

DEPUTY  
JANET E. JARFIELD  
LAWRENCE, HAWAII

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Liliuokalani Building, Room 1008  
815 King Street, Honolulu  
Honolulu, Hawaii 96813

AQUATIC RESOURCES  
CULTURE AND OCEAN RECREATION  
MANAGEMENT OF WATER RESOURCES  
CONSERVATION AND RESOURCES  
SPONSORSHIP  
CONVICTIONS  
PROPERTY AND MAPPING  
LANDMARK PRESERVATION  
STATE PARKS

September 25, 2001

Dina Tamura Wong  
Plan Pacific  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

LOG NO: 28270 ✓  
DOC NO: 0109EJ26

Dear Ms. Wong:

**SUBJECT:** Chapter 6E-8 Historic Preservation Review - Draft EA for the  
Kapahulu Community Plan Phase I Improvements  
Waikiki (Kapahulu), Kona, O'ahu  
TMK: 2-7-024:001; 2-7-031:008; 2-7-032:030-036, 038-039;  
2-7-036:002\_004

Thank you for the opportunity to provide comment on the draft EA for the Kapahulu Community Plan Phase I Improvements. The DEA incorporates some of the earlier comments provided by SHPD during the pre-EA consultation phase. Our earlier comments stated that we believed that the proposed improvements such as the bicycle/pedestrian, bicycle rest stops and staging areas, crosswalk and sidewalk improvements and the landscaped gateways will have "no effect" on significant historic sites because of their minimal ground disturbance in areas that are previously altered and developed.

In addition to these determinations, we also made the following comments, and we reproduce them below for your consideration and action:

We request that additional information be provided that will clarify the extent of subsurface alteration that has occurred in the areas of the proposed municipal parking facilities, and that we be able to review the plans to determine the effect that these facilities would have on buried cultural resources.

While planting trees along the sidewalks, please be aware that some of the commercial buildings may be eligible for listing on the Hawaii and National Registers of Historic Places. As such, various aspects of their public visibility as well as the direct physical impact on the building (e.g., cutting back of awning) should be subject to review by our office. We request that any tree planting and sidewalk improvements be reviewed by our office as they become formulated.

Dina Tamura Wong  
Page Two

In addition, we have concerns about the proposal to relocate the Kapahulu Community Center from the old Waikiki-Kapahulu Japanese Language School to another site. While we understand the desire and need for newer, more accessible facilities, our concern is that the Japanese School not be left to deteriorate without any tenant. We would appreciate some assurance that the school will have an alternate use of the community center will use it for some functions.

Our complete comments should more fully presented in the EA and a complete copy included in an appendix.

Should you have any questions about archaeology, please feel free to call Sara Collins at 692-8026 or Elaine Jourdan at 692-8027. Should you have any questions about architecture, please feel free to contact Carol Ogata at 692-80232.

Aloha,

Don Hibbard, Administrator  
State Historic Preservation Division

Ejijk

C: Brian Suzuki, City and County of Honolulu, Dept. of Design and Construction  
David Scott, Executive Director, Historic Hawaii Foundation



October 1, 2001

Mr. Don Hibbard  
Administrator  
State of Hawaii  
Department of Land and Natural Resources  
Historic Preservation Division  
Kakuhihewa Building, Room 555  
501 Kaimokila Boulevard  
Kapolei, HI 96707

RE: Draft Environmental Assessment (EA) for  
Kapahulu Community Plan, Phase I Improvements

Dear Mr. Hibbard:

Thank you for your comments on the above. Our responses follow the order in which your comments appeared in your letter.

1. **Subsurface Alteration – Makai Municipal Parking Lot.** As described in Section 2.1.1 (Existing Uses) of the Draft EA, the site of the makai municipal parking lot is presently used as a portion of the Ala Wai Golf Course's Hole 3. This par-5's tee box and a portion of the golf cart path are located on the site for the proposed lot. This area has also been developed with a bike path that runs along the rear of the Hawaiian Dredging Building.

Information on cultural resources was also obtained from an oral history audio tape of Kapahulu. The tape featured Joan Rodby, Milton Kahele, Dr. Kanalu G.T. Young, and Sam Kapu, Jr. Dr. Young is presently an Assistant Professor of Hawaiian Studies at the University of Hawaii at Manoa. His expertise is in the cultural history of Hawaii and historical significance of sites on Oahu. His specialty is Native Hawaiians.

The tape was done in a "talk story" format and, with one exception, made no reference to cultural resources, practices, and beliefs that would be adversely impacted by the proposed Phase I Improvement projects. It was mentioned on the tape that the Ala Wai Golf Course in ancient times was used for

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common graves. Until the 19<sup>th</sup> century, the area extending from the present Waikiki-Kapahulu Library to the Ala Wai Golf Course was used for large mass burials. However, based on discussions with your staff, there are no burial sites on record at the location of the proposed makai municipal parking lot.

The audio tape also mentioned that the site of the Hawaiian Dredging Building was in previous years used as a large parking lot for the Kapahulu Theater. Prior to that, the site of the Ala Wai Golf Course was used as a fairground and for pastures.

Given that the proposed makai municipal parking lot will be a paved surface lot, subsurface disturbances will be kept to a minimum. Subsurface alteration resulting from grading for the proposed makai parking lot would be no greater than what was previously done for the Ala Wai Golf Course, bike path, and possibly the fairgrounds.

As stated in Section 1.2.1 (Municipal Parking Lots) of the Draft EA, construction and completion of the makai municipal parking lot is expected to occur between 2002 and 2005. Since planning for this project will be coordinated with the proposed Kapahulu Community Center (not covered in this EA), construction will likely occur closer to 2005. The proposed makai municipal parking lot is presently in the conceptual planning stage. Given the longer expected timeframe, no detailed design plans have been prepared at this time.

The above information will be integrated into Section 2.1.6 (Historical and Cultural Resources) of the Final EA.

2. **Subsurface Alteration – Mauka Municipal Parking Lot.** As described in Section 2.1.1 (Existing Uses) of the Draft EA, the proposed site of the mauka municipal parking lot (parcels 30, 36, 38, and 39) has been or is currently developed with urban uses, including commercial buildings and surface parking lots. Given that the proposed mauka parking lot will most likely be a paved surface lot, the extent of subsurface disturbances is not expected to be any more than what has already occurred in the past.

