

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

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2001/ED-19 (ST)  
2001/SMA-63

December 24, 2001

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

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

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RECEIVED

Dear Ms. Salmonson:

CHAPTER 343, HRS  
Environmental Assessment (EA) Determination  
Finding of No Significant Impact (FONSI)

Recorded Owner : State of Hawaii  
Agency : Department of Transportation Services, City  
and County of Honolulu  
Agent : Helber Hastert & Fee, Planners, Inc.  
Location : Kapiolani Community College - Diamond Head  
Campus, Honolulu, Oahu  
Tax Map Key : 3-1-42: portions 9 & 20  
Request : Special Management Area (SMA) Use & Special  
District Permit (SD)  
Proposal : Bicycle Staging Area - Waialae-Kahala  
Vision Team No. 15: Including comfort  
station with showers, dressing spaces and  
lockers, and bicycle racks

Attached and incorporated by reference is the Final EA prepared by the agency for the project. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules, we have determined that preparation of an Environmental Impact Statement is not required. ✓

We have enclosed a completed The Environmental Notice Publication Form and four (4) copies of the above-referenced Final EA, and diskette.

175

Ms. Genevieve Salmonson, Director  
Page 2  
December 24, 2001

If you have any questions, please contact Steve Tagawa of our staff  
at 523-4817.

Sincerely yours,



RANDALL K. FUJIKI, AIA  
Director of Planning  
and Permitting

RKF:cs

Attachments

Posse 131846

JAN 8 2002

**FILE COPY**

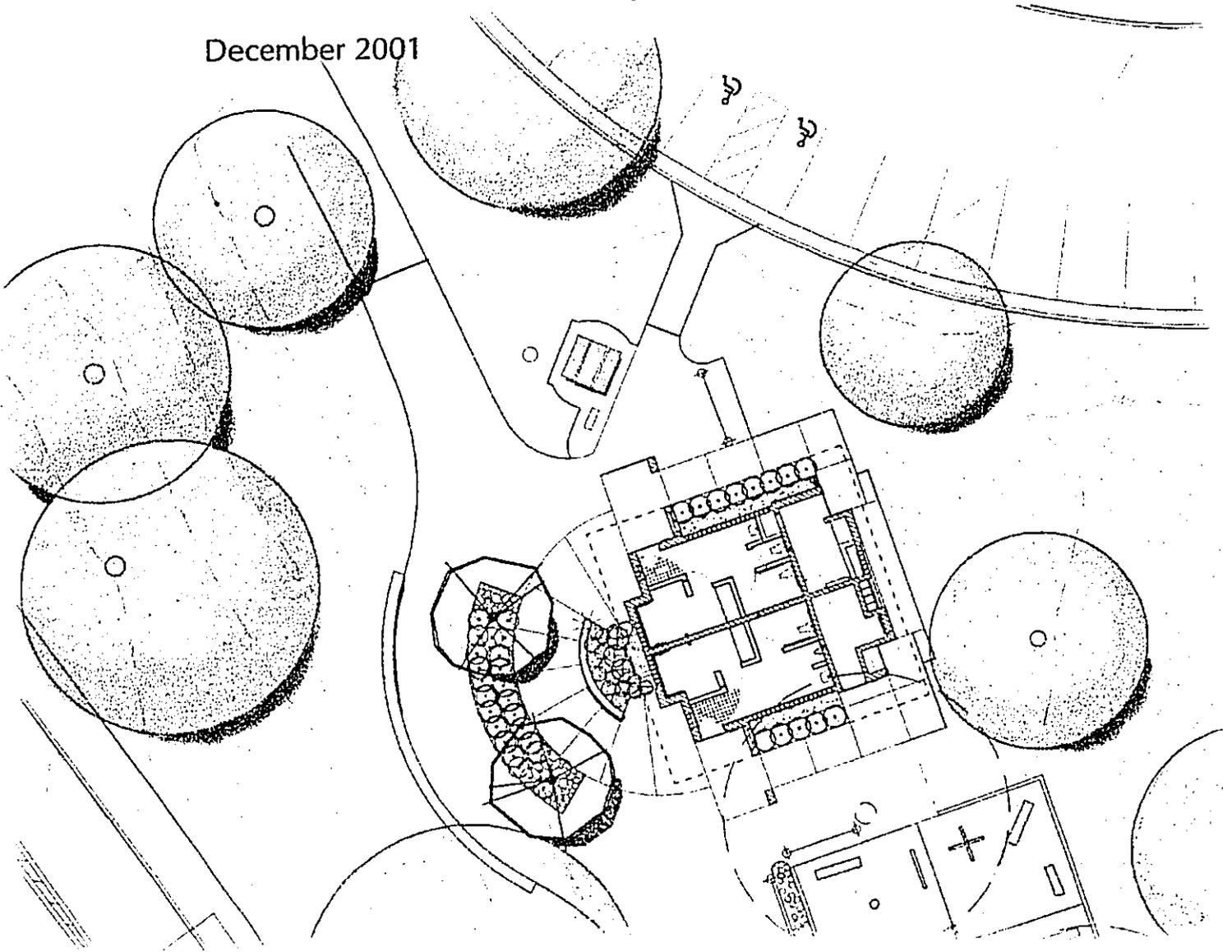
2002-01-08-0A-FEA-

**Final Environmental Assessment**

BICYCLE STAGING AREA

WAIALAE-KAHALA VISION TEAM NO. 15

December 2001



**Final Environmental Assessment**

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BICYCLE STAGING AREA

WAIALAE-KAHALA VISION TEAM NO. 15

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December 2001

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DEPARTMENT OF TRANSPORTATION  
& PUBLIC SAFETY  
C & C OF HONOLULU

Prepared by: Helber Hastert & Fee, Planners, Inc.  
Prepared for: City and County of Honolulu  
Department of Transportation Services

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## **1.0 Introduction and Summary**

The 21<sup>st</sup> Century Visioning Process was a grassroots planning process sponsored by the City and County of Honolulu that involved community-wide participation to determine Capital Improvement Project needs. During 1999, representatives from communities throughout Oahu gathered to write their visions for the future and create lists of projects that would improve their communities.

The proposed Bicycle Staging Area (BSA) is an initiative of the Waialae-Kahala Vision Team Number 15. The Waialae-Kahala Community Vision Team Number 15 encompasses the neighborhoods of Palolo, Wilhemina Rise, Ainakoa, Kaimuki, Waialae and Kahala. As conceived by the Vision Team, the proposed BSA is intended to be a community facility that provides neighborhood and regional support for people engaging in bicycling activities.

The Bicycle Staging Area will service bicyclists of all skill levels, including competitive cyclists, recreational riders and commuters bicycling to Kapiolani Community College. The proposed project will provide park amenities, including a comfort station, bicycle racks, picnic benches, grassy areas and parking, where bicyclists will be able to convene and meet other bicyclists before, after or during their rides. In addition, the proposed project will offer day lockers for bicyclists needing a place to store their belongings while they ride and shower facilities that will enable bicyclists to freshen up following their ride.

## 1.1 Project Summary

*Applicant:* Ms. Cheryl Soon, Director  
City and County of Honolulu  
Department of Transportation Services  
Mr. Mark Kikuchi, Project Manager

*Agent:* Helber Hastert & Fee Planners, Inc.  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813  
808-545-2055  
Ms. Wendie McAllaster, Senior Associate

*Location:* Honolulu, Oahu, Hawaii

*Tax Map Key:* 3-1-42:9 and 20

*State Land Use District:* Urban District

*City and County of Honolulu  
Development Plan:* Public Facility

*County Zoning:* R-10 Residential, P-2 General Preservation

*County Special Designations:* Special Management Area,  
Diamond Head Special District

*Recorded Fee Owner:* State of Hawaii

*Lessee:* University of Hawaii

*Proposed Action:* Construction of a comfort station with park  
amenities as part of the Bicycle Staging Area

*Accepting Agency:* City and County of Honolulu  
Department of Planning and Permitting

## 1.2 Intended Use of this Document

This Environmental Assessment (EA) was prepared to support an application for a Special Management Area Use Permit (SMP) by the City of County of Honolulu Department of Transportation Services (DTS). The EA complies with the requirements of Chapter 343, Hawaii Revised Statutes (HRS), as amended, and the environmental impact statement regulations promulgated by Chapter 200 of Title 11, State of Hawaii Department of Health.

DTS proposes to construct a comfort station with site furnishings and amenities as part of the Bicycle Staging Area at Kapiolani Community College. The project is considered under the provisions of Chapter 343, HRS because construction of the project will utilize State lands and County funds.

This document is intended to provide information to public officials and members of the community about the nature of the proposed action; to assess existing environmental conditions of the property; to evaluate potential impacts of the proposed action and to present mitigating actions for those impacts, if necessary; and to consider alternatives to the proposed action.

### **1.3 Project Description**

The applicant proposes to develop a Bicycle Staging Area adjacent to Kapiolani Community College (KCC) along Diamond Head Road. The Bicycle Staging Area is intended to be a community facility that will support people engaging in bicycling activities. The project will service bicyclists of all skill levels, including competitive cyclists, recreational riders and commuters bicycling to Kapiolani Community College, and is intended to provide facilities where bicyclists will be able to convene and meet other bicyclists before, after or during their rides.

The project site is bordered on the northeast by the Hawaii Film Studio, on the southeast by 18<sup>th</sup> Avenue, on the southwest by Diamond Head Road, and on the northwest by KCC. The proposed project includes the construction of a comfort station with showers, dressing spaces and personal lockers, as well as bicycle parking for about twenty bicycles, park amenities and site furnishings. An on-site exercise station will be relocated to accommodate the comfort station, and new exercise equipment will be installed to the east south of the comfort station. Kapiolani Community College parking adjacent to the site will provide adequate parking to serve the users of the Bicycle Staging Area.

### **1.4 Alternatives Considered**

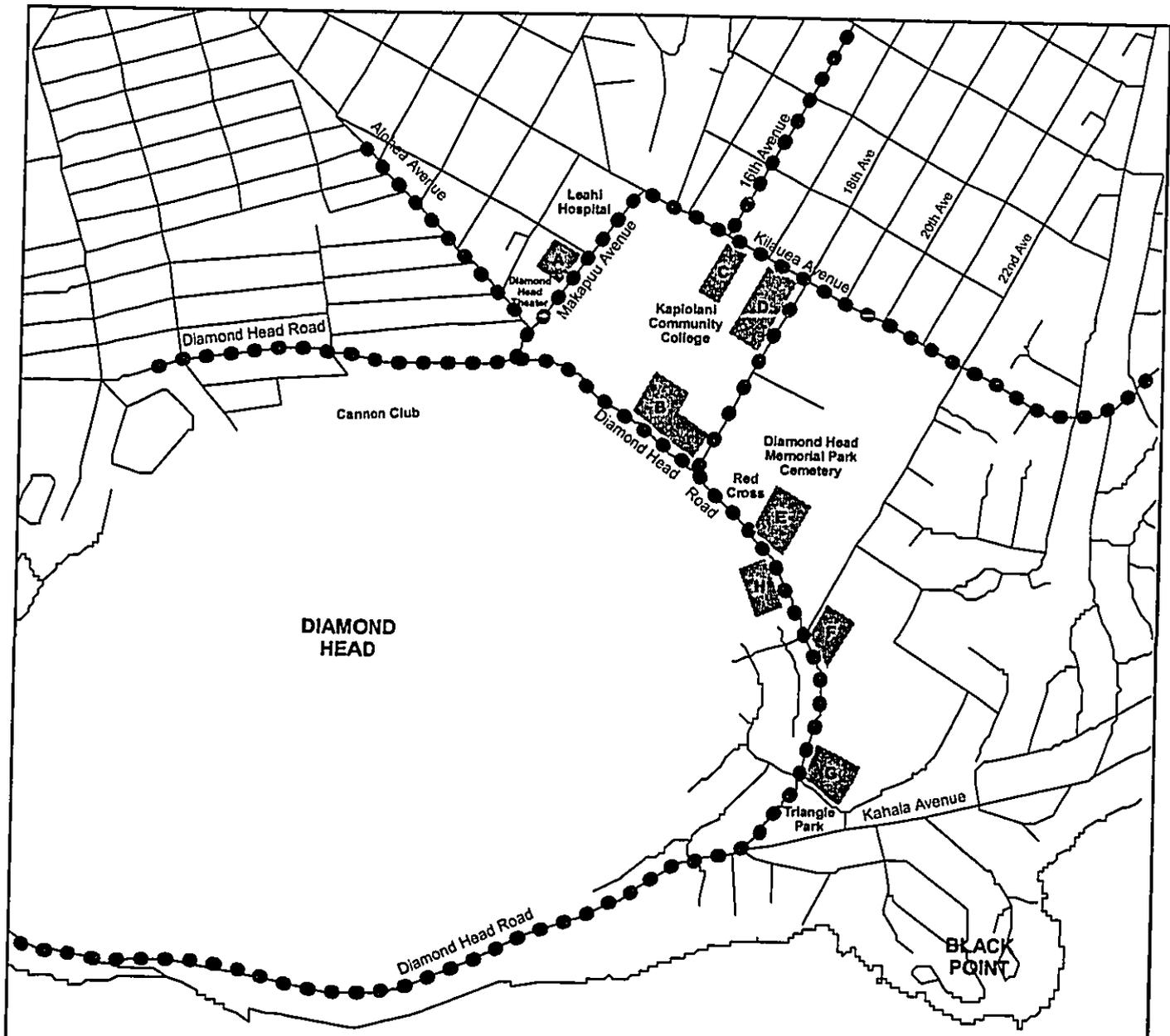
During the summer of 2000, Helber Hastert & Fee Planners facilitated a site selection study to identify appropriate sites for the Bicycle Staging Area (Bicycle Staging Area Site Selection Study, City and County of Honolulu and Community Vision Team No. 15, November 2000). Key participants involved in the site selection study included the Waialae-Kahala Vision Team No. 15, the Bicycle Staging Area Project Community Advisory Committee (CAC), the administration of Kapiolani Community College, and representatives from community organizations, the City and

County of Honolulu, and the State of Hawaii. The primary tasks involved in the site selection process included: (1) analysis of the proposed facility requirements; (2) delineation of the study area, identification of the candidate sites, and evaluation of the candidate sites based on a defined set of evaluative criteria; and (3) the development of conceptual plans and cost estimates.

The site selection study initially identified 23 potential sites, eliminating the sites that did not meet the minimum site requirements for location, minimum acreage and impacts to existing land uses. Eight sites were retained for detailed evaluation and comparison based on issues such as accessibility, safety, adequacy of the roadways, and compatibility with existing and surrounding land uses. Figure 1 shows the candidate sites that were evaluated as part of the site selection study.

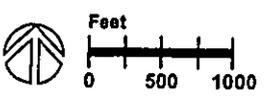
The proposed project area was favored over the other candidate site and is the preferred site identified in the site selection study. Factors that influenced the selection of the KCC site include its location along Diamond Head Road and its proximity to KCC, accessibility to the site via different modes of transportation, the compatible nature of the existing and surrounding land uses, and the aesthetic qualities presently found on-site. Diamond Head Road, the roadway fronting the project site, is a designated bicycle route and a popular public transit route that is well-traveled by vehicular, bicycle and pedestrian traffic. Location of the BSA adjacent to Diamond Head Road enhances accessibility to the site via vehicle, bicycle and public transit, and increases the public's ability to find the site, reminds the public of the facility's availability, and acts as a security feature. Located outside the residential area, the KCC site is surrounded by compatible land uses that will not be inconvenienced by the BSA activities. The KCC site also offers existing parking facilities with vehicular access improvements, an exercise station, a multi-use pathway and an attractive park setting. Locating the BSA at a major destination such as KCC is beneficial as the shared use of the facilities by the College, and the park and BSA users minimizes construction costs and encourages maximized use of the facilities.

Initially, alternative site plans explored locating the comfort station behind the existing exercise station, near the Hawaii Film Studio property boundary. In this location, the improvements would be entirely within parcel 9, and would have a maximum setback from Diamond Head Road. It was determined, however, that extensive grading and drainage modifications would be required at considerable expense. By siting the building on the more level land near the exercise station, the proposed project limits grading and drainage



| Site ID | Candidate Site                                     | Tax Map Key    |
|---------|--|----------------|
| A       | University of Hawaii/Leahi Hospital Parking Area   | 3-2-30:1       |
| B       | Kapiolani Community College Recreation and Parking | 3-1-42:9 & 20  |
| C       | Kapiolani Community College Parking Lot E          | 3-1-42:9       |
| D       | Kapiolani Community College Lower Campus (Lot D)   | 3-1-42-9       |
| E       | National Guard Motor Pool Site                     | 3-1-42:19 & 32 |
| F       | National Guard Parking Lot                         | 3-1-42:35      |
| G       | National Guard Headquarters                        | 3-1-42-18      |
| H       | Eastern Slopes of Diamond Head                     | 3-1-42-21      |

Legend:  
 Candidate Sites  
 Bike Routes (existing & proposed)



**Canidate Sites and Designated Bicycle Routes**  
**WAIALAE-KAHALA BICYCLE STAGING AREA**

**FIG. 1**

modifications, improves accessibility to the comfort station, and results in a more advantageous site layout.

The "no action" alternative would preserve the status quo, with no public facilities constructed to service the bicycling community and the existing recreational users in the area. This would maintain the decentralized nature of bicycling activities and encourage the current practice of bicyclists parking and assembling along residential streets and at small neighborhood parks without adequate parking facilities and amenities, such as Triangle Park.

## **2.0 Project Description**

### **2.1 Project Location and Land Ownership**

The project site is located on the Kapiolani Community College Diamond Head Campus, on the northeast side of Diamond Head Crater. The property is bordered on the northeast by the Hawaii Film Studio, on the southeast by 18<sup>th</sup> Avenue, on the northwest by the KCC parking lot and Fort Ruger Chapel, and on the southwest by Diamond Head Road, which is a major vehicular thoroughfare and a primary bicycle route. Figure 2 shows the general location of the property. As shown in Figure 3, the project site encompasses two tax map parcels, 3:1:42-9 and 3:1:42-20. The proposed project area is approximately 6,500 square feet, with one-fourth of the project located in parcel 9 and the remainder in parcel 20.

Parcel 20 is a long and thin-shaped, 6.7 acre parcel that lies adjacent to Diamond Head Road, running from the corner of 18<sup>th</sup> Avenue westward to 500 feet past Makapuu Avenue. The Board of Water Supply occupies the portion of parcel 20 west of Makapuu Avenue, and KCC retains the lease for the portion between 18<sup>th</sup> Avenue and Makapuu Avenue. Both parcels, 3:1:42-9 and 3:1:42-20, are owned in fee by the State of Hawaii and leased to the University of Hawaii. The KCC parcels are in the process of being deeded to the University of Hawaii, pending resolution of an issue related to one of the outlying parcels located on the perimeter of the main campus.

Existing developments at the site include a multi-use bicycle/walking pathway through the property, an exercise station, an attractive park setting with grassy areas and mature trees, and parking facilities adjacent to the project area. The closest buildings to the project site are the Fort Ruger Chapel, located adjacent to Diamond Head Road to the west of the project site, and the Hawaii Film Studio Five-0 Sound Stage to the east.

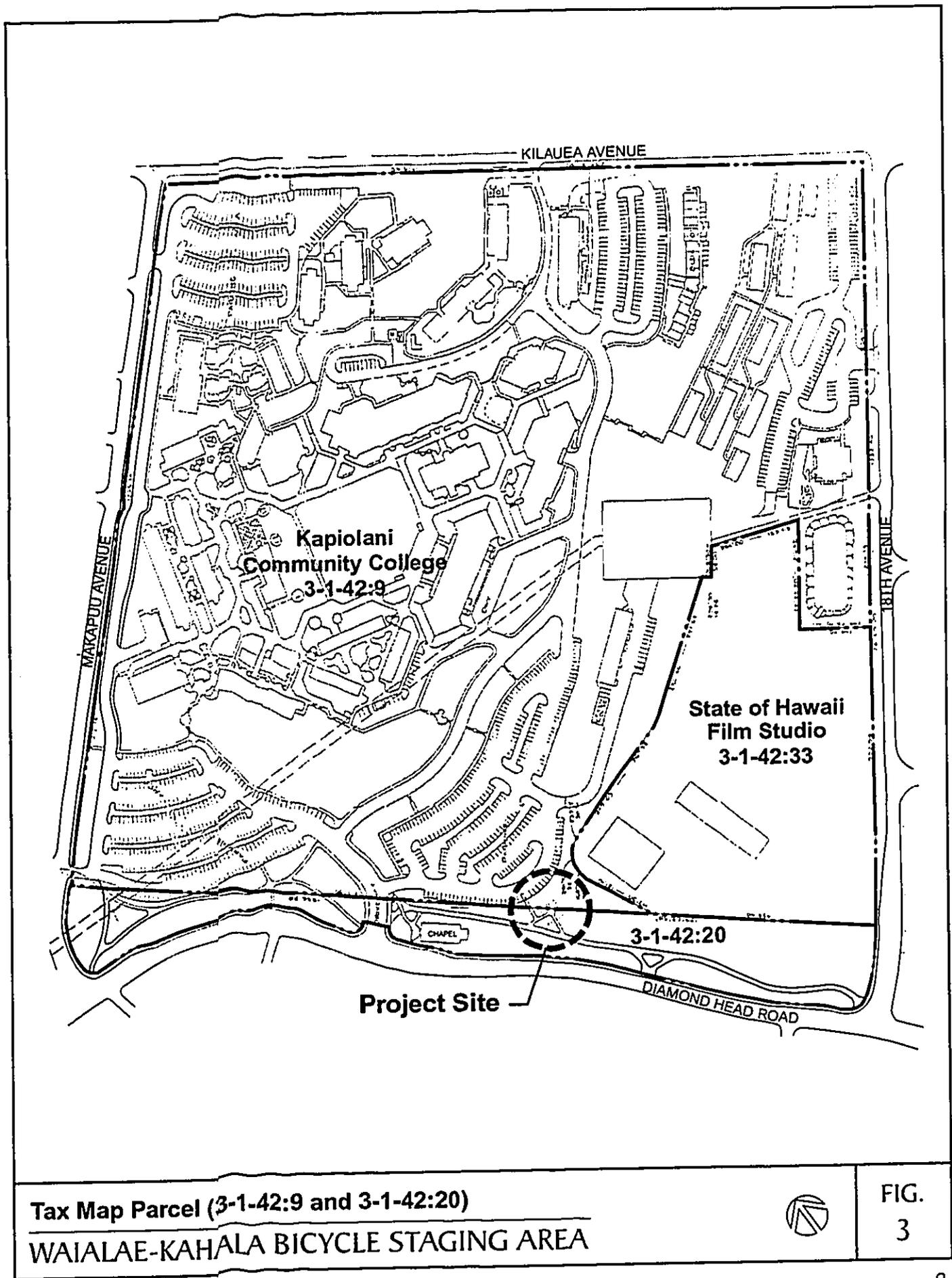
The project location at Kapiolani Community College provides the opportunity for the Bicycle Staging Area to serve bicyclists commuting to the college campus, as well as community and regional recreational bicyclists. The Kapiolani Community College Provost fully supports this shared-use concept, particularly since it will encourage students and teachers to commute by bicycle rather than car, and since the peak use of the parking lot by students does not conflict with its use by bicyclists and users of the BSA. Parking at the College is in high demand during weekdays when school is in session, but is underutilized during the primary use times for the proposed project: early mornings, evenings and weekends.



**General Location of Property**  
**WAIALAE-KAHALA BICYCLE STAGING AREA**



**FIG.**  
**2**



## 2.2 Technical Characteristics

The BSA will consist of a comfort station with showers, dressing spaces, personal lockers, bicycle parking for about twenty bicycles, park amenities, and site furnishings (sidewalks, picnic table, drinking fountain, public telephone, trash receptacle and landscaping). Construction of new parking facilities is not included in the proposed project as the KCC parking lot adjacent to the site will provide adequate parking to serve the users of the Bicycle Staging Area during the primary use times: weekday evenings and weekend days (times when the parking lot is typically underutilized).

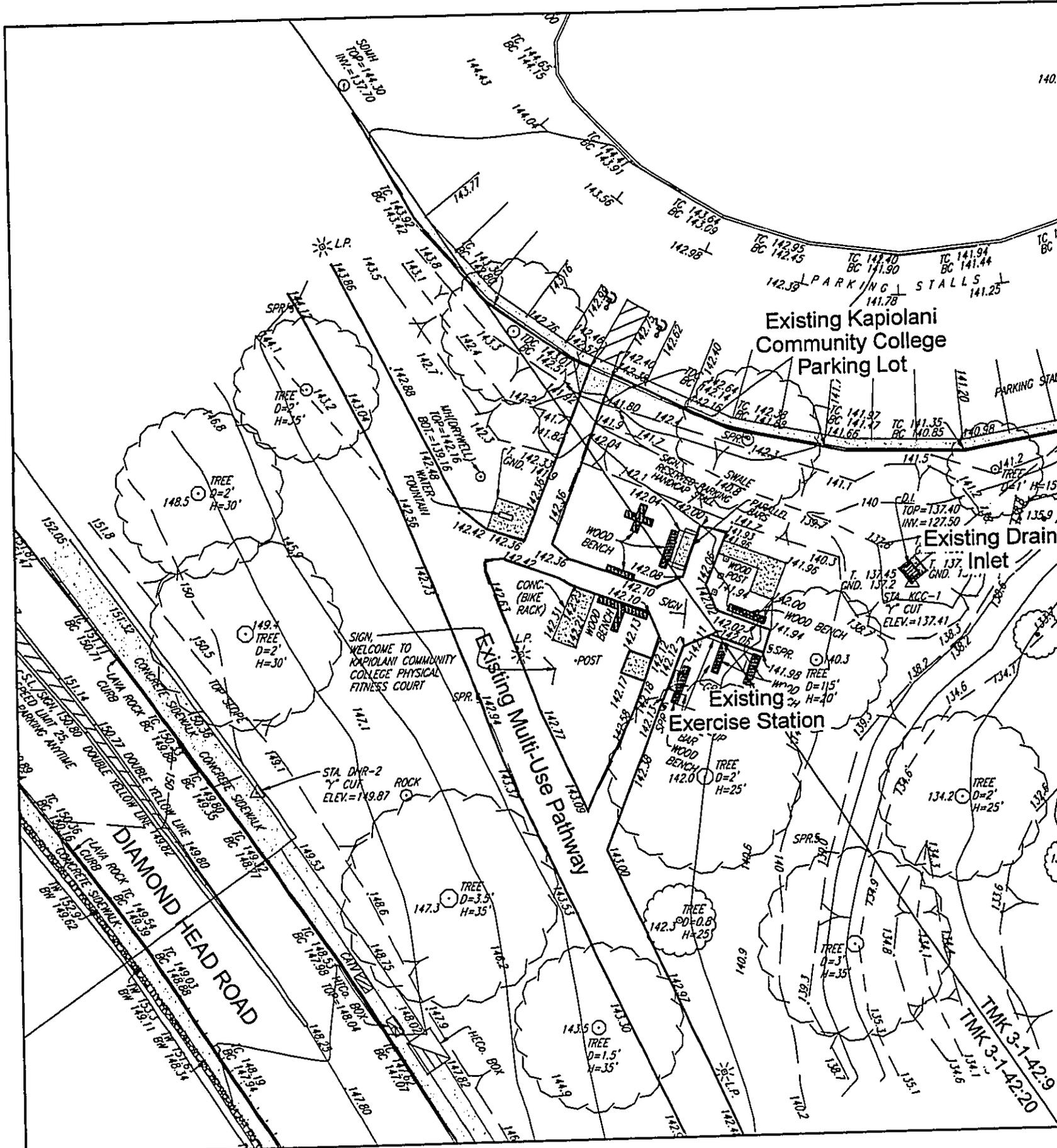
The proposed structure will be constructed on the site of an existing exercise station, and new exercise equipment will be installed adjacent to the comfort station. Figure 4 shows the existing site conditions. Figure 5 shows the project's proposed site plan. Figure 6 contains photographs of the project area.

### **Architecture**

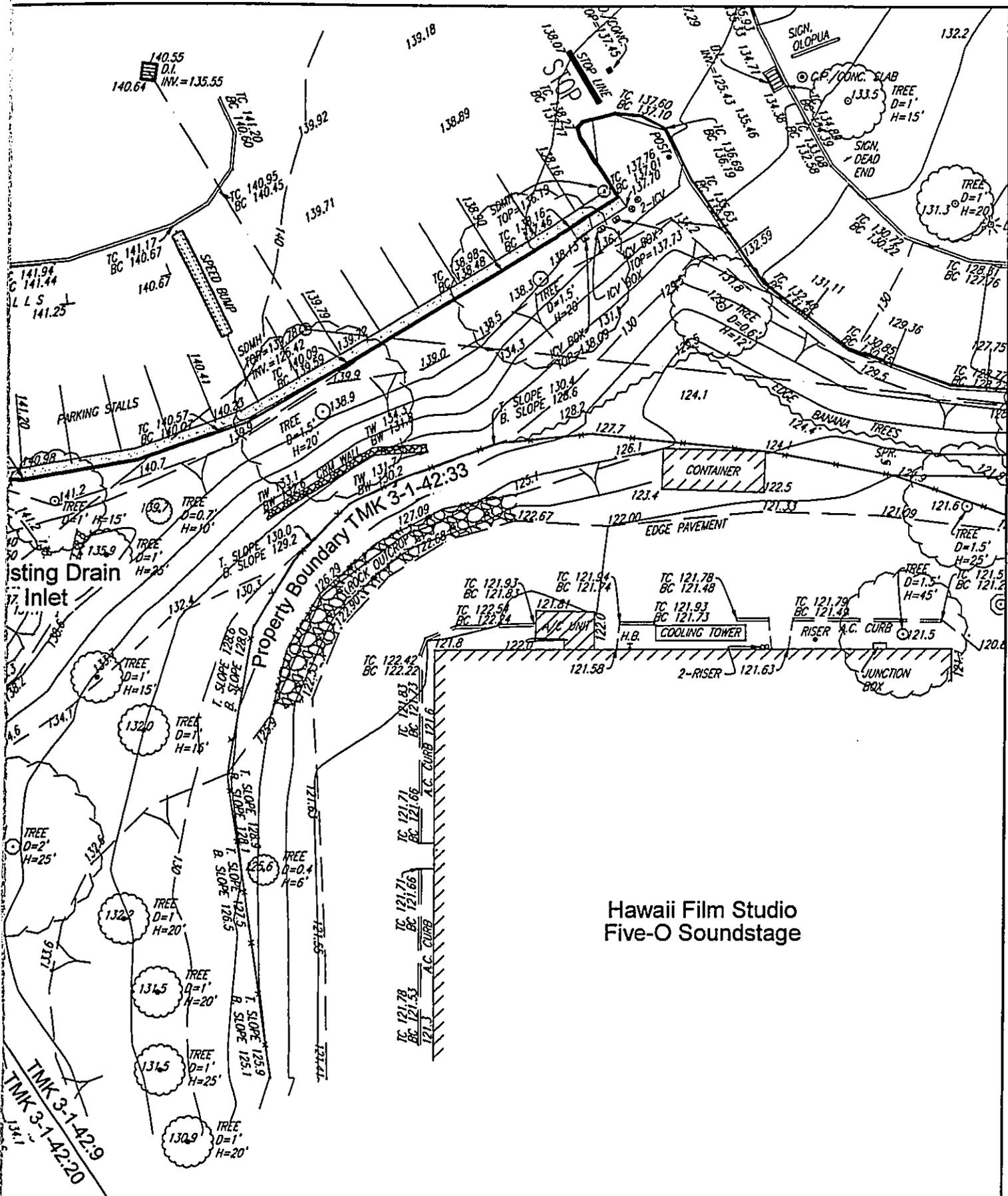
The architectural design of the comfort station is based on the City & County of Honolulu's current prototype design for a small bathhouse. The facility will be a one-story masonry structure with approximately 800 square feet of floor area. Figure 7 shows a preliminary floor plan for the prototype comfort station. Figure 8 depicts the prototype building elevations. ~~It should be noted that minor modifications may be made to the prototype design.~~ The height of the proposed structure will be 16 feet, structure will not exceed 20 feet in height, and the structure will include:

- Toilet, urinal, sink, and indoor shower/dressing room for men;
- Toilets, sink and indoor shower/dressing room for women;
- Maintenance room; and
- Storage room.

The exterior of the building will reflect the architecture of buildings at Kapiolani Community College. The building will have a standing seam metal hip style roof in an orange-brown color, a green patina color and earhtone beige-colored walls, and red-rust fascia to match the KCC campus buildings appropriate to the surroundings. The exterior walls will be an arrangement of ~~dark basalt~~ light basalt split faced block with ~~light basalt~~ center scored standard cmu block. The masonry will be finished with an anti-graffiti clear coat base sealer. Personal lockers will be located along the exterior wall of the comfort station, and bicycle racks will be positioned on both sides of the comfort station.



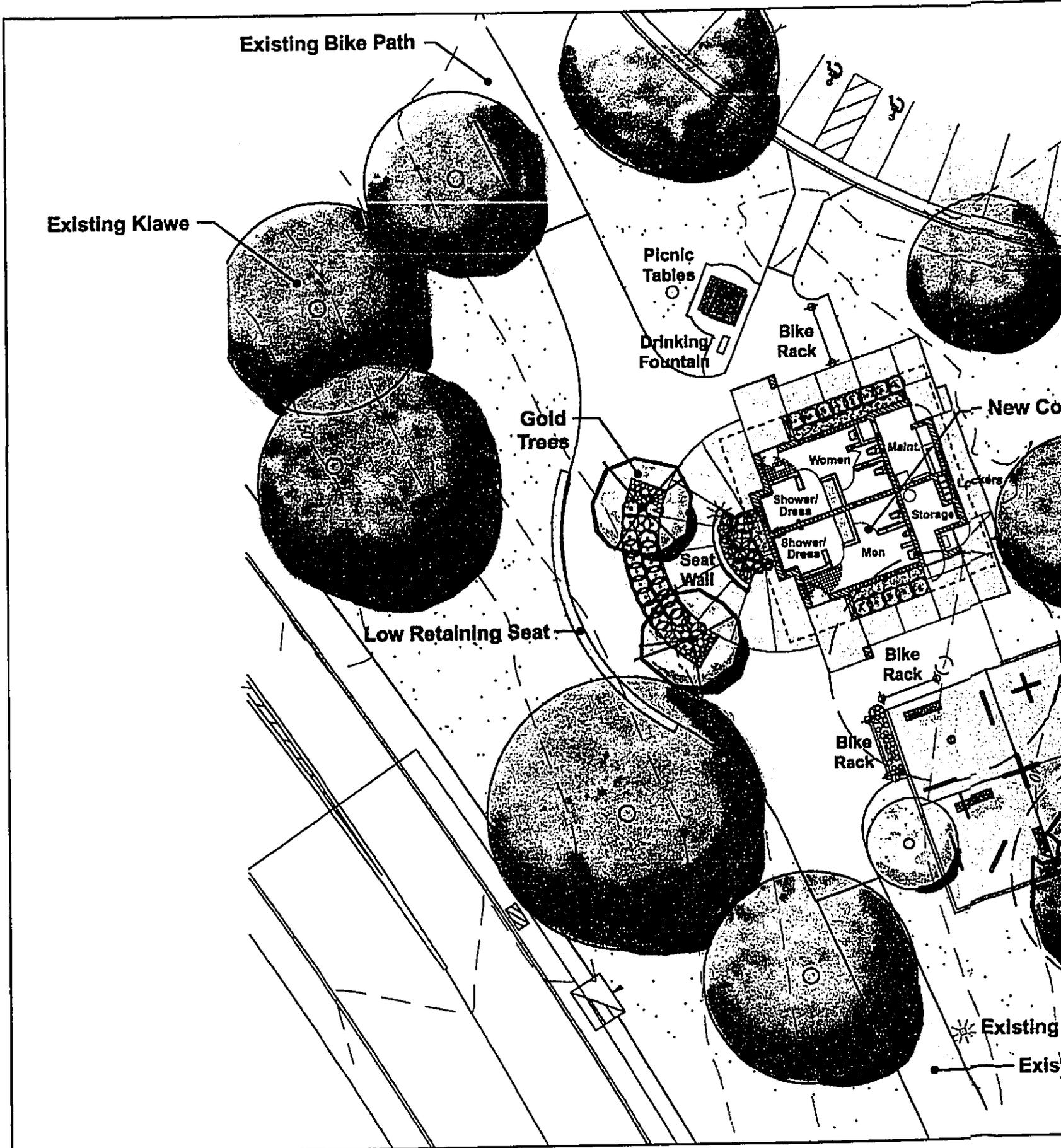
**Existing Site Conditions**  
**WAIALAE-KAHALA BICYCLE STAGING AREA**



Hawaii Film Studio  
Five-O Soundstage



FIG.  
4



**Proposed Site Plan**

**WAIALAE-KAHALA BICYCLE STAGING AREA**

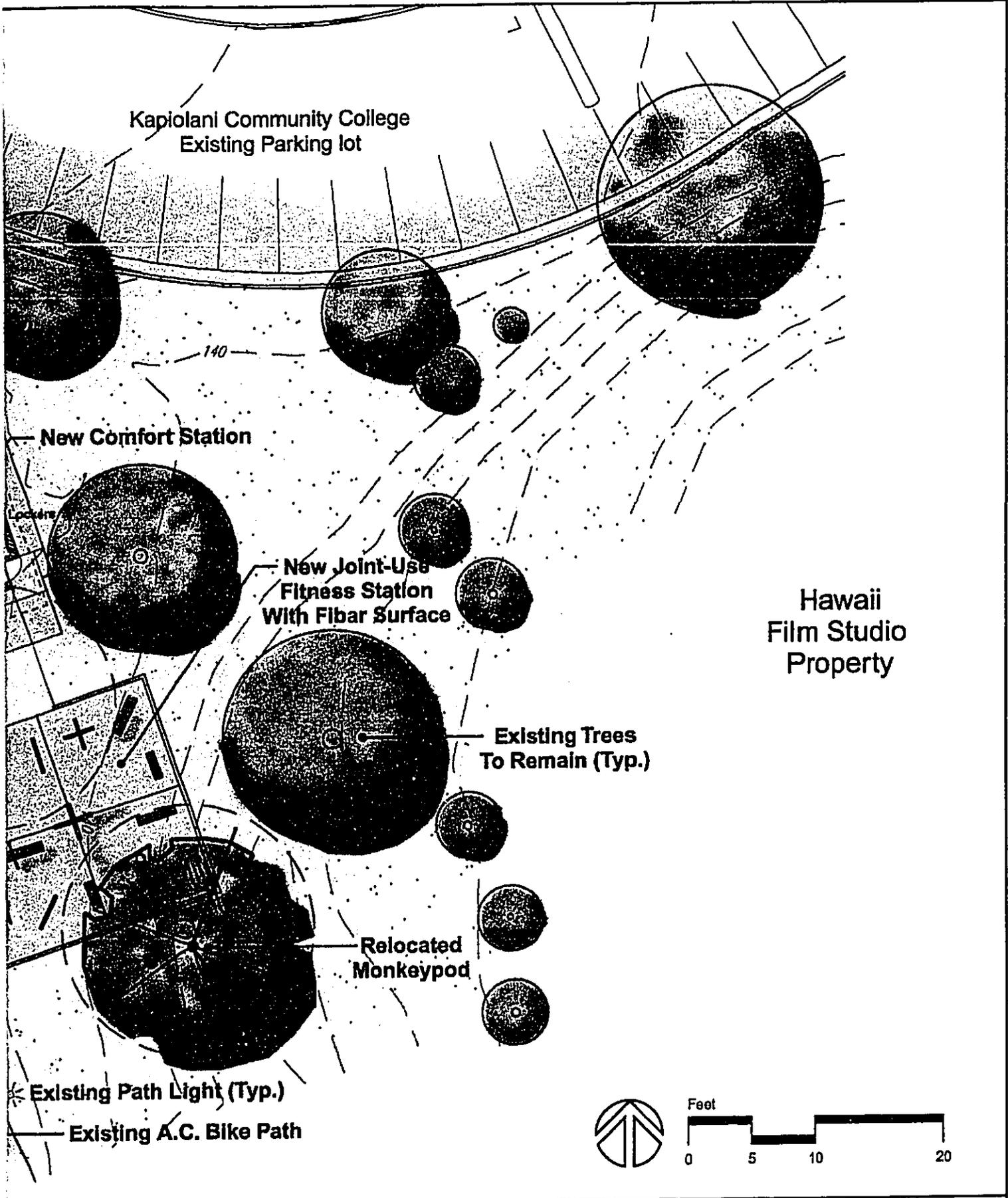


FIG. 5



View of project area from Kapiolani Community College parking lot.



View of project area looking toward Kapiolani Community College parking lot and Hawaii Film Studio from the multi-use path.

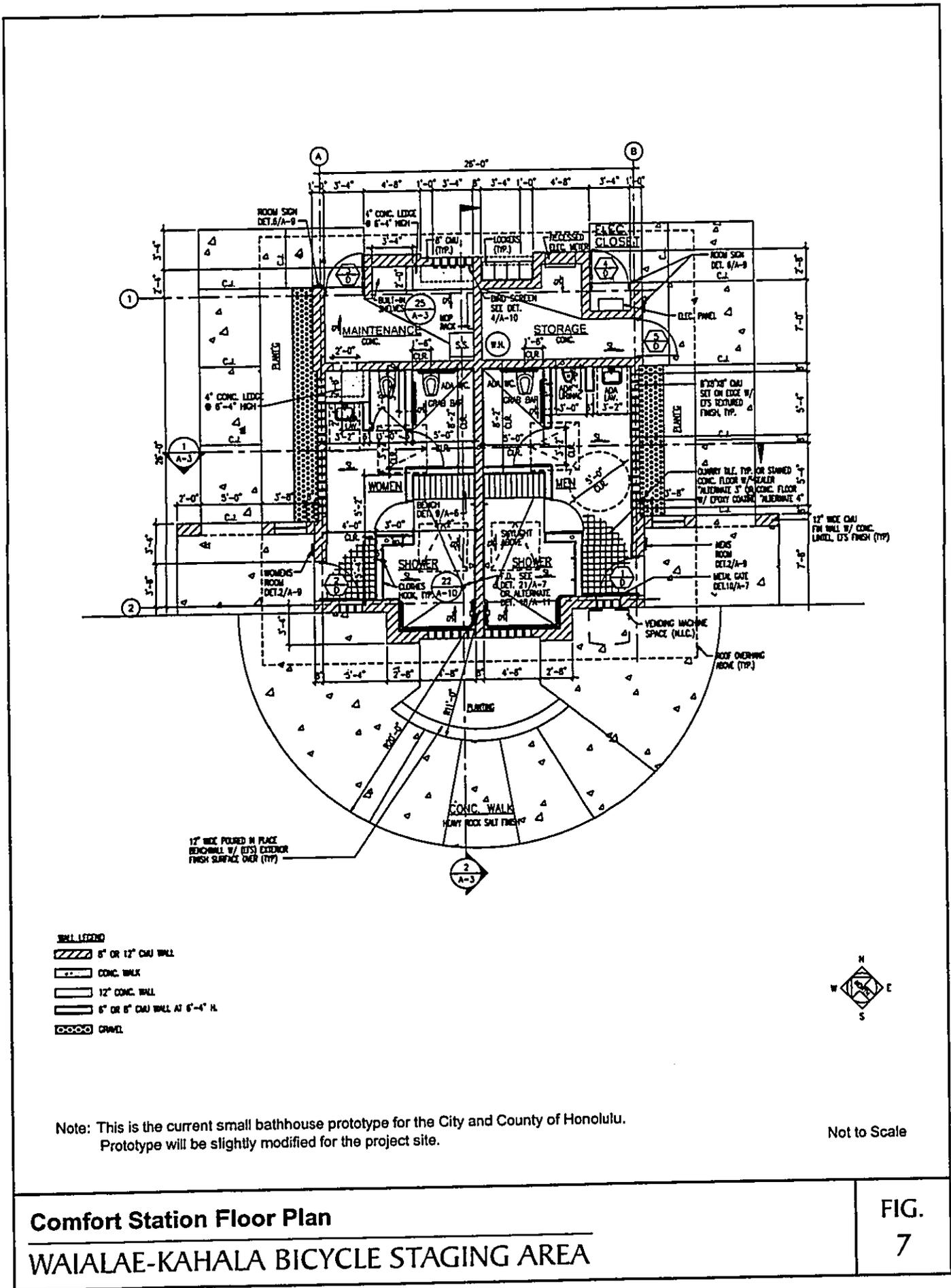


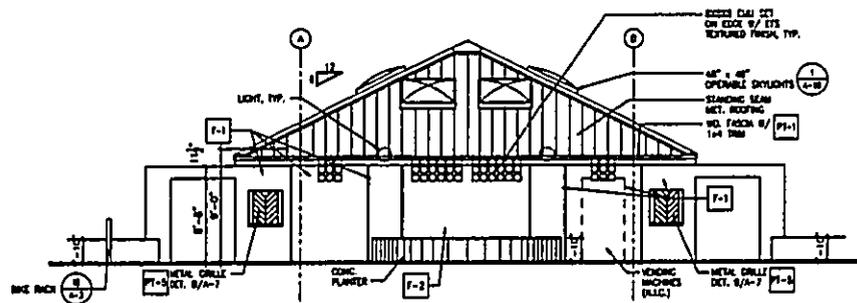
View of Hawaii Film Studio in relation to the project site.

**Photographs of the Project Area**

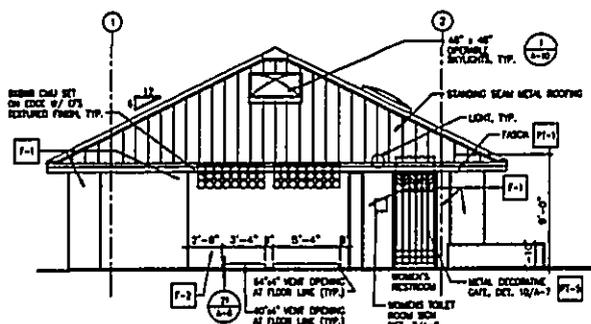
**WAIALAE-KAHALA BICYCLE STAGING AREA**

FIG.  
6

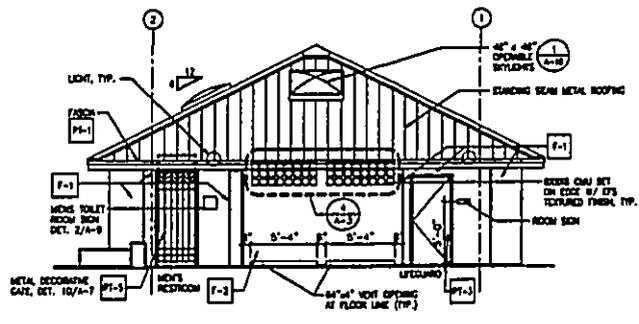




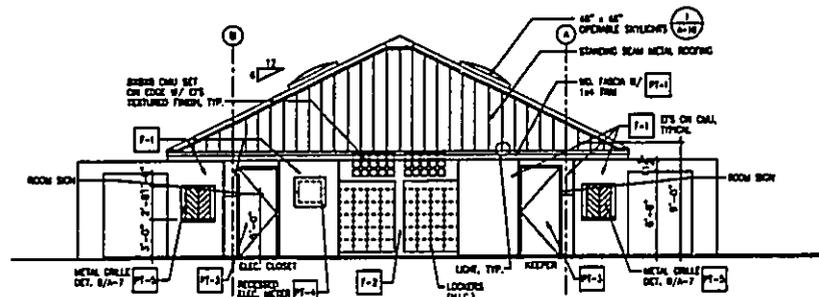
FRONT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

Note: This is the current small bathhouse prototype for the City and County of Honolulu. Prototype will be slightly modified for the project site.

Not to Scale

**Building Elevations**

**WAIALAE-KAHALA BICYCLE STAGING AREA**

**FIG. 8**

### **Utilities**

Utility requirements include potable water for comfort station facilities, drinking fountains, irrigation purposes and electricity and telephone lines. A one and a half-inch copper water service lateral will be installed to the proposed comfort station water from the Board of Water Supply's 12-inch water main along Diamond Head Road. A one-inch water meter will also be installed. The existing KCC irrigation system will be modified to provide adequate coverage in the project area.

The toilet and shower facilities will require sewer connection to the existing City and County wastewater system. A six-inch sewer will be constructed to service the proposed comfort station. The sewer will run through the adjacent parking lot and connect to an existing manhole. Manholes or cleanouts will be constructed at bends in the sewer line.

The existing drainage patterns will be maintained to the extent possible. The site will be graded to drain via overland flow to existing drainage features (such as swales or inlets).

### **Landscaping**

The existing landscape character of the project area will be retained through the protection of all the existing large canopy trees on-site. One monkeypod tree will be relocated, and one kiawe tree will be removed. New landscaping will consist of small trees, shrubs, and groundcovers in planting areas in front of and around the comfort station, and restoration of disturbed lawn areas. Plant materials recommended for landscaping include gold trees, golden eldorado, croton 'norma', croton 'dwarf thai', carissa and the native gardenia, *Gardenia brighamii* 'Lau Nui.'

### **Maintenance and Operations**

The hours of operation for the proposed project will be similar to other publicly-operated recreation facilities. For security and safety purposes, the comfort station will be closed after sunset and opened again at sunrise. Under the Use and Occupancy Agreement being prepared by the University of Hawaii and the City and County of Honolulu Department of Facility Maintenance (DFM), the City will be responsible for the construction, installation, operation, maintenance and liability concerns associated with the proposed facility. In return, Kapiolani Community College has agreed to provide staff to open and close the facility daily, as well as periodically patrol the premises.

It should be noted that the informal nature of bicycling makes it difficult to quantify the demand for the proposed project. Most bicyclists participate

in unorganized, unregulated rides that are not monitored by transportation authorities from the State of Hawaii, the City and County of Honolulu or the Hawaii Bicycling League (HBL). HBL regularly sponsors weekend rides that convene at varied locations across Oahu, and estimates an average of ten to fifteen participants at each ride. The parking requirement for twenty bicycles and thirty vehicles is an estimated figure from HBL that will provide ample space for small organized rides to convene at the Bicycle Staging Area.

### 2.3 Economic Characteristics

The project will be funded by the City and County of Honolulu through the "Miscellaneous Bikeways" vision team funds. Development cost for the project is estimated at approximately \$583,000. Table I presents a breakdown of the project costs.

**Table 1  
Estimated Project Costs**

|                           |                  |
|---------------------------|------------------|
| Comfort Station           | \$283,000        |
| Site Work                 | \$164,000        |
| Landscaping               | \$106,000        |
| Site Electrical           | \$30,000         |
| <b>Total Project Cost</b> | <b>\$583,000</b> |

Construction is expected to take 6 months after the bidding and award process is completed.

### 2.4 Social Characteristics

During the preparation of the Honolulu Bicycle Master Plan (July 1998), community concern over the designation of bicycle routes along the streets of Kahala and around Triangle Park on Kahala Avenue prompted an agreement between the community and the Hawaii Bicycling League to support a bicycle facility located outside the residential area. In support, the Waialae-Kahala Vision Team Number 15 endorsed the concept of a BSA, and initiated a site selection study to facilitate the selection of a site suitable to both the bicycling community and area residents. When completed, the proposed project will support the on-going bicycling activities in the area, designate a convenient location with park amenities for bicyclists to gather, and discourage the current practice of parking and convening on residential streets.

The project site location along Diamond Head Road (a popular running and walking route) features exercise equipment, a drinking fountain, a

bicycling path and a landscaped area. The proposed comfort station and accompanying site improvements complement the existing recreational activity at the project site and will further enhance the recreational experience.

As the first facility dedicated to the sport of bicycling in Honolulu, the proposed project will be a prototype facility that supports the City's position to promote the institutionalization of bicycling. The success of this project is anticipated to promote the replication of similar bicycling facilities throughout Honolulu.

### **3.0 Description of the Affected Environment**

This section describes the existing conditions at the project site, including soil conditions, flora and fauna, archaeological and historical features, topography, flood hazard, urban context, and the on-site infrastructure and utilities.

#### **3.1 Existing Land Uses**

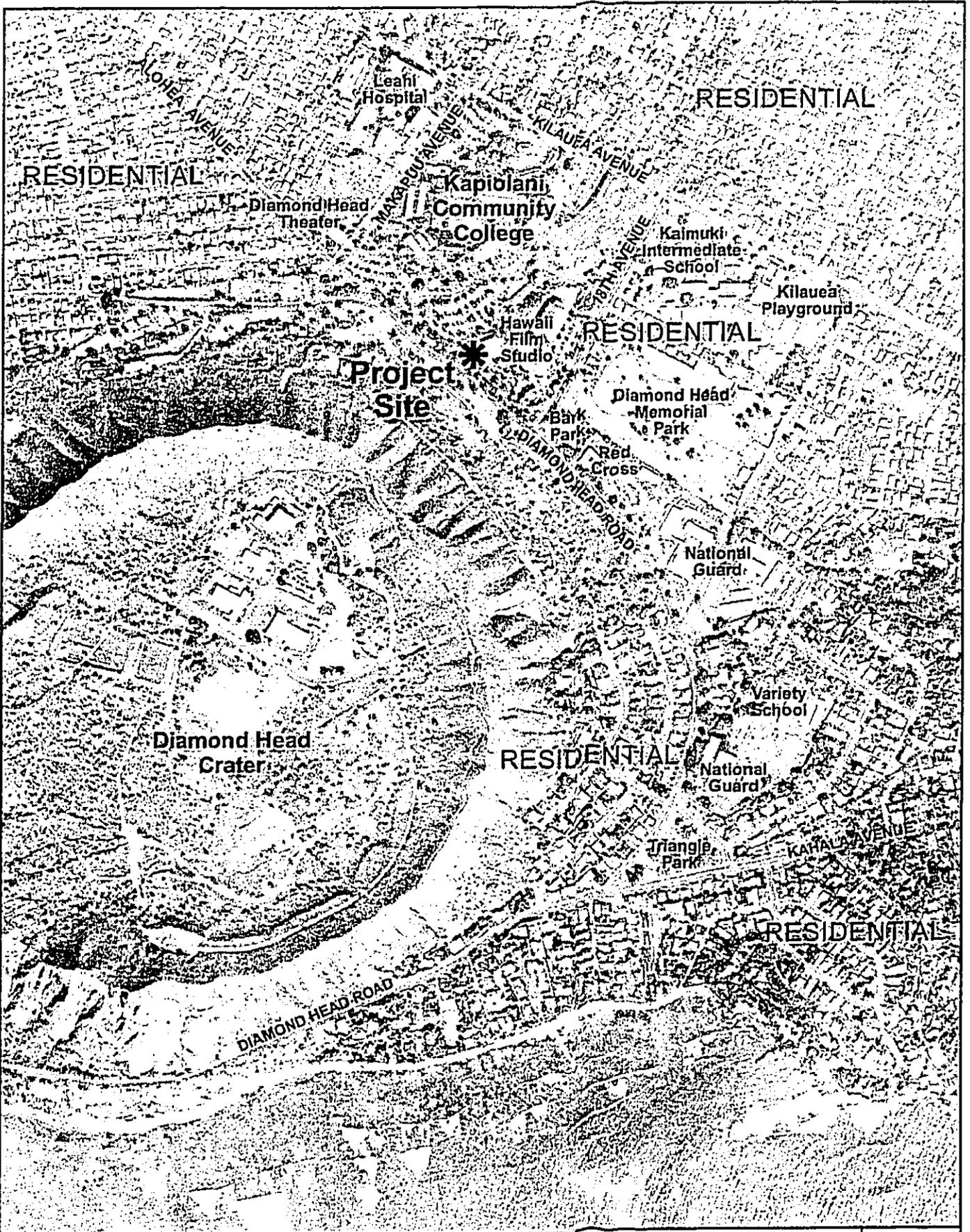
The project site is used primarily for recreational purposes, and existing site amenities include an exercise station, drinking fountain, a bicycle path and shaded, grassy areas. The property provides a park-like open space feature along Diamond Head Road, and enhances the recreational experience for people running, walking and bicycling in the area.

Figure 9 shows the land uses surrounding the project site. Single-family residences are located across KCC's campus along Kilauea Avenue and Alohea Avenue. Although most of the areas surrounding KCC are zoned for and in residential use, there are several nonresidential uses adjacent to the property, including the Fort Ruger Chapel and the Hawaii Film Studio. Public facilities within a one-half mile radius of the property include a City and County of Honolulu public bus stop adjacent to the project site along Diamond Head Road, the Diamond Head State Monument, the "Bark Park" at the southeastern corner of Diamond Head Road and 18<sup>th</sup> Avenue, the Diamond Head Memorial Cemetery and Kaimuki Intermediate School across 18<sup>th</sup> Avenue, and the Diamond Head Ruger Theater and Leahi State Hospital across Makapuu Avenue.

#### **3.2 Land Use Controls**

The project area is designated as "Public Facility" in the City and County of Honolulu's Primary Urban Center Development Plan. Parcel 3-1-42:9 is zoned R-10 Residential and parcel 3-1-42:20 is zoned P-2 General Preservation. Parcel 20 was originally included in the Diamond Head State Monument District, but was removed and leased to Kapiolani Community College as part of Executive Order 3791 (October 5, 1999). Diamond Head Road fronting KCC is now the boundary of the Diamond Head State Monument District. The project area is located within both the Diamond Head Special District and the Special Management Area. Parcel 9 is included in the Plan Review Use, 87/PRU-3 (DH), for educational use.

More detailed descriptions of the project's conformity with land use controls are contained in Section 5.0.



Surrounding Land Uses

WAIALAE-KAHALA BICYCLE STAGING AREA



FIG.  
9

### 3.3 Physical Characteristics

#### **Topography**

The project area slopes gently from Diamond Head Road towards the Hawaii Film Studio, and elevations range from 150 feet along Diamond Head Road to 130 feet at the film studio fenceline. The existing parking lot, exercise station, and bike path elevations are all about 142 feet. There is a steeper, 40 percent embankment mauka of the bike path, creating a lower, sloping terrace along the fenceline. A drainage swale exists between the KCC parking lot and the project site, which directs water to a drain inlet located within a depression (refer to Figure 3).

#### **Soils**

According to the *Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai* (August 1972) prepared by the U.S. Department of Agriculture Soil Conservation Service, soils within the project site consist of Makalapa clay, 6 to 12 percent slopes (MdC). The Makalapa soil series consists of well-drained soils that formed in volcanic tuff. In a representative profile, the MdC soil surface layer is very dark grayish-brown clay about 8 inches thick. The subsoil, between 18 to 36 inches of very dark grayish-brown clay to silty clay loam, has a subangular blocky structure that is underlain by light-gray to dark grayish-brown weathered volcanic tuff. The soil is very sticky and plastic, and is prone to cracking when dried. Permeability of this soil is slow. Runoff is slow and the erosion hazard is slight. A soil assessment of the project area will be conducted prior to detailed engineering.

#### **Flood Zone**

According to the Flood Insurance Rate Map (