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CITY AND COUNTY OF HONOLULU

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November 9, 2001

RECEIVED

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ERIC G. CRISPIN, AIA
ASSISTANT DIRECTOR

(OFC. OF ENVIRONMENT/
QUALITY CONTROL

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 Proposed Diamond Head
Road Makai Recreation Master Plan, Honolulu, Oahu, Hawaii

The City and County of Honolulu, Department of Design and Construction (DDC), has reviewed the comments received during the 30-day comment period that began on September 8, 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 November 23, 2001 OEQC Environmental Notice.

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

Please call Mr. Donald Griffin at 527-6324 if there are any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read "Raem Loui", is written over the typed name.

RAE M. LOUI, P. E.
Director

RML:ei

Enclosures

cc: Townscape, Inc.

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FINAL
ENVIRONMENTAL ASSESSMENT

Diamond Head Road Makai

Recreation Master Plan

Honolulu, Island of Oahu, Hawaii

Prepared For:
The Department of Design & Construction
City and County of Honolulu

Prepared By:
Townscape, Inc.

November 2001

**FINAL
ENVIRONMENTAL ASSESSMENT**

**Diamond Head Road Makai
Recreation Master Plan
Honolulu, Island of Oahu, Hawaii**

This document has been prepared pursuant to
Chapter 343, Hawaii Revised Statutes

Prepared For:
The Department of Design and Construction
City and County of Honolulu

Prepared By:
Townscape, Inc.
900 Fort Street, Suite 1160
Honolulu, HI 96813

November 2001

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SECTION 1 INTRODUCTION AND SUMMARY

1.1 INTRODUCTION AND PURPOSE

The City and County of Honolulu proposes to improve a one and one-half (1.5) mile "makai section" of Diamond Head Road between Poni Moi Road (near Kapiolani Park) and Kahala Avenue (near Fort Ruger Mini Park, also known as Triangle Park). All construction activities will take place within the City's Diamond Head Road right-of-way, which varies between forty feet wide to eighty feet wide. The proposed project is intended to enhance the recreational experience of the variety of users who currently frequent this area. Improvements will include relocating utilities underground, widening sidewalks, installing traffic calming devices, widening planting strips, landscaping, signage, marked parking spaces at the Lookout Area parking areas, and modifying the street to accommodate bike lanes traveling in both directions. The project does not propose improvements on privately owned property. No public buildings will be constructed.

This makai section of Diamond Head Road is designated as State Urban, and is located in the Special Management Area and the Diamond Head Special District. Diamond Head Road is adjacent to the makai boundary of the State of Hawaii's Diamond Head State Monument.

1.2 PROJECT SUMMARY

Project Name: Diamond Head Road Makai Recreation Master Plan

Project Location: The 1.5 mile makai portion of Diamond Head Road located between Poni Moi Road and Kahala Avenue, extending from Kapiolani Park to Triangle Park.

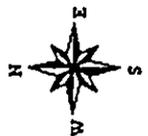
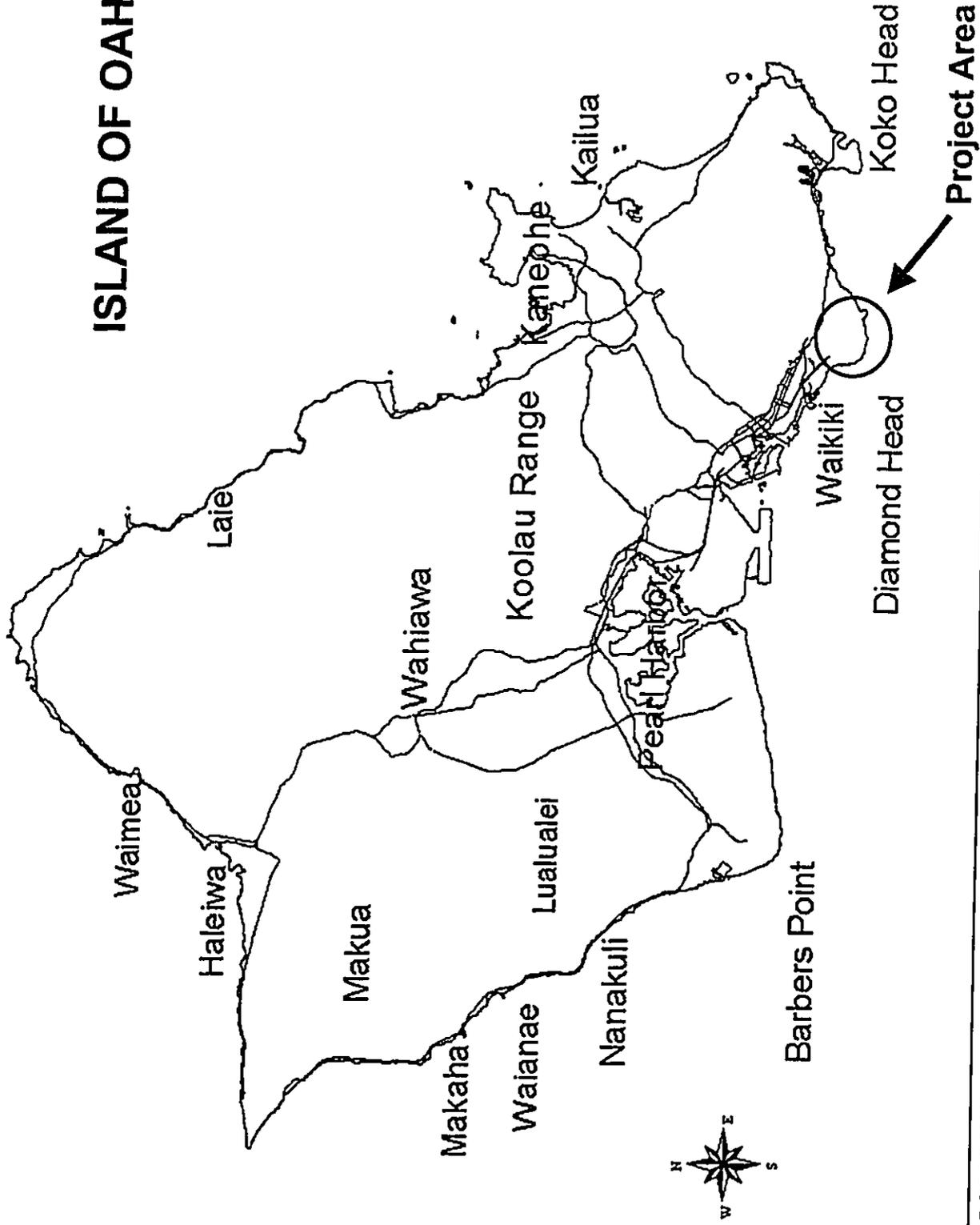
Proposing Agency: Department of Design and Construction
City and County of Honolulu
650 South King Street, 9th Floor
Honolulu, HI 96813
Contact: Mr. Don Griffin, Project Manager
Phone: 808-527-6324 Fax: 808-523-4767

- Environmental Assessment Prepared By: Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813
Contact: Ms. Mary O'Leary, AICP, Senior Planner
Phone: 808-536-6999 ext. 104 Fax: 808-524-4998
- Accepting Authority: Department of Design and Construction
City and County of Honolulu
Contact: Ms. Rae M. Loui, P.E, Director
Phone: 808-523-4564
- Existing Land Use: Public road right-of-way which contains an existing street (Diamond Head Road), sidewalks, landscaping strips, and parking areas.
- State Land Use District: Urban
- Primary Urban Center (PUC) Development Plan: The PUC Development Plan designates the land surrounding the project area as "Parks and Open Space," "Residential" and "Institutional."
- City Zoning: Various Portions: P-1, P-2, R-5, R-10
- Anticipated Determination: A "Finding of No Significant Impact" (FONSI) is anticipated because no significant adverse environmental impacts are expected as a result of the proposed project.

1.3 PROJECT LOCATION

Diamond Head Road runs along the makai slope of Diamond Head (Leahi) Crater on Oahu. The Road encircles almost half of the Crater and actually becomes Monsarrat Avenue at its intersection with Trousseau Street on the "back side" of the Diamond Head State Monument (Figure 1-1). The "project area" of this Environmental Assessment (Figure 1-2) – which is referred to throughout this document as "Diamond Head Road Makai" - is the one and one-half (1.5) mile section of Diamond Head Road located between its intersections with Poni Moi Road (near Kapiolani Park) and Kahala Avenue (near Triangle Park). Generally, the project area is bounded by Waikiki to the northwest and Kahala to the east. All proposed improvements are located within the City's Diamond Head Road right-of-way.

ISLAND OF OAHU



DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.

FIGURE 1-1
DIAMOND HEAD ROAD LOCATION MAP

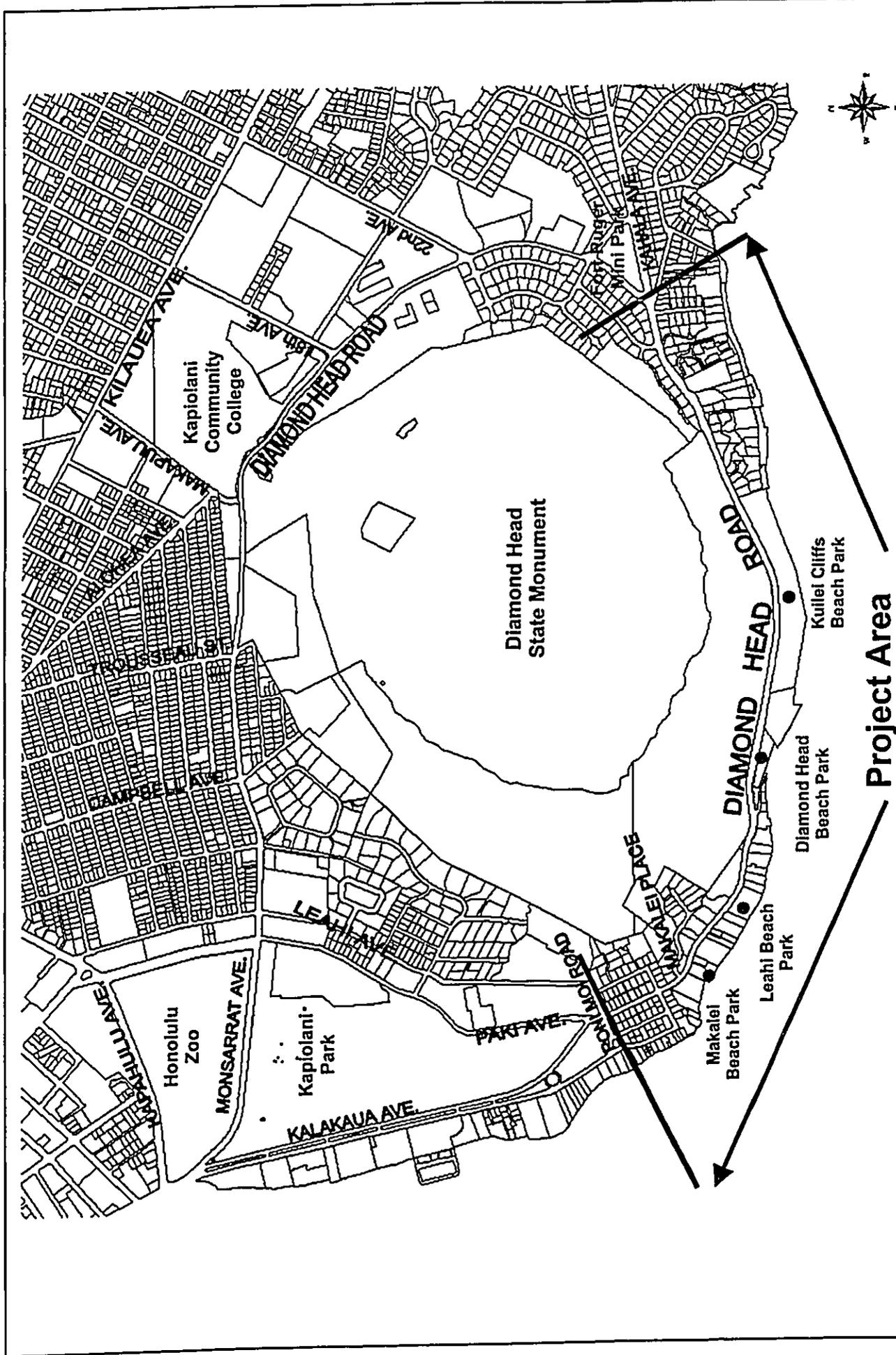


FIGURE 1-2
DIAMOND HEAD ROAD VICINITY MAP

DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.



Also within the scope of the proposed project is the Diamond Head Lookout Area, which overlooks the coast near the Diamond Head Lighthouse. This Area consists of three off-street parking areas, also referred to in this document as Observation Areas, all of which are located on the makai side of Diamond Head Road. These three off-street parking areas are referred to in this Environmental Assessment as Observation Areas #1, #2 and #3, with #1 located closest to Waikiki and #3 located closest to Kahala. Four beach parks, although not within the scope of this project, are also accessible via Diamond Head Road: Makalei, Leahi, Diamond Head and Kuilei Cliffs Beach Parks.

1.4 PROJECT OVERVIEW

The Diamond Head Road Recreation Master Plan is a Fiscal Year (FY) 2000 project of Vision Team No. 17, Waikiki-Kapahulu-Diamond Head, which is part of the City and County of Honolulu's community-based "21st Century Vision" planning program. The Diamond Head Road Recreation Master Plan Community Advisory Committee and the City's Planning Consultant, Townscape, Inc., developed the plans for the proposed improvements for the 1.5-mile makai section of Diamond Head Road.

All construction activities will take place within the City's Diamond Head Road right-of-way, which varies from forty feet wide to eighty feet wide along the 1.5-mile distance. Proposed improvements include relocating utilities underground, widening sidewalks, installing traffic calming devices, widening planting strips, landscaping, signage, marking parking stalls at the Lookout Area parking areas, and modifying the street to accommodate bike lanes traveling in both directions.

The project does not propose improvements on privately owned property. No public buildings will be constructed. The improvements within the Diamond Head Road right-of-way are intended to safely accommodate the diverse range of recreational activities that people engage in along Diamond Head Road, such as walking, jogging and bicycling, in addition to vehicular traffic.

The facilities will be designed in accordance with City standards to meet the requirements of the Americans with Disabilities Act and the requirements of Section 103-50 Hawaii Revised Statutes.

1.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES

1.5.1 Environmental Impacts

The proposed project is not anticipated to have any significant negative long-term affects on the physical environment. Short-term affects will include dust and noise impacts during construction. All construction activities will be contained within the City's road right-of-way.

1.5.2 Social and Economic Impacts

The proposed project improvements will enhance the recreational and aesthetic experience for users and residents who recreate and/or live in the area. During the construction phase of the project, direct and indirect jobs will be created. Relocation of utility lines underground may require area residents to pay for the cost of lateral hookups from the main lines to their homes.

1.5.3 Public Facilities and Services

No permanent building-type structures are proposed. Permanent improvements will include new roadway surface, sidewalks, planting strips, streetlights, and under grounding of utilities. Electricity will be required for the new streetlights, but no additional communication systems will be required. The existing drainage patterns will be maintained. Waikiki Police District 6 and Waikiki Fire Station #7 provide police and fire protection.

1.6 RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

1.6.1 State Land Use

According to State Land Use maps, the entire 1.5-mile portion of the Diamond Head Road right-of-way is designated as State Urban (U). The land adjacent to the road right-of-way is designated as State Urban in the residential areas and State Conservation along the Lookout Area.

The right-of-way runs through the Conservation District along the Diamond Head Lighthouse Lookout Area - as defined by Beach Road on the Waikiki-side and the last Observation Area on the Kahala-side. On either sides of the Diamond Head Lighthouse Lookout Area, the right-of-way runs through the Urban District.

1.6.2 Primary Urban Center Development Plan

The existing Primary Urban Center Development Plan designates the land immediately surrounding the project area as "Parks and Open Space," "Residential" and "Institutional." The proposed improvements will be contained completely within the public right-of-way and are not expected to affect the surrounding land uses.

1.6.3 City and County of Honolulu Zoning

The Diamond Head Road right-of-way has a variety of City zoning designations that are based on adjacent land use zoning designations, including: P-1 "Restricted Preservation", P-2 "General Preservation", R-5 "Residential" and R-10 "Residential." Permission for uses in the P-1 district is subject to the appropriate city and state agencies. Public uses and structures, such as roads and utilities, are permitted uses in all of the other zoning districts.

1.7 NECESSARY PERMITS AND APPROVALS

The necessary permits and approvals to construct the proposed improvements will be acquired from the City and County of Honolulu, including a street usage permit for construction within a City street, conformance with the Diamond Head Special District standards, and compliance with the State Department of Health's noise and fugitive dust control measures.

1.8 ALTERNATIVES CONSIDERED

In addition to the "No Action" alternative, three other alternatives were considered during the conceptual planning phase. The "No Action" alternative would maintain the current conditions. Bicyclists would continue to share the roadway with motorists and there would be conflicts between pedestrians and vehicles at the Lookout Area parking areas.

The other alternatives that were considered were based on input received during the community-based Diamond Head Road Recreation Master Plan process. These alternatives examined various recreational roadway configurations. The first alternative was referred to as the "Linear Park," and created a people-oriented setting. Very narrow vehicular travel lanes would induce slow vehicular speeds, thereby allowing bicyclists to more safely share the road with cars. Much wider sidewalks and planting strips would create a park-like ambiance.

A second alternative considered was to add only one bike lane in the Kahala-bound direction on the makai side of Diamond Head Road. This would allow wider vehicular travel lanes, but would not provide a mauka bike lane.

The third alternative was to designate Diamond Head Road a one-way street in the Kahala-direction for the entire 1.5-mile section of roadway with bike lanes traveling in both directions. Also considered was to designate just the Lookout Area portion as a one-way street. While the one-way street alternative would reduce through traffic, it would pose possible confusion for bicyclists and motorists traveling in opposite directions. It would also create potential vehicular traffic flow issues for Waikiki-bound traffic. Motorists traveling towards Waikiki from the Kahala area would have to find alternate routes, such as Monsarrat Avenue.

1.9 DETERMINATION AND FINDINGS

Based on the material contained in this Environmental Assessment, a "Finding of No Significant Impact" (FONSI) is anticipated because no significant adverse environmental impacts are expected as a result of the proposed project.

SECTION 2 PROJECT DESCRIPTION

2.1 OVERVIEW

The City and County of Honolulu's Vision Team # 17, Waikiki-Diamond Head-Kapahulu, in association with City officials, advocated that a plan should be developed to address the recreational environment of Diamond Head Road. In 1999, Vision Team #17 identified the Diamond Head Road Recreation Master Plan as one of its priority projects. The Master Plan effort was conducted and funded through the City and County of Honolulu's "21st Century Oahu - A Shared Vision for the Future" planning program. A Community Advisory Committee for the Diamond Head Road Recreation Master Plan was formed and a series of meetings were held over the course of a year to develop alternative concepts, establish general consensus on the preferred concept and identify the proposed improvements. The intent of the Diamond Head Road Recreation Master Plan is to support and enhance the recreational experience for the variety of users who currently utilize the roadway corridor.

2.2 PROJECT DESCRIPTION

The City and County of Honolulu proposes to improve a one and one-half (1.5) mile section of Diamond Head Road between Poni Moi Road (near Kapiolani Park) and Kahala Avenue (near Triangle Park). The objectives of the proposed improvements are to accommodate the needs of a diverse community of recreational users and to promote a reverence for Diamond Head, while maintaining the integrity of the surrounding residential neighborhoods. To achieve this goal, the proposed improvements will moderate motor vehicle speeds, expand sidewalks, add bike lanes, and provide landscaping. Relocating utility lines underground will enhance the views of Diamond Head and informational signage will educate the public about the natural and historic setting of the Diamond Head Area. Modification to the parking areas along the Lookout Area will reduce confusion and increase safety between vehicular and pedestrian traffic.

The project area is that portion of Diamond Head Road that extends approximately 6,790 linear feet – or about 1.5 miles - from Kapiolani Park on the Waikiki-side to Fort Ruger Mini Park (also known as Triangle Park) on the Kahala-side. The project area is divided into five distinct sections in the Master Plan based on the characteristics of the street right-of-way and the character of the surrounding areas (Figure 2-1). The improvements proposed for each specific section are grouped and presented below. The under grounding of utilities is common to all five sections.

Section 1 Diamond Head Road Between Poni Moi Road and Coconut Avenue

Section 1 of Diamond Head Road lies between Poni Moi Road and Coconut Avenue. It is a somewhat narrow street with a 50-foot right-of-way (Figure 2-2). Relatively smaller, older cottage-type houses are situated close to the road. The objective of the improvements to Section 1 (and Section 2) is to balance safe roadway conditions, an improved recreational environment, and retention of existing residential landscaping.

Specific improvements proposed for Section 1 are as follows. The existing 12.5-foot wide travel lanes would be narrowed to 11-foot wide and the roadway would be widened an additional 5 feet in order to accommodate two 4-foot wide bike lanes on both sides of the street. Streetlights would be relocated to the makai side of the road, as the utility lines are placed underground.

A raised intersection at Coconut Avenue and Diamond Head Road is proposed as a traffic calming measure. Throughout Section 1, the makai sidewalk would be widened from 5 feet to 8 feet, and the mauka sidewalk from 4 feet to 5 feet. Existing residential landscaping that encroaches into the road right-of-way will be retained as much as possible. The plan proposes to replace the existing planting strips with street trees in tree wells in order to accommodate the new bike lanes and widened sidewalks. A “gateway” / entrance sign could be installed within the public right-of-way on Diamond Head Road near its intersection with Poni Moi Road. This would serve to remind motorists that they are entering a special residential and recreational area.

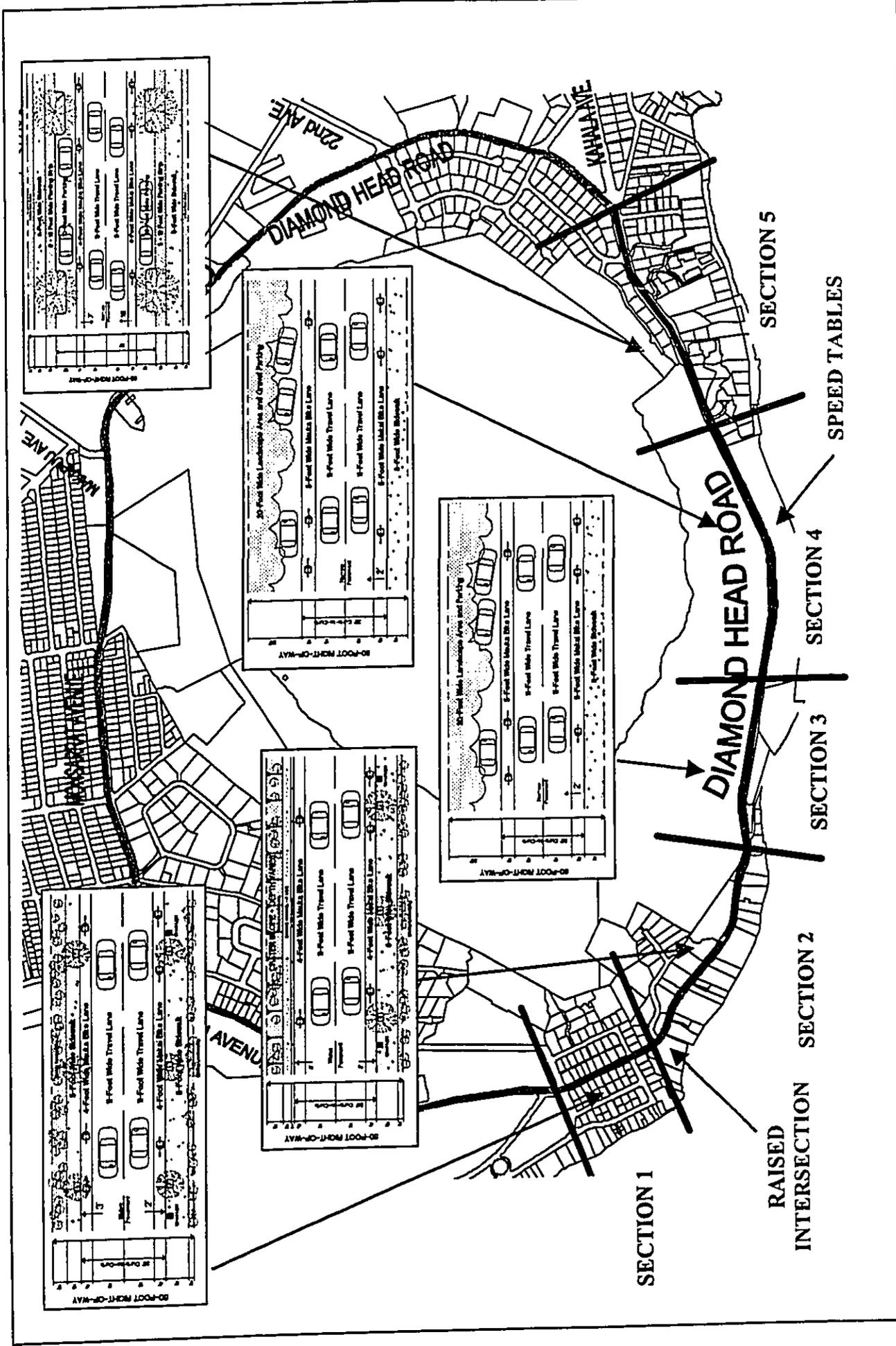


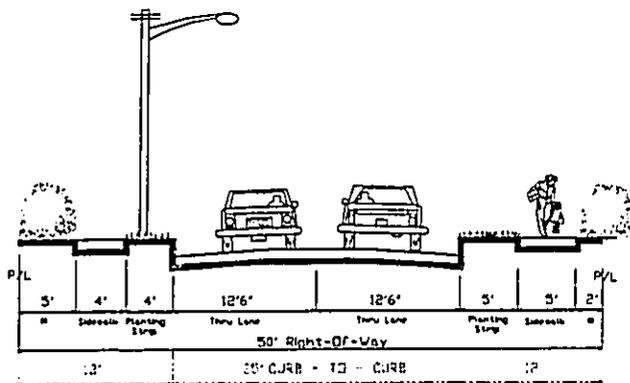
FIGURE 2-1
MAKAI AREA SECTION MAP

DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.



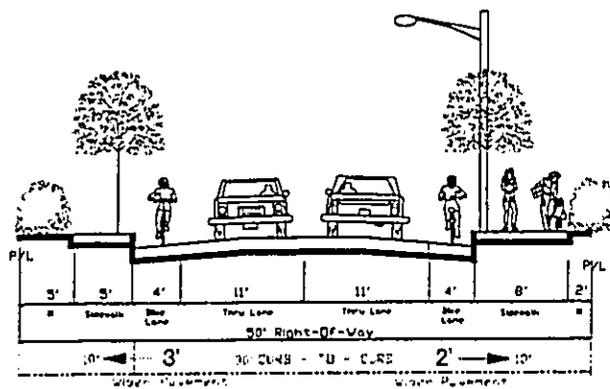
Looking towards Kahala



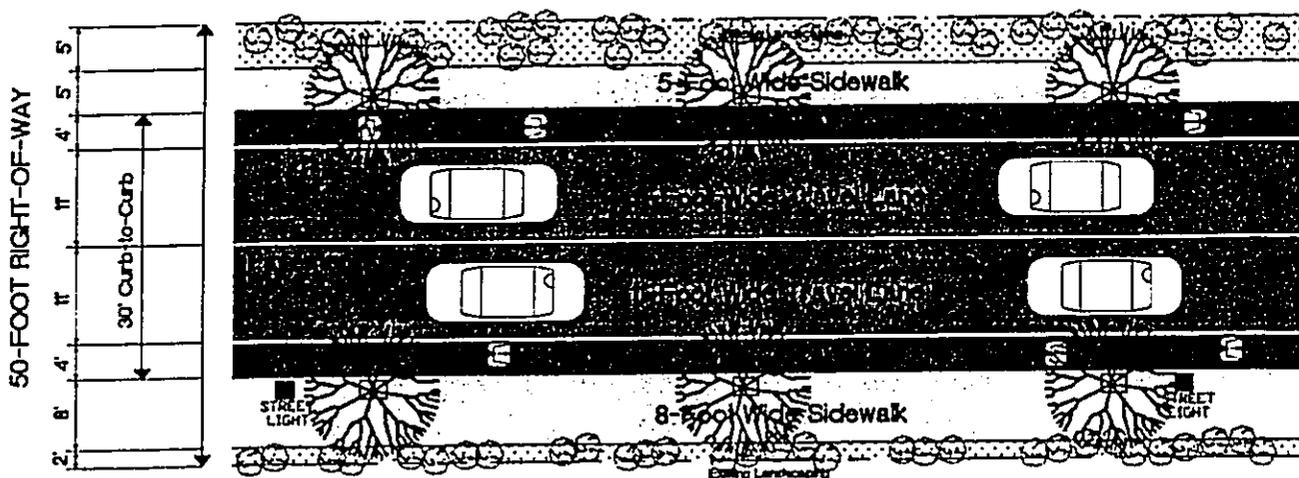
Existing Conditions



Looking towards Waikiki



Proposed Plan



Makai (Ocean)

DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.