As discussed in Section 1.2.1 (Municipal Parking Lots) of the Draft EA, the mauka municipal parking lot is recommended for long-term action (six plus years). Timing of this project would need to coincide with implementation of the property owner's (Gouveia Trust) development plans. The proposed mauka municipal parking lot is presently in the conceptual planning stage. Given the longer expected timeframe, no detailed design plans have been developed to date.

The above information will be incorporated into Section 2.1.6 (Historical and Cultural Resources) of the Final EA.

3. **Planting of Street Trees.** As noted in Section 2.1.6 (Historical and Cultural Resources) of the Draft EA, the *Kapahulu Community Plan* advocates that new construction and renovation of existing structures include architectural treatments that recognize and continue Kapahulu's historic streetfront design. The planting of

BENJAMIN J. CAYEZANO  
DIRECTOR



STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
100 SOUTH KING STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE: (808) 521-1146  
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GENEVIVE BALMORSON  
DIRECTOR

August 27, 2001

Rae Loui, Director  
Department of Design & Construction  
630 South King Street  
Honolulu, Hawaii 96813  
Attention: Donald Griffin

Dear Ms. Loui:

Subject: Draft Environmental Assessment (EA) for Kapahulu Community Plan Phase I Improvements

We have the following comments to offer:

- Segmentation:** Section 1.1.3 notes that 6 elements of the *Kapahulu Community Plan* are not covered in this EA. The Environmental Impact Statement law prohibits segmentation of larger projects and requires that full disclosure of impacts be made on projects in their entirety. In the final EA provide a full analysis and discussion of impacts of all portions of the project.
- Paving/landscaping:** HRS 103D-407 requires the use of recycled glass in paving materials whenever possible, and HRS 103D-408 requires the use of native Hawaiian flora whenever and wherever possible. For the text of these sections of HRS contact our office for a paper copy or go to our homepage at <http://www.state.hi.us/health/ogeg/index.html>.
- Cultural impacts assessment:**  
Act 50 was passed by the Legislature in April of 2000. This mandates an assessment of impacts to local cultural practices by the proposed project. In the final EA include such an assessment.  
If the subject area is in a developed urban setting, cultural impacts must still be assessed. Many incorrectly assume that the presence of urban infrastructure effectively precludes consideration of current cultural factors. For example, persons are known to gather kauna'oa, 'ilima, 'uhaloa, noni or ki on the grassy slopes and ramps of the H-1 freeway and some state highways on the neighbor islands. Certain landmarks and physical features are used by Hawaiian navigators for sailing, and the lines of sight from landmarks to the coast by fisherman to locate certain fishing spots. Blocking these features by the

street trees will improve the physical appearance of the community without compromising Kapahulu's history and character.

The street trees will be a mid-size species, similar in size to a shower tree. Along the diamondhead side of Kapahulu Avenue, the trees will be planted in curb extensions or bulb-outs. Thus, direct physical impact on buildings, e.g., cutting back of awnings, will be avoided. In fact, doing so would contravene the *Kapahulu Community Plan*, which advocates the continuity of sidewalk overhangs such as awnings, canopies, and verandas. The planting of street trees along the ewa side of Kapahulu Avenue, adjacent to the Ala Wai Golf Course, will be within an existing planting strip.

Plans for the planting of street trees along the makai portion of Kapahulu Avenue are presently undergoing preliminary design review by various agencies.

The above information will be integrated into Section 2.1.6 (Historical and Cultural Resources) of the Final EA.

- Relocation of the Kapahulu Community Center.** Although development of a new Kapahulu Community Center is a key element of the *Kapahulu Community Plan*, it is not a project that is included in the Draft EA.

For your information, the Kapahulu Center presently occupies the ground floor and one room on the second floor of the two-story wooden structure formerly known as the Waikiki-Kapahulu Japanese Language School. The second floor is occupied by a for-profit school (Hawaii Seminar), a karate school, and an artist. The Kapahulu Center uses one room on the second floor for classes.

Thank you for your review.

Sincerely,  
*Dina Tamura Wong*

Dina Tamura Wong, AICP  
Planner

c: Donald Griffin, Department of Design and Construction

construction of buildings or tanks may constitute an adverse cultural impact. For assistance in the preparation refer to our *Guidelines for Assessing Cultural Impacts*. Contact our office for a paper copy or go to our homepage at <http://www.state.hi.us/health/ehc/index.html>. You will also find the text of Act 50 linked to this section of our homepage.

4. **Parking lots:** Section 1.2.1 mentions that a portion of the existing bike path might be realigned. Details of the realignment, along with associated impacts and mitigation measures, need to appear in the final EA.
5. **Figures:** Figures 1, 2, 4, 7 should have a scale and either north arrows or mauka-makai indicators.
6. **Visual impacts:** Include drawings, renderings or photos with superimposed images of any proposed facilities, including landscaping, that show the final appearance of the various portions of the project.
7. **Contacts:**
  - a. Were any contacts made during the pre-consultation phase? If so, document them and include copies of any correspondence in the final EA. Be sure to include all correspondence from the comment period as well.
  - b. In the final EA it is essential that you enclose copies of your correspondence with the State Historic Preservation Division of DLNR, stating the "no effect" determination.
  - c. Consult with the Hawaii Bicycling League, allowing them sufficient time to review the draft EA and submit comments.

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

Sincerely,

  
GENEVIEVE SALMONSON  
Director

c: Dina Wong, PlanPacific



October 1, 2001

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

**RE: Draft Environmental Assessment (EA) for  
Kapahulu Community Plan, Phase I Improvements**

Dear Ms. Salmonson:

Thank you for your comments on the above. Our responses follow the order in which your comments appeared in your letter.

1. **Segmentation.** We do not believe that the approach used in the Draft EA is an example of "segmentation" because the *Kapahulu Community Plan* is not a single project, but a set of individual projects which stand on their own. The purpose of mentioning the *Community Plan* is to give a neighborhood-level frame of reference for the several projects described as "Phase I Improvements." Implementation of these projects in no way implies that the other, longer range (i.e., beyond six years from now) will be carried out in the future. Indeed, the City has not even budgeted design funds for some of the Phase I improvements, let alone the longer-range projects, which are generally much more costly. Furthermore, an assessment of the environmental impacts of these long-range projects - the undergrounding of utility lines along Kapahulu Avenue, for example - would be premature and speculative because development and traffic conditions are likely to be quite different by the time the City is financially able to undertake such a project, if at all.

A summarized version of the above will be added to section 1.1.3 Proposed Community Plan Projects in the Final EA.

2. **Paving; Landscaping.** Thank you for your reference to HRS 103D-407 and 103D-408. These references will be forwarded to the relevant persons involved with this project.

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**3. Cultural Impacts Assessment.** The following information will be integrated into Section 2.1.6 Historical and Cultural Resources.

In addition to consultation with the State Department of Land and Natural Resources, Historic Preservation Division (DLNR HPD), information was obtained from an oral history audio tape of Kapahulu. The tape featured Joan Rodby, Milton Kahele, Dr. Kanalu G.T. Young, and Sam Kapu, Jr. Dr. Young is included in the Office of Environmental Quality Control's Directory of Cultural Impact Assessment Providers and is presently an Assistant Professor of Hawaiian Studies at the University of Hawaii at Manoa. His expertise is in the cultural history of Hawaii and historical significance of sites on Oahu. His specialty is Native Hawaiians.

The tape was done in a "talk story" format and provided an overview of Kapahulu from the time of the Great Mahele to present day. It included interesting facts on the landscape, residents, community landmarks, and what daily life was like in Kapahulu. With one exception, no reference was made to cultural resources, practices, and beliefs that would be adversely impacted by the proposed Phase I Improvement projects.

It was mentioned on the tape that the Ala Wai Golf Course in ancient times was used for common graves. Until the 19<sup>th</sup> century, the area extending from the present Waikiki-Kapahulu Library to the Ala Wai Golf Course was used for large mass burials.

The makai municipal parking lot is proposed for a portion of the Ala Wai Golf Course behind the Hawaiian Dredging Building. In addition to its present use as a golf course, this area has also been developed with a bike path that runs along the rear of the Hawaiian Dredging Building. The tape mentions that that the site of the Hawaiian Dredging Building was in previous years used as a large parking lot for the Kapahulu Theater. Prior to that, the site of the Ala Wai Golf Course was used as a fairground and for pastures.

The proposed makai municipal parking lot is not expected to adversely impact historical and cultural resources given that the site has been previously developed or altered. Given that the proposed makai municipal parking lot will be a paved surface lot, subsurface disturbances will be kept to a minimum. Subsurface alteration resulting from grading for the proposed makai parking lot would be no greater than what was previously done for the Ala Wai Golf Course, bike path, and possibly the fairgrounds. Furthermore, based on discussions with the DLNR, HPD, there are no burial sites on record at the location of the proposed makai municipal parking lot.

**4. Parking Lots.** The proposed makai municipal parking lot is presently in the conceptual planning stage and design on the project has not begun. Therefore, it is not yet known whether it will be necessary to realign the existing bike path behind the Hawaiian Dredging Building. If the path does require realignment, the impacts

would be negligible. There would essentially be no change in how the bike path is used by bicyclists and pedestrians, and there would be minimal subsurface disturbance resulting from construction of the realignment.

The above information will be incorporated into section 2.2 Socio-Economic Environment in the Final EA.

**5. Figures.** North arrows and will be added to Figures 1, 2, 3, 4, and 7 in the Final EA. Scales will also be added to these figures, except for Figures 1 and 2. The latter are for location purposes only and are not shown to scale.

**6. Visual Impacts.** The proposed projects are presently either in the conceptual planning stage or are undergoing preliminary design review by various agencies. As such, it is not possible at this time to show images of what the final appearance of these projects will be.

**7. Contacts**

(a) Contacts were made during the pre-consultation phase with various City and State agencies, as well as the Diamond Head/Kapahulu/St. Louis Neighborhood Board (#5) and the Kapahulu Business Association. A list of these pre-consultation contacts will be provided in the Final EA, as well as any responses received. Correspondence from the comment period will also be included in the Final EA.

(b) The Final EA will include correspondence from the State Historic Preservation Division of DLNR stating the "no effect" determination.

(c) The Draft EA was mailed to the Hawaii Bicycling League for their review and comment on August 30, 2001

Thank you for your review.

Sincerely,

*Dina Tamura Wong*

Dina Tamura Wong, AICP  
Planner

c: Donald Griffin, Department of Design and Construction  
Kevin Mendes, R.M. Towill Corporation  
Loriann Gordon, Landscape Architect



## University of Hawai'i at Mānoa

### Environmental Center

A Unit of Water Resources Research Center  
 Krueger Annex 18 • 2500 Dole Street • Honolulu, Hawai'i 96822  
 Telephone: (808) 944-7381 • Facsimile: (808) 954-3980

September 21, 2001  
 EA-0271

Donald Griffin  
 City and County of Honolulu  
 Department of Design and Construction  
 630 South King Street, 9<sup>th</sup> floor  
 Honolulu, HI 96813

Dear Mr. Griffin:

Draft Environmental Assessment  
 Kapahulu Community Plan, Phase Improvements  
 Honolulu, Oahu

The Department of Design and Construction proposes to construct Mauka and Makai municipal parking lots, improvements to Crane Park including a bicycle rest stop, a Kaimuki Avenue pedestrian/bicycle pathway, a bicycle staging area, crosswalk and sidewalk improvements, and landscaped gateways. The purpose of this project is to respond to directions of the community visioning process and to enhance the physical character, appearance, and identity of Kapahulu. The plan seeks to improve the social and economic well-being of the area.

This review was conducted with the assistance of Kam Lowry, Urban and Regional Planning; and Renee Thompson, Environmental Center.

### General Comments

1. Hawai'i Administrative Rules Title 11 Chapter 200, Department of Health Environmental Impact Statement Rules §11-200-7 Multiple or phased applicant or agency actions states;

*A group of actions by an agency or applicant shall be treated as a single action when: (1) The component actions are phases or increments of a larger undertaking;*

The full scope of the Kapahulu Community Plan should be submitted as one complete Environmental Assessment in order to permit a critical review of the impacts and mitigation of the project in its entirety.

2. The Kapahulu Community Plan, which forms the basis for specific projects addressed in this EA, recognizes that there are two major functional attributes of the region. As stated on page 1-2, "Kawahulu Avenue is more than simply a route from the H-1 Freeway to Waikiki." The local commercial and community attributes of Kapahulu are

Mr. Griffin  
 September 21, 2001  
 Page 2

constructively addressed by the seven elements proposed in this EA. However, an overall effect of their implementation will be to add incrementally to congestion faced by those whose intent is solely to transit Kapahulu on the way to mauka or makai destinations. This contradicts the overwhelming majority of vehicles using Kapahulu Avenue. An alternative would be to construct a bypass route from the intersection of Kapiolani Boulevard and Kaimuki Avenue using a corridor alongside the Kaimuki High School side of Manoa Stream. The makai section of this bypass could be incorporated into the design of the regional park that is proposed in lieu of the Ala Wai Golf Course, ending up at the Diamond Head end of the Ala Wai Canal.

3. Our reviewers noted that the supporting figures for this EA often were confusing and difficult to interpret. Also, placing the figures within the text rather than in a separate section at the end would have enhanced the clarity of the document significantly.

### Crane Park and Bicycle Rest Stop

With regard to the Crane Park improvements, what are the "new City standard benches" referred to on page 1-11? We suggest using benches made from recycled material. A company on Maui, Aloha Plastics Recycling, makes sturdy and comfortable picnic tables and benches from recycled milk jugs. We urge the Department of Design and Construction to consider these products for this and future projects. Using a local, environmentally friendly company stimulates the local economy, reduces our reliance on mainland manufacturers, and demonstrates a commitment to sustainable development.

### Bicycle Staging Area

While the bicycle staging area discussed in section 1.2.4 may seem like a good idea on paper, we are not convinced of the need for such an elaborate facility. It would be helpful if the EA included a justification for this area in the EA. For example, what is the bicycle traffic in the area currently? Will the staging area attract more cyclists to the area? Why would a commuter need to stop and rest? Is the commuter's trip long enough to warrant a rest? Would the staging area be better placed in an area where a larger percentage of commuter cyclists pass on their way to work? Maybe it would be more appropriately named a Resting/Meeting Area.

### Mauka Municipal Parking Lot

The Mauka municipal parking lot, as proposed, results in an irrevocable loss to the social and economic vitality of the area. The EA makes no mention of the potential impact to the five existing businesses on these parcels. The final EA needs to discuss the economic impact on these businesses as well as relocation assistance and other mitigation measures that might be taken to minimize these impacts. Will the businesses be relocated? How does the displacement of local



Mr. Griffin  
September 21, 2001  
Page 3

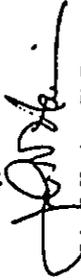
businesses fit in with the Kapahulu Community Plan. Have the businesses in question been notified of the plans? If not, when will they be contacted?

Kaimuki Avenue Pedestrian/Bicycle Pathway

Our reviewers expressed concerns regarding the combination of bicycle and pedestrian traffic on a common thoroughfare. We recall incidents involving collisions between bicyclists and pedestrians on common paths in Kapiolani Park, one of which resulted in a fatality to a child.

Thank you for the opportunity to comment on this Draft Environmental Assessment.

Sincerely,

  
John T. Harrison, Ph.D.  
Environmental Coordinator

cc: OEQC  
Dina Tamara-Wong, Plan Pacific, Inc.  
Kern Lowry  
Remee Thompson

October 1, 2001

Dr. John T. Harrison, Ph.D.  
Environmental Coordinator  
University of Hawaii, Environmental Center  
2500 Dole Street, Krauss Annex 19  
Honolulu, HI 96822

RE: Draft Environmental Assessment (EA) for  
Kapahulu Community Plan, Phase I Improvements

Dear Dr. Harrison:

Thank you for your comments on the above and for participating in the environmental review process. Our responses follow the order in which your comments appeared in your letter.

**General Comments**

**1. Segmentation**

We do not believe that the approach used in the Draft EA is an example of "segmentation" because the *Kapahulu Community Plan* is not a single project, but a set of individual projects which stand on their own. The purpose of mentioning the *Community Plan* is to give a neighborhood-level frame of reference for the several projects described as "Phase I Improvements." Implementation of these projects in no way implies that the other, longer range (i.e., beyond six years from now) will be carried out in the future. Indeed, the City has not even budgeted design funds for some of the Phase I Improvements, let alone the longer-range projects, which are generally much more costly. Furthermore, an assessment of the environmental impacts of these long-range projects - the undergrounding of utility lines along Kapahulu Avenue, for example - would be premature and speculative because development and traffic conditions are likely to be quite different by the time the City is financially able to undertake such a project, if at all.

A summarized version of the above will be added to section 1.1.3 (Proposed Community Plan Projects) in the Final EA.

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## 2. Congestion on Kapahulu Avenue and Bypass Route

Kapahulu Avenue is the community's primary commercial corridor and one of the objectives of the *Kapahulu Community Plan* is to create a more pedestrian-friendly and safe environment. However, we agree that this must be balanced by the recognition that Kapahulu Avenue is a major mauka-makai arterial and that efficient vehicular movement is critical.

However, we do not believe that the overall effect of implementing the proposed projects will add incrementally to congestion on Kapahulu Avenue. Clearly, improvements to Crane Park's passive recreation area (including a bicycle rest stop), the Kaimuki Avenue pedestrian/bicycle pathway, bicycle staging area, and landscaped gateways will have no effect on traffic flow on Kapahulu Avenue.

**Municipal Parking Lots.** The development of the proposed makai and mauka parking lots is also not anticipated to have a significant adverse impact on traffic flow. As noted in the Draft EA on page 2-11, access to the makai municipal parking lot would be from both Kapahulu Avenue and Date Street. In order to ease traffic on adjoining streets and provide safe access to the parking from Kapahulu Avenue, the City intends to acquire an easement on the Hawaiian Dredging Building site to allow shared use of the parking lot driveway that aligns with Campbell Avenue at a signalized intersection. Since access from Kapahulu Avenue will be from a signalized intersection, the impact to traffic flow from the proposed parking lot will be minimized. A second access to the makai municipal parking lot would be from Date Street. This would help reduce congestion at the intersection of Kapahulu and Campbell Avenues.

Access in and out of the mauka parking lot would be from two or three driveways on Kapahulu Avenue located in alignment with existing street intersections (i.e., Olu Street, Mokihana Street and Paliuli Street, from mauka to makai). An entry and exit point to the parking lot would also be provided from Ekeia Avenue in order to reduce the load on Kapahulu Avenue.

It should also be noted that present traffic flow on Kapahulu Avenue is often disrupted as drivers maneuver their vehicles in and out of on-street parking spaces on Kapahulu Avenue. This creates a hazardous situation for both drivers and bicyclists. In sum, the hazards created by on-street parking on Kapahulu Avenue seriously hampers vehicular, bicycle, and pedestrian movements on this busy street. The proposed municipal parking lots will help alleviate this situation.

**Crosswalk and Sidewalk Improvements.** Also proposed as a Phase I improvement is a new traffic signal where Kapahulu Avenue intersects with Olu Street and the driveway to the proposed Mauka Parking Lot on the ewa side of Kapahulu Avenue. Although the proposed traffic signal may be viewed as adding to congestion on Kapahulu Avenue, it is needed in order to facilitate vehicular movements in and out of the mauka parking lot. Furthermore, the proposed traffic

signal is critical to pedestrian safety. Many of those using the mauka parking lot will need to cross Kapahulu Avenue to patronize businesses on the diamondhead side. Presently, pedestrians have a difficult time crossing Kapahulu Avenue unless they have the benefit of a traffic signal. Although there are unsignalized crosswalks along Kapahulu Avenue, it is hazardous for pedestrians, particularly the elderly, to safely cross four lanes of traffic while simultaneously contending with vehicles entering and exiting numerous driveways.

Also proposed as a crosswalk and sidewalk improvement is the addition of raised or special-pavement crosswalks on Kapahulu Avenue at key intersections. Section 1.2.5 (Crosswalk and Sidewalk Improvements) of the Final EA will be amended to eliminate the possibility of a raised crosswalk. Such speed tables would physically slow vehicles and would have an adverse impact on vehicular flow on Kapahulu Avenue. A compromising solution would be to use special pavement, perhaps with an impressed texture, that would increase the visual prominence of crosswalks, but would not physically slow vehicles.

**Bypass Route.** Although traffic diversion is mentioned in the *Kapahulu Community Plan*, it is not one of the proposed improvements. For your information, the State Department of Transportation (DOT) is presently studying alternatives to improve traffic flow on the H-1 Freeway in urban Honolulu. A combination of adding new on- and off-ramps and closing others could possibly improve traffic flow on Kapahulu Avenue. Alternate access from the H-1 Freeway to the proposed regional park (conversion of the Ala Wai Golf Course) would help relieve thru-traffic on Kapahulu Avenue. Under consideration, for example, are a westbound off-ramp at University Avenue (heading makai) and an eastbound on-ramp at University Avenue (for vehicles traveling in the mauka direction).

Also for your information, the diamondhead edge of the Manoa-Paloio Stream from Date Street to Kapiolani Boulevard is proposed as a pedestrian/bicycle pathway in the *Honolulu Bicycle Master Plan* (April 1999). It would be part of the "Lei of Parks" system; i.e., a network of paths and bike lanes linking regional and local parks in Honolulu. This proposed pathway was included in the *Kapahulu Community Plan*, but not in the Draft EA.

## 3. Figures

North arrows and will be added to Figures 1, 2, 3, 4, and 7 in the Final EA. Scales will also be added to these figures, except for Figures 1 and 2. The latter are for location purposes only and are not shown to scale.

Thank you for your suggestion on placing the figures within the text rather than in a separate section. However, since these figures are full-page size (for clarity purposes), we believe that integrating them into the body of the report would be disruptive to the flow of text.

#### **Crane Park and Bicycle Rest Stop**

The benches that the City will install at Crane Park are made from recycled materials. The City's selection of benches is based on numerous factors, e.g., cost, durability, and maintenance (in the event of vandalism). The benches are similar to the benches being installed at new bus shelters.

#### **Bicycle Staging Area**

The bicycle staging area, as described on page 1-14 of the Draft EA, is not considered an elaborate facility. It is expected to include bicycle racks, water fountain, shade trees, telephone, water spigots, and security lighting. It may also include other desirable features such as picnic tables, message board, lockers, and covered meeting area. The City presently does not have development standards for bicycle staging areas. The project is in the conceptual planning stage, thus program and design details have not been developed.

The bicycle staging area would be located adjacent to the proposed Community Center and the existing Ala Wai share-used pathway. This location was chosen for several reasons:

- 1) It is adjacent to the existing Ala Wai pathway which is used heavily by leisure recreationists, including bicyclists, walkers, runners, and skaters;
- 2) It would be close to bus stops on Date Street and Kapahulu Avenue so that riders can bring bikes to the spot without having to travel in roadways;
- 3) It would serve the recreational needs of bicyclists who utilize Kapahulu's existing bikeway system, as well as the proposed Kaimuki Avenue pedestrian/bicycle pathway and future projects recommended in the *Honolulu Bicycle Master Plan* (April 1999);
- 4) The bicycle staging area may serve an increasing number of commuters who work in Waikiki as projects recommended in the *Honolulu Bicycle Master Plan* are implemented;
- 5) It supports one of the main themes in the *Kapahulu Community Plan* which is to enhance the makai end of Kapahulu as a gateway to major recreational and cultural attractions; and
- 6) The possible conversion of the Ala Wai Golf Course into a regional park would likely increase bicycling in the area.

#### **Mauka Municipal Parking Lot**

The site of the former Love's Bakery is approximately 2.7 acres in size and is the largest B-2 (commercial) zoned property in Kapahulu. It has remained vacant for years, creating an economic void along Kapahulu's primary commercial corridor. It is

important to address the former Love's Bakery site and the three adjacent lots, which are under the same ownership, as a collective whole. These parcels, given their combined size, are key to revitalizing the mauka portion of Kapahulu. There is excellent potential to redevelop these parcels with a municipal parking lot and street-facing commercial buildings. The latter would enable longer, more continuous storefronts along the sidewalk, promoting a more pedestrian-oriented environment. To optimize future building and circulation layout, redevelopment should ideally include all four properties.

As described on page 1-10 of the Draft EA, the mauka municipal parking lot is recommended for long-term action (six plus years). Given the long-term timeframe of this proposed project, no detailed design plans have been prepared to date. However, if the preferred alternative of the mauka parking lot is developed, timing of this project would need to coincide with implementation of the property owner's (Gouveia Trust) development plans. It would be the responsibility of the Gouveia Trust, not the City, to address relocation assistance and the displacement of existing businesses. If the phased alternative to the mauka municipal parking lot is selected, as described on page 3-2 of the Draft EA, only vacant land would be used for the construction of parking spaces under the first phase, thus no businesses would be displaced.

The above information will be incorporated in the Final EA in Section 2.2 (Socio-Economic Environment).

#### **Kaimuki Avenue Pedestrian/Bicycle Pathway**

The proposed project would be a paved two-directional multi-use path approximately 10 to 12 feet in width. This width would be sufficient to safely accommodate both pedestrians and bicyclists. The proposed pathway would be similar to the existing Date Street Bike Path, which is heavily used by walkers, joggers, bicyclists, and in-line skaters with minimal conflict among the various users.

Thank you for your review.

Sincerely,

*Dina Tamura Wong*

Dina Tamura Wong, AICP  
Planner

c: Donald Griffin, Department of Design and Construction

September 19, 2001

Page 2

PlanPacific, Inc.  
Attn: Dina Tamara Wong  
345 Queen Street, Suite 802  
Honolulu, Hawaii 96813

RE: Kapahulu Community Plan (Phase 1 Improvements)  
Vision Plan No. 17

Dear Mr. Griffin:

I, Daisy Murai, a private resident of Kapahulu have several community concerns and questions on the 1<sup>st</sup> phase improvements:

A) Makai & Mauka PARKING LOTS:

- 1) If Kapahulu Avenue & Date Streets are the main thoroughfare to Waikiki & the H-1 Freeway, what A huge traffic jam/gridlock will ensue on both of these streets as cars are turning into and out of these 2 parking lots. Imagine, if the sidewalks of Kapahulu Avenue near Cruise Park are widened for pedestrian friendly-outdoor cafes similar to other areas like Kaimuki, (1 or many projected traffic calming device used to slow down traffic as discussed at the traffic calming meetings for Kapahulu). Even if Utility Poles are buried underground and on street parking spaces are removed, would this become a pedestrian mall like Fort Street Mall? These 2 streets are not as wide as those streets of Kaimuki and may pose a problem to the flow of traffic.
- 2) I understand shuttles or circulators will carry people from the parking lots to their destinations in Waikiki or even till the Convention Center as mentioned at the Waikiki Neighborhood Board 9/11/2001 meeting. It will also encompass the Kapahulu Businesses areas. What are the hours of operations. who will run it (a private company or the City & County), what will be the cost proposed or will it be free of charge to anyone. Refer to the 3 pages enclosed from Councilmember Blainum on this matter. Will these circulator or shuttles be able to accommodate Handicap person & Wheelchair bound passengers like the City & County Buses?
- 3) What are the hours of operations & cost for parking in the parking lots, especially since people going to Waikiki may also use these parking lots.
- 4) What type of security measures will be enforced at the parking lots, as there are residents and businesses near-by. For example, if the area is open and not patrolled, it's party time in the parking lot after hours. (loud music, drinking, dancing, eating, food talking, fights, etc.) This will greatly affect the safety of this residential neighborhood.
- 5) Kapahulu Avenue is a Mecca of Restaurants similar to Waikiki & Kaimuki as more new Restaurants and Businesses are opening now. Customers will be vying for parking spaces and may even park on side streets (free parking verses paying) for parking in the parking lots) even if the parking lots are filled to capacity or not filled to capacity - thus causing more traffic jam/gridlock.
- 6) The Multipurpose/Municipal parking complex behind Hawaii Dredging Building, will be even more perplexing with traffic traveling in & out of Date Street & Kapahulu Avenue. Traffic could be alleviated with advanced left turn green arrows for cars making left turns onto Kapahulu Avenue from Moobean or Date Street (Jack-in-the-Box) intersection. Presently, it is very hazardous when making a right turn from Date Street onto Kapahulu Avenue on the Hawaii Dredging Building side. If this concern is not addressed and corrected, more serious accidents will ensue.

B) SIGNS to denote this area as the Kapahulu District.

- 1) What purpose would the signs serve, if the businesses become similar in nature to Waikiki, and become an extension of the Waikiki district in a residential area?
- 2) The uniqueness of Residential/Commercial Kapahulu will serve enough of a difference to set itself apart from Waikiki and Kaimuki Districts, thus signs are unnecessary.

Kapahulu district is unique as a residential/commercial area and very close to Waikiki. Will these improvements benefit the residents & business of the district, other residents and tourists? I feel that, unless alternatives to re-direct traffic and related problems are resolved, as this is a vital Network to Waikiki and the H-1 Freeway, the Kapahulu Master Plan needs more careful planning and community input.

*Daisy M. Murai*  
Daisy Murai,  
a concerned Kapahulu resident.  
3039 Kauaooa Street  
Honolulu, Hawaii 96815

cc: C&C of Honolulu, Dept. of Design & Construction, Attn: Donald Griffin, 650 S. King Street, 9<sup>th</sup> Fl Honolulu, Hawaii 96813  
Office of Environmental Quality Control, 215 S. Beretania Street, Suite 702, Honolulu, HI 96813



**CITY COUNCIL**  
 CITY AND COUNTY OF HONOLULU  
 HONOLULU, HAWAII 96813-3066 / TELEPHONE 847-7000

DUKE BARNUM  
 COUNCILMEMBER  
 DISTRICT IV  
 (808) 547-7004  
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 dbarnum@cc.honolulu.hi.us

**Questions for Councilmember Barnum**  
 Neighborhood Board No. 5 Meeting  
 June 14, 2001

2) Is it true that City Bus Route No. 13 - Waikiki-Campbell Avenue will be altered by continuing on Kapahulu Avenue, then on to Kahala Mall and return to Waikiki? Will the route service Kapiolani Community College area before heading to Waikiki? Will the bus travel on Campbell Avenue, will there be a circular system to accommodate bus riders living in the area, or will the service be discontinued? Is this connected to Traffic Calming devices set for Campbell and Leahi Avenues

3) Is the Oli Oli People Mover tram (similar to the ones used at Universal Studio) allowed on the public streets or is it limited to private properties only?

4) The length of time between City buses during the night is getting farther and farther apart. Is this due to cutting down of additional bus services at night?

5) The bicycle rack in front of the City Buses are an additional attachment to the manufactured buses and poses danger both to the driver and whoever is in front.

6) Isn't there an over-saturation of private enterprises in direct competition with the City Buses system in transporting passengers. What happens when the BRT System begins?

Thank you,  
 Daisy Murai  
 3039 Kaunaoa Street  
 Honolulu, Hawaii 96815

July 10, 2001

Ms. Daisy Murai  
 3039 Kaunaoa Street  
 Honolulu, Hawaii 96815

Dear Ms. Murai:

Thank you for your letter dated June 14, 2001, posing various questions concerning bus routes, city and private buses, and the Bus Rapid Transit system (BRT). Listed below are my responses to your questions.

- Q. Will City Bus Route No. 13, Waikiki-Campbell Avenue, be altered and will there be a circulator system to accommodate bus riders living in the area?
- A. In conjunction with the Bus Rapid Transit system, bus routes islandwide will be reconfigured in a Hub-and-Spoke network will feature community circulators that deliver passengers to transit centers where they can make timed connections to other buses that link communities or make long-haul runs. The Leeward Oahu bus routes have already been reconfigured and a consultant is working with community to make changes in the North Shore and Central Oahu routes. The process requires extensive community input such as bus rider surveys and public meetings over a period of time. Modifications in the route 13 could be considered as part of the Hub-and Spoke project; however, all route changes are made only after public input is gathered.
- Q. Is the Oli Oli Tram allowed on public streets or limited to private properties only?
- A. The Public Utilities Commission (PUC) is responsible for licensing private passenger vehicles such as the Oli Oli Tram. According to staff at the PUC, the Oli Oli Tram has been approved for use on public streets.
- Q. Does the bike rack in front of city's busses pose a danger to pedestrians and motorists?
- A. This type of bike rack is used on buses around the world. The Department of Transportation Services (DTS) reports that we have had no accidents involving bike racks on City buses.

Ms. Daisy Murai  
July 10, 2001  
Page 2

Q. Is bus service being reduced at night?  
A. No. There are no reductions in service being considered.

Q. Isn't there an over-saturation of private enterprises in direct competition with the City bus system? What happens when the Bus Rapid Transit system begins?  
A. As mentioned above, the FUC is responsible for issuing licenses to the passenger carrier industry. The individual trolley and bus companies make the decision regarding the number of vehicles they wish to operate. The City bus system is geared towards passengers who are residents of the City & County of Honolulu. The Bus Rapid Transit system will be no different. While it will be faster and more reliable for workers who live in Kalihi and Waipahu to commute by bus to their jobs in Waikiki, it will be less convenient for visitors. For example, there will be no BRT service between the Waikiki hotels and the Convention Center and none from the airport to Waikiki.

I hope you find these responses helpful. Please feel free to call me at 547-7004, should you have any additional questions or comments.

Sincerely,

  
Duke Bainum  
Councilmember, District IV

DB:jw

cc: Margo Ige, Chair Kapahulu-Diamond Head-St. Louis Neighborhood Board



PLAN PACIFIC

October 1, 2001

Ms. Daisy Murai  
3039 Kaunaoa Street  
Honolulu, HI 96815

RE: Draft Environmental Assessment (EA) for  
Kapahulu Community Plan, Phase I Improvements

Dear Ms. Murai:

Thank you for your comments on the above and for participating in the environmental review process. Our responses follow the order in which your comments appeared in your letter.

#### Makai and Mauka Parking Lots

1. While it is true that Kapahulu Avenue and Date Street are and will continue to serve as vital roadways for vehicles traveling to and from the H-1 Freeway and Waikiki, the development of the proposed makai and mauka parking lots is not anticipated to have a significant adverse impact on traffic flow.

As noted in the Draft EA on page 2-11, access to the makai municipal parking lot would be from both Kapahulu Avenue and Date Street. In order to ease traffic on adjoining streets and provide safe access to the parking from Kapahulu Avenue, the City intends to acquire an easement on the Hawaiian Dredging Building site to allow shared use of the parking lot driveway that aligns with Campbell Avenue at a signalized intersection. Since access from Kapahulu Avenue will be from a signalized intersection, the impact to traffic flow from the proposed parking lot will be minimized.

A second access to the makai municipal parking lot would be from Date Street. This would help reduce congestion at the intersection of Kapahulu and Campbell Avenues.

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Access in and out of the mauka parking lot would be from two or three driveways on Kapahulu Avenue located in alignment with existing street intersections (i.e., Olu Street, Mokihana Street and Paluifi Street, from mauka to makai.) An entry and exit point to the parking lot would also be provided from Ekela Avenue in order to reduce the load on Kapahulu Avenue. Also proposed as a Phase I improvement is a new traffic signal where Kapahulu Avenue intersects with Olu Street and the driveway to the proposed mauka parking lot on the ewa side of Kapahulu Avenue. The proposed signalized light would mitigate adverse impacts to traffic flow on Kapahulu Avenue resulting from the proposed mauka municipal parking lot.

It should also be noted that present traffic flow on Kapahulu Avenue is often disrupted as drivers maneuver their vehicles in and out of on-street parking spaces on Kapahulu Avenue. This creates a hazardous situation for both drivers and bicyclists. In sum, the hazards created by on-street parking on Kapahulu Avenue seriously hampers vehicular, bicycle, and pedestrian movements on this busy street. The proposed municipal parking lots will help alleviate this situation.

In response to your comment regarding the widening of sidewalks on the mauka end of Kapahulu Avenue, this is considered a long-term project and would occur only after the municipal parking lots are in operation. The sidewalks would be widened only up to the extent of the existing curb "bulb-outs". The width of Kapahulu Avenue would not be altered and plans do not envision a pedestrian mall similar to Fort Street Mall.

2. Shuttles or circulators are not part of the proposed makai and mauka municipal parking lots proposed in the Draft EA, thus your questions would be best directed to the operators or those proposing these systems.

3. The proposed makai and mauka municipal parking lots are presently in the conceptual planning stage, thus details such as hours of operation and parking fees have not been developed. Since both will be municipal parking lots, it is reasonable to assume that the fee structure will be similar to existing City-operated parking facilities, such as the one in Kaimuki.

4. As mentioned in item #3 above, the proposed makai and mauka municipal parking lots are presently in the conceptual planning stage. Details of operation, such as security measures, have not been developed at this time.

5. Kapahulu Avenue is indeed considered a "mecca of restaurants." Presently, there is a serious deficit of off-street parking in Kapahulu and business patrons must often search for difficult-to-find street parking. The municipal parking lots would benefit Kapahulu in several respects, as discussed on page 1-8 of the Draft EA. The municipal parking lots would offer convenience to business patrons in terms of both location and availability of parking. It is reasonable to believe that most patrons would find the convenience well worth the minimal parking fee. Thus, there is not

expected to be an increase in the number of patrons using on-street parking as a result of the municipal parking lots.

6. While it is true that the Kapahulu/Date/Mooheau intersection has a high incidence of collisions, impact to traffic flow from the proposed makai municipal parking lot will be minimized by the location of access points. As mentioned in item #1 above, access to the makai municipal parking lot would be from a driveway on Kapahulu Avenue that aligns with Campbell Avenue at a signalized intersection. A second access would be from Date Street. As noted on page 2-11 of the Draft EA, the Date Street access should be at least 300 feet from the Kapahulu-Date intersection, and may require an additional turning or stacking lane and/or relocation of the existing bus stop for several bus routes.

As design plans for the makai municipal parking are developed, more detailed analysis of traffic movements will be conducted. This additional information will be added to the Final EA (Section 2.3.1 Roadways).

#### Community Signs

The purpose of the entry signs is to help create a sense of arrival and strengthen Kapahulu's identity, one that is distinctly separate from Waikiki and Kaimuki. The community signs are part of the proposed landscaped gateways, which will also include plantings and landscape lighting. Although the uniqueness of Kapahulu's commercial character sets it apart from Waikiki, the landscaped gateways will help to reinforce the community's identity and will serve as key community orientation points for Kapahulu.

#### Who will Benefit?

As summarized in Section 2.2 of the Draft EA, the proposed improvements will have positive socio-economic impacts on Kapahulu. Over time, the improvements will benefit Kapahulu residents and businesses, other residents who visit Kapahulu, and visitors to Hawaii.

Thank you for your review.

Sincerely,

*Dina Tamura Wong*

Dina Tamura Wong, AICP  
Planner

C: Donald Griffin, Department of Design and Construction



9/20/01 7:06 PM

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9/20/01 7:06 PM

2/2

Georgette Yaindl  
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September 19, 2001

Mr. Don Griffin  
City and County of Honolulu  
Department of Design & Construction

RE: Kapahulu Community Improvements, Phase I

Dear Mr. Griffin,

Aloha. Thank you for the opportunity to comment on this Plan.

I wish to address the Plan's proposal to construct a bi-directional bike/pedestrian way on Kaimuki Avenue from Kapiolani to Kapahulu.

I am a Honolulu resident who routinely travels by bicycle the length of Kaimuki Avenue traveling through to Waikiki and downtown.

At first I was delighted to learn of the City & County's plan to make Kaimuki Ave. more conducive to more bicycle travel, particularly because it is in a school zone, and adjacent to a heavily used park. School and recreation areas should be priority bicycle and pedestrian zones, *per se*.

I wish to express my opposition, however, with the plan to build a 12 foot wide bi-directional bike/ped pathway to accomplish that worthy and compelling objective of increasing the volume and safety of bicycle and pedestrian travel, for the following reasons:

1. It is a short stretch between Kapahulu and Kapiolani. All cyclists, but especially those traveling makai/ewa will be safer and find greater efficiency traveling on the existing roadway. (e.g., I won't use it.)
2. There is already a great deal of pedestrian activity on this stretch of road, largely the result of people exiting their parked cars. Mixing bikes and pedestrians is generally not a good idea (witness the existing bicyclist/pedestrian conflict on sidewalks) and an especially bad one in an area where people are constantly getting in and out of their cars.
3. Bi-directional pathways are appropriate treatments on long segments of roadway or as alternate routes (e.g. Pearl Harbor) or when no other transportation routes are available.

Accordingly, I suggest a different approach. Considering that the Plan calls for the creation of two proximate locations for off street parking, I propose:

1. eliminating on-street parking on Kaimuki Ave. from Kapahulu to Kapiolani (both sides)
2. stripe and sign five foot wide bike lanes on both sides of the street
3. enlarge sidewalks to five feet on both sides.
4. utilize on-street treatments that "stage" bicycles to the front of the stop line, as recently drawn at Dole and East-West Rd., and Dole and University. This treatment mitigates the confusion that cyclists and motorists alike, experience when cyclists are through-traveling or turning left on roads that have bike lanes on the right side of the street.

This design will accomplish the objectives of increasing the volume and safety of bicycle and pedestrian travel in the Kapahulu community.

Thank you for taking the time to read my letter and consider my comments.  
Sincerely,

Georgette Yaindl



October 1, 2001

Ms. Georgette Yaindi  
1332C 10<sup>th</sup> Avenue  
Honolulu, HI 96816

**RE: Draft Environmental Assessment (EA) for  
Kapahulu Community Plan, Phase I Improvements**

Dear Ms. Yaindi:

Thank you for your comments on the above and for participating in the environmental review process. Our responses follow the order in which your comments appeared in your letter.

1. Although the proposed Kaimuki Avenue pedestrian/bicycle pathway is short in length, it should be recognized that one of the purposes of the project is to provide a link between projects recommended in the *Honolulu Bicycle Master Plan* (April 1999), specifically: (1) the proposed pathway along the Manoa-Palo Stream edge between Date Street and Kapiolani Boulevard; (2) the proposed pathway along the edge of the Manoa-Palo Stream from Kapiolani Boulevard to Dole Street; and (3) the proposed bike lane on Kapahulu Avenue. The proposed project should be viewed as part of a long-term plan for a network of bicycle paths.

Kaimuki Avenue is a busy street since it fronts Kaimuki High School and Crane Park. On-street parking is also heavily utilized. For these reasons, we believe that bicyclists, particularly those riding for recreational purposes, will find the proposed pedestrian/bicycle pathway safer since it is separated from roadway traffic.

2. While it is true that Kaimuki Avenue presently has a high level of pedestrian activity and the on-street parking is heavily utilized, the proposed pathway is designed for both pedestrian and bicyclist use. The proposed project would be a paved two-directional multi-use path approximately 10 to 12 feet in width. This width would be sufficient to safely accommodate both pedestrians and bicyclists. The proposed pathway would be

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similar to the existing Date Street Bike Path, which is heavily used by walkers, joggers, bicyclists, and in-line skaters with minimal conflict among the various users.

3. We agree with you that two-directional pathways are appropriate treatments on long segments of roadway. As mentioned in #1 above, however, one of the purposes of the proposed Kaimuki Avenue pedestrian/bicycle pathway is to provide a link between projects recommended in the *Honolulu Bicycle Master Plan*.

Thank you for your suggested approach. Since the proposed Kaimuki Avenue pedestrian/bicycle pathway will eventually be linked to a pathway extending along the edge of the Manoa-Palo Stream (as recommended in the *Honolulu Bicycle Master Plan*), a continuous pathway separated from roadway traffic is desired. Furthermore, a bike lane on the mauka side of Kaimuki Avenue is not desirable, given the numerous private driveways that access the street. A widened sidewalk on the mauka side may also be difficult since it may encroach into private property. In addition, the removal of on-street parking would affect park users and nearby residents, businesses, and visitors to Kaimuki High School. Lastly, your suggestion would be more costly given that sidewalks and curbs would need to be reconstructed on both sides of Kaimuki Avenue.

Your fourth suggestion of utilizing on-street treatments is recommended in the *Honolulu Bicycle Master Plan* for Kapahulu Avenue.

Thank you for your review.

Sincerely,

Dina Tamara Wong, AICP  
Planner