FIGURE 2-2
SECTION 1 PROPOSED IMPROVEMENTS

Diamond Head Road
Between Poni Moi Road and Coconut Avenue

Section 1 Summary

Street Improvements:

- Widen Diamond Head Road by 5 feet
- Narrow vehicle lanes to 11 feet each
- Provide 2 bike lanes – 4 feet each
- Traffic Calming: install raised intersection at intersection of Coconut Avenue and Diamond Head Road

Pedestrian Improvements:

- Widen makai Sidewalk to 8 feet
- Widen mauka sidewalk to 5 feet

Landscaping Improvements:

- Retain residential landscaping, as possible within the public right-of-way
- Street trees in tree wells to replace planting strip

Signage Improvements:

- Install a gateway / entrance sign within the public right-of-way (not in Kapiolani Park) near the intersection of Poni Moi Road and Diamond Head Road

Utility Improvements:

- Underground utility lines along Diamond Head Road between Kapiolani Park and Triangle Park (1.5 miles), location to be determined
- Place new street lights on the makai side of the street in Section 1

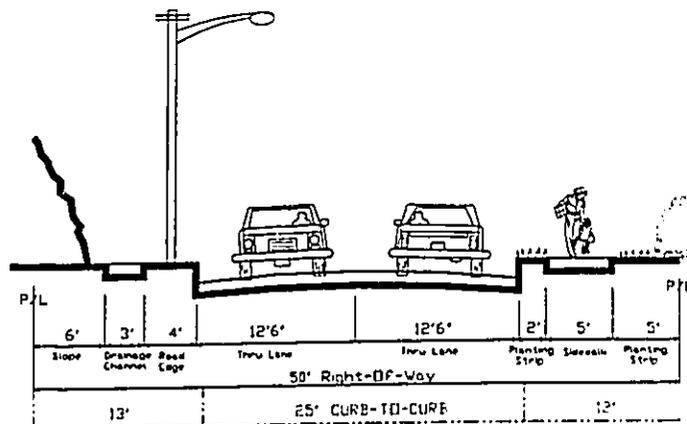
Section 2 Diamond Head Road Between Coconut Avenue and Beach Road

Section 2 of Diamond Head Road, which also has a 50-foot right-of-way, is a winding stretch of roadway that follows the curves of Diamond Head's lower slopes (Figure 2-3). There are large houses and house lots on the makai side of the street and an open drainage channel on the mauka side of the street.

Similar to Section 1, vehicle lanes would be narrowed from 12.5 feet to 11 feet each and streetlights would be placed on the makai side of the street. The roadway would be extended 3 feet in the mauka direction and 2 feet in the makai direction to accommodate 4-foot wide bike lanes on both sides of the street. A high curb adjacent to the mauka drainage way is recommended. The makai sidewalk would be widened from 5-foot wide to 8-foot wide and street trees in tree wells would replace the existing planting strip.



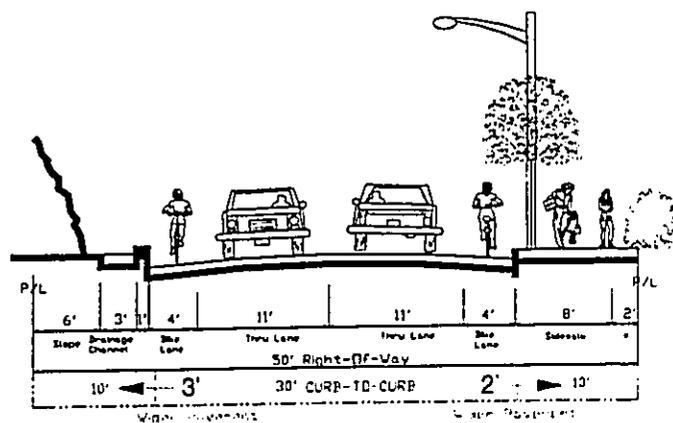
Looking towards Kahala



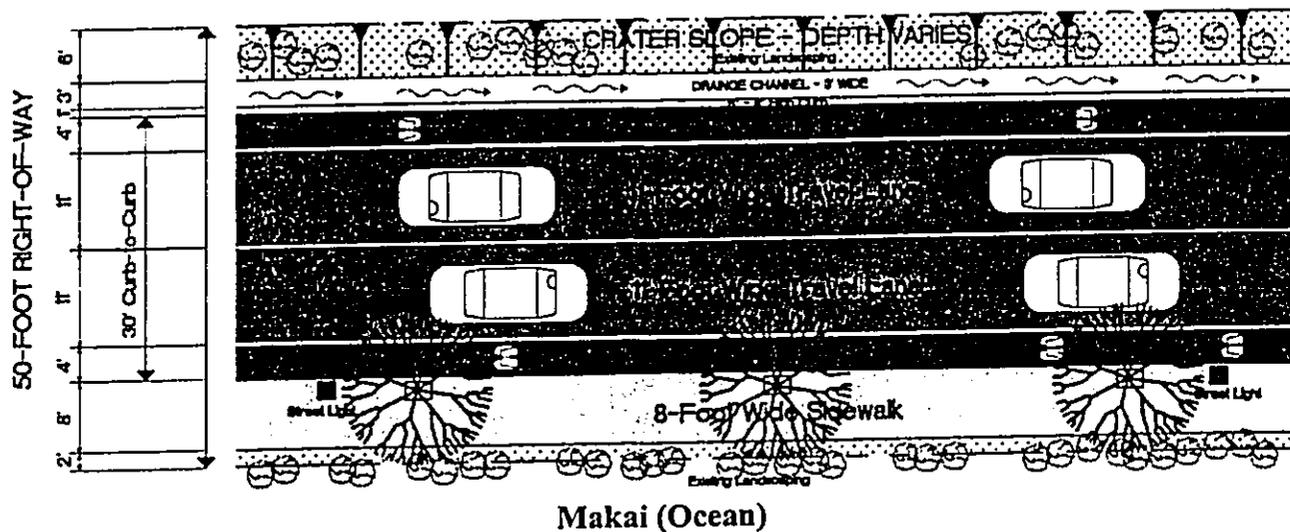
Existing Conditions



Looking towards Waikiki



Proposed Plan



Makai (Ocean)

DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.

FIGURE 2-3
SECTION 2 PROPOSED IMPROVEMENTS

Diamond Head Road
Between Coconut Avenue and Beach Road

Although the Beach Parks are not within the scope of the Master Plan, it is recommended that signs be installed at Makalei and Leahi Beach Parks to provide information about area history and cultural points of interest.

Section 2 Summary

Street Improvements:

- Widen Diamond Head Road by 5 feet
- Narrow vehicle lanes to 11 feet each
- Provide 2 bike lanes – 4 feet each
- Install high curb adjacent to mauka drainage way

Pedestrian Improvements:

- Widen makai sidewalk to 8 feet

Landscaping Improvements:

- Retain residential landscaping, as much as possible within the public right-of-way
- Street trees in tree wells to replace planting strip

Signage Improvements:

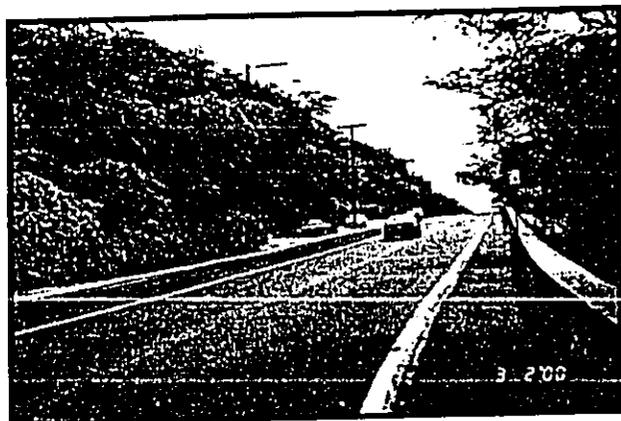
- Recommendation - install signage at Makalei and Leahi Beach Parks with information about area history and cultural points of interest

Utility Improvements:

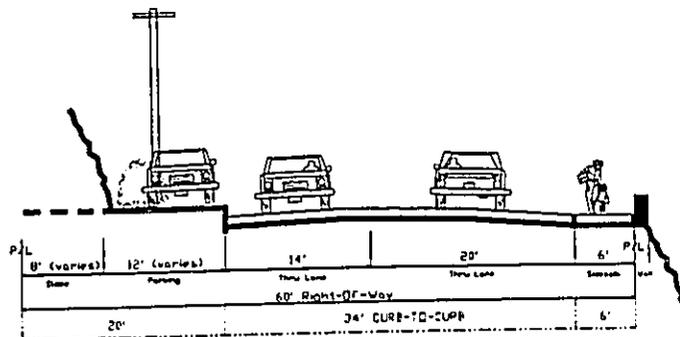
- Underground utility lines along Diamond Head Road between Kapiolani Park and Triangle Park (1.5 miles), location to be determined
- Place new street lights on the makai side of the street in Section 2

Section 3 Diamond Head Road Between Beach Road and the End of the Diamond Head Lookout Area

Section 3, which has a 60-foot right-of-way, is relatively wide and inclined as it leads up to the Diamond Head Lighthouse (Figure 2-4). There is a rolled asphalt curb on the makai side of the street, which separates vehicular traffic from pedestrian traffic. The pavement between the rolled curb and the rock wall is approximately six feet wide. There is informal crushed coral off-street parking area set amongst naupaka bushes along the mauka-side of the street. Except for the U.S. Coast Guard residence associated with the Diamond Head Lighthouse, there are no houses in Section 3.



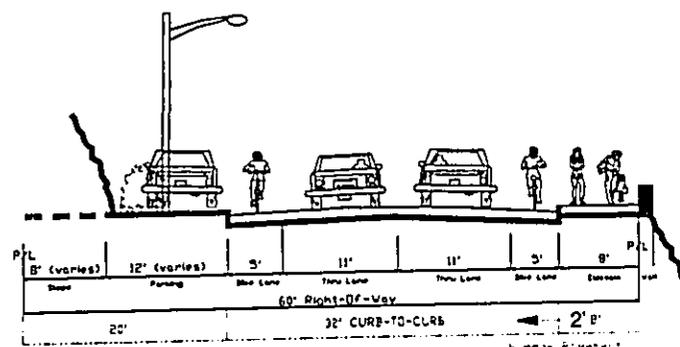
Looking towards Kahala



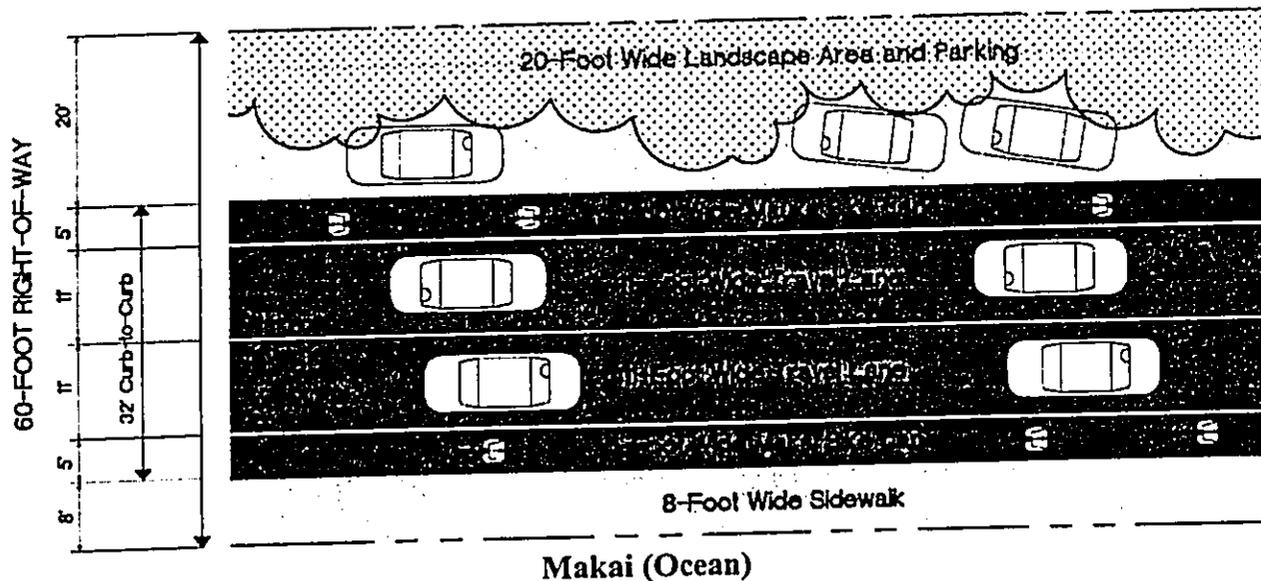
Existing Conditions



Looking towards Waikiki



Proposed Plan



DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.

FIGURE 2-4
SECTION 3 PROPOSED IMPROVEMENTS

Diamond Head Road
Between Beach Road and the Diamond Head Lighthouse

The objective for Section 3 is to provide ample room for pedestrians and bicyclists by narrowing the vehicular travel lanes, and yet maintain the existing mauka off-street parking as it is. Section 3 serves as a transition zone between the lower Diamond Head Road neighborhood (Sections 1 and 2) and the Lookout Area (Section 4).

Through re-striping only, the existing vehicular travel lanes would be narrowed to 11 feet wide, consistent with the vehicle travel lanes in all Sections. In both Section 3 and Section 4 there is sufficient room to provide a 5-foot wide bike lane on both sides of the street, along with the 11-foot wide vehicular travel lanes.

A new raised 8-foot wide asphalt sidewalk would be constructed along the entire length of the makai rock wall. This would narrow the roadway area by two feet. The mauka curb line and the mauka off-street parking areas would remain. New streetlights are proposed for the mauka side of the street, as the utility lines are placed underground. The Master Plan proposes that signage be installed at the Lookout Area to highlight points of interest. No additional street trees are proposed in order to maintain sight lines for motorists.

Section 3 Summary

Street Improvements:

- Narrow Diamond Head Road by 2 feet through re-striping
- Narrow vehicle lanes to 11 feet
- Provide 2 bike lanes – 5 feet each

Pedestrian Improvements:

- Construct a raised 8-foot wide sidewalk paved with asphalt adjacent to rock wall

Landscaping Improvements:

- No additional street trees
- Recommended - appropriate landscaping and maintenance of Kuilei Cliffs Beach

Signage Improvements:

- Install signage at Lookout Area highlighting points of interest (i.e. Diamond Head State Monument, surfing, whale watching, etc.)

Utility Improvements:

- Underground utility lines along Diamond Head Road between Kapiolani Park and Triangle Park (1.5 miles), location to be determined
- Place new street lights on the mauka side of the street in Section 3

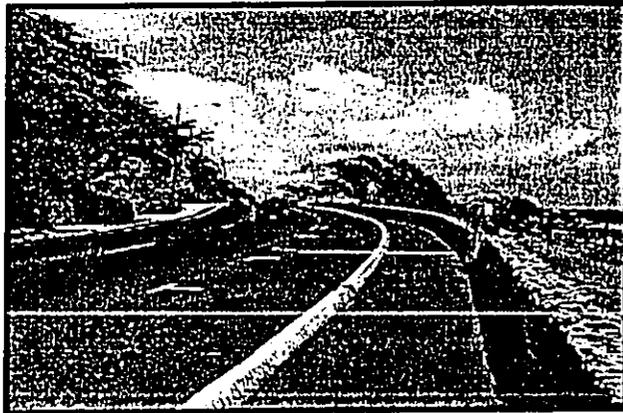
**Section 4 “The Lookout Area” – Diamond Head Road Between the Lighthouse
and the End of Observation Area #3**

Section 4 – also referred to as the Lookout Area - is relatively level, but the street forms a broad curve along the makai-face of Diamond Head Crater (Figure 2-5). This section of Diamond Head Road has a 60-foot right-of-way. The objective of the improvements is to enhance and highlight the existing park-like character of the Lookout Area by improving the pedestrian environment, slowing down traffic, providing bike lanes, and improving safety between pedestrian and vehicle traffic - especially at the three Observation Areas where currently vehicular and pedestrian traffic share the parking areas.

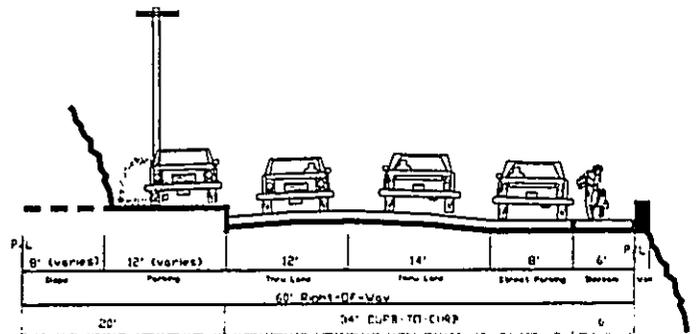
In Section 4 vehicle lanes would be narrowed to 11 feet in width and two 5-foot wide bike lanes would be provided. An 8-foot wide asphalt sidewalk would be constructed on the makai side of the street, adjacent to the rock wall as in Section 3. The new broader sidewalk would narrow the overall roadway area by two feet. The mauka curb line and the mauka off-street parking areas would remain.

The makai sidewalk would continue along the entire length of the rock wall, including Observation Areas #2 and #3. This would allow pedestrians and joggers to safely move through the Observation Areas without crossing the entrance to the parking lots as vehicles pull in and back out. The new sidewalk will also provide pedestrians a safe place to enjoy the ocean views. At Observation Area #1 – the smallest and most shallow of the three – the raised sidewalk would be constructed across the entrance to the parking area. The sidewalk could be painted to highlight its function as a pedestrian crosswalk, thereby raising the attention of drivers to watch for pedestrians.

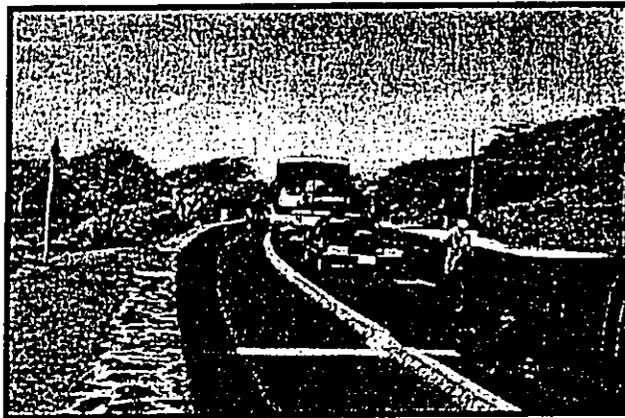
At Observation Area #3, a landscaped planting strip is recommended as a buffer between the parking stalls and the sidewalk to prevent parked cars from encroaching onto the sidewalk. New streetlights would be installed on the mauka-side of the street, as the utility lines are placed underground. No additional street trees are recommended in order to maintain sight lines for motorists. Signage is proposed at the Observation Areas to highlight points of interest and history.



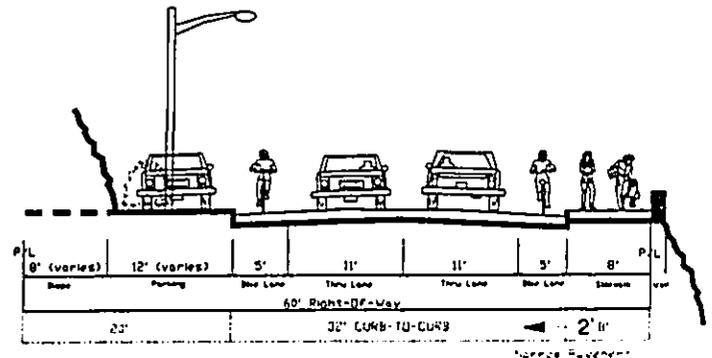
Looking towards Kahala



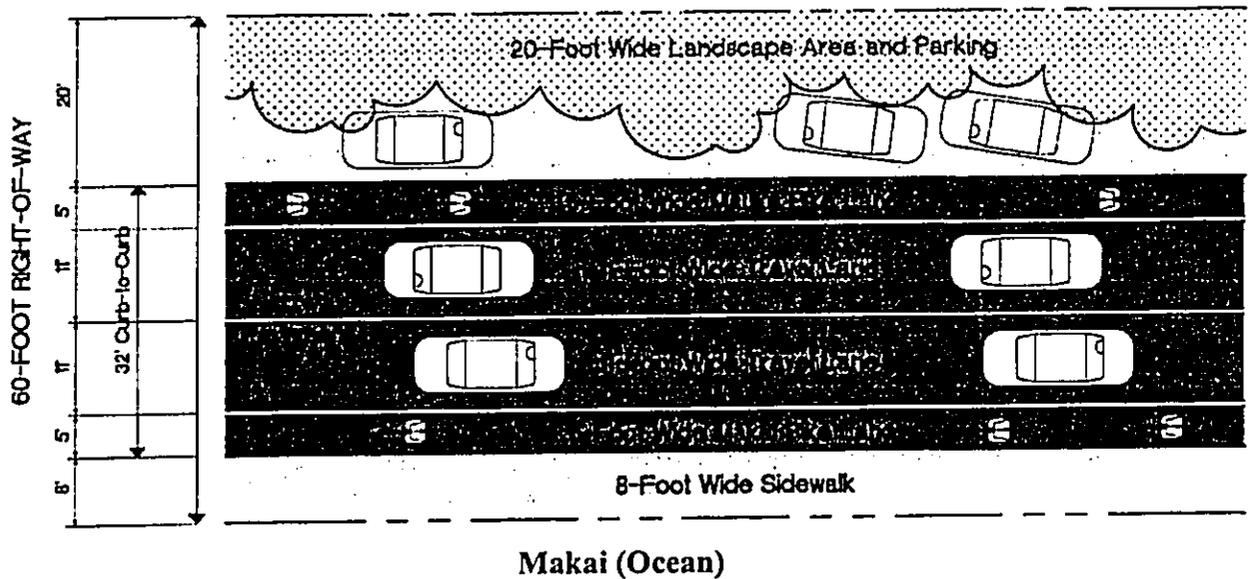
Existing Conditions



Looking towards Waikiki



Proposed Plan



DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

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FIGURE 2-5
SECTION 4 PROPOSED IMPROVEMENTS

Diamond Head Road
Between Diamond Head Lighthouse and Observation Area #3

Parking in Section 4 is currently provided in three locations: (1) off-street parking for approximately 120 cars (Section 3 and 4 total) in pockets of crushed-coral nestled amongst naupaka on the mauka side of the street, (2) 48 on-street marked stalls on the makai side of Diamond Head Road, (3) three Observation Areas with off-street parking for approximately 40 cars total (Figure 2-6).

The project proposes to: (1) maintain the mauka off-street parking for approximately 120 cars, (2) eliminate the existing 48 on-street parking stalls to provide room for the bike lanes and to create open and unobstructed views of the ocean, and (3) create marked parking stalls at the three Observation Areas to eliminate the potential for cars to park at odd angles (See Figure 2-6). A total of about 30 parking stalls would be provided at the three Observation Areas. Observation Area #1 would remain in its existing configuration, requiring only striping to delineate the parking stalls. Figure 2-7 is a conceptual rendering of parking stall layouts for Observation Areas #2 and #3. The actual number of stalls to be provided will be determined during the design phase. The marked parking stalls will provide greater safety for vehicles and pedestrians entering and exiting the Observation Areas.

A new sidewalk is proposed across the entrance to Observation Area #1 (closest to the Lighthouse). At Observation Areas #2 and #3 the new sidewalk would be located adjacent to the rock wall, while parked cars and vehicular traffic would be separated from pedestrians. Observation Area #3, the deepest of the three, is proposed to have a landscaped buffer between the parking stalls and sidewalk. A landscaped traffic island is also proposed for Observation Area #3 to create a one-way ingress on the Waikiki-side and a one-way egress on the Kahala-side.

Although Kuilei Cliffs Beach Park is not within the scope of the Diamond Head Road Recreation Master Plan, a new Observation Area parking area could be accommodated at the large open space adjacent to the asphalt path that extends from Diamond Head Road down to the ocean at Kuilei Cliffs Beach Park. It is recommended that the option of developing a new Observation Area and parking area be considered in a comprehensive master plan for Kuilei Cliffs Beach Park.



Unmarked parking stalls at Observation Area #1.



Large tour vehicles stop near Observation Area #2.



Vehicles conflict with oncoming traffic and pedestrians when backing up at Observation Area #2.



Pedestrians walk between parked cars and moving traffic at Observation Area #3.

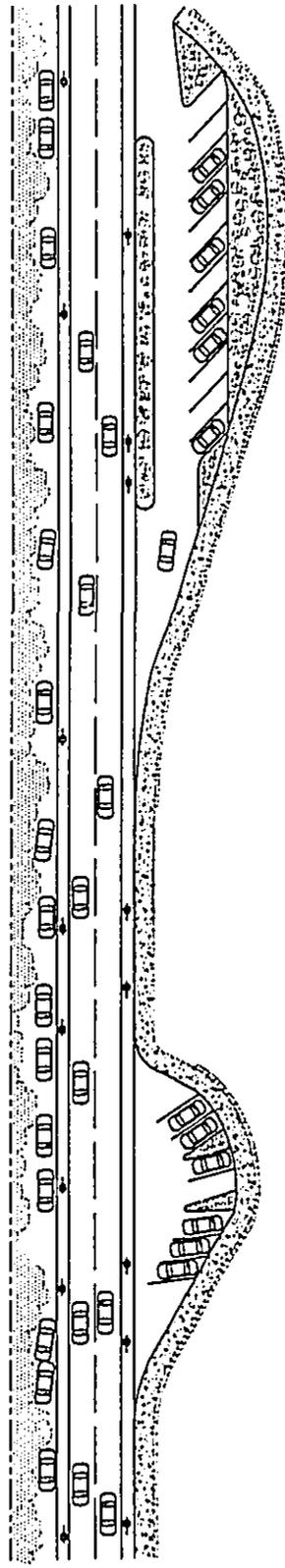
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FIGURE 2-6
SECTION 4

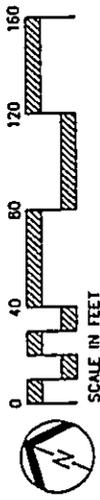
Diamond Head Road
Observation Areas

DIAMOND HEAD ROAD
LOOKOUT AREA PARKING



Observation Area #2

Observation Area #3



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FIGURE 2-7
SECTION 4

Lookout Area Parking Concept

Also proposed in Section 4, are two speed tables with pedestrian crossings to serve as traffic calming devices. The location of the speed tables will need to be coordinated with the City Department of Transportation Services roadway design standards. The speed tables should be located so that motorists have a safe line-of-sight and can see the pedestrian crossing in advance of approaching it. The speed tables can serve as safe pedestrian crossing zones so that people who park along the mauka side of the street have a designated crosswalk.

Section 4 Summary

Street Improvements:

- Narrow Diamond Head Road by 2 feet
- Narrow vehicle lanes to 11 feet each
- Provide 2 bike lanes – 5 feet each
- Traffic Calming: install 2 speed tables / pedestrian crossings where appropriate

Pedestrian Improvements:

- Construct a continuous, raised 8-foot wide sidewalk paved with asphalt, adjacent to the makai rock wall through Observation Areas #2 and #3, and across the entrance to Observation Area #1

Parking Improvements:

- Mark parking stalls at Observation Areas #1, #2, and #3
- Construct a traffic island at Observation Area #3
- Eliminate the 48 on-street parking stalls
- Maintain mauka off-street parking

Landscaping Improvements:

- No additional street trees
- At Observation Area #3, create landscaped buffer strip between parking spaces and new sidewalk
- Recommended - appropriate landscaping for and maintenance of Kuilei Cliffs Beach Park

Signage Improvements:

- Install signage at Observation Areas highlighting points of interest (i.e. Diamond Head State Monument, surfing, whale watching, etc.)

Utility Improvements:

- Underground utility lines along Diamond Head Road between Kapiolani Park and Triangle Park (1.5 miles), location to be determined
- Place new street lights on the mauka side of the street

Section 5 Diamond Head Road Between Observation Area #3 and Kahala Avenue

Section 5 of Diamond Head Road has an 80-foot right-of-way. This extremely wide roadway (about 72 feet of the right-of-way is paved) gently slopes down from Observation Area #3 towards Kahala (Figure 2-8). There is a minimal four-foot wide mauka sidewalk along most of this section, but there is no makai sidewalk. Cars typically park along the makai side of the street, which forces pedestrians walking along the makai side to walk between parked cars and moving vehicular traffic. The paved vehicle lane on either side of the centerline is more than 30 feet wide, which encourages motorists to exceed the speed limit.

The objective of this section's improvements is to create a street that has the scale and characteristics of a typical residential neighborhood street. The proposed improvements will significantly narrow the vehicular travel lanes, create planting strips and provide broad pedestrian sidewalks on both sides of the street.

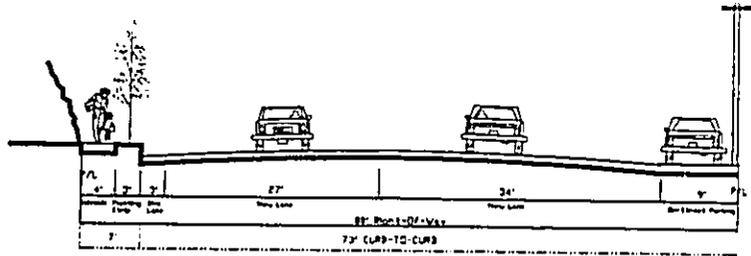
The project proposes that 11-foot wide vehicular travel lanes be defined by re-striping the street. Two 4-foot wide bike lanes will be provided.

Pockets of on-street parking areas will be created on both sides of the street between landscaped "bulbouts" that are connected by planting strips. Bulbouts can be used to provide landscaping and to calm traffic. Street trees will be planted in the bulbouts to soften and fill-in this existing broad expanse of open roadway, as well as to provide shade for pedestrians. Including new sidewalks, the total paved roadway area will be narrowed – or "filled in" - by 23 feet.

The mauka sidewalk will be widened from 4-feet to 6-feet. An 8-foot wide makai sidewalk will be constructed, providing a continuous broad sidewalk beginning in Section 1 through Section 5. Three-foot wide buffer zones will be provided between private property lines and the new sidewalks. New streetlights will be installed where appropriate.



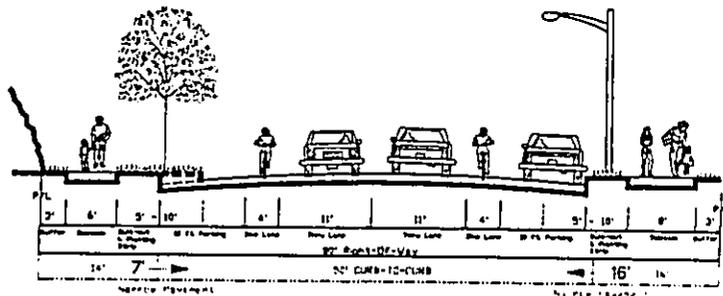
Looking towards Kahala



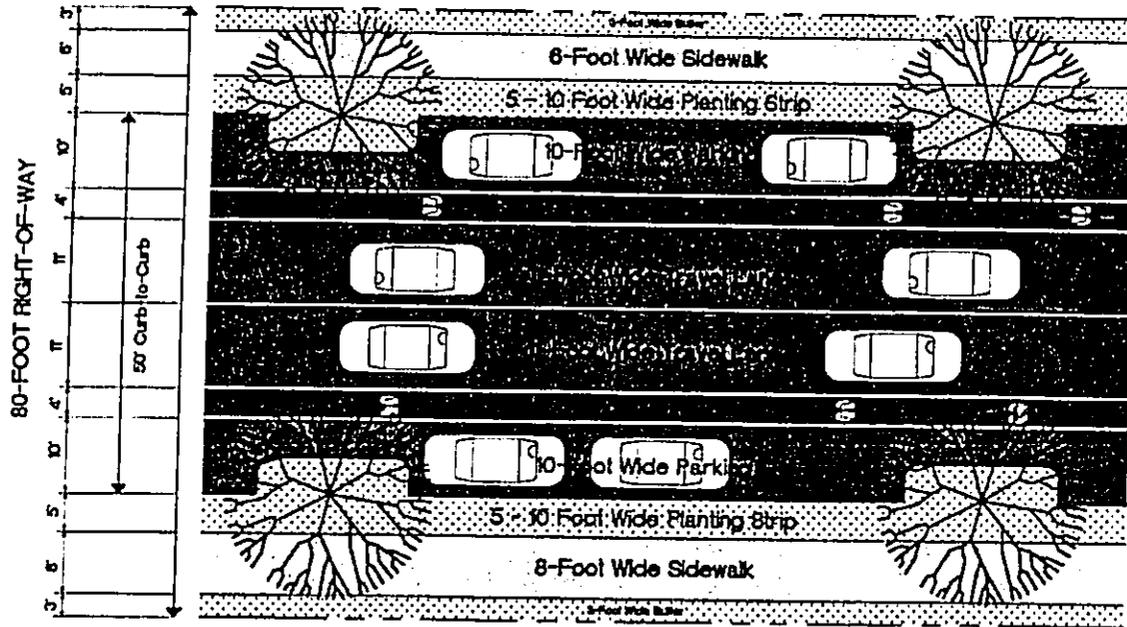
Existing Conditions



Looking towards Waikiki



Proposed Plan



Makai (Ocean)

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FIGURE 2-8
SECTION 5 PROPOSED IMPROVEMENTS

Diamond Head Road
Between Observation Area #3 and Kahala Avenue

Section 5 Summary

Street Improvements:

- Narrow Diamond Head Road by 23 feet
- Narrow vehicle lanes to 11 feet each
- Provide 2 bike lanes – 4 feet each

Pedestrian Improvements:

- Construct an 8-foot wide makai sidewalk
- Widen mauka sidewalk to 6 feet

Parking Improvements:

- Create pockets of on-street parking on both sides of the street

Landscaping Improvements:

- Construct landscaped bulbouts connected by planting strips
- Plant street trees in bulbouts

Utility Improvements:

- Underground utility lines along Diamond Head Road between Kapiolani Park and Triangle Park (1.5 miles), location to be determined
- Place new street lights where appropriate

2.3 PROJECT PHASING AND COST

The estimated total cost for the proposed Diamond Head Road Makai Recreation Master Plan improvements is \$12.287 million (Y2000 dollars) (Figure 2-9). Vision Team No. 17, Waikiki-Kapahulu-Diamond Head, has designated \$400,000 of its FY 2001 Vision funds and \$700,000 its FY 2002 Vision funds towards the first stage of implementation of this project, for an initial total of \$1.1 million. Those funding allocations have been approved by the City Council. The City has contracted with Ron Ho and Associates to begin implementation of the proposed improvements utilizing the FY 2001 funds.

The City's Department of Transportation Services had requested \$350,000 in Federal Enhancement Funds for design work. The current status of that request is in question. However, potential sources of additional funding for the remaining balance may be sought from City and State capital improvement monies, the Federal Transportation Equity Act for the 21st Century (TEA-21), and/or the Federal

PROPOSED PLAN CONSTRUCTION COST ESTIMATES

	Improvements	Util. Undrgrd	SUBTOTAL
SECTION 1 (560 LF) Poni Moi to Coconut	\$298,000	\$530,000	\$828,000
SECTION 2 (2,090 LF) Makalei Pl. to Beach	\$1,051,000	\$1,975,000	\$3,026,000
SECTION 3 (1,080 LF) Beach Road to	\$446,000	\$589,000	\$1,035,000
SECTION 4 (2,030 LF) Lighthouse to Last	\$1,165,000	\$1,106,000	\$2,271,000
SECTION 5 (1,030 LF) Last Lookout to Triangle	\$1,175,000	\$973,000	\$2,148,000
<i>Section Subtotals (6,790) LF</i>	<i>\$4,135,000</i>	<i>\$5,173,000</i>	<i>\$9,308,000</i>
		Additional 20% Survey & Design	\$1,862,000
		SUBTOTAL	\$11,170,000
		10% Contingency	\$1,117,000
			\$12,287,000

(Y2000 dollars) ROUNDED ESTIMATED GRAND TOTAL

FIGURE 2-9
CONSTRUCTION COST ESTIMATES

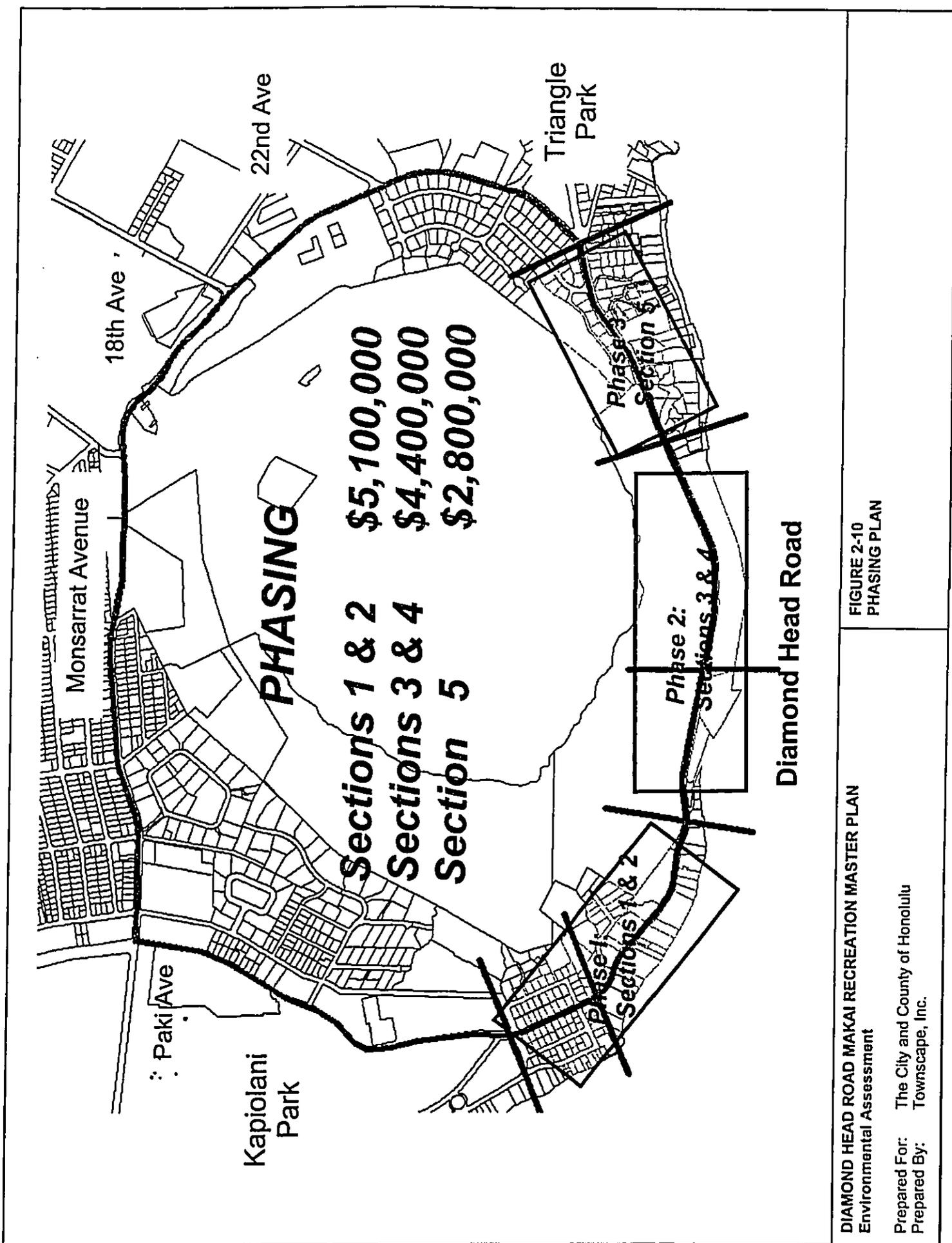
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Transportation Enhancement funds. The City may also choose to pursue cost sharing by the utility companies.

Figure 2-10 outlines a preliminary phasing plan for the Diamond Head Road Makai Recreation Master Plan improvements. Ideally, the phasing of improvements would be implemented in a manner that is comprehensive, efficient and least disruptive to residents and users of Diamond Head Road. In other words, all improvements for a particular section of roadway should be "installed" at one time so that the street is not torn up again and again. However, this approach requires a significant amount of up-front funding, especially in those sections of Diamond Head Road where there are multiple overhead utility lines to be placed underground and where the street would be widened.

Due to relatively limited funds available at the present time - FY2001 \$400,000, and FY2002 \$700,000 – in comparison with the entire project cost estimate, the first items recommended for implementation are targeted in Section 4, which is the most scenic area and attracts a great deal of recreational users, but has relatively fewer complications because utility lines are minimal, there are no residences, and modifications to the street are primarily re-striping.



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FIGURE 2-10
 PHASING PLAN

SECTION 3

EXISTING PHYSICAL ENVIRONMENT AND RELATED IMPACTS

3.1 GEOGRAPHY AND CLIMATE

The project area is located on the southern shore of the island of Oahu in Honolulu. Diamond Head Road runs along the makai slopes of Diamond Head Crater (also known as Leahi) in the ahupua'a of Waikiki in Honolulu. The Crater is a tuff cone that was formed during activity associated with the Ko'olau volcanoes that created Eastern Oahu. Most of the precipitation on Diamond Head occurs from winter storms. According to the Atlas of Hawaii, the monthly rainfall for this area is generally between 20 and 30 inches with humidity ranging from 64.8% to 74.5%. Average temperatures range from 71.9°F in February to 78.4°F in August. Northeasterly trade winds may cause windy conditions at the crater summit and rim.

A. Impacts

No adverse impacts on the climate and geography are expected.

3.2 SURROUNDING LAND USES AND OWNERSHIP

Land uses adjacent to the project site include the Diamond Head State Monument on the mauka side, Kapiolani Park on the Waikiki-side, Fort Ruger Mini Park (Triangle Park) on the Kahala-side, and four beach parks and the Coast Guard Diamond Head Lighthouse and residence along the makai side. There are also a number of private residences on both the Waikiki- and Kahala-sides of Diamond Head Road.

To better define the project area, Diamond Head Road is divided into five distinct "sections" in the Master Plan based on the characteristics of the street right-of-way and adjacent land uses. These five sections are shown in Figure 2-1:

Section 1 Poni Moi Road to Coconut Avenue

Section 2 Coconut Avenue to Beach Road

Section 3 Beach Road to the Diamond Head Lighthouse

Section 4 "The Lookout Area" – Diamond Head Lighthouse to Observation Area #3

Section 5 Observation Area #3 to Kahala Avenue

Relatively older cottage-style houses located on either side of Diamond Head Road characterize Section 1. Section 2 is characterized by large houses along the makai side of the street and the slopes of Diamond Head Crater along the mauka side. There are two City Beach Parks adjacent to Diamond Head Road in Section 2, Makalei and Leahi Beach Parks, neither of which have off-street parking facilities. Section 3 is a transition zone between the neighborhood character of Sections 1 and 2 and the scenic lookout character of Section 4. Section 3 of Diamond Head Road is adjacent to Diamond Head Beach Park, which is located along the coast at the end of Beach Road.

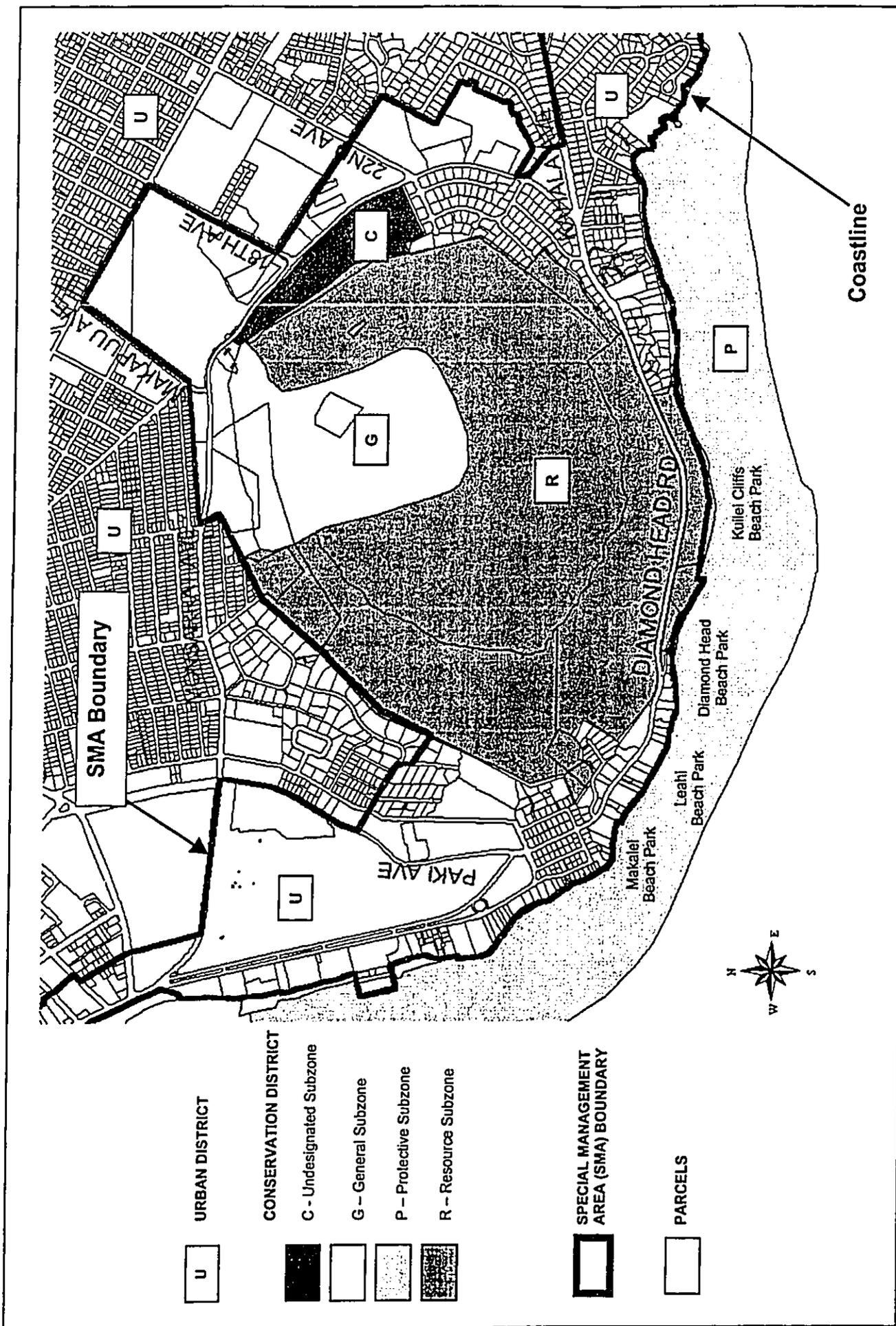
Adjacent to Section 4 of Diamond Head Road is the City's Kuilei Cliffs Beach Park and the Diamond Head Lighthouse and residence. The United States Government owns the Lighthouse and residence, which are occupied and managed by the U.S. Coast Guard. Section 5 of Diamond Head Road is characterized by a relatively modern subdivision on the mauka side of the street. On the makai side of the street there is an area of relatively large residential properties located off of long driveways or small cul-de-sacs, some of which intersect with Diamond Head Road.

3.2.1 State Land Use

According to State Land Use maps, the entire 1.5-mile portion of the Diamond Head Road right-of-way is designated as State Urban (U) (Figure 3-1). The land adjacent to the road right-of-way is designated as State Urban in the residential areas and State Conservation along the Lookout Area.

3.2.2 City and County of Honolulu Zoning

The Diamond Head Road right-of-way has a variety of City zoning designations based on adjacent land use zoning designations, including: P-1 "Restricted Preservation", P-2 "General Preservation", R-5 "Residential" and R-10 "Residential" (Figure 3-2). Beginning at the Waikiki-side of the project area, Diamond Head Road to Makalei Beach Park is zoned R-5. The portion fronting Makalei Beach Park (TMK: 3-1-36: 7) is zoned P-2. Diamond Head Road from Makalei Beach Park to Leahi Beach Park is zoned R-5. The portion fronting Leahi Beach Park (TMK: 3-1-36: 1) is zoned P-2. Diamond Head Road from Leahi Beach Park to Beach Road is zoned R-5. The portion



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FIGURE 3-1
 STATE LAND USE DISTRICT AND SPECIAL MANAGEMENT AREA
 BOUNDARY MAP

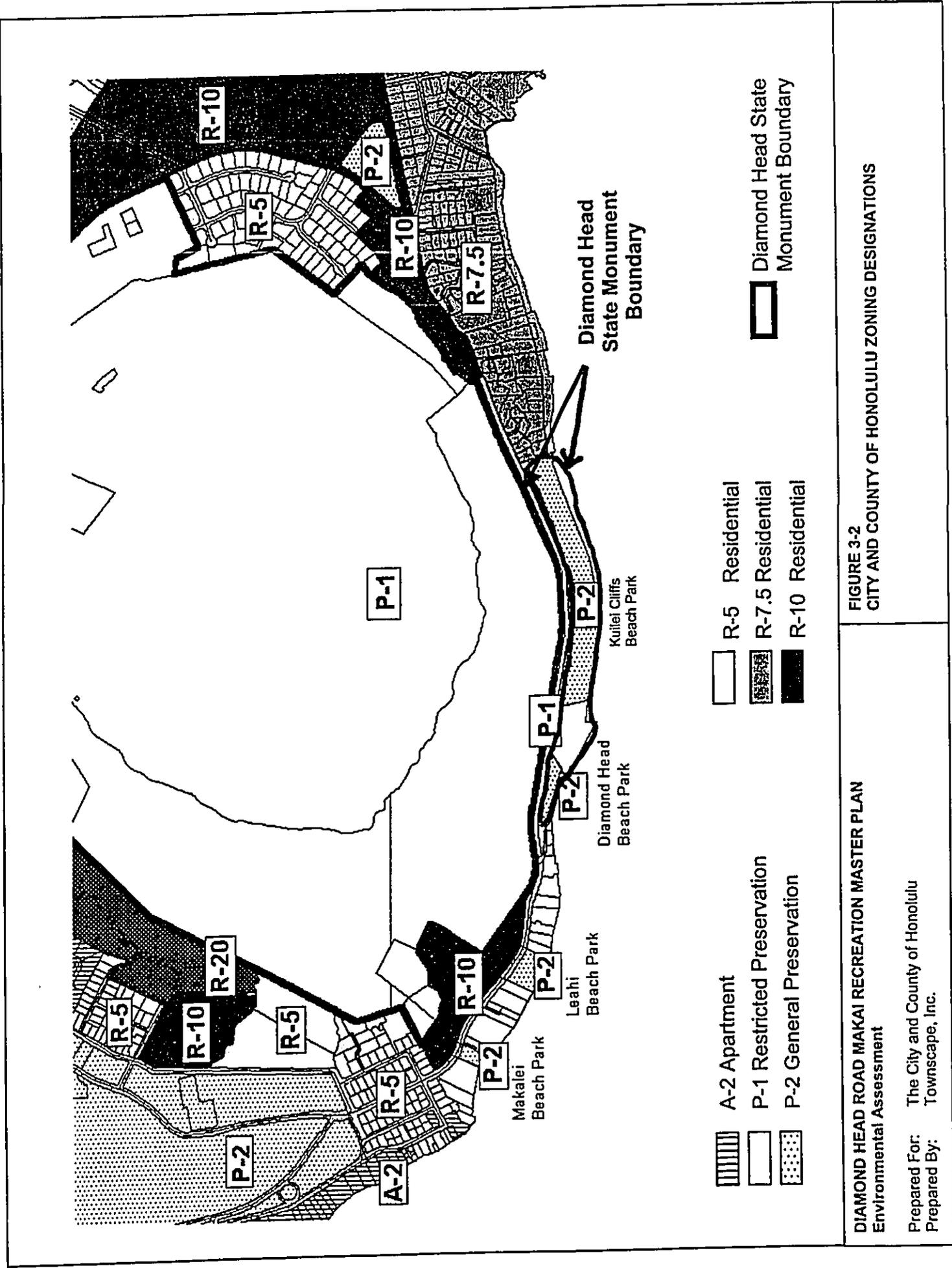


FIGURE 3-2
CITY AND COUNTY OF HONOLULU ZONING DESIGNATIONS

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from Beach Road through Kuilei Cliffs Beach Park is zoned P-1. The remaining portion of Diamond Head Road from the Kahala-side of Kuilei Cliffs Beach Park up to Kahala Avenue is zoned R-10. The City's Diamond Head Special District overlays the entire Diamond Head State Monument, including Diamond Head Road. The District's boundaries are depicted in Figure 3-3.

3.2.3 Diamond Head Special District

The Diamond Head Special District was established in 1972 to "preserve existing prominent public views and the natural appearance of Diamond Head" and to "preserve and enhance the park-like character of the immediate slopes of the Diamond Head monument." The Special District has established height limits and design controls for any construction project within the District's boundaries.

A. Impacts

The proposed improvements are not anticipated to have an adverse impact on surrounding land uses or ownership. Construction will be confined within the road right-of-way. The improvements should enhance the recreational environment and setting of the Diamond Head area and will need to comply with the Diamond Head Special District standards. There will be no change in the existing land use classification or in the amount of land designated as road right-of-way. Land use patterns in the area will not change as a result of the proposed project. No mitigative measures are proposed.

3.3 SOILS AND TOPOGRAPHY

Soil information for the project area was obtained from the Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, produced by the United States Department of Agriculture Soil Conservation Service and the University of Hawaii Agricultural Experiment Station, August 1972. Diamond Head Road between Poni Moi Road and Kahala Avenue is comprised of five soil types.

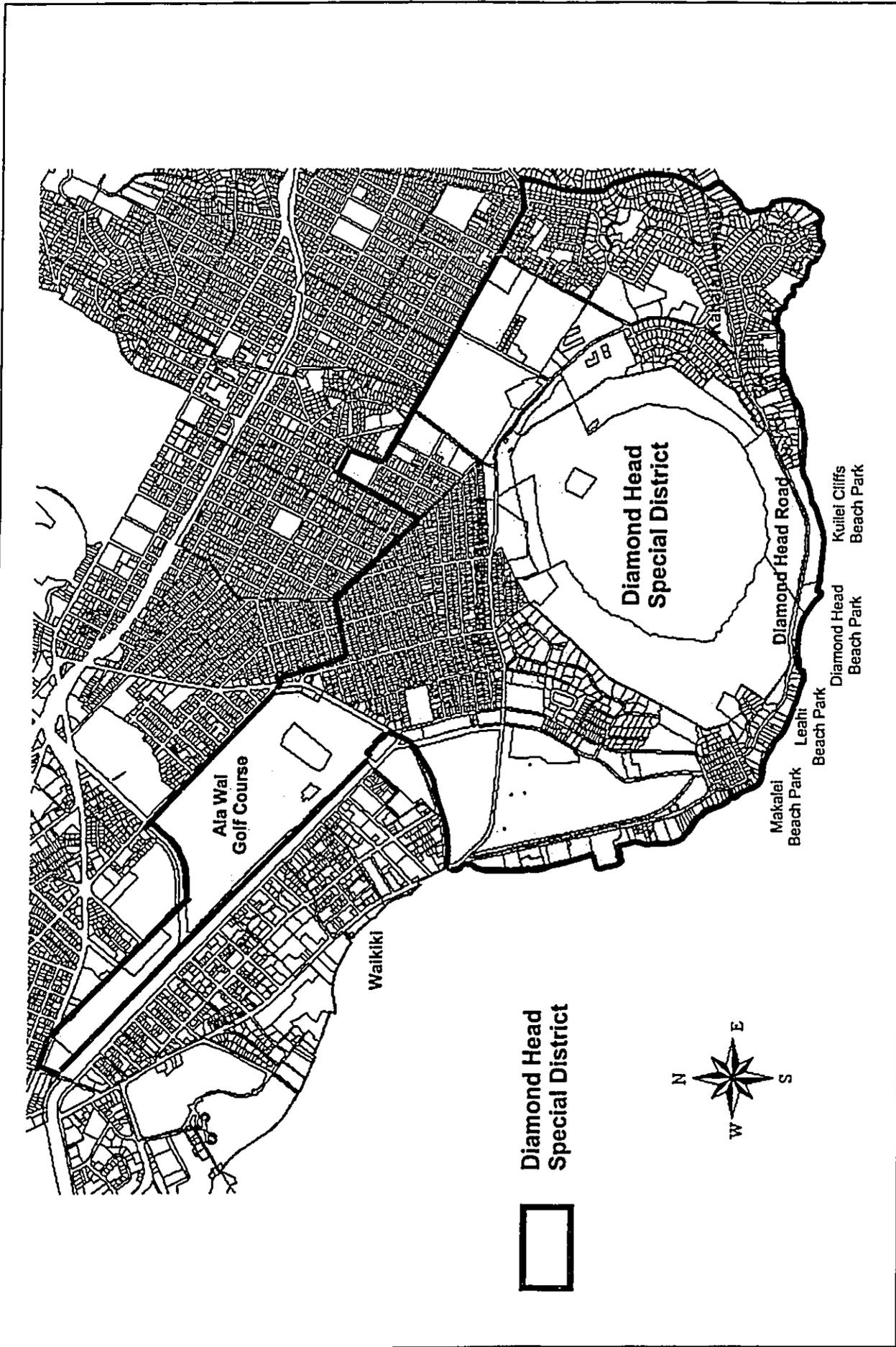


FIGURE 3-3
DIAMOND HEAD SPECIAL DISTRICT BOUNDARY

Diamond Head Road Makai Recreation Master Plan
 Environmental Assessment
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Diamond Head Road from Poni Moi Road to approximately the Coconut Avenue area consists of Jaucas Sand (JaC). Diamond Head Road from Coconut Avenue to Makalei Place is comprised of Molokai Silty Clay Loam (MuB). The soils between Makalei Place and the area fronting Kuilei Cliffs Beach Park are Makalapa Clay (MdD).

The portion of Diamond Head Road fronting Kuilei Cliffs Beach Park is Rock Land (rRk). Diamond Head Road from Kuilei Cliffs Beach Park/Lookout Area to the area around Palaoa Place consists of Makalapa Clay (MdD). The final section of Diamond Head Road, from Palaoa Place to Kahala Avenue, consists of Makalapa Clay (MdC). Descriptions of each soil type are listed below:

JaC **Jaucas Sand, 0 to 15 percent slopes,** are excessively drained soils found on coastal plains from sea level to 100 feet. Permeability is rapid, runoff is very slow to slow, and the water erosion hazard is light. Wind erosion hazard can be severe where vegetation has been cleared.

MdC **Makalapa Clay, 6 to 12 percent slopes,** are well-drained soils found on uplands. They are formed in volcanic tuff, with elevations ranging from 20 to 200 feet. Runoff is slow to medium and the erosion hazard is slight to moderate.

MdD **Makalapa Clay, 12 to 20 percent slopes,** are well-drained, upland soils that are formed in volcanic tuff. These soils are found within the 20 to 200 foot elevation range and on gently sloping to moderately steep slopes. Runoff is medium and the erosion hazard is moderate.

MuB **Molokai Silty Clay Loam, 3 to 7 percent slopes,** are well-drained upland soils formed from weathered basic igneous rock. Elevations range from nearly sea level 1,000-feet. Runoff is slow to medium and the erosion hazard of slight to moderate.

rRK **Rock Land**, consists of areas where exposed rock, mainly basalt and andesite, covers 25 to 90 percent of the surface. Elevations range from nearly sea level to more than 6,000 feet. Soil material often associated with the rock outcrops is very sticky and plastic, and has high shrink-swell potential.

A. Impacts

No adverse impacts on soil conditions are expected, as all construction activities will be confined within the existing right-of-way. The Diamond Head Road right-of-way is a developed roadway that contains street pavement, landscaping and sidewalks. No mitigation measures are proposed.

3.4 NOISE

Existing man-made noise in the project area is generated by traffic on Diamond Head Road and nearby streets; recreational activities at Leahi, Makalei, Kuilei Cliffs, and Diamond Head Beach Parks, Triangle Park, Kapiolani Park, and the Waikiki Shell; and occasional flybys by aircraft. Natural sources include the wind and the pounding of the surf along the coast.

A. Impacts

During the construction phase, short-term noise will be associated with construction activities and equipment. In the long term, bike lane and sidewalk improvements may encourage alternate modes of travel and therefore reduce overall vehicle noise. Traffic calming measures will slow motorist speeds and may therefore reduce noise along this makai portion of Diamond Head Road.

B. Mitigation

A Department of Health Permit is required for activities where construction noise is expected to exceed maximum permissible noise levels. The requirements of the permit, such as start and curfew times and the use of mufflers on construction equipment, will be followed to maintain acceptable noise levels.

3.5 AIR QUALITY

Existing sources of air pollution include vehicular traffic on Diamond Head Road and surrounding streets, and sea spray. However, the easterly trade winds that predominantly blow across the makai slopes of Diamond Head Crater maintain air quality at an acceptable level.

A. Impacts

Adjacent land uses may be temporarily impacted during the construction phase of the project. Potential pollutants include fugitive dust and air pollution emissions generated from construction activities and equipment, such as vehicular traffic and machinery emissions. The removal and addition of soil, concrete, and asphalt may also contribute to temporary air pollution. No significant difference in traffic volumes is expected as a result of the project. Therefore, the existing vehicular emissions conditions are not expected to significantly change.

B. Mitigation

Dust control practices in accordance with the applicable State Department of Health Administrative Rules, Title 11, Chapter 60.1, "Air Pollution Control" will be followed to mitigate construction-related impacts. Frequent watering of exposed soil will reduce the amount of dust emissions that are generated during construction. Landscaping should be planted as soon as possible to reduce dust emissions.

3.6 FLORA

The project site has been previously disturbed during the original construction of Diamond Head Road, by military operations within and around Diamond Head Crater and by residential development around the Crater's perimeter. In consulting the State's Draft Environmental Impact Statement for the Diamond Head State Monument Master Plan (2000), it has been documented that flora in the project area consists mainly of introduced species, as is typical for developed areas of urban Honolulu. Commonly found plants include kiawe (*Prosopis pallida*) and koa haole (*Leucaena leucocephala*), naupaka (*Scaevola spp.*), Bermuda grass (*Cynodon dactylon*), buffalo grass (*Cenchrus ciliaris*), Guinea grass (*Panicum maximum*), sourgrass (*Digitaria insularis*), ilima (*Sida fallax*), mimosa (*Mimosa pudica*), klu (*Acacia farnesiana*), coconut (*Cocos nucifera*), hala (*Pandanus odoratissimus*), ironwood (*Casuarina equisetifolium*), poincianas (*Delonix regia*) and lantana (*Lantana camara*). Introduced ornamentals are also common, especially in and around the residentially developed lands.

A. Impacts

The vegetation in the project area contains no known threatened, endangered or candidate species. All activities will be confined to the public road right-of-way. Flora in the project area consists generally of grass, weeds and some residential plantings, most of which are located within the existing planting strips. Proposed improvements include new and widened planting strips on the Kahala-side of the Lookout Area, and street trees in tree wells on the Waikiki-side of the Lookout Area. To the extent feasible, use of native plants and/or plants already associated with the area will be encouraged. No long-term adverse impacts are expected, therefore no mitigation measures are proposed.

3.7 FAUNA

The project site is located in a heavily developed residential area of Honolulu. In consulting the State's Draft Environmental Impact Statement for the Diamond Head State Monument Master Plan (2000), it has been documented that likely mammals include

Indian mongooses (*Herpestes auropunctatus*), roof rats (*Rattus rattus*), Norway rats (*Rattus norvegicus*), Polynesian rats (*Rattus exulans*), European house mice (*Mus domesticus*) and feral cats (*Felis catus*). Various introduced birds are also present as listed in the table below. Due to its proximity to the ocean, various seabirds such as *kolea* (*Pluvialis dominica*) and White Terns (*Gygis alba*) are also likely.

Introduced Avifauna Likely Found in the Vicinity of Diamond Head Road

Common Name	Scientific Name
Red-vented bulbul	<i>Pycnonotus cafer</i>
Japanese bush warbler	<i>Cettia diphone</i>
Northern cardinal	<i>Cardinalis cardinalis</i>
Red crested cardinal	<i>Paroaria coronata</i>
Spotted doves	<i>Streptopelia chinensis</i>
Zebra doves	<i>Geopelia striata</i>
House finches	<i>Carpodacus mexicanus</i>
Gray Francolin	<i>Francolinus pendicarianus</i>
Nutmeg mannikin	<i>Lonchura punctulata</i>
Common mynahs	<i>Acridotheres tristis</i>
Common barn owl	<i>Tyto alba</i>
Parrots	<i>Psittacidae</i>
Feral pigeons	<i>Columba livia</i>
English sparrows	<i>Passer domesticus</i>
Java sparrow	<i>Padda oryzivora</i>
Common waxbill	<i>Estrilda astrild</i>
Japanese white-eye	<i>Zosterops japonicus</i>

From the State's Draft Environmental Impact Statement for the Diamond Head State Monument Master Plan (2000)

A. Impacts

Faunal species will temporarily be disturbed during construction activities, but no long-term adverse impacts are expected. No known endangered or threatened faunal species or habitats have been identified within the project area. Therefore, no mitigation measures are proposed.

3.8 ARCHAEOLOGICAL, CULTURAL, AND HISTORIC RESOURCES

Diamond Head Crater is one of the most recognizable landforms in Hawaii. Locally, it is used as both a landmark in ocean and air navigation, and as a directional aid for motorists and pedestrians. The Crater lies within Waikiki, an unusually large ahupua'a that encompasses seven valleys from Manoa to Kuli'ou'ou. Waikiki was significant in that it was considered an important political, recreational and living place for the Hawaiian chiefs.

Historically called Leahi, Diamond Head Crater is the setting of several Hawaiian legends involving Pele, Hi'iaka, and various armies and local chiefs. Previous studies indicate that there are few Hawaiian archaeological sites to be found. Most of these sites occur either at the summit or within the Crater walls. Several heiau are associated with the Crater: one on the Waikiki side of the crater, two near Kapiolani Park, one near the current Diamond Head Lighthouse, and one located at the peak of Diamond Head. For example, the Papaenaena Heiau located on the overlook below Diamond Head and the Apuakehau Heiau along the beach. In addition to the heiau, burial caves have also been found on some of the Crater's slopes, including fishing heiau on the low cliffs overlooking the ocean. (Diamond Head State Monument Draft EIS, March 2000)

The following is a portion of Dr. Kanahaele's written notes found in the Diamond Head State Monument Draft EIS, March 2000 regarding Diamond Head:

"We can safely conclude that the kapu on Diamond Head and the crater was broken years ago, when Papaenaena heiau lost its mana and when people ceased to worship there..." (Diamond Head State Monument Draft EIS, March 2000)

Diamond Head State Monument was designated an historic site in 1965 by Legislative Act 249, which made the Department of Land and Natural Resources responsible for the 77 acres included in the site. The Board of Land and Natural Resources expanded the Monument to 415 acres in 1968 when it was designated a National Natural Landmark. In 1975, the Diamond Head State Monument was included under the State Historic Preservation Law (Act 182).

Regarding military sites, the The military occupation of Fort Ruger as a coastal defense center provides most of the contemporary historic sites of Diamond Head. These

sites are primarily contained within the boundaries of the Diamond Head State Monument. Bunkers, gun mounts, battery and storage tunnels, communication rooms and observation posts were constructed in and around the crater in the early half of the 20th Century. The Fort Ruger Historical District is listed in both the State and National Register of Historic Places (NRHP).

The U.S. Coast Guard Lighthouse was originally built in 1892, and was reconstructed in 1919. It is currently the U.S. Coast Guard Admiral's residence and is also listed on the NRHP.

Previous studies suggest that there is little likelihood for pre-contact Hawaiian or post-contact archeological sites (Diamond Head State Monument Draft EIS, March 2000). According to the State Historic Preservation Division (SHPD), there are no known archaeological/cultural sites within the project corridor. However, according to SHPD, Section 1 and a portion of Section 2 of the proposed plan are underlain by Jaucas sand deposits, which are known to potentially contain traditional Hawaiian sites such as cultural layers and human burials.

A. Impacts

The proposed improvements will take place within the previously disturbed road right-of-way. It is anticipated that the proposed project will not have any adverse affects on historic or cultural resources.

B. Mitigation

As advised by the State Department of Land and Natural Resources Historic Preservation Division, archaeological monitoring is recommended during the construction phase of the proposed improvements. This monitoring is recommended for excavations, in Section 1 and Section 2 as noted above, that penetrate into or through the Jaucas Sand deposits because this sandy substrate may contain Hawaiian cultural layers or human burials. At the appropriate time, a monitoring plan should be developed and submitted to the State Historic Preservation Division for review and approval.

In the event archaeological resources are discovered within the project area, construction activities will cease immediately and the State Historic Preservation Division will be contacted for guidance.

3.9 AESTHETICS

The Diamond Head area is designated in the City and County of Honolulu's Land Use Ordinance (LUO) as a Special District. As stated in the LUO, Diamond Head's "...natural appearance and prominent public views have special values of local, state, national and international significance..."

The project's Community Advisory Committee reaffirmed the desire for a handsomely maintained, scenic park-like setting along Diamond Head Road that would maintain and enhance the natural appearance and beauty of Diamond Head Crater. Accordingly, the under grounding of utilities is of high priority in order to eliminate the visual eyesore of the wires and numerous poles that interrupt views of Diamond Head.

In Sections 1 and 2, street trees would be planted in tree wells to provide shade and to serve as a buffer between pedestrians on the sidewalks and cars on the road. The Advisory Committee recommended that the relatively natural state of Diamond Head Road in the Lookout Area (Section 4) remain as it is. It is not necessary to clutter the road right-of-way with street trees and planting strips, which would ultimately obstruct views of the ocean.

New planting strips and landscaped bulbouts in Section 5 will enhance the "greenness" of the expansive pavement. Additionally, the landscaped bulbouts will soften the visual impact of parked cars along the street. As much as possible, native plants identified with the area should be used to maintain the compatibility of the project landscaping with the existing landscaping.

A. Impacts

The proposed improvements within the road right-of-way are intended to enhance the aesthetic, as well as, the recreational setting of Diamond Head. No adverse impacts are expected.

SECTION 4

SOCIO-ECONOMIC ENVIRONMENT AND RELATED IMPACTS

4.1 POPULATION CHARACTERISTICS

The estimated population for the State of Hawaii in 1999 was about 1.2 million people, with the island of Oahu accounting for approximately 870,000 people in 1995. The Honolulu District had a population of about 370,000 people, which was about 43 percent of the Oahu population. During the 5-year period of 1990 to 1995, the Honolulu District was the only District on Oahu that saw a loss in population, with a decrease of 2.0 percent compared to an Oahu population increase of 4.1 percent and a State population increase of 6.4 percent. These figures are based on estimates published in the 1999 State Data Book.

A. Impacts

No adverse affects on the population characteristics of Oahu are expected as a result of the development of the project. Therefore, no mitigation measures are proposed.

4.2 ECONOMIC CHARACTERISTICS

The civilian labor force for the island of Oahu in 1999 was estimated at approximately 424,250 people with 20,950 unemployed. In 1999, the highest number of jobs was in the Services Industry with 124,000 jobs, followed by Wholesale and Retail Trade with 96,500 jobs. The Agriculture Industry had the lowest job count of 2,200 jobs. The average annual per capita income for the island of Oahu in 1998 was \$28,670, which was higher than the State average of \$26,759.

Various visitor-related vehicles use the Lookout Area on sightseeing tours. Large tour buses, trolleys, taxis, limousines, and tour vans can all be observed within the project area, with many stopping to allow passengers to get out and enjoy the view.

A. Impacts

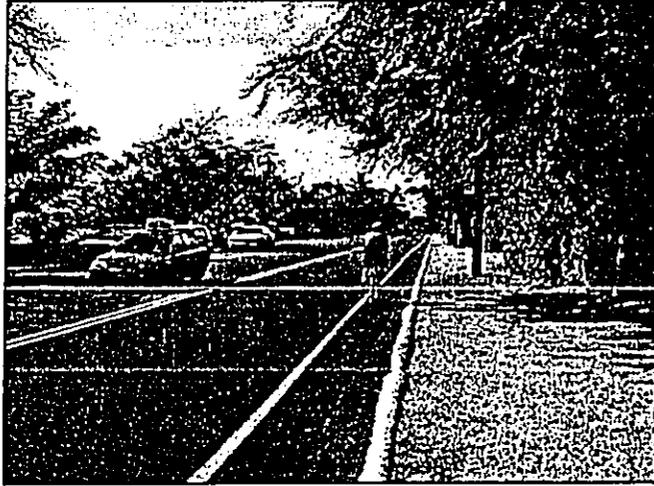
The proposed project will create short-term benefits as a result of direct and indirect employment in the design and construction industry. Local material suppliers can also be expected to indirectly benefit from the construction activities. No mitigation measures are proposed.

4.3 RECREATIONAL USERS

Diamond Head is a known visitor attraction, but it is also a very popular recreation area for local residents. The Diamond Head area is home to a unique combination of amenities including the Diamond Head State Monument – a significant Honolulu/Waikiki tourist destination, a community of neighborhoods and local institutions, and is a heavily used public outdoor recreation asset (Figure 4-1).

A study was completed during the development of the Diamond Head Road Makai Recreation Master Plan that recorded the average peak number of “people recreating” along the project area, the makai portion of Diamond Head Road, during five-hour morning periods. This study recorded over 300 walkers, over 150 runners, and over 100 bicyclists.

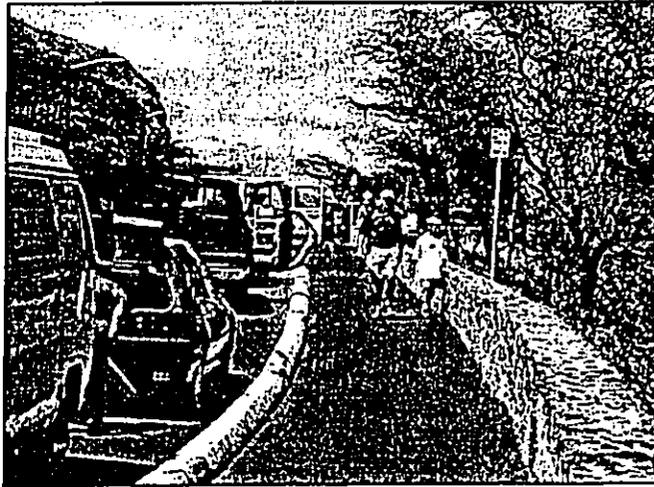
The makai side of Diamond Head Road between Triangle Park and the Lookout Area is one of the most heavily used by pedestrian and joggers, yet it completely lacks a sidewalk. People must walk or run on the street between parked cars and oncoming traffic. Utility poles along the mauka side of Section 4 are located relatively near the edge of the roadway, creating a physical and visual obstruction for pedestrians and motorists. In addition to its use as a recreational corridor, surfers, windsurfers, and beachgoers use Diamond Head Road to access Makalei, Leahi, Diamond Head, and Kuilei Cliffs Beach Parks. Additionally, Diamond Head Road is used for many special events including organized run/walks, cycling races, and marathons.



Bicyclist on the mauka side of Diamond Head Road Section 4.



Off-street parking along the mauka side of Diamond Head Road Section 4.



Pedestrians use the sidewalk on the makai side of Diamond Head Road Section 4.



Joggers run between parked cars and moving traffic on the makai side of Diamond Head Road Section 5.

DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.

FIGURE 4-1
DIAMOND HEAD ROAD RECREATIONAL WALKERS,
RUNNERS, SURFERS AND BICYCLISTS

A. Impacts

The proposed improvements will enhance the recreational environment and use of Diamond Head Road by providing safe conditions for sharing of the right-of-way between pedestrians, runners, bicyclists, and motorists. Widened sidewalks will provide adequate space for multiple users to pass slower-moving foot traffic without venturing out onto the street or trampling planting strips. The new sidewalk along the makai side of Section 5 will provide a much-needed place for runners and walkers.

Bike lanes will provide bicyclists with a designated travel area, reducing the need to compete with motor vehicles for roadway space, especially on the uphill and downhill stretches of Sections 2 and 3. Bike lanes will also provide a safer place for inexperienced bicyclists on the road. Traffic calming devices will moderate vehicle speeds, also increasing the overall safety of the area for recreational users.

SECTION 5

PUBLIC FACILITIES AND SERVICES AND RELATED IMPACTS

5.1 FLOODING AND DRAINAGE

The Diamond Head Crater area is typically dry, with surface water in the project area generated mainly from precipitation and landscape irrigation. However, intermittent storms may cause heavy rains and subsequent runoff on the Crater slopes due to its soil type and shallow soil depth. Inset O of Panel Number 150001 0125 B of the Federal Emergency Management Agency Flood Insurance Rate Map shows the project site to be within "Zone X - Areas determined to be outside 500-year flood plain".

A. Impacts

The improvements to Diamond Head Road will maintain the existing drainage patterns and are not expected to have a negative impact on present drainage structures or drainage patterns in the area. Therefore, no mitigation measures are proposed.

5.2 POTABLE WATER

The Board of Water Supply provides potable water service to the residential areas along Diamond Head Road. A relatively small City water line also provides service to a beach level shower at Kuilei Cliffs Beach Park.

A. Impacts

The proposed improvements to Diamond Head Road will not significantly impact potable water service in the area. Some irrigation will be required for new street trees and landscaping proposed within the road right-of-way improvements. The location of existing underground potable water lines will be surveyed and mapped during the design

phase of Diamond Head Road improvements. Therefore, no adverse impacts are expected and no mitigation measures are proposed.

5.3 WASTEWATER

The City and County of Honolulu has provides wastewater service to the residential areas along both ends of the project area. However, sewer lines do not extend through Section 3 or Section 4 - The Lookout Area. The location of existing underground sewer lines will be surveyed and mapped during the design phase of Diamond Head Road improvements.

During the master plan concept development stage, some members of the Community Advisory Committee raised the issue of constructing a new comfort station at the Diamond Head Lookout Area. This project does not include the construction of a new comfort station at one of the Beach Parks located along Diamond Head Road, nor at The Lookout Area. A new comfort station was not included for two reasons: (1) the Beach Parks where a comfort station would be located, including Kuilei Cliffs Beach Park along the Lookout Area, are not included in the Diamond Head Road Makai Recreation Master Plan scope, which is focused on improvements to the road right-of-way, and (2) due to limited Vision Team funding, the Community Advisory Committee decided to concentrate available funding to the implementation of the Diamond Head Road Makai Recreation Master Plan. It is apparent, however, that there will be a continued need for a public comfort station due to the relatively high number of users of the Diamond Head Road corridor.

A. Impacts

No sewer lines or comfort station will be installed. Therefore, no additional wastewater will be generated. The design and construction of the proposed improvements will take into consideration the location of existing wastewater lines where

present. Therefore, no adverse impacts are expected and no mitigation measures are proposed.

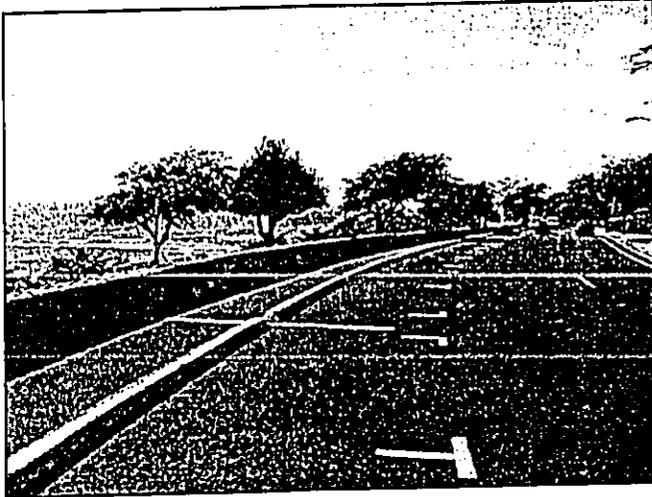
5.4 TRANSPORTATION

Diamond Head Road is a two-lane, two-way street that serves as a connector between Waikiki and East Oahu via the Kahala neighborhood. It also provides access to the Diamond Head State Monument and Kapiolani Community College. Major connector roads in the immediate area include Kalakaua Avenue, Paki Avenue, Monsarrat Avenue, Makapuu Avenue, 18th Avenue, and Kahala Avenue. According to City Department of Transportation Services data, Diamond Head Road accommodates approximately 11,000 total (both directions) vehicles per day.

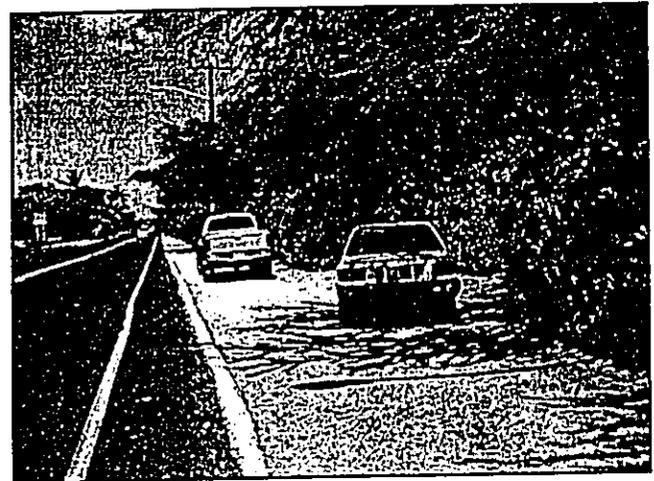
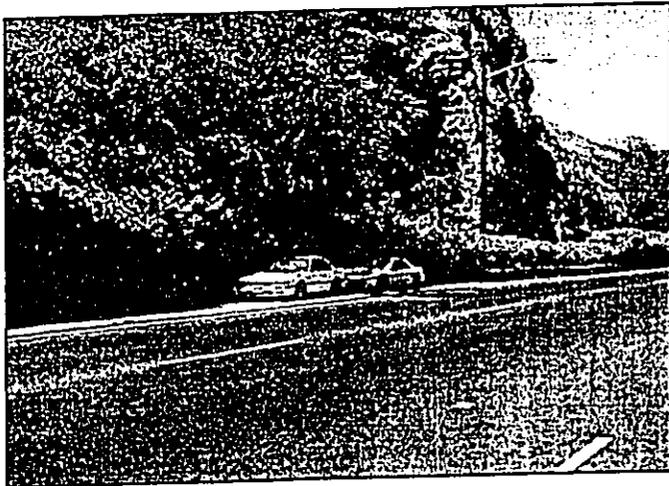
Large commercial and public vehicles often use Diamond Head Road. Curbside trash pickup occurs twice a week. The City Bus, route #14 St Louis/Kahala/Maunalani, services the makai portion of Diamond Head Road. Several private tour bus companies frequent the Lookout Area. Commercial trolleys also travel between Kahala and Waikiki along Diamond Head Road. Commercial vehicles such as large tour buses have been observed parking at the Observation Areas.

5.4.1 Mauka Parking in the Lookout Area

There are on-street and off-street parking areas along most of Diamond Head Road, except for Sections 1 and 2 where there is no parking. Along the mauka side of Diamond Head Road in Sections 3 and 4 pockets of crushed coral mauka of a rolled curb create off-street parking areas (Figure 5-1). Naupaka and telephone pole bollards roughly delineate the extent of where cars can park between the folds of the Crater's exterior slopes. Based on two separate field observations, approximately 100 to 120 vehicles can be accommodated in this unstructured mauka off-street parking area. The project proposes that the existing mauka off-street parking areas be retained. Based on field observations, 6 to 8 additional cars may be accommodated by slightly enlarging some of the existing deeper pockets.



Marked on-street parking on the makai-side of Section 4 of Diamond Head Road.



Crushed coral off-street parking on the mauka side of Section 4 of Diamond Head Road.

DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.

FIGURE 5-1
ON STREET AND OFF-STREET PARKING IN SECTION 4

5.4.2 Makai Parking Along the Lookout Area

In Section 4, along the makai side of Diamond Head Road between Observation Areas #1 and #2, there are 48 on-street marked parking stalls. The three Observation Areas within Section 4 also provide space for parking (Figure 2-7), but there are no marked parking stalls. Based on field observations, approximately 12 cars can be accommodated in Observation Area #1, about 12 cars in Observation Area #2, and about 16 cars in Observation Area #3, for an approximate total of 40 cars.

5.4.3 Parking Along Section 5 of Diamond Head Road

In Section 5 of Diamond Head Road, just past the Lookout Area towards Kahala, on-street parking occurs regularly along the makai side of the street. Cars also park on the mauka side, but more so in the vicinity of Triangle Park.

A. Impacts

Primarily during the beginning and ending phases of construction, heavy equipment traveling to and from the project area may temporarily impact traffic flow. Vehicle movement through the construction area will also be hindered and/or rerouted. However, the improvements are intended to promote multiple modes of transportation such as bicycling, walking and running, by adding bike lanes and widening sidewalks. The long-term vehicular capacity of Diamond Head Road is not expected to be adversely affected.

The on-street and off-street parking areas along the makai-side of Section 4 can currently accommodate a total of approximately 88 cars – 48 marked on-street stalls and room for about 40 cars in the Observation Areas. The project proposes to eliminate the forty-eight marked on-street parking stalls. This is necessary in order to provide enough room for the mauka and makai bike lanes and the broader makai sidewalk. Even if the makai sidewalk is not widened to 8-feet, the on-street parking stalls must be removed to accommodate the two four-foot wide bike lanes. Removing the on-street parking would also open the views to the ocean.

If the on-street parking stalls remain and Diamond Head Road is widened along this section in the mauka direction to make room for the bike lanes, the road widening would eliminate a number of off-street parking areas because the slopes of Diamond Head do not allow for the crushed coral parking to expand much further than the current conditions.

The project proposes to create marked parking stalls at the three Observation Areas to eliminate the potential for cars to park at odd angles (See Figure 2-6). A total of about 30 parking stalls would be provided compared with the current approximate capacity for 40 cars. The marked parking stalls will provide greater safety for vehicles and pedestrians entering and existing the Observation Areas.

A new sidewalk is proposed along the entrance to Observation Area #1 (closest to the Lighthouse). Parking stalls at Observation Areas #2 and #3 would not cross the new sidewalk that would be located adjacent to the rock wall. Observation Area #3, the deepest of the three, is proposed to have a landscaped buffer between the parking stalls and sidewalk. A traffic island is also proposed for Observation Area #3 to create a one-way ingress on the Waikiki-side and a one-way egress on the Kahala side.

The project's improvements for Section 5 include landscaped bulbouts that will create pockets of on-street parking (see Figure 2-8). The current conceptual design for this on-street parking configuration would create about 80 stalls total including both mauka and makai sides. The design could be modified to provide more or less stalls, depending on the size of and distance between the landscaped bulbouts. This would provide an alternate parking area, and along with new sidewalks, a safe and convenient access to the Diamond Head Lookout Area.

B. Mitigation

To reduce adverse impacts on traffic, construction activities and movement of heavy equipment will be restricted to specific start and curfew times to avoid impacting peak traffic periods. Appropriate signage will direct commercial oversized vehicles to alternate routes around Diamond Head Crater.

The elimination of on street parking in Section 4 will result in the loss of 48 stalls. However, room for a few additional cars along the mauka off-street parking areas may be accommodated by slightly enlarging some of the existing deeper pockets. Also, the improvements proposed for Section 5 may create as many as 80 on-street parking spaces, as well as new sidewalks on both sides of the street. This would provide both alternate parking areas and safe walkway areas for people to access to the Diamond Head Lookout Area.

5.5 POWER AND COMMUNICATIONS

The project proposes to relocate existing utility lines underground to improve safety and to enhance the views and setting of Diamond Head, which is within the Diamond Head Special District. According to Section 21-9.20-4 of the City's Land Use Ordinance on special districts, "Notwithstanding any ordinance or regulation to the contrary, utility companies shall place their utility lines underground within any special district. The director may grant an exemption to utility lines based on the applicant's satisfactory justification that no other alternative will better achieve the district's purpose and objectives."

Electric power will be necessary to operate irrigation systems if installed for new street trees and landscaping within the right-of-way. Electric power, supplied by the Hawaiian Electric Company, will be required for new streetlights proposed for Diamond Head Road. No new communications systems are proposed.

A. Impacts

No significant change in demand for electrical or communication systems are anticipated.

The design, construction and relocation of existing utility lines underground will need to be completed in a manner that will not disrupt service to customers. The location of where to place utility lines underground will need to be determined during the design phase, taking into consideration where existing underground utilities are already located.

The payment structure for under grounding utilities is outlined in the Revised Ordinances of the City and County of Honolulu, Chapter 14 Public Works Infrastructure Requirements, Article 22 Public Utility Facilities, §14-22.5(b)(2) which states that, "the difference of the costs of construction of an underground system and an overhead system in the removal, relocation, replacement or reconstruction of the existing overhead utility facilities within the public right-of-way shall be borne equally by the city and the respective utility company." Additionally, §14-22.5(b)(4) states, "The cost of necessary changes on private property shall be borne by the respective property owners." Another alternative may be to create an Improvement District where the costs are shared amongst those within the Improvement District.

Therefore, while the costs for under grounding the utility lines may be borne by the City and the utility companies as a part of the project costs, individual property owners may be required to pay for the new lateral connection.

5.6 FIRE, POLICE AND EMERGENCY MEDICAL SERVICES

The Waikiki Fire Station #7 located on Kapahulu Avenue provides fire protection services to the Diamond Head Road area. This Station also provides emergency medical services to the project area. Police protection is provided by Police Department District #6, ~~which is located in (Waikiki),~~ and District #7 (East Honolulu).-

A. Impacts

No adverse impacts on the fire, police or emergency medical services are anticipated as a result of this project. Therefore, no mitigation measures are proposed. Traffic calming features will be designed in consultation with City emergency services.

SECTION 6

OTHER PROJECTS IDENTIFIED WITHIN THE VICINITY OF THE PROJECT

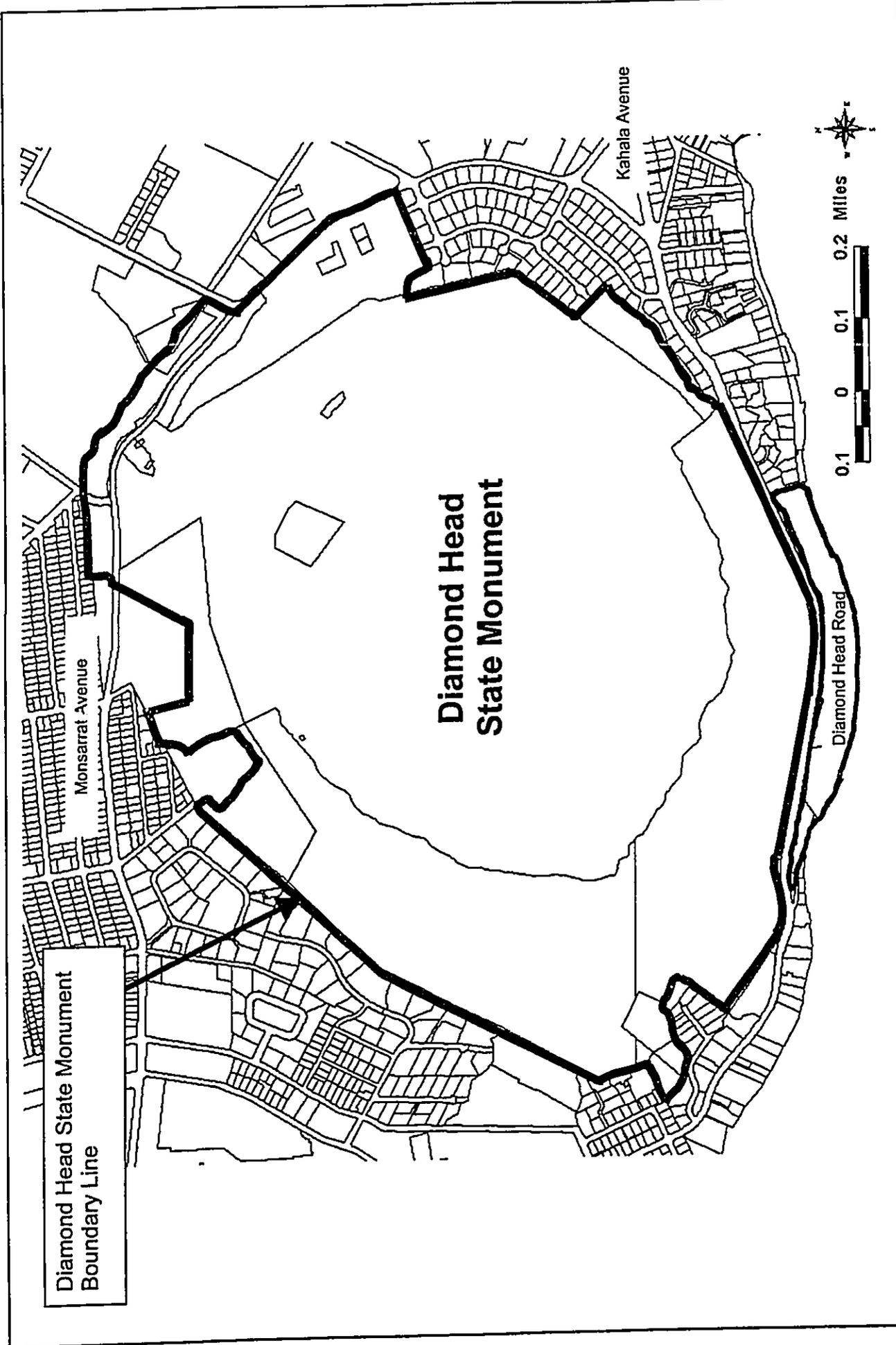
6.1 DIAMOND HEAD STATE MONUMENT MASTER PLAN

The State Department of Land and Natural Resources (DLNR) prepared in 1979 a Master Plan for the Diamond Head State Monument, which focuses on the facilities and resources inside the Crater, as well as the exterior slopes. Figure 6-1 illustrates the boundaries of the Diamond Head State Monument. Diamond Head Road is outside of and adjacent to the makai boundary of the State Monument.

The 1979 Master Plan has been recently "updated" by DLNR and the Diamond Head State Monument's Citizens Advisory Committee. A "Final Diamond Head State Monument Master Plan Update" report is anticipated to be available in the fall of 2001. The Governor accepted the Final Environmental Impact Statement for the updated Master Plan on January 25, 2001.

The 2001 Diamond Head State Monument Master Plan primarily concentrates on improvements to the inside of the Crater. However, the State's Plan does propose that a pedestrian/bike path eventually be developed on the outer slopes of Diamond between Makapuu Avenue and 22nd Avenue. The pedestrian/bike path would actually be located mauka of and separate from Diamond Head Road between Makapuu Avenue and 22nd Avenue. The State's Master Plan does not specify an exact time frame when the path may be constructed. The portion of Diamond Head Road nearest the State's proposed off-road pedestrian/bike path is not within Diamond Head Road Makai Recreation Master Plan project area.

Should construction of improvements along Diamond Head Road by the State and the City occur simultaneously, coordination will be required to minimize inconvenience to motorists, pedestrians, area employees, and residents.



Diamond Head State Monument
Boundary Line

DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN
Environmental Assessment

Prepared For: The City and County of Honolulu
Prepared By: Townscape, Inc.

FIGURE 6-1
DIAMOND HEAD STATE MONUMENT BOUNDARY

6.2 HONOLULU BICYCLE MASTER PLAN

The Honolulu Bicycle Master Plan includes the makai portion of Diamond Head Road, which is the subject of the Diamond Head Road Makai Recreation Master Plan and this Environmental Assessment, as part of the Bicycle Master Plan's "Priority One Lei of Parks Projects." According to the Honolulu Bicycle Master Plan, the intent of the "Lei of Parks" is to "provide a bicycle-friendly linkage between the City's major regional parks and attractions including: Diamond Head, Kapiolani Park Ala Moana Park, Kaka'ako Waterfront Park, and Aloha Tower." The Diamond Head Road Makai Recreation Master Plan is consistent with the Honolulu Bicycle Master Plan's proposal for mauka and makai bike lanes along Diamond Head Road.

SECTION 7

ALTERNATIVES TO THE PROPOSED ACTION

7.1 NO ACTION ALTERNATIVE

The "No Action" alternative would maintain the existing condition of the makai portion of Diamond Head Road. Sidewalks currently are either nonexistent or inadequate to accommodate the heavy foot traffic in the area. Joggers often run in the planting strips along the sidewalk to overtake slower pedestrian traffic. Consequently, the planting strip in these areas is either trampled grass or dirt. Joggers and pedestrians must move between vehicular traffic moving into and out of the three Observation Areas along the Diamond Head Lighthouse Lookout Area, and pass between parked cars and moving vehicles along the makai side of Diamond Head Road in Section 5.

Bicyclists currently must share the travel lane with motor vehicles, sometimes causing cars to either slow down behind the bicyclist or to swerve into the oncoming traffic lane. Along most of Diamond Head Road, vehicles are often observed traveling well over the posted 25 mph speed limit. Unsightly overhead utility lines extend throughout the project area, cluttering the view of Diamond Head Crater.

The No Action alternative would not improve the existing recreational environment. The existing overhead utility lines would remain, continuing to detract from the Diamond Head Special District objective to "enhance the park-like character of the immediate slopes of the Diamond Head Monument."

7.2 LINEAR PARK ALTERNATIVE

The Linear Park alternative was an earlier alternative considered by the Diamond Head Road Makai Recreational Master Plan Community Advisory Committee. The theme for the Linear Park alternative was to create a more park-like setting by emphasizing, expanding, and enhancing the pedestrian environment, while providing limited vehicle access. The Linear Park proposed two 10-foot vehicular travel lanes to be

shared by motorists and bicyclists, a 10 to 12-foot wide makai sidewalk, wide planting strips, increased landscaping, a 15 mph speed limit, restriction of oversized vehicles, under-grounding of utilities, and relocated street lights.

The Linear Park alternative proposed to create a people-oriented setting. Vehicular access would still be maintained, but oversized vehicles would be restricted to reduce noise and visual obstruction. The slower speed limit would provide safer conditions for cars and bicyclists to share the road.

While the Linear Park alternative would accommodate safety, aesthetic, and recreational objectives, narrowing traffic lanes to 10-foot wide was viewed by the Advisory Committee as too drastic of a change from the current conditions.

7.3 A SINGLE KAHALA-BOUND BIKE LANE ALTERNATIVE

The single bike lane alternative proposed that one makai-side Kahala-bound bike lane be provided on Diamond Head Road between Kapiolani Park and the Lighthouse (Sections 1, 2, 3, and 4). Two bike lanes could be provided between the Lookout Area and Triangle Park (Section 5) because Diamond Head Road is extremely wide in that area. The single bike lane was provided on the makai side of the street because bicyclists travel more slowly than vehicular traffic as they travel uphill between Beach Road and the Lighthouse, and having a designated bike lane reduces the conflict and increases the safety between motor vehicles and bicycles.

The one bike lane alternative, however, does not provide a Waikiki-bound mauka bike lane. Vehicles traveling on Diamond Head Road towards Waikiki, especially near the downhill curve near Beach Road, typically exceed the speed limit. This curved section of Diamond Head Road does not have a long sight distance for motorists or bicyclists, and so vehicles may not be able to see bicycles in the traffic lane as they come down the hill. This creates a potentially dangerous condition. Therefore, two bike lanes are recommended.

7.4 ONE-WAY DIAMOND HEAD ROAD ALTERNATIVE

There have been previous discussions about making Diamond Head Road a one-way street. During the development of the Diamond Head Road Makai Recreation Master Plan, the Community Advisory Committee discussed and evaluated the alternative of making Diamond Head Road a one-way street in the Kahala direction. While this alternative reduced overall traffic volume and potential conflicts between motorist and bicyclists because there was more room to share on the road, the disadvantages were considered too significant. The one-way street alternative was not chosen in part due to the inconvenience of having to drive an alternate route around Diamond Head Crater from Kahala towards Waikiki and the potential for increased traffic volume on Monsarrat.

Another sub-alternative that was considered was to designate just the Lookout Area portion (Section 4 between the Lighthouse and the last Observation Area) as a one-way street in the Kahala direction. Two-way traffic would be maintained along the residential areas on either side of the Lookout Area. But the advantages and disadvantages were considered relatively the same as making Diamond Head Road a one-way street, because Waikiki-bound traffic would still have to find an alternate route to driving around the ocean-side of the Crater. Also, this alternative may have created a confusing and potentially hazardous traffic pattern where opposing vehicles would meet head-on at a turnaround location at the Lookout Area.

SECTION 8

PERMITS REQUIRED

The following is a list of permits and approvals required for the proposed project from governmental agencies, boards or commissions or other entities with jurisdiction over the project area.

8.1 FEDERAL PERMITS

No federal permits are required at this time. It may be possible that some Federal permits may be required if federal funding is sought to design and/or construct portions of the proposed improvements. The determination of whether Federal permits may be required will be made at the appropriate time if Federal funding is sought.

8.2 STATE PERMITS

The State Land Use Designation for the Diamond Head Road right-of-way is "Urban". The proposed improvements are allowable uses within the Urban Land Use District. The proposed project improvements do not require a change in State Land Use designation; the improvements are a permitted use within the Urban District. The State Department of Health's rules regarding noise and fugitive dust control will be followed.

8.3 COUNTY PERMITS

The City and County of Honolulu zoning designations for the project area have been identified in Section 3-2. Permission for uses in the P-1 district is subject to the appropriate city and state agencies. Public uses and structures, such as roads and utilities, are permitted uses in all of the other zoning districts.

The proposed project improvements will require approval by the City and County of Honolulu for construction plans, issuance of building permits, and a street usage permit for construction.

The Diamond Head Road right-of-way is located within the Diamond Head Special District and the Special Management Area. The Department of Planning and Permitting regulates the use permits for these areas.

Diamond Head Special District Permit. The Diamond Head Road right-of-way is located within the Diamond Head Special District. According to the Land Use Ordinance's Diamond Head Special District Project Classification Table 21-9.2, some of the proposed improvements such as streetscape and sidewalk paving are classified as exempt from a special district permit. Other infrastructure activities such as roadway improvements may require a Special District Minor Permit, depending on the scope of the improvements. The required permits will depend on the final design of the improvements. During the design phase, the City will review the plans and the necessary permits will be acquired.

Special Management Area. The Diamond Head Road right-of-way is located within the Special Management Area (SMA) (Figure 3-1). According to the Revised Ordinances of the City and County of Honolulu 1990, Section 25-1.3, the proposed improvements within the existing right-of-way, including the under grounding of utility lines, do not require a Special Management Area Permit. During the design phase, the City will review the plans.

SECTION 9
DETERMINATION, FINDINGS AND REASONS FOR
SUPPORTING DETERMINATION

The following is an assessment, based on the thirteen (13) "Significance Criteria" of Title 11, Chapter 200-12 of the Department of Health Administrative Rules, to determine whether or not the proposed project will have a significant impact on the environment. Based on the foregoing reasons cited in this Environmental Assessment, a "Finding of No Significant Impact" (FONSI) is anticipated because no significant adverse environmental impacts are expected as a result of the proposed project

- 1) *Involves a loss or destruction of any natural or cultural resources;*

Development of the project is not anticipated to involve the loss or destruction of any significant natural or cultural resources in the area. Activities will be restricted to the public right-of-way, which has been disturbed and graded in the past and is currently a roadway. If cultural resources are uncovered, work will stop and the State Historic Preservation Division will be consulted. Archaeological monitoring will take place in Section 1 and Section 2 in order to mitigate any adverse effect the project might have on potential subsurface historic sites.

- 2) *Curtails the range of beneficial uses of the environment;*

Development of the project will not curtail any beneficial uses of the land. The improvements planned for the site will enhance public use of the area.

- 3) *Conflicts with the State's long-term goals or guidelines as expressed in Chapter 344, HRS;*

The proposed project is not anticipated to have any significant negative environmental impacts, and therefore does not conflict with the long-term goals or guidelines expressed in Chapter 344, HRS.

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

The project is anticipated to have a positive impact on the economy. Construction of the project will result in short-term direct and indirect construction employment, which will have a positive effect on the economy. Improvements to the recreational experience of the roadway provided by the project will have a positive impact on the social welfare of the community.

5) *Substantially affects public health;*

Short-term noise and air quality impacts may occur during the construction phase of the project. However, these impacts can be adequately mitigated. The project will be developed in accordance with applicable State and County laws and regulations so that there is no adverse impact on public health.

6) *Involves substantial secondary affects, such as population changes or infrastructure demands;*

The project will not have secondary affects on population or infrastructure demands.

7) *Involves a substantial degradation of environmental quality;*

No long-term noxious uses or emissions will result from the project, and no degradation of the environmental quality is expected.

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

Implementation of the Diamond Head Road Makai Recreation Master Plan is not anticipated to have considerable negative effect on the environment.

- 9) *Substantially affects a rare, threatened or endangered species or habitat;*

The project site has been disturbed, cleared and graded in the past. No rare, threatened or endangered species or habitat is known to inhabit the project area.

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

No long-term air quality, water quality or ambient noise impacts are anticipated from the project. Short-term construction noise and air quality impacts will be mitigated as discussed in earlier sections of this Environmental Assessment.

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

A portion of Diamond Head Road located along the coastline is in the tsunami inundation zone. The road right-of-way is in a zone determined to be outside of the 500-year flood plain as defined by the Federal Management Agency. Improvements will take place in previously significantly disturbed areas.

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

The project improvements are intended to enhance and encourage access to scenic vistas and view planes that have been identified in County or State plans or studies.

13) *Require substantial energy consumption;*

The project will not require substantial energy consumption.

**SECTION 10
LIST OF INDIVIDUALS, ORGANIZATIONS AND
AGENCIES CONSULTED**

10.1 COMMENTS

The following is a list of agencies and organizations that were contacted while preparing the Draft EA. The purpose of the pre-consultation phase is to identify issues that may need to be discussed. Included in this section is a sample pre-consultation letter that was distributed to the following organizations and the responses that were received.

AGENCY/ORGANIZATION	PRE-CONSULTATION COMMENTS RECEIVED	DRAFT EA COMMENTS RECEIVED
FEDERAL GOVERNMENT		
U.S. Fish and Wildlife Service		
STATE OF HAWAII		
Department of Land and Natural Resources		
State Parks Division		
Land Division		
Historic Preservation Division.....	X	
Department of Transportation		X
Disability and Communication Access Board.....		X
Office of Environmental Quality Control.....		X
CITY AND COUNTY OF HONOLULU		
Board of Water Supply.....		X
Councilmember Duke Bainum		
Department of Parks and Recreation.....		X
Department of Planning and Permitting.....	LATE	X
Department of Transportation Services.....	LATE	
Fire Department		X
Honolulu Board of Water Supply.....		X
Police Department.....		X
OTHERS		
Hawaiian Electric Company, Inc.		
Diamond Head / Kapahulu / St. Louis Heights Neigh Board.....		X
Diamond Head State Monument, Citizens Advisory Cmte.....		X
East Diamond Head Association.....		X

Kapiolani Park Preservation SocietyX
Oceanic CableX
University of Hawaii, Environmental CenterX
Verizon HawaiiX

INDIVIDUALS

Ms. Michelle MatsonX
Mr. Rand PottsX

**10.2 AGENCIES AND ORGANIZATIONS CONSULTED FOR THE
DRAFT ENVIRONMENTAL ASSESSMENT**

US GOVERNMENT

Coast Guard
Fish and Wildlife Service

STATE OF HAWAII

Ms. Mindy Jaffe, Representative, 19th District
Mr. Matt Matsunaga, Senator, 9th District
Department of Health
 Office of Environmental Quality Control
Department of Land and Natural Resources
 Land Division
 Historic Preservation Division
 Parks Division (Diamond Head State Monument)
Department of Transportation
Diamond Head State Monument Citizen's Advisory Committee (CAC)
Hawaii State Library
Kapahulu/Waikiki Public Library
Office of Planning

CITY AND COUNTY OF HONOLULU

Councilmember Duke Eainum
Board of Water Supply
Department of Design and Construction
Department of Facility Maintenance
Department of Parks and Recreation
Department of Planning and Permitting
Department of Transportation Services
Fire Department
Police Department
Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board #5
Kaimuki Neighborhood Board #4
Waiialae/Kahala Neighborhood Board #3
Waikiki Neighborhood Board #9

OTHERS

- East Diamond Head Association
- Hawaii Bicycling League
- Hawaii Transportation Association
- Hawaiian Electric Company
- Kahala Community Association
- Kapiolani Park Preservation Society
- Makalei Place Association
- Oceanic Cable
- Outdoor Circle
- Verizon Hawaii
- Waikiki/Kapahulu/Diamond Head Vision Team # 17
Project Champion, Mr. Rand Potts

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



GILBERT S. COLOMA-AQARAN, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES
JANET E. KAWELO
LINNELL NISHIOKA

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

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

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

July 30, 2001

Ms. Mary O'Leary, AICP
c/o Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

LOG NO: 27854
DOC NO: 0107EJ12

Dear Ms. O'Leary:

**SUBJECT: Chapter 6E-8 Historic Preservation Review – City and County of Honolulu 21st Century Vision Project for the Proposed Diamond Head Road Makai Plan Waikiki, Kona, O`ahu
TMK: 3-1 various**

Thank you for the opportunity to comment during preparation of a draft Environmental Assessment for the "21st Century Vision Project's" proposed Diamond Head Road Makai 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 City and County proposes to improve a one and one-half (1.5) mile section of Diamond Head Road between Paki Avenue and Kahala Avenue. All improvements will take place within the City and County's right-of-way and include widening sidewalks, traffic calming devices, relocation of utilities underground, widening planting strips, landscaping, adding signage, reconfiguring the Lookout area parking bays, and restriping the roadway to narrow vehicular lanes and add bike lanes.

Archaeology Concerns

A review of our records indicate that there are no known archaeological/cultural sites within the project corridor. However, according to the *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. USDA, *Soil Conservation Service*, 1972 Section 1 and part of Section 2 of the proposed plan are underlain by Jaucus sand deposits. These deposits are known to contain traditional Hawaiian sites such as cultural layers and human burials.

Since the subject action has the potential to have an "adverse effect" on significant historic sites, we recommend that archaeological monitoring be conducted (to mitigate any adverse effect this project would have on buried subsurface historic sites), for all

Ms. Mary O'Leary, AICP
Page Two

excavations that penetrate into or through the Jaucas Sand deposits within the project area. Prior to beginning construction, an acceptable monitoring plan shall be prepared for review and approval by the State Historic Preservation Division.

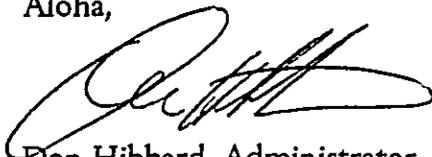
An archaeological monitoring plan must contain the following eight specifications: 1) the kinds of remains that are anticipated and where in the construction area the remains are likely to be found; 2) how the expected types of remains will be documented; 3) how the expected types of remains will be treated; 4) the archaeologist conducting the monitoring has the authority to halt construction in the immediate area of a find in order to carry out the plan; 5) a coordination meeting between the archaeologist and construction crew is scheduled, so that the construction team is aware of the plan; 6) what laboratory work will be done on remains that are collected; 7) a schedule for report preparation; and 8) details concerning the archiving of any collections that are made.

Architecture Concerns

The area as noted on the map includes a small part of Kapiolani Park (Hawaii Register of Historic Places) and runs along Diamond Head Road where there are several historic property such as Diamond Head Lighthouse and the Gerbode estate. We would need more information regarding the bike lanes and signage before we can determine any affect on historic property in the area. Is the gateway sign going to be within historic Kapiolani Park? Will the sign have accompanying landscaping? Will the bike lanes need higher railings than what is existing? If additional railings are needed, where would they be located? Thank you for addressing these questions in your EA.

Should you have any questions regarding archaeology, please feel free to call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027. For any architectural concerns please call Tonia Moy at 692-8030.

Aloha,



Don Hibbard, Administrator
State Historic Preservation Division

EJ:jk

BOARD OF WATER SUPPLY

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



July 13, 2001

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
BARBARA KIM STANTON

BRIAN K. MINAAI, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

Ms. Mary O'Leary, AICP
c/o Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

Subject: Your Transmittal of June 29, 2001 Requesting Pre-Assessment
Comments for the Proposed Diamond Head Road Makai Plan

Thank you for the opportunity to provide pre-assessment comments on the proposed Diamond Head Road Makai Plan.

We have no objections to the proposed Diamond Head Road improvements project. The construction plans should be submitted for our review.

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

Very truly yours,

Barry Usogawa
for CLIFFORD S. JAMILE
Manager and Chief Engineer



Verizon Hawaii Inc.
P.O. Box 2200
Honolulu, HI 96841

July 5, 2001

Ms. Mary O'Leary, AICP
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Subject: Proposed Diamond Head Road Makai Plan

Dear Ma'am:

Thank you for the opportunity to review the above subject project. We have the following comments to make:

- A schedule containing the start and completion of the underground support structures within the project must be provided.
- Until these dates are provided, please be advised that Verizon Hawaii will require a minimum of four months from the date final signed plans have been received to engineer, ship and receive all necessary materials for the project. At the end of this four-month period or the acceptance of all the underground conduit system, Verizon Hawaii will require three months to construct its facilities.
- All support structures must be approved by our inspector.
- Please provide names and phone numbers of the electrical consultants for the project.
- Relocation costs for project must be paid prior to any engineering and construction activities by the customer and/or developer.

Should you have any questions, please call Noel Remigio at 840-5847.

Sincerely,

Jay Furukawa
Manager – OSP Engineering, East Oahu

CC: File (Kaimuki/Waikiki)
N. Remigio
S. Perreira



200 Akamainui Street • Mililani, Hawaii 96789-3999 • Telephone: (808) 625-2100

July 3, 2001

Ms. Sherri Hiraoka
Townscape, Inc
900 Fort Street Mall Suite 1160
Honolulu, Hawaii 96813

Dear Ms. Hiraoka:

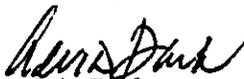
Re: Proposed Diamond Head Road Makai Plan
Pre-Consultation if Preparation of a Draft Environmental Assessment

Thank you for allowing Oceanic Cable to address issues and concerns regarding this project.

We cannot provide comments to the proposed improvements and the effects on Oceanic's facilities at this time. We are concerned on the relocation of utilities underground and the cost sharing of this activity. The undergrounding of utilities may affect services into private property.

Please contact Randy Makizuru, Area Engineer, at 625-8346 if you have any questions.

Sincerely,


Alvin Park

Cc: Randy Makizuru
Office File

TOWNSCAPE, INC.
Environmental and Community Planning

1452-1 ASPAKE FOR RANDY 7/29/01
900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

June 29, 2001

Ms. Lori Iha
Oceanic Cable
Mililani Tech Park
200 Akamainui St.
Mililani, HI 96789

RECEIVED
JUL 3 2001

By _____

SUBJECT: Proposed Diamond Head Road Makai Plan
Pre-Consultation in Preparation of a Draft Environmental Assessment

Dear Ms. Iha:

The City and County of Honolulu is in the pre-consultation process of preparing the Draft Environmental Assessment for the proposed Diamond Head Road Makai Plan. We are contacting Oceanic Cable to request information on any issues or concerns that you may have regarding this project. This is a "21st Century Vision Project" of the City and County of Honolulu, whose primary objective for this project is to safely accommodate the needs of a diverse community of recreational users.

The City and County of Honolulu proposes to improve a one and one-half (1.5) mile section of Diamond Head Road between Paki Avenue (near Kapiolani Park) and Kahala Avenue (near Triangle Park). All construction activities will take place within the City's Diamond Head Road right-of-way, which varies from forty feet wide to eighty feet wide. Improvements will include widening sidewalks, traffic calming devices, relocation of utilities underground, widening planting strips, landscaping, adding signage, reconfiguring the Lookout Area parking bays, and restriping the roadway surface to narrow vehicular travel lanes and add bike lanes. The project does not propose improvements on privately owned property. No public buildings will be constructed.

This section of Diamond Head Road is contained within the State Conservation District, the Special Management Area, and the Diamond Head Special District. The Road is adjacent to the makai boundary of the Diamond Head State Monument.

Please forward written comments to:

Ms. Mary O'Leary, AICP
c/o Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, HI 96813

If you have any questions regarding the proposed project, please contact Ms. Sherri Hiraoka at 536-6999 extension 105, or Ms. O'Leary, Project Manager, at 536-6999 extension 104.

Sincerely,

Sherri Hiraoka

Sherri Hiraoka
Staff Planner

PRE-CONSULTATION LETTERS
RECEIVED AFTER THE DRAFT ENVIRONMENTAL ASSESSMENT
WAS OFFICIALLY SUBMITTED TO THE
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PARK PLAZA • 711 KAPIOLANI BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4529 • FAX: (808) 523-4730 • INTERNET: www.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR



CHERYL D. SOON
DIRECTOR

GEORGE "KEOKI" MIYAMOTO
DEPUTY DIRECTOR

TPD7/01-02851R

August 27, 2001

Ms. Mary O'Leary, AICP
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

RECEIVED
8/31/01

Dear Ms. O'Leary:

Subject: Proposed Diamond Head Road Makai Plan

In response to the June 29, 2001 letter from Townscape, Inc., the following comments are provided for your use as you prepare the draft environmental assessment (EA) for the subject project:

1. The plan should consider including Americans with Disabilities Act accessible bus stops and shelters, and bus pullouts.
2. The draft EA should address the following:
 - Traffic impacts, including the impact of any diversion of traffic
 - Needs of the current users, such as bikers, joggers, surfers, fishermen, pedestrians, beachgoers, residents, tourists, tour buses, mopeds, and other vehicles
 - Parking needs and regulatory controls
 - Traffic safety

We look forward to reviewing the draft EA. Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

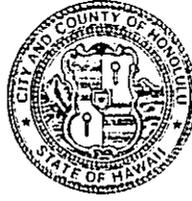
A handwritten signature in cursive script, appearing to read "Cheryl D. Soon".

CHERYL D. SOON
Director

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K. C. CHEE
DEPUTY DIRECTOR

2001/CLOG-2967(RY)

September 5, 2001

RECEIVED
9/19/01

Ms. Mary O'Leary, AICP
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

Proposed Diamond Head Road Makai Plan
Draft Environmental Assessment Pre-Consultation

We have the following comments in response to your June 29 letter:

Engineering

1. Construction plans for the work within the city right of way are to be submitted to Site Development Division for construction plan review.
2. The sidewalk and curb ramp construction shall be in accordance with the city's standard and they must be in compliance with Americans with Disability Act requirements.
3. Please address potential impacts to the drainage system and roadway structures, short term impacts during construction of the improvements, and discuss mitigative measures such as employing erosion control measures.

Land Use Approvals

1. Since the project falls within the core area of the Diamond Head Special District, the project will be subject to obtaining a Minor Special District permit.
2. It appears that most, if not all, of the project falls within the Special Management Area (SMA), and that a SMA Use permit will be required. If desired, you may combine SMA

Ms. Mary O'Leary, AICP
Page 2
September 5, 2001

application requirements and environmental assessment requirements into one document for concurrent processing if impacts under Chapter 25, Revised Ordinances of Honolulu, are adequately addressed in the environmental assessment required under Chapter 343, Hawaii Revised Statutes. But, be advised that a decision on the SMA cannot be issued until said Chapter 343 requirements have been satisfied.

If you have any questions, please call Raymond Young of our staff at 527-5839.

Sincerely yours,


RANDALL K. FUJIKI, AIA
Director of Planning and Permitting

RKF:lh
doc:108814 rev. 2

COMMENT LETTERS
RECEIVED ON THE DRAFT ENVIRONMENTAL ASSESSMENT

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, HONOLULU, HAWAII 96813
TELEPHONE : (808) 523-4341 FAX: (808) 527-5857

JEREMY HARRIS
MAYOR



ROSS S. SASAMURA, P.E.
DIRECTOR AND CHIEF ENGINEER

ALVIN K. C. AU
DEPUTY DIRECTOR

IN REPLY REFER TO:
M01-742

October 8, 2001

RECEIVED
10/26/01

Ms. Mary O'Leary, AICP
c/o Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

Subject: Proposed Diamond Head Road Makai Recreation Master Plan Project

Thank you for the opportunity to provide comments on the Draft Environmental Assessment for the subject project.

We request that the landscape "bulbouts" proposed for Section 5, Diamond Head Road between Observation Area #3 and Kahala Avenue, be eliminated and a wider planter strip area between the paved sidewalk and roadway pavement be constructed to accommodate street trees. The "bulbouts" obstruct our mechanical street sweeping operations along the roadway curb line, resulting in pockets of debris that will accumulate and require manual cleaning. They also impede the continuous flow of storm water.

For your information, Diamond Head Road, from Beach Road to Makapuu Avenue, is scheduled to be resurfaced by contract this year. The Department of Design and Construction, Civil Construction Branch, is administering the contract. The subject project is located within these limits.

Should you have questions, please call Mr. Charles Pignataro of our Division of Road Maintenance, at 527-6282.

Very truly yours,

A handwritten signature in black ink, appearing to read "Ross S. Sasamura", is written over a horizontal line.

ROSS S. SASAMURA, P.E.
Director and Chief Engineer

cc: DDC (Don Griffin)
DDC (Civil Const. Branch)

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Ross Sasamura
Director & Chief Engineer
Department of Facility Maintenance
City & County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Sasamura:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 8, 2001, in response to your Department's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The statements regarding the bulbouts proposed for Section 5 are noted. This issue will be addressed during the design phase.
2. The Department of Design and Construction (DDC) is aware of the Diamond Head Road resurfacing project referenced in your letter.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

FROM :

PHONE NO. :

Oct. 25 2001 11:48PM P1

MICHELLE SPALDING MATSON
3931 Gail Street
Honolulu, Hawaii 96815

RECEIVED
10/25/01

October 24, 2001

Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, HI 96813

City and County of Honolulu
Department of Design and Construction
650 South King Street - 9th Floor
Honolulu, HI 96813

Attention: Ms. Mary O'Leary, AICP,
Senior Planner

Attention: Mr. Don Griffin, Project Manager

**SUBJECT: DIAMOND HEAD ROAD RECREATION MASTER PLAN
DRAFT ENVIRONMENTAL ASSESSMENT, SEPTEMBER, 2001:
CONSIDERATIONS, COMMENTS AND CONCERNS**

Dear Ms. O'Leary and Mr. Griffin:

I am writing today as an individual in response to the Diamond Head Road Recreation Master Plan Draft Environmental Assessment (Draft EA) dated September 2000. As an active member of several organizations that have been closely involved with issues centering on Diamond Head and the Diamond Head State Monument over the past ten years, including the Diamond Head Citizens Advisory Committee, Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board, Kapiolani Park Preservation Society and others, I am aware of the community's universal desire to preserve and protect the treasured scenic and recreational attributes of the Diamond Head National Natural Landmark and State Monument.

In addition, as a community participant on the Diamond Head Road Recreation Master Plan Citizens Advisory Committee (CAC), I have had the opportunity to observe that Townscape, Inc. has worked closely and diligently with the community in an exemplary manner. I believe that, while conceptual, the subject plan proposed by the City and County is a promising step in the right direction, and I offer the following considerations, comments and concerns in support of its successful implementation:

SIGNIFICANCE OF THE RESOURCE

Additional emphasis is recommended at the beginning of the Draft EA on the significance of Diamond Head as the world renowned symbol of Hawai'i, as a Registered National Natural Landmark, and as a Historic State Monument - and that Diamond Head

FROM :

PHONE NO. :

Oct. 25 2001 11:49PM

Road is a Scenic Road encircling this significant resource. Throughout the years, the understanding of the crater's natural integrity, historic character, and magnetic scenic and recreational attraction to Hawai'i's residents and visitors alike has been clearly understood and supported by the community-at-large.

In addition, the land designations in the Draft EA need to be more fully and accurately clarified. The State Conservation area encompasses the public lands within the Diamond Head State Monument, from the crater's floor and interior and exterior slopes, to the *mauka* side of Diamond Head Road at the crater entrance, and to the shoreline on the *makai* side of the crater. It should be noted that the boundary of the Diamond Head State Monument no longer extends only to the *mauka* side of Diamond Head Road as stated in the Draft EA on pages 1 and 56. Act 258, 2001, in concert with the Diamond Head National Natural Landmark designation, provides that the Diamond Head State Monument include Kuilei Cliffs and Diamond Head Beach Park, thus extending the *makai* boundary of the Monument to the shoreline. This should also be reflected on updated maps in the Final Environmental Assessment in place of those on pages 33 and 57 of the Draft EA.

SCOPE OF WORK

Beginning on page 1, and as also found on pages 2, 5, 6, 7, 34, and 42, the Draft EA states that all proposed improvements and construction activities within the project's Scope of Work will be confined to the public right-of-way (ROW) of Diamond Head Road. Appropriately, the Draft EA describes and illustrates the ROW as the following: 50 feet across between Poni Moi Road and Beach Road (pages 12 and 14); 60 feet across between Beach Road and the Kahala Lookout observation area #3 (pages 16 and 19); and 80 feet across between the Kahala Lookout observation area #3 and Kahala Avenue (page 25). Governor's Executive Orders provide that the City and County of Honolulu maintain the public ROW of the roadway, which is measured from the centerline of the roadway surface.

The Draft EA notes on page 6 that the land adjacent to the ROW is designated State Conservation along the Lookout area. It is recommended that this be further clarified to reflect that the Lookout observation areas are not within the ROW or the State Urban District and remain within the State Conservation District and the Diamond Head State Monument, as shown on page 32 of the Draft EA. Thus, it would seem appropriate that the Diamond Head Citizens Advisory Committee and the Department of Land and Natural Resources be included in the review, recommendation, and respective approval of any proposals for these areas in accordance with Section 6E, Chapter 343, Hawaii Revised Statutes and Act 258, 2001.

CURRENT CONDITIONS ALONG DIAMOND HEAD ROAD

Diamond Head Road is a major daily recreation area for residents and visitors alike. The Draft EA notes that pedestrians outnumber bicyclists along Diamond Head Road by approximately 5 to 1. Motorists are also numerous and include residents, through traffic,

FROM :

PHONE NO. :

Oct. 25 2001 11:49PM P3

City buses, trolleys and tour buses. Emergency vehicles must also have access, with the widest fire emergency vehicle being 10.5 feet across.

Diamond Head Road has several blind turns with intersecting vehicular access around the Monument's slopes on the lower portion, as shown in the Draft EA on page 29. These conditions have deterred safe recreational bicycle use on the mauka side, and, coupled with utility poles within inches of the roadway, have caused hazards, accidents and fatalities under excessive speed. The recommended speed around these turns is 15 mph. During the CAC meetings, providing safer conditions for pedestrians, bicyclists and motorists was an expressed priority.

PLACING OVERHEAD UTILITIES UNDERGROUND - A PUBLIC SAFETY ISSUE

The Community's #1 Priority, as recorded in the CAC meeting reports as being ahead of all other improvements that might be considered for this Scenic Road, is that the overhead utilities be placed underground to ensure safer conditions along Diamond Head Road. This essential public safety improvement has been substantiated as the First Priority ever since the City's bicycle plan was first proposed in the early 1990's. First and foremost, the community's concern has remained centered on the greatest public safety concern of the hazardous utility poles located along Diamond Head Road within inches of the roadway. In addition, residents of the area between Makalei Place and the Diamond Head Lighthouse are well aware of the fire hazards associated with overhead powerlines on the utility poles with sparking transformers that frequently blow out under high wind conditions.

This has been well documented in community comments and Neighborhood Board testimony over the years. In considering the proposed project for a second time within the past ten years, the community's message remains clear, as was ultimately emphasized at the CAC meeting on August 14, 2000. The CAC unanimously agreed that any funds received should be allocated toward engineering the undergrounding of utilities on Diamond Head Road as the first priority, and the Committee report reads as follows: "The Committee members strongly expressed that they did not want to spend money on smaller items early on ... They stated that undergrounding the utilities and designing the project are the first priority."

There is no question that this serious hazard can be remedied by placing the utilities underground from Kapiolani Park to the Lighthouse, where the Scenic Road is narrowed with blind turns around the natural formation of the crater's slope. Now the opportunity has again arisen to underground the utilities on Diamond Head Road and this must be accomplished without further delay, as the safety and welfare of the public, residents and visitors alike, continues to be at stake.

Undergrounding the utilities will also remove an obtrusive blight on this valuable natural resource and its significant viewplanes. Indeed, the Draft EA states on page 43 that "undergrounding of utilities is of high priority in order to eliminate the visual eyesore of the wires and the numerous poles that interrupt views of Diamond Head", and on page 9 that "Relocating utility lines underground will enhance the views.."

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However, as evidenced throughout the proposed Diamond Head Road Recreation Master Plan, greater emphasis appears to be placed on street embellishments while there is an apparent lack of prevailing emphasis on the community's primary public safety priority. Curiously as well, the undergrounding of utilities is placed at the bottom of the list of the summaries of the Scope of Work in the Draft EA.

COSTS OF UNDERGROUNDING THE UTILITIES ON DIAMOND HEAD ROAD

In addition, the projected costs of undergrounding the utilities on Diamond Head Road appear to be somewhat inflated. The Draft EA claims the total cost for undergrounding the utilities over the entire 1.5-mile length of the proposed project between Kapiolani Park and Kahala Avenue is estimated at \$5.173 million, and states that "the undergrounding of utilities is common to all 5 sections" - a total of 6,790 linear feet. (See: pages 9,10, 11, and 27.)

In fact, utility poles carrying electric power and transformers, telephone and cable lines run overhead from Poni Moi Road to just beyond the Diamond Head Lighthouse, which is approximately half the project length. This is also the most dangerous section, with blind turns hugging the crater slopes and utility poles within inches of the roadway. On the Kahala side of Diamond Head Road between the Diamond Head Lighthouse and the end of the Kahala Lookout (observation area #3), there are only overhead street lights on the *mauka* side. Conversely however, the Draft EA, in summarizing the Scope of Work for each Section, represents that all utilities would need to be placed underground for the entire 1.5-mile length of the proposed project.

During their meeting of October 18, 2001, the Neighborhood Board's Planning, Land Use, and Transportation Committee was informed that a utilities consultant had been asked for a "ballpark" cost estimate for undergrounding the utilities, and the result was apparently based on the entire 6,790 linear feet of the proposed project - without a site survey or pole count. It would be of some concern if such formulation resulting in an inflated estimate provokes disincentive for accomplishing the community's priority of undergrounding the utilities on Diamond Head Road.

It is also curious that the Draft EA states on page 28 the City "may" choose to pursue cost sharing by the utility companies. In accordance with Article 22 of Chapter 14, Revised Ordinances of Honolulu, the utilities are required to pay a portion of the cost of undergrounding the utilities, to wit: "the costs... within the public right of way shall be borne equally by the city and the respective utility company." In addition, the Land Use Ordinance provides that utilities are to be placed underground with improvements within the Diamond Head Special District.

In reality, the community's priority of undergrounding utilities on Diamond Head Road, and as located overhead and within the most dangerous Sections 1 and 2 between Kapiolani Park and Beach Road, should cost no more than \$600,000 to \$800,000. As a comparative, the undergrounding of utilities along 18th Avenue on the opposite slope of Diamond Head from the proposed project was reported as being \$214 per linear foot,

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which would be an estimated \$567,100 for the 2,650 linear feet between Poni Moi Road and Beach Road in Sections 1 and 2 of the proposed plan. In answer to the question of the cost for undergrounding utilities over this distance, a representative of the City's Department of Transportation Services informed the Diamond Head Citizens Advisory Committee at their meeting on the concepts of this proposed project that the estimated cost would be approximately \$600,000, or \$240 per linear foot.

As stated in the Draft EA on pages 34, 36, and 37, the soil conditions along Diamond Head Road from Kapiolani Park to Coconut Ave. consist of primarily Jaucas Sand; from Coconut Avenue to Makalei Place is Molokai Silty Clay Loam; and from Makalei Place to the area fronting Kuilei Cliffs is Makalapa Clay. On page 37 the Draft EA goes on to state that the Diamond Head Road ROW is a developed roadway that (already) contains street pavement, landscaping and sidewalks, and that all construction activities will be confined within the existing ROW. The Draft EA also states on page 42 that "The proposed improvements will take place within the previously disturbed road right-of-way". Therefore, the improved conditions of the ROW, as comprised of permeable and slight-to-moderate erosive soils, should be no different within the ROW of Diamond Head Road than along 18th Avenue on the opposite side of the crater. Thus, there should be no unforeseen hidden costs in trenching within the ROW for the underground utilities on the mauka side of Sections 1 and 2.

The City has so far allocated \$400,000 for FY 2001 and \$700,000 for FY 2002 to the project for planning purposes, with planning reportedly costing approximately \$250,000 and leaving a remainder of approximately \$850,000 in City funds currently appropriated for the proposed project. However, it is reported that the project engineer has determined that the remainder will only cover installation of a few decorative light poles near the Lookout observation areas in Section 4. In fact, the Draft EA states on page 28, conversely to the phasing plan on page 29, that "due to the relatively limited funds available at the present time - FY 2001 \$400,000, and FY 2002 \$700,000 - in comparison with the entire project cost estimate, the first items recommended for implementation are targeted in Section 4, which is the most scenic area and attracts a great deal of recreational users, but has relatively fewer complications because utility lines are minimal, there are no residences, and modifications to the street are primarily re-striping." Would this mean that the City is not contemplating implementing the 8-foot wide sidewalk for pedestrian safety, and is providing precedence instead to decorative light poles?

The CAC unanimously agreed that any funds received should be allocated toward engineering the undergrounding of utilities as the first priority, as found in the CAC meeting report of August 14, 2000 as follows: "The Committee members strongly expressed that they did not want to spend money on smaller items early on ... They stated that undergrounding the utilities and designing the project are the first priority."

The Committee report also records that the "Committee members asked that funding sources be investigated and that only the necessary amount of design work be completed - and 'no more' - so that local funds could be leveraged and federal funding approval

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obtained (to supplement the cost of undergrounding the utilities). Committee members then stated that if there are any City funds left over, then some immediate project items can be considered."

This October, the Oahu Metropolitan Planning Organization (OMPO) approved an additional \$420,000 to be requested by the State from Federal TEA-21 highway funds for the proposed project - described as "a bikeway facility between Paki Avenue and Kahala Avenue... in conformance with the Diamond Head Road Recreational Master Plan... for safety and convenience of bicyclists, motorists and pedestrians." Also in October, the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board voted to recommend that \$283,333 of the Diamond Head sub-district's share of \$1 million in capital improvement funds for the Board's district be allocated to the proposed project for the specific purpose of providing supplemental funds for undergrounding the utilities on Diamond Head Road.

Thus, the allocation of the remainder \$850,000 in current appropriations, plus the requested \$420,000 from federal funds, and the recommended \$283,333 in local capital improvement funds, provides for a total of \$1,533,333 to be funded toward the first phase of the proposed project, shown as Sections 1 and 2 on page 29 of the Draft EA. So, for example, if comparable projects were researched and a site survey and appropriate calculations were performed, it might be found that by applying a comparative cost of \$700,000 for undergrounding the utilities in Sections 1 and 2, less half that amount required to be paid by the utilities (-\$350,000), and adding the cost of the street improvements (\$1.349 million) as well as 20% for survey and design and a 10% contingency factor (\$510,000), the total calculated cost estimate for Sections 1 and 2 actually may be \$2.209 million - or, \$ 2.801 million less than the original ballpark estimate for utility undergrounding in Sections 1 and 2. This would leave \$675,667 in additional funds needed to implement safety improvements for Phase I -Sections 1 and 2 -on Diamond Head Road.

If this can be shown for the Section with the most immediate need of safety improvements, each subsequent phase, Sections 3 and 4 followed by Section 5 as illustrated on page 29 of the Draft EA, must also be revisited and the cost estimate formulated accordingly. Further, since there are only street lights in Section 4 which are to remain on the *mauka* side, the total of a surveyed cost estimate should reflect a significant downward adjustment. Please provide a more accurate cost estimate for the proposed project based on comparable projects and an appropriate site survey.

It is important that the City continue to make every effort at both the federal and local levels to secure the funds required for undergrounding the utilities on Diamond Head Road. In addition, a surveyed cost breakdown of undergrounding the utilities on Diamond Head Road would be a significant step in ensuring that this project proceeds.

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PHASING PLAN

It will be important that the Scope of Work for the proposed project follows the Phasing Plan in the Draft EA on page 29. This allows improvements to the most hazardous area, Section 1 and 2, to be implemented first, followed by improvements to Sections 3 and 4, and finally Section 5. In a letter to the OMPO Policy Committee regarding the request for \$420,000 in federal funding for the proposed project, the Neighborhood Board expressed concerns about this important scenic and recreation area being repeatedly disrupted should improvements be undertaken in a piecemeal manner. The Neighborhood Board recommended that utility undergrounding be coordinated with sidewalk and street improvements to avoid multiple disruptions, as a significant negative impact to the use of this recreation area would occur if the road were to be under construction first to add bike lanes, and then later to remove utility poles and bury utility lines. Indeed, at the August 14, 2000 meeting, the CAC was assured that the Master Plan will recommend that the utility undergrounding and roadway and sidewalk improvements be designed and constructed concurrently.

REPLACING PLANTING STRIPS WITH TREE WELLS

The Draft EA states on page 5 that the Community Advisory Committee and the project planning consultant developed the plans for the proposed improvements for the 1.5-mile *makai* section of Diamond Head Road. However, several of the project's structural embellishments proposed for this Scenic Area as presented in the City's plan, such as removing the traditional grass planting strips and replacing them with tree wells, adding roadway bulb-outs, and a recommendation to excavate a 4th observation area as a parking lot on the Monument's slope, did not perceptibly originate in the CAC meetings and were questioned when presented. In fact, the Draft Diamond Head State Monument Plan dated October, 2000 states on page 1-5 that "The types of improvements recommended in the Master Plan include:... Widen planting strips."

However, as found on pages 10, 11, 12, 13, 14, and 15 of the Draft EA, the City proposes to remove all sidewalk planting strips on both the *mauka* and *makai* sides of Section 1 and on the *makai* side of Section 2, and instead construct tree wells at intervals along the curb with light poles in the widened sidewalk on the *makai* side of Sections 1 and 2.

By eliminating the traditional and unobtrusive grass planting strips and replacing them with structural tree wells adjacent to light poles and surrounded by concrete, the City would be accomplishing the following:

- a. diminishing the historic character and natural integrity of the Scenic Road;
- b. creating additional roadside safety hazards as coupled with curbside light poles;
- c. causing pedestrians to maneuver between the sidewalk obstacles or not use this portion of the sidewalk at all when necessary, thus negating the reason to widen the sidewalk for increased pedestrian accessibility and safety;

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- d. adding more impermeable, heat-generating surface area where the grass planting strips have helped to alleviate this.

An additional concern would pertain to invasive tree root systems growing under the sidewalk and adjacent to the street, which could cause additional hazards for bicyclists and pedestrians, and additional remedial costs in the future.

The Draft EA states on pages 17 and 18 and illustrates on pages 19, 22, and 23 that no additional street trees will be planted in Sections 3 and 4 in order maintain sightlines and viewplanes, and that improvements in the Lookout observation areas are to "enhance and highlight the existing park-like character." In addition, the Draft EA demonstrates on page 20 that the objective is to maintain viewplanes that are open and unobstructed, and on page 43 that "It is not necessary to clutter the road right-of-way with street trees... which would ultimately obstruct the views of the ocean." It is suggested that this planning wisdom also be applied to Sections 1 & 2, the most hazardous and narrow sections, where street trees would obstruct significant shoreline views fronting Makalei and Leahi Beach Parks, as well as present additional hazards for pedestrians and the physically challenged, as well as errant motorists and bicyclists.

Thus, it is eminently recommended that it would be best to restore the grass planting strips to retain the unobstructed scenic quality and preserve the historic character of Diamond Head Road, and to install adequate irrigation for the planting strips to maintain the grass that provides for heat absorption. Further, it is important to also retain the residential landscaping in Sections 1 and 2..

In addition, it is suggested that the appropriateness of placing new light poles on the *makai* side of Sections 1 and 2 of Diamond Head Road might be further enhanced by their placement on the *makai* side of the widened sidewalk in order to entirely eliminate roadside obstacles as illustrated on pages 12 and 14 of the Draft EA. Such conditions are currently encountered with the utility poles as unfavorably placed on the *mauka* side of Sections 1 and 2 of Diamond Head Road.

PROPOSED GATEWAY / ENTRANCE AND INTERPRETIVE SIGNS

The Draft EA plan also includes on pages 10 and 13 a gateway/entrance sign proposed to be located within the public ROW near the intersection of Poni Moi Road and Diamond Head Road, but not on Kapiolani Park Trust lands, to "remind motorists that they are entering a special residential and recreation area." One questions where this might be placed, as the Trust lands are contiguous to the residential properties on Poni Moi Road. And a large posted gateway/entrance sign could be a public safety obstacle in the public ROW along this narrow section of Diamond Head Road. which does not appear to be a sound idea.

It might also be questioned what the proposed gateway/entrance sign would represent, as Diamond Head Road is a Scenic Road within the Diamond Head State Monument

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Recreation Area as indicated by the sign presently posted in Section 5 of the proposed project area.

The Draft EA also proposes on page 15 that interpretive signs be installed at Makalei and Leahi Beach Parks to provide information about the area history and cultural points of interest. A more appropriate location for interpretive information might be at the entrance perimeters of the Lookout observation areas, as proposed on pages 17 and 23, where the lay of the land and historic features can be more fully understood and experienced by a greater number of residents and visitors, pedestrians and motorists alike. In addition, any signage in this area should be consistent with the graphic design standards of the Diamond Head State Monument Plan and Policies and not excessive in cost.

PARKING AND VEHICULAR IMPACTS

During the Community Advisory Committee meetings, comments were expressed that supported limited commercial vehicle access as appropriate to Diamond Head Road's narrow capacity along the lower winding section of this Scenic Road, and restriction of oversized vehicles to reduce noise and visual obstruction impacts. It was recommended that oversized vehicles such as construction equipment and tour buses be rerouted to the wider and less hazardous section along the upper *mauka* portion of Diamond Head Road. Thus, oversized tour buses could stop at the entrance to the crater, and continue to the Lookouts from the Kahala side of Diamond Head Road. In fact, the Diamond Head Road Recreation Master Plan Draft dated October, 2000 states on page 2-21 that "About the same number of big tour buses travel on Monsarrat Avenue as travel on Diamond Head Road. However, more big tour buses are traveling in the Koko Head-bound direction than in the Waikiki direction. The buses are likely traveling toward the Diamond Head State Monument (entrance) via Monsarrat, or to the Lookout Area and then on to further destinations in East Honolulu." The Draft plan goes on to recommend on page 3-4 that oversized vehicles be "restricted to reduce noise and visual obstruction impacts."

The Draft EA notes on page 50 that large commercial and public vehicles often use Diamond Head Road, and on page 60 that "oversized vehicles would be restricted to reduce noise and visual obstruction." However, the Draft EA does not offer sufficient reason on page 60 to abandon this recommendation. Nor does the Draft EA address the impact, access, or accommodation of oversized vehicles along Diamond Head Road or within the Lookouts of the Diamond Head State Monument recreation area.

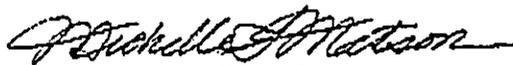
Currently, oversized commercial vehicles create excessive noise and cause visual obstruction by blocking motorists' line-of-sight distances and viewplanes for other users along the lower *makai* side of this Scenic Road. This impact will be further intensified when the traffic lane widths are reduced to a consistent 11 feet to reduce traffic speed and improve safety conditions. Thus, rerouting oversized commercial traffic becomes even more important in the mitigation of safety hazards in this mixed-use recreation area.

The Draft EA recommends on pages 20 and 22 that a landscaped traffic island, similar to a median strip, will be constructed within the Kahala Lookout observation area #3 to create

one-way ingress on the Waikiki side and one-way egress on the Kahala side separated from the parking area. Yet, the Draft EA does not provide for tour bus access and parking. In recognition of this, it is recommended that a one-way separated loop for oversized tour buses entering from upper Diamond Head Road on the Kahala side by way of the traffic island on the Waikiki side and exiting toward East Honolulu from designated commercial vehicle parking areas. This allows for access and parking by oversized tour buses at the Kahala Lookout while mitigating the line-of-sight, public safety, and noise impacts on lower Diamond Head Road and within the smaller Lookouts.

It is hoped that the above concerns and recommendations will be tallied with those received from other members of the community, along with those of interested and affected organizations and community groups, and that the concerns expressed will be given serious consideration in amending and improving the Diamond Head Recreation Master Plan for the Final Environmental Assessment. With comprehensive consideration, this proposed project has the promise of providing the essential safety improvements for all who enter this significant scenic and recreation area, the Diamond Head National Natural Landmark and State Monument.

Sincerely,


Michelle Spalding Matson

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TOWNSCAPE, INC.

Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Ms. Michelle Spalding Matson
3931 Gail Street
Honolulu, HI 96815

Dear Ms. Spalding Matson:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter received on October 25, 2001, in response to your review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. Your comments on the Draft Environmental Assessment will be taken into consideration during the design phase.
2. The Draft Environmental Assessment presents the proposed "Diamond Head Road Makai Recreation Master Plan" improvements for the Diamond Head Road right-of-way, the "project area". The historical significance of the Diamond Head Crater is discussed in Section 3.8 Archaeological, Cultural and Historic Resources of the Draft and Final Environmental Assessments. The "Final Diamond Head Road Makai Recreation Master Plan" report will elaborate on the significance of Diamond Head Crater, which will be completed after the conclusion of the environmental review process.
3. The paved road pull-off areas ("Lookout Areas") are considered part of the roadway system. The Department of Planning and Permitting has reviewed the Draft Environmental Assessment regarding the project area and the relative required permits and land use designations.
4. The Diamond Head State Monument Boundary will be modified on Figure 3-2 and Figure 6-1 in the Final Environmental Assessment.
5. The proposed improvements for each Section are not listed in priority order. Therefore, that the under grounding of utilities is located at the end of each list does not reflect that under grounding of utilities is not a priority.
6. The cost estimates presented in Figure 2-9 "Construction Cost Estimates" represent order-of-magnitude costs based on a conceptual Master Plan. The cost for under grounding utilities will be further determined during the design phase.

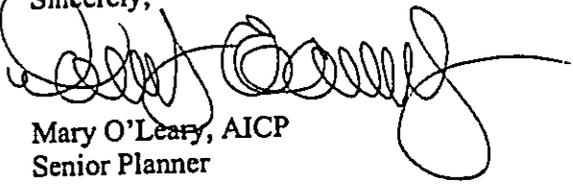
7. The Draft Environmental Assessment discusses funding sources, which reflects the extent of the information that was available in the "Draft Diamond Head Road Recreation Master Plan". Eventual funding sources and funding availability will be re-evaluated during the design phase.
8. Vision Team #17 recommended that the following Capital Improvement Program funds be used towards the Diamond Head Road Recreation master Plan. The following funding was approved by the City Council :
 - a. \$250,000 for fiscal year 2000 for the Diamond Head Road Recreation Master Plan and Environmental Assessment.
 - b. \$400,000 for fiscal year 2001 for design and construction of Diamond Head Road Recreation master Plan Improvements;
 - c. \$700,000 for fiscal year 2002 for design and construction of Diamond Head Road Recreation master Plan Improvements.
9. The implementation of improvements to Sections 3 and 4 is based on funding availability and permit requirements. The scope of work for improvements to Section 3 and Section 4 include widening the pedestrian walk way area to eight-feet wide.
10. The proposed improvements presented in the Draft Environmental Assessment reflects the general consensus of the project's Community Advisory Committee as of its final meeting held in November 2000. Your comments on the Draft Environmental Assessment will be taken into consideration during the design phase. During future public hearings associated with required permits, the general public will have another opportunity for public input on the proposed improvements.
11. The placement of street trees and street light poles will be determined during the design phase, in accordance with City regulations, which takes into consideration ADA accessibility and general public safety.
12. Signage design and placement will be addressed during the design phase. The Department of Design and Construction has and will continue to coordinate with the State Department of Land and Natural Resources. The Chair, and other members, of the State Diamond Head Monument's Citizens Advisory Committee were members of the Diamond Head Road Recreation Master Plan's Community Advisory Committee. Signage is not proposed within Kapiolani Park Trust lands.
13. The discussion on page 60 of the Draft Environmental Assessment regarding restricting oversized vehicles describes an earlier alternative that was considered by the project's Community Advisory Committee. Comments were received during the development of the Draft Master Plan and the Draft Environmental Assessment that rejected the notion that oversized vehicles, such as commercial tour buses, should be restricted from using or re-routed around Diamond Head Road because it is a valuable tourist and local resource.

Environmental Assessment – Diamond Head Road Makai Recreation Master Plan
Letter to Michelle Matson
November 9, 2001
Page 3 of 3

14. Traffic lane widths of eleven feet are consistent with City street design standards. The speed limit for Diamond Head Road is not being proposed to be changed. Rather, improvements to Diamond Head Road, such as narrowing the traffic lane width, are intended to encourage traffic to operate at the posted speed limit. Your comments regarding roadway operational issues will be forwarded to the Department of Transportation Services.
15. Tour bus parking is an operational issue and will be reviewed during the design phase. Public parking will be designed in accordance with City standards and reviewed by the Department of Transportation Services. Your comments regarding roadway operational issues will be forwarded to the Department of Transportation Services.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction



DIAMOND HEAD/KAPAHULU/ST. LOUIS HEIGHTS NEIGHBORHOOD BOARD NO. 5

c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

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10/30/01

October 19, 2001

Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, HI 96813

City and County of Honolulu
Department of Design and Construction
650 South King Street - 9th Floor
Honolulu, HI 96813

Attention: Ms. Mary O'Leary, AICP,
Senior Planner

Attention: Mr. Don Griffin, Project Manager

**SUBJECT: DIAMOND HEAD ROAD RECREATION MASTER PLAN
DRAFT ENVIRONMENTAL ASSESSMENT, SEPTEMBER, 2001:
CONSIDERATIONS, COMMENTS AND CONCERNS BY
NEIGHBORHOOD BOARD NO.5**

Dear Ms. O'Leary and Mr. Griffin:

The Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board (Board) appreciates the opportunity to comment on the Diamond Head Road Recreation Master Plan Draft Environmental Assessment (Draft EA) dated September 2000. Over the past two years, the project planning consultant, Townscape, Inc., has worked closely and diligently with the Community in an exemplary manner to effectively convey and reflect the universal desire to preserve and protect the treasured scenic and recreational attributes of the Diamond Head National Natural Landmark and State Monument.

While conceptual, the plan proposed by the City and County is a step in the right direction, and the Board has the following considerations, comments and concerns to offer in support of a more successful implementation:

SIGNIFICANCE OF THE RESOURCE

From the beginning of the Draft EA, emphasis should be placed on the significance of Diamond Head as the world renowned symbol of Hawai'i, as a Registered National Natural Landmark, and as a Historic State Monument - and that Diamond Head Road is a Scenic Road encircling this significant resource. That being said, the tone would be more appropriately set forth for the proposed plan. Throughout the years, the understanding of the crater's natural integrity, historic character, and magnetic scenic and recreational attraction to Hawai'i's residents and visitors alike has been clearly understood and supported by the Community at large.



Oahu's Neighborhood Board System - Established 1973

**Diamond Head/Kapahulu/ St. Louis Heights Neighborhood Board No5
Summary of Comments, Recommendations, and Requests on the Draft
Environmental Assessment, Diamond Head Road Recreation Master Plan**

Recommend that the Draft EA clarify that the Diamond Head Road right-of-way does not include the Lookouts in terms of the Conservation area and the Diamond Head State Monument.

Strongly support improvements to the right-of-way, including traffic calming measures, to increase safety for motorists, bicyclists and pedestrians.

Strongly support the undergrounding of utility lines along Diamond Head Road for the safety of motorists, pedestrians and bicyclists and to enhance the Monument's significant viewplanes, in recognition of the priorities expressed by the Community during the planning process.

Request that the City continue efforts to secure additional funds for undergrounding the utilities, including federal transportation and highway enhancement funds.

Question the estimated costs of undergrounding the utilities and request additional information on the costs, including how the estimated costs compare with those of undergrounding of utilities on 18th Avenue, and information on the specific sources of funding.

Strongly support the phasing of undergrounding the utilities first in the more hazardous Sections 1 and 2, then Sections 3 and 4, followed by Section 5.

Request information on the expected length of time for project completion, and recommend penalty clauses in the project contracts for any completion time delays.

Oppose replacing the traditional grass planting strips along Diamond Head Road with tree wells.

In consideration of safety, ADA accessibility, and unobstructed scenic quality,

express concern about placing tree wells and light poles in the sidewalks along Diamond Head Road following removal of hazardous utility poles from the mauka side of the road.

Support relocating the light poles to the makai side, but recommend that they be relocated away from the road.

Recommend that no gateway/entrance signage be installed, and that any signs be limited to interpretive signs at the Lookouts and consistent with the Diamond Head State Monument Plan park graphic design standards.

Page 2, Board No.5 Recommendations Draft EA Diamond Head Road Recreation Project

Support the elimination of the parking spaces along the wall on the makai side to improve safety conditions and provide open views to the ocean.

Request additional consideration of the impacts of tour buses and specific bus parking alternatives.

Recommend the continued maintenance of the naupaka landscaping on the mauka side of Diamond Head Road.

The above were compiled by the Planning, Land Use, and Transportation Committee of the Diamond Head/Kapahulu/St.Louis Heights Neighborhood Board at its meeting on October 18, 2001, Chair Pro Tem Michelle Matson presiding, and prepared by Chair Pro Tem Michelle Matson, and Committee Member, Christen Mitchell.

The above was presented to and approved by a majority of a legal quorum of Neighborhood Board Number 5. Members at a Special Meeting of the Board on October 18, 2001, Chair Margo Ige presiding.

Submitted for the Diamond Head/Kapahulu/St.Louis Heights Neighborhood Board Number 5 by Marguerite G. Ige, Chair.

TOWNSCAPE, INC.
Environmental and Community Planning

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email address: townscap@lava.net

November 9, 2001

Ms. Margo Ige
Chair
Neighborhood Board No. 5
3031 Kaunanoa Street
Honolulu, HI 96815

Dear Ms. Ige:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 19, 2001, in response to the Diamond Head / Kapahulu / St. Louis Heights Neighborhood Board's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.
2. The Draft Environmental Assessment discusses the proposed Diamond Head Road Makai Recreation Master Plan and related potential impacts, and the historical significance of the area surrounding Diamond Head Road, the "project area", including the monument status of Diamond Head. The "Final Diamond Head Road Makai Recreation Master Plan" report will elaborate on the significance of Diamond Head, which will be completed after the conclusion of the environmental review process.
3. The paved road pull-off areas are considered part of the roadway system. The Department of Planning and Permitting has reviewed the Draft Environmental Assessment regarding the project area and the relative required permits and land use designations.
4. The cost estimates presented in Figure 2-9 "Construction Cost Estimates" represent order-of-magnitude costs based on the conceptual Master Plan. It is beyond the scope of the Diamond Head Road Makai Master Plan Environmental Assessment to compare cost estimates with the work that was done to underground utilities along 18th Avenue.
5. The Draft Environmental Assessment discusses funding sources, which reflects the extent of the information that was available in the "Draft Diamond Head Road Recreation Master Plan". Eventual funding sources and funding availability will be re-evaluated during the design phase.
6. The length of time for project completion would depend on the scope of work to be completed and availability of funding. City contracts typically contain penalty clauses.

Environmental Assessment -- Diamond Head Road Makai Recreation Master Plan
Letter to Margo Ige, Chair
Diamond Head / Kapahulu / St. Louis Neighborhood Board No. 5
November 9, 2001
Page 2 of 2

7. The placement of tree wells and street light poles will be determined during the design phase, in accordance with City regulations, which takes into consideration ADA accessibility.
8. Signage design and placement will be addressed during the design phase. The Department of Design and Construction has and will continue to coordinate with the State Department of Land and Natural Resources.
9. Tour bus parking is an operational issue and will be reviewed following completion of the improvements.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

FROM :

PHONE NO. :

OCT. 25 2001 10:18AM

EAST DIAMOND HEAD ASSOCIATION

P.O. Box 10045, Honolulu, Hawaii 96816-0045

Board Members:

Clark Hatch
President

Sheila Watumull
Vice President

Gunther Von Hamm
Co-Treasurer

Allen Chee
Co-Treasurer

Other Board
Members:

Kerry Cloward

Sara Dudgeon

Frances Larsen

Celia Podorean

Carolyn Rankin

October 25, 2001

RECEIVED
10/25/01

Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813
Attn: Mary O'Leary, AICP

Subject: Diamond Head Road Makai Recreation Master Plan,
Draft Environmental Assessment, September 2001

Reference is made to a letter being sent to you from the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board #5, dated October 2001. This letter is very significant because it addresses the very issues that the members of the East Diamond Head Association are most concerned with. Many of the residents in our area use Diamond Head Road Makai to come and go from their homes. We fully concur that the first and foremost concern is placing overhead utilities underground. The utilities (telephone and cable lines) run overhead only between Poni Moi Road and the Diamond Head Lighthouse. This is a combined length of about 2,650 linear feet. From the Diamond Head Lighthouse to Triangle Park the utility lines are already placed underground. Undergrounding can be done within the resources and funds available, if it is properly prioritized.

We support widening the sidewalks; however, we feel that it would be best to retain and restore the planting strips.

Regarding signs, we feel that minimum signs should be considered and that the approved ones should be consistent with the design standards of the Diamond Head State Monument Plan.

We feel that it is very important that the City and County of Honolulu vision team efforts be closely coordinated with the State's Master Plan for this area. The State DLNR and the Diamond Head Citizens Advisory Committee should review the plans. A coordinated effort can help ensure better results and could possibly lead to combined funding and other benefits. Our association participates on the advisory committee so we are aware of the many years of research and hard work that this committee has been engaged in. They are a very valuable resource.

[REDACTED]

OCT. 25 2001 10:18AM F

PHONE NO. :

FROM :

EAST DIAMOND HEAD ASSOCIATION

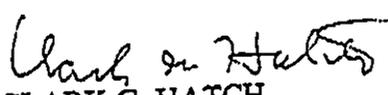
P.O. Box 10045, Honolulu, Hawaii 96816-0045

- Board Members:
- Clark Hatch
President
 - Sheila Watumull
Vice President
 - Gunther Von Hamm
Co-Treasurer
 - Allen Chee
Co-Treasurer
- Other Board Members:
- Kerry Cloward
 - Sara Dudgeon
 - Frances Larsen
 - Celia Podorean
 - Carolyn Rankin

The East Diamond Head Association strongly supports the need to control oversized commercial vehicles in this area, and the implementation of traffic calming measures.

Thank you for your consideration.

Respectfully submitted by


CLARK G. HATCH
President of East Diamond Head Association

CC: Mr. Don Griffin
Project Manager
City and County of Honolulu
Department of Design and Construction
650 South King Street, 9th Floor
Honolulu, Hawaii 96813

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Clark Hatch
President
East Diamond Head Association
PO Box 10045
Honolulu
HI, 96816-0045

Dear Mr. Hatch:

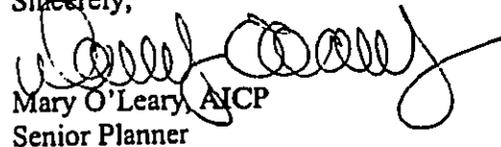
RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 25, 2001, in response to your review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.
2. The cost for under grounding utilities will be determined during the design phase.
3. The comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.
4. The Department of Design and Construction will coordinate with the Department of Land and Natural Resources regarding special signage, other than typical street signs.
5. The Department of Design and Construction has and will continue to coordinate with the Department of Land and Natural Resources regarding the Diamond Head Road Makai Recreation Master Plan.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,


Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

October 22, 2001

Ms. Mary O'Leary
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, HI 96813

RECEIVED
10/22/01

Subject: Draft Environmental Assessment, Diamond Head Road
Makai Recreation Master Plan, September 2001

Dear Ms. O'Leary:

The subject report is well organized and shows a good degree of consistency in its presentation. The recommendations hold much promise.

The Diamond Head State Monument Citizen Advisory Committee (CAC) has had opportunities to become acquainted with the subject matter at various times. Thank you for this opportunity to comment. Repeatedly the subject EA recommends underground utility lines (1.5 miles) as the first priority of the recommendations. The group unanimously supports this recommendation and further urges it be maintained and strengthened as the foundation of other important improvements being proposed.

A second comment regards phasing and although not fully presented to all members, it is being assumed we do agree that work begin a Poni Moi or "Section 1. Diamond Head Road between Poni Moi Road and Coconut Ave." and "Section 2, continuing Diamond Head Road to Diamond Head Beach Road" for considerable functional improvement in most matters including utilities and safety issues. We ask you further consider this order of phasing so as to address some very key issues that occur in this narrow section.

Some if not all CAC members have expressed concern regarding eliminating a planter between curb and sidewalk. Those commenting point out that light posts, signage and trees in the planted strip will soften the rather urban effect of abutted curb to sidewalk, wherever possible to so design.

We look for progress to continue in this very worthwhile project that can add so much to the Diamond Head experience.

Please call on me or chairman Alison Kay if you have questions or any concerns. Thank you.

Sincerely,



Sidney E. Snyder, Jr., AIA
Vice Chairman, Citizen Advisory Committee

cc: CAC members

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Sidney Synder
Vice Chairman, Citizen Advisory Committee
Diamond Head State Monument
C/o Ossipoff, Snyder & Rowland
900 Fort Street Mall, #1705
Honolulu, HI 96813

Dear Mr. Synder:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 22, 2001, in response to the Committee's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.
2. The implementation of improvements to Sections 3 and 4 is based on funding availability and permit requirements.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



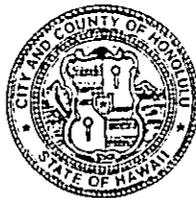
Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2001/CLOG-3733(ry)

October 16, 2001

Ms. Mary O'Leary, AICP
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

RECEIVED
10/18/01

Dear Ms. O'Leary:

Draft Environmental Assessment for Diamond Head Road Makai Recreation Master Plan, Diamond Head Road Right-of-Way Between Poni Moi Road and Kahala Avenue

This letter supercedes the previous letter sent October 10, 2001 and incorporates clarification to paragraph 3, page 2 reached as a result of informal conversations between your office and Geri Ung of the Urban Design Review Branch, Department of Planning and Permitting.

We have reviewed the above document and have the following comments to offer:

1. Primary Urban Center Development Plan

The project is located within the Primary Urban Center Development Plan (PUCDP). The project is consistent with the provisions of the PUCDP with respect to recreational facilities, enhancement and accessibility of open space areas, attractiveness of the urban setting, and preservation of the mauka to makai orientation.

The proposed improvements are considered minor and an amendment to the Public Facilities Map is not required.

2. Special Management Area

Under Page 63, Section 8, Permits Required, the discussion regarding Special Management Area states that under ROH, Sec. 25-1.3, "the proposed improvements within the existing right-of-way, including the under grounding of utility lines, do not require a Special Management Area Permit." However, please be advised that another exemption described under Sec. 25-1.3 (2)(M) states that:

Ms. Mary O'Leary, AICP
October 16, 2001
Page 2

"Installation of underground utility lines and appurtenant above ground fixtures less than four feet in height along existing corridors". Therefore, except for the installation of new streetlights, the proposed work is exempt from SMA requirements.

Please include an exhibit which shows the location of proposed improvements relative to the existing Diamond Head Road right-of-way boundaries.

With respect to project phasing, Sections 3 and 4 are the only phases for which funding has currently been allocated and design work begun. Although it appears that no SMA approvals will be required for work in Sections 3 or 4, other sections of the project may require SMA approval(s), and that the DPP should be consulted prior to initiation of design work.

3. Diamond Head Special District

The project is located within the core area of the Diamond Head Special District. We confirm that Special District (minor) permits will be required for each phase of work, and that consultation with DPP should occur at the initiation of design work.

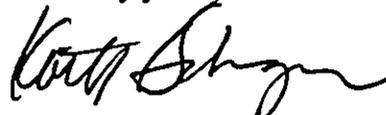
4. Civil Engineering

Some of the properties fronting the affected portions of Diamond Head Road have existing walls encroaching into the right-of-way. Although some of the properties have variances allowing the encroachments to remain, the City can require that they be removed if the encroachment adversely impacts the project. You may wish to research the records of surface encroachment variances for the project area. They are filed with the Civil Engineering Branch.

For your information, wall encroachments variances fronting 3233 and 3241 Diamond Head Road are presently under review.

Thank you for the opportunity to comment. If you have any questions, please contact Raymond Young of our staff at 527-5839.

Sincerely yours,



RANDALL K. FUJIKI, AIA
Director of Planning and Permitting

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-8743 • INTERNET: WWW.CC.HONOLULU.HI

JEREMY HARRIS
MAYOR



RAINDALL K. FUJIMI, AIA
DIRECTOR

LORETTA K. C. CHEE
DEPUTY DIRECTOR

2001/CLOG-3733(ry)

October 10, 2001

Ms. Mary O'Leary, AICP
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

RECEIVED
10/15/01

Dear Ms. O'Leary:

Subject: Draft Environmental Assessment for Diamond Head Road Makai
Recreation Master Plan, Diamond Head Road Right-of-Way Between
Poni Moi Road and Kahala Avenue

We have reviewed the above document and have the following comments to offer:

1. Primary Urban Center Development Plan

The project is located within the Primary Urban Center Development Plan (PUCDP). The project is consistent with the provisions of the PUCDP with respect to recreational facilities, enhancement and accessibility of open space areas, attractiveness of the urban setting, and preservation of the mauka to makai orientation.

The proposed improvements are considered minor and an amendment to the Public Facilities Map is not required.

2. Special Management Area

Under Page 63, Section 8, Permits Required, the discussion regarding Special Management Area states that under ROH, Sec. 25-1.3, "the proposed improvements within the existing right-of-way, including the under grounding of utility lines, do not require a Special Management Area Permit." However, please be advised that another exemption described under Sec. 25-1.3 (2)(M) states that: "Installation of underground utility lines and appurtenant above ground fixtures less than four feet in height along existing corridors". Therefore, except for the installation of new streetlights, the proposed work is exempt from SMA requirements.

Ms. Mary O'Leary, AICP
October 10, 2001
Page 2

Please include an exhibit which shows the location of proposed improvements relative to the existing Diamond Head Road right-of-way boundaries.

With respect to project phasing, Sections 3 and 4 are the only phases for which funding has currently been allocated and design work begun. Although it appears that no SMA approvals will be required for Section 4 work, other sections of the project may require SMA approval(s), and that the DPP should be consulted prior to initiation of design work.

3. Diamond Head Special District

The project is located within the core area of the Diamond Head Special District. We confirm that Special District (minor) permits will be required for each phase of work, and that consultation with DPP should occur at the initiation of design work.

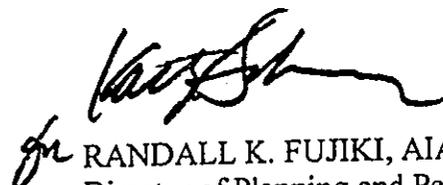
4. Civil Engineering

Some of the properties fronting the affected portions of Diamond Head Road have existing walls encroaching into the right-of-way. Although some of the properties have variances allowing the encroachments to remain, the City can require that they be removed if the encroachment adversely impacts the project. You may wish to research the records of surface encroachment variances for the project area. They are filed with the Civil Engineering Branch.

For your information, wall encroachments variances fronting 3233 and 3241 Diamond Head Road are presently under review.

Thank you for the opportunity to comment. If you have any questions, please contact Raymond Young of our staff at 527-5839.

Sincerely yours,


RANDALL K. FUJIKI, AIA
Director of Planning and Permitting

RKF:lh
Doc 118909

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Randall Fujiki
Director
Department of Planning & Permitting
City & County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Fujiki:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 16, 2001, in response to your Department's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The statements regarding permit's associated with the project are noted. The Department of Design and Construction will consult with the Department of Planning and Permitting during the design phase.
2. The statements that work in Sections 3 and 4 does not require SMA approvals and that other sections may require SMA approvals is noted. The Department of Design and Construction will consult with the Department of Planning and Permitting during the design phase.
3. The statement that Diamond Head Special District minor permits will be required for each phase of work is noted. The Department of Design and Construction will consult with the Department of Planning and Permitting during the design phase.
4. The statement that some properties fronting Diamond Head Road have existing walls encroaching into the right-of-way is noted. The Department of Design and Construction will consult with the Civil Engineering Branch of the Department of Planning and Permitting during the design phase.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,


Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

BOARD OF WATER SUPPLY

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



October 8, 2001

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
BARBARA KIM STANTON

BRIAN K. MINAII, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Attention: Ms. Mary O'Leary

Gentlemen:

Subject: Your Transmittal of September 4, 2001 of the Draft Environmental Assessment for the Diamond Head Road Makai Recreation Master Plan, Honolulu, TMK: Vicinity of 3-1

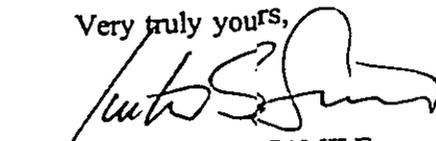
Thank you for the opportunity to review the subject document for the proposed roadway improvements projects.

We have the following comments to offer:

1. We have no objections to the proposed project. The construction plans should be submitted for our review to minimize any potential impacts to our water system facilities in the area.
2. We recommend the use of drought tolerant/low water use plants and xeriscaping principles for landscaping. We also recommend the installation of an efficient irrigation system which should incorporate moisture sensors to prevent unnecessary irrigation.
3. If additional water is required, the availability will be determined when the Building Permit Application is submitted for our review and approval. If water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.
4. 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

cc: Department Design Construction (Don Griffin)

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

Novmeber 9, 2001

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

Dear Mr. Jamile:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 8, 2001, in response to your review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. During the design phase, drawings will be submitted as required for review.
2. The recommendations regarding drought tolerant plants and efficient irrigation system are noted and will be addressed during the design phase.
3. The statements regarding potential Water System Facilities Charges and cross-connection control requirements are noted and will be addressed during the design phase.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,


Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



GILBERT S. COLOMA-AGARAN, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES
JANET E. KAWELO
LINNELL NISHIOKA

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

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

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

October 2, 2001

RECEIVED
10/10/01

Ms. Mary O'Leary, AICP
c/o Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

LOG NO: 28284 ✓
DOC NO: 0109EJ32

Dear Ms. O'Leary:

**SUBJECT: Chapter 6E-8 Historic Preservation Review - Draft Environmental Assessment (DEA) City and County of Honolulu 21st Century Vision Project for the Proposed Diamond Head Road Makai Recreation Plan Waikiki, Kona, O`ahu
TMK: 3-1 various**

Thank you for the opportunity to comment on the DEA for the "21st Century Vision Project's" proposed Diamond Head Road Makai Plan. We provided comment during the pre-EA consultation phase. Our complete comments are included in Section 10 of the DEA.

Archaeology Concerns: Section 3.8 B summarizes our comments that archaeological monitoring is recommended during the construction phase of the proposed improvements for excavations that penetrate into or through the Jaucus sand deposits which are evident in Section 1 and part of Section 2 of the proposed plan. These deposits are known to contain traditional Hawaiian sites such as cultural layers and human burials. Since the subject action has the potential to have an "adverse effect" on significant historic sites, we recommend that archaeological monitoring be conducted to mitigate any adverse effect this project would have on buried subsurface historic sites. Prior to beginning construction, an acceptable monitoring plan shall be prepared for review and approval by the State Historic Preservation Division. SHPD has not yet received an archaeological monitoring plan for review and approval.

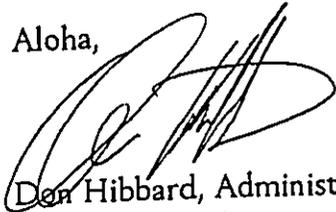
Section 9 ¶ 1 should also be clarified to state that archaeological monitoring will take place in order to mitigate any adverse effect the project might have on subsurface historic sites.

Ms. Mary O'Leary, AICP
Page Two

Architecture Concerns: While our previous questions are not directly addressed in the DEA, a telephone conversation with staff indicated that there will be no bike railings due to the width of the sidewalk. Therefore, we believe that the overall plan to widen the sidewalks within the County right-of-way will have no affect on the historic sites along the road. However, since the site and design for the proposed sign on the Kapiolani Park side of the project is not clearly established, we would appreciate the opportunity to review the design and location as it progresses.

Should you have any questions regarding archaeology, please feel free to call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027. For any architectural concerns please call Tonia Moy at 692-8030.

Aloha,



Don Hibbard, Administrator
State Historic Preservation Division

EJ:jk

c: Mr. Don Griffin, Project Manager, Department of Design and Construction,
City & County of Honolulu, 650 S. King Street, 11th Floor, Honolulu, Hawaii 96813

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Don Hibbard
Administrator
DLNR, State Historic Preservation Division
Kakuhikawa Building, Room 555
601 Kamaokila Boulevard
Kapolei, HI 96707

Dear Mr. Hibbard:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 2, 2001, in response to your Division's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. Section 3.8 B of the Environmental Assessment will be further clarified to state that prior to construction in Section 1 or Section 2 of the Diamond Head Road Makai Recreation Master plan, a monitoring plan will be prepared for review and approval by the State Historic Preservation Division. SHPD has not yet received an archaeological monitoring plan because work on Section 1 and Section 2 has not yet been funded.
2. Section 9, paragraph #1 will be further clarified.
3. Signage for this project is not proposed within the boundaries of Kapiolani Park. The location of signage along Diamond Head Road will be addressed during the design phase.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,

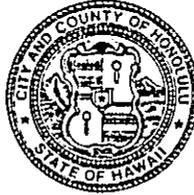

Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: www.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR



ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

September 26, 2001

RECEIVED
10/10/01

Ms. Mary O'Leary, AICP, Senior Planner
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

Subject: Proposed City and County of Honolulu
Diamond Head Road Makai Recreation Master Plan Project

We received your letter dated September 4, 2001, regarding the above-mentioned project.

The Honolulu Fire Department (HFD) requests that you comply with the following:

1. Maintain fire apparatus access throughout the construction site for the duration of the project.
2. Maintain access to existing fire hydrants and notify the Fire Communication Center (523-4411) of any interruption in the existing fire hydrant system during the project.
3. Submit civil drawings for the speed tables to the HFD for review and approval.

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

Sincerely,

Handwritten signature of Attilio K. Leonardi in black ink.

ATTILIO K. LEONARDI
Fire Chief

AKL/SK:jo

cc: Mr. Don Griffin, Project Manager, Department of Design and Construction

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Attilio Leonardi
Fire Chief
Fire Department
City & County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, HI 96819-1869

Dear Mr. Leonardi:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated September 26, 2001, in response to your Department's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The project description in the Draft Environmental Assessment is that of a conceptual master plan. During design phase, drawings will be submitted to the appropriate City Departments and agencies for review.

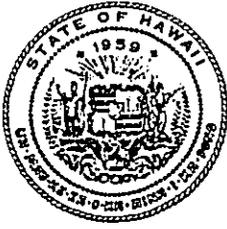
A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction



DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814
Ph. (808) 586-8121 (V/TDD) • Fax (808) 586-8129

October 5, 2001

RECEIVED
10/9/01

Ms. Mary J. O'Leary, AICP
Senior Planner
Townscape, Inc.
900 Fort Street Mall
Suite 1160
Honolulu, HI 96813

Regarding: Proposed City and County of Honolulu
Diamond Head Road Makai Recreation Master Plan Project
Draft Environmental Assessment

Dear Ms. O'Leary,

The Draft Environmental Assessment for the Diamond Head Road Makai Recreation Master Plan Project has been submitted to our office for comment. The purpose for our request to review the proposed Plan at this time is to ensure that final master plan of this project will take into account accessibility for persons with disabilities.

We offer the following comments:

1. This project falls within the scope of the Americans with Disabilities Act (ADA), Title II, covering state and local governments, and §103-50 Hawaii Revised Statutes (HRS). Although the technical requirements are nearly identical, there may be areas of difference. Also, §103-50 HRS, contains a requirement for a review process by the Disability and Communication Access Board.
2. The proposed project is located within the State Land Use Designation for the Diamond Head Road right-of-way, which is designated as "Urban". The proposed Plan is intended to enhance outdoor recreation activities, including, but not limited to lookouts, outdoor recreation access routes for pedestrians and joggers, bicycle paths, and provisions for marked designated off-road parking as well as standard street parking. Public transportation has not been addressed. The Plan should ensure that all the features and routes will incorporate appropriate walking surfaces starting not only from accessible parking but also from public transportation stops and the newly striped parking include accessible parking at the lookouts. For your reference, the U.S. Architectural and Transportation Barriers Compliance Board has available published recommendations of the Public Rights-of-Way Access Advisory Committee "Building a True Community, Final Report," published January 10, 2001.

For further information contact Ms. Lois Thibault, Office of Technical and Information Services, U.S. Architectural and Transportation Barriers Compliance Board, 1331 F Street N.W., Suite 1000, Washington, DC 20004-1111. Ms. Thibault can be reached at (202) 272-5434; (202) 272-5449(TTY). E-mail address to access the publication is: www.access-board.gov.

Ms. Mary J. O'Leary, AICP
October 5, 2001
Page 2

3. Provide a general accessibility statement in the Final Recreation Master Plan:

"All facilities will be designed to meet the requirements of the Americans with Disabilities Act and the requirements of §103-50 Hawaii Revised Statutes. Buildings, facilities, and sites shall also incorporate the best design practices as noted in the recommendations from the U.S. Access Board's Final Report of the Public Rights-of-Way Advisory Committee, January 10, 2001, or other current documents providing for access to public rights of way."

The above reflects staff's technical assistance comments. They do not reflect our Board's approval or disapproval of the Plan, per se. There are no further comments to offer at this time. Thank you for giving us this opportunity to provide comment.

Should you have any questions or concerns, please feel free to contact Mr. Gary Batcheller, Facility Access Specialist, or Mr. Ben Gorospe, Facility Access Coordinator, at 586-8121.

Sincerely,



FRANCINE WAI
Executive Director

c: Don Griffin
Department of Design
and Construction
City and County of Honolulu

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Ms. Francine Wai
Executive Director
State Disability & Communication Access Board
919 Ala Moana Boulevard, Room 101
Honolulu, HI 96814

Dear Ms. Wai:

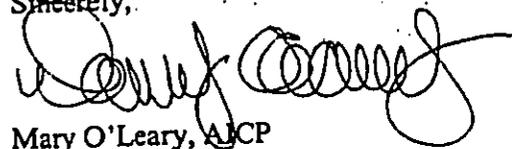
RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 5, 2001, in response to your agency's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The Final Environmental Assessment will have a general statement regarding the City's standards for providing accessibility for persons with disabilities.
2. The comments in paragraph #3 of your letter refer to federal and state mandates that will be incorporated into the project during the design phase in accordance with City procedures to meet the requirements of the Americans with Disabilities Act and Hawaii Revised Statutes Section 103-50.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

OCT-08-2001 MON 12:51 PM

UH-ENVIRONMENTAL CNTR.

99563980

P. 02/03

**UNIVERSITY OF HAWAII
ENVIRONMENTAL CENTER****RECEIVED**
10/8/01

A UNIT OF THE WATER RESOURCES RESEARCH CENTER

October 8, 2001
EA: 0272

Don Griffin
City and County of Honolulu
Department of Design and Construction
650 South King Street
Honolulu, HI 96813

Dear Mr. Griffin:

Draft Environmental Assessment
Diamond Head Road Makai
Recreation Master Plan
Honolulu, Oahu

The Department of Design and Construction of the City and County of Honolulu proposes improvement to a 1.5-mile section of Diamond Head Road between Poni Moi Road (Kapiolani Park) and Kahala Avenue (Triangle Park). Improvements include relocation of utilities to underground, widening sidewalks, installing traffic calming devices, widening planting strips, landscaping, signage, marked parking spaces at the Lookout Area, and modifying the street to accommodate bicycle lanes. This project is part of the City and County of Honolulu's community based "21st Century Vision". The purpose of this project is to support and enhance the recreational experience for users.

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

General Comments

The overall project seems to be well thought out and will benefit the users of the area. We would like to offer a few brief comments.

Signage Improvements

We applaud the recommendation on page 15 to install signs at Makalei and Leahi Beach Parks regarding the area history and cultural points of interest. If the final EA contained more detailed information regarding the content of the signs, this would enable the reviewer to assess if the signs are historically accurate, appropriate, and adequate.

DOCUMENT CAPTURED AS RECEIVED

OCT-08-2001 MON 12:52 PM

UH-ENVIRONMENTAL CNTR.

99563980

P. 03/C

Mr. Griffin
October 8, 2001
Page 2

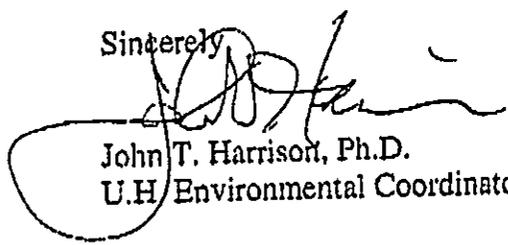
We recommend additional signs. Bicyclists are in danger of parked car doors being opened on them. A good rule of thumb for a bicyclist, is to ride 3-feet away from parked cars. This allows time for a cyclist to get out of the way if a car door opens unexpectedly. This potential hazard is presented as a result of parking designs proposed in sections 3, 4, and 5. Signage may help to reduce this hazard, e.g., "Motorists, look for bicyclists before opening door!" Also, related to this concern, what clearance is planned between parked cars and the bike lanes in the above mentioned areas?

Parking

Given that parking already poses problems, especially during times of favorable conditions for ocean recreation, loss of any parking spaces will have a detrimental impact on users of beach resources at Diamond Head. Our reviewers suggest establishment of an off-site parking area, perhaps near Triangle Park, and provision of a shuttle service designed to accommodate surfboards as a means of mitigating this impact.

Thank you for the opportunity to review this draft EA.

Sincerely,


John T. Harrison, Ph.D.
U.H. Environmental Coordinator

cc: OEQC
James Moncur, WRRC
Mary O'Leary, Townscape, Inc.
Peter Flachsbart
Renee Thompson

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. John Harrison
UH Environmental Coordinator
University of Hawaii
Environmental Center
2500 Dole Street, Krauss Annex 19
Honolulu, HI 96822

Dear Mr. Harrison:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 8, 2001, in response to the Center's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.
2. Signage design and placement will be addressed during the design phase. The Department of Design and Construction has and will continue to coordinate with the State Department of Land and Natural Resources.
3. The Draft Environmental Assessment states that the bike lanes proposed for Diamond Head Road varying from four to five feet wide and are located on both sides of the street. The design phase will address appropriate signage and bicycle lane width and clearances with parked cars.
4. As discussed on page 53 of the Draft Environmental Assessment, the provision of on-street parking in Section 5 provides an alternate parking area adjacent to the Lookout Area. Comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,


Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

KAPIOLANI PARK PRESERVATION SOCIETY

P. O. BOX 90183. HONOLULU. HAWAII 96835

RECEIVED
10/8/01

October 6, 2001

To: Townscape, Inc.
900 Fort St. Mall, Suite 1160
Honolulu, HI 96813
Attn: Ms. Mary O'Leary, AICP,
Senior Planner

Copy: City & County of Honolulu
Dept. of Design & Construction
650 S. King St., 9th Floor
Honolulu, HI 96813
Attn: Mr. Don Griffin,
Project Manager

Subject: PROPOSED CITY & COUNTY OF HONOLULU
DIAMOND HEAD ROAD MAKAI RECREATION MASTER PLAN

We applaud this plan for its comprehensive approach to recreation associated with the Diamond Head Road corridor, including aesthetic components as well functional and safety concerns. We are especially pleased to see that putting the visually intrusive utility lines underground is included. The proposed accommodation of bike lanes and a wider makai sidewalk by slightly narrowing the auto traffic lanes and removing the utility poles in the right of way through Sections 1 and 2 near Kapiolani Park appears workable and welcome. As you know, the narrow road in this area with its turns, a blind intersection at Makalei Place, and the mix of bicycle and vehicular traffic makes this stretch of road particularly dangerous.

We are concerned, however, that you propose that only the items in Section 4 be implemented at first. We realize that you are only looking at the limited funds that have already been budgeted for the funds designated by the Waikiki-Kapahulu-Diamond Head Vision Team, \$1.1 million. We feel that the improvements planned for Section 4, the Lookout Area, while worthy are too limited to make much impact and are not likely to generate the same momentum for completion of the whole package that the bike lane, sidewalk, and underground utility improvements proposed for Sections 1 and 2 will.

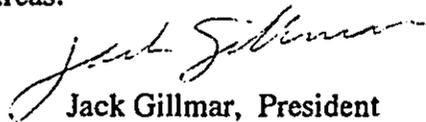
We urge you to reconsider the proposed order of implementation and begin with Sections 1 and 2. First of all, this project is not primarily a "local" Waikiki-Diamond Head concern; the Diamond Head Road corridor from Kapiolani Park to the Lookout Area and on to Kahala is an important part of the infrastructure supporting the visitor industry in Waikiki, the most important component of the state's economy. As such, the funding

should not be constrained by what has been allotted to the Waikiki-Kapahulu-Diamond Head Vision Team. Second, it is in Sections 1 and 2 where the existing narrow sidewalks, lack of bike lanes, and fast-moving cars generate the greatest number of safety problems for pedestrians, joggers, and bicycle riders. Finally, it would seem from the discussion of funding options for putting utilities underground on page 27 that HECO might be sharing that cost equally with the city, resulting in a potential savings of about \$1.6 million out of the approximately \$5.2 million total. If this cost-sharing is possible, the price tag for Sections 1 and 2 would be a more affordable \$3.6 million, or \$2.2 million beyond the Vision Team funds.

Another concern is that the proposed street trees be given the best possible chance for success. This would mean providing optimal growing conditions in their planting holes, minimizing the risk of their roots damaging adjacent pavement, and protecting them from being hit by cars as many of the present ones have been. Street trees in general face these extra difficulties, and given their aesthetic importance in the Diamond Head Road corridor, every effort should be made to maximize chance of success here, beginning with including the needed directives and provisions in this master plan. There has been a great deal of valuable research in recent years related to street tree growth and pavement strategies, we need to utilize the best current knowledge and practice here, and it cannot be assumed that otherwise knowledgeable landscape architects and contractors are as familiar with this specialized area as they should be.

Finally, we are not certain what is meant in the last sentence of the third paragraph on page 43, "As much as possible, native plants identified with the area should be used to maintain the compatibility of the project landscaping with the existing landscaping." Much of the land along the road here consists of well-established single family residential property. On page 24 the stated intent is "to create a street that has the scale and characteristics of a typical residential street", and the plan on page 25 shows that very well, with the landscape bulbouts very nicely softening the view of cars parked along the road. With regard to the plants, though, those that are now indigenous on the slope of Diamond Head are mostly kiawe trees and introduced grasses. Neither are true natives in the sense of the state law which encourages the use of native plants on public projects nor would they appear compatible with the existing landscape plantings on the residential properties along the road. What is very much needed in that hot dry area is more shade over the sidewalks and roadside. While planting native plants is commendable, in a case such as this the choice should not be too constrained. There may not be enough choice of native trees with shade canopies suited to this leeward coastal strand environment's micro-climate and alkaline soil conditions that are also able to survive the extra challenges street trees face.

Thank you for the opportunity to comment on this long-needed master plan of one of Hawaii's most beautiful and important areas.



Jack Gillmar, President
Kapiolani Park Preservation Society

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Jack Gillmar
President
Kapiolani Park Preservation Society
PO Box 90183
Honolulu, HI 96835

Dear Mr. Gillmar:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

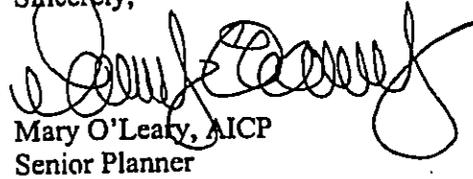
Thank you for your comment letter dated October 6, 2001, in response to your organization's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.
2. The implementation of improvements to Sections 3 and 4 is based on funding availability and permit requirements.
3. The Draft Environmental Assessment discusses funding sources, which reflects the extent of the information that was available in the "Draft Diamond Head Road Recreation Master Plan". Eventual funding sources and funding availability will be re-evaluated during the design phase.
4. The placement of tree wells will be determined during the design phase, in accordance with City regulations, which takes into consideration ADA accessibility. At the appropriate time, a street tree planting plan will be submitted to the Department of Planning and Permitting (DPP) for review in accordance with the City's "Standards and Procedures for the Planting of Street Trees" (DPP, July 1999). The Procedures address such issues as proper tree well size, spacing between street trees, irrigation, minimum tree size, tree location, etc. Additionally, the Land Use Ordinance Diamond Head Special District Design Controls (Section 21-9.40-4, item #4) states that, "Species and spacing shall be chosen from an approved tree list on file with the Department of Parks and Recreation."
5. The selection of plant materials will be addressed during the design phase of each Section. The comments received on the Draft Environmental Assessment will be taken into consideration during the design phase.

Environmental Assessment - Diamond Head Road Makai Recreation Master Plan
Letter to Mr. Jack Gillmar
Kapiolani Park Preservation Society
November 9, 2001
Page 2 of 2

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc. Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 523-4182 • FAX: 527-5725 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SKIPPA" DIAZ
DEPUTY DIRECTOR

October 3, 2001

RECEIVED
10/5/01

Ms. Mary O'Leary, AICP
c/o Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

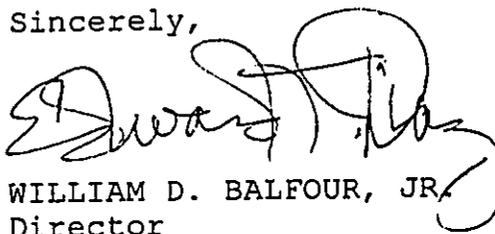
Subject: Proposed Diamond Head Road Makai Plan
Pre-Consultation in Preparation of a Draft
Environmental Assessment

Thank you for the opportunity to review and comment on the pre-consultation in preparation of a Draft Environmental Assessment relating to the Diamond Head Road Makai Plan.

The Department of Parks and Recreation supports the proposed Diamond Head Road Makai Plan.

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

Sincerely,


for WILLIAM D. BALFOUR, JR.
Director

WDB:cu (2624)

cc: Mr. Don Griffin, Department of Design and Construction

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

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

Dear Mr. Balfour, Jr.:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 3, 2001, in response to your Department's review of the Draft Environmental Assessment for the above-referenced project. The Department of Parks & Recreation's support of the proposed project is noted.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,

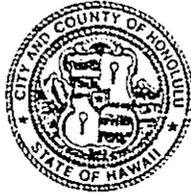


Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111
<http://www.honolulu-pd.org>
www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



LEE D. DONOHUE
CHIEF

MICHAEL CARVALHO
ROBERT AU
DEPUTY CHIEFS

OUR REFERENCE CS-KP

October 1, 2001

RECEIVED
10/3/01

Ms. Mary O'Leary, AICP, Senior Planner
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

Thank you for the opportunity to respond to the Draft Environmental Assessment for Diamond Head Road Makai Recreation Master Plan Project.

Based on the information provided, this proposal should have a minimal impact on calls for police service. It should be noted that only a small portion of this project is in District 6 (Waikiki). The section that lies east of Coconut Avenue, which is the majority of the project, is in District 7 (East Honolulu).

If there are any questions, please call Ms. Carol Sodetani of the Support Services Bureau at 529-3658.

Sincerely,

LEE D. DONOHUE
Chief of Police

By 
EUGENE UEMURA
Assistant Chief of Police
Support Services Bureau

cc: Mr. Don Griffin, Project Manager
Department of Design and Construction

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Lee Donohoe
Assistant Chief of Police
Police Department
City & County of Honolulu
801 S. Beretania Street
Honolulu, HI 96813

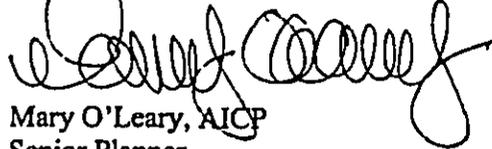
Dear Mr. Donohoe:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated October 1, 2001, in response to your Department's review of the Draft Environmental Assessment for the above-referenced project. The statement that the proposed project should have a minimal impact on calls for police service is noted. The Final Environmental Assessment will identify that the portion of the project area that lies east of Coconut Avenue is in District 7 (East Honolulu). Thank you for the clarification.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

RAND E. POTTS
3165 Diamond Head Rd. #4 Kuumakana
Honolulu, HI 96815
(808) 926-8771

RECEIVED
10/3/01

To: Mary O'Leary, A&CP - Sr. Planner
Townscape, Inc.
900 Fort St. Mall, Suite 1160
Honolulu, Hawaii 96813

Copy: C & C Honolulu Dept. Design & Construction
650 S. King St., 9th Floor
Honolulu, Hawaii 96813
Attention: Don Griffin, Project Manager.

SUBJECT: Proposed C & C Honolulu - Diamond Head Road Recreation Master Plan
Project.

Dear Mary:

Your Environmental Assessment Draft for Diamond Head Road Recreation Master Plan is received, thank you. Vision Team #17 appreciates the countless hours Townscape and you devoted in developing the DHR Makai plan and now the EA draft. With consideration of the many desires and suggestions from our Vision Committee participants, and the requirement to work with in the C & C of Honolulu right-of-way boundaries of DHR, your Master Plan embodies the elements of safety, beautification, traffic and assess ability for ALL users.

Undergrounding utilities, calming traffic, widening sidewalks, bike lanes, landscaping and signage were popular recommendations of our neighbors and are included in your plan.

In view of the above I endorse your plan and concur with your E.A. Draft.

Sincerely,



Rand E. Potts
For Vision Team #17

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Rand Potts
3165 Diamond Head Road, #4
Honolulu, HI 96815

Dear Mr. Potts:

RE: Comment Letter on the Draft Environmental Assessment -- Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter received on October 3, 2001, in response to your review of the Draft Environmental Assessment for the above-referenced project. Your comments in support of the project are noted.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



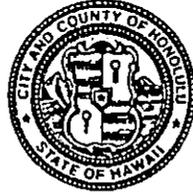
Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 523-4182 • FAX: 527-5725 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SKIPPA" DIAZ
DEPUTY DIRECTOR

September 24, 2001

RECEIVED
9/26/01

Ms. Mary O'Leary, AICP, Senior Planner
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

Subject: Diamond Head Road Makai Recreation Master Plan Project

Thank you for the opportunity to review and comment on the
Recreation Master Plan relating to Diamond Head Road Makai.

The Department of Parks and Recreation strongly supports the
proposed Recreation Master Plan.

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

Sincerely,

W.D. Balfour, Jr.

WILLIAM D. BALFOUR, JR.
Director

WDB:cu (3846)

cc: Mr. Don Griffin, Department of Design and Construction

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

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

Dear Mr. Balfour, Jr.:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated September 24, 2001, in response to your Department's review of the Draft Environmental Assessment for the above-referenced project. The Department of Parks & Recreation's support of the proposed project is noted.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

BENJAMIN J. CAYETANO
GOVERNOR



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

BRIAN K. MINAAI
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
JADINE Y. URASAKI

IN REPLY REFER TO:

HWY-PS
2.4213

SEP 21 2001

RECEIVED
9-25-01

Ms. Mary O'Leary
Townscape, Inc.
900 Fort Street Mall, Suite 1600
Honolulu, Hawaii 96813

Dear Ms. O'Leary:

Subject: Draft Environmental Assessment, Diamond Head Road Makai Recreation Master Plan, Honolulu

Thank you for providing the subject Draft Environmental Assessment for our review.

The proposed roadway improvements will be constructed on roads under the jurisdiction of the City and County of Honolulu. State highway facilities will not be impacted.

If there are any questions, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at 587-1830.

Very truly yours,

Brian K. Minai
BRIAN K. MINAAI
Director of Transportation

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Mr. Brian Minaai
Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, HI 96813-5097

Dear Mr. Minaai:

RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated September 21, 2001, in response to your Department's review of the Draft Environmental Assessment for the above-referenced project. The statement that the proposed project will not impact State highway facilities is noted.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

Sep 07 01 10:44a

Dept. of Health (OEQC)

(808) 586-4186

BENJAMIN J. CAYETANO
GOVERNOR



GENEVIEVE SALMONS
DIRECTOR

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

RECEIVED
9/7/01

September 7, 2001

Rae Loui, Director
Department of Design & Construction
650 South King Street
Honolulu, Hawaii 96813

Attention: Don Griffin

Dear Ms. Loui:

Subject: Draft Environmental Assessment (EA) for Diamond Head Road Makai
Recreation Master Plan

We have the following comments to offer:

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/oeqc/guidance/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 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/oeqc/guidance/index.html>. You will also find the text of Act 50 linked to this section of our homepage.

CORRECTION

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

DOCUMENT CAPTURED AS RECEIVED

Sep 07 01 10:44a

Dept. of Health (OEQC)

(808) 586-4186

F

BENJAMIN J. CAYETANO
GOVERNOR



GENEVIEVE SALMONS
DIRECTOR

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

RECEIVED
9/7/01

September 7, 2001

Rae Loui, Director
Department of Design & Construction
650 South King Street
Honolulu, Hawaii 96813

Attention: Don Griffin

Dear Ms. Loui:

Subject: Draft Environmental Assessment (EA) for Diamond Head Road Makai
Recreation Master Plan

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Rae Loui
September 7, 2001
Page 2

Time frame: What are the anticipated start and end dates of this project? If at all possible, please schedule roadway disruptions so that they will avoid the large annual sporting events in September (Hawaii Bicycling League's Century Bike Ride) and December (Honolulu Marathon), which places thousands of users on Diamond Head road.

Contacts: Consult with the Honolulu Marathon Association, allowing it sufficient time to review the draft EA and submit comments. This organization need to be apprized of this project in order to make alternate route arrangements for its event, if required.

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

Sincerely,



GENEVIEVE SALMONSON
Director

c: Mary O'Leary

TOWNSCAPE, INC.
Environmental and Community Planning

900 Fort Street Mall, Suite 1160, Honolulu, HI 96813
Telephone (808) 536-6999 Facsimile (808) 524-4998
email address: townscap@lava.net

November 9, 2001

Ms. Genevieve Slamonson
Director
State Office of Environmental Quality Control
238 South Beretani Street, Suite 702
Honolulu, HI 96813

Dear Ms. Slamonson:

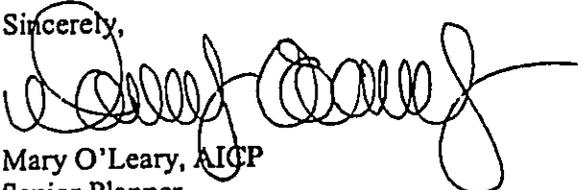
RE: Comment Letter on the Draft Environmental Assessment – Diamond Head Road Makai
Recreation Master Plan, Honolulu, Oahu, Hawaii

Thank you for your comment letter dated September 7, 2001, in response to your Office's review of the Draft Environmental Assessment for the above-referenced project. For your information, we offer the following:

1. The selection of paving materials and landscaping materials will be addressed during the design phase.
2. The Final Environmental Assessment will elaborate on Section 3.8 Archaeological, Cultural, and Historic Resources of the Draft Environmental Assessment.
3. The length of time for project completion would depend on the scope of work to be completed and availability of funding.
4. A copy of the Draft Environmental Assessment was transmitted on September 8, 2001 to the Honolulu Marathon Association for review and comment.

A copy of your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any further questions, please contact me at 536-6999.

Sincerely,



Mary O'Leary, AICP
Senior Planner

Cc: Ms. Rae Loui, Director, Department of Design and Construction
Mr. Don Griffin, Project Manager, Department of Design and Construction

REFERENCES

- City and County of Honolulu, Department of Planning and Permitting. May 1999. Land Use Ordinance.
- Federal Emergency Management Agency. September 30, 1995. Flood Insurance Rate Map. City and County of Honolulu, Hawaii, Panel Number 150001 0125 B.
- Hawaii State Department of Business, Economic Development and Tourism. 1999. The State of Hawaii Data Book 1999.
- Pacific Planners Corporation. 1968. Diamond Head Study. Prepared for the State Department of Land and Natural Resources.
- PBR Hawaii. 2001. Diamond Head State Monument Master Plan Update Final Environmental Impact Statement. Prepared for the State Department of Land and Natural Resources.
- University of Hawaii at Hilo Department of Geography. 1998. Atlas of Hawaii, Third Edition. University of Hawaii Press. Honolulu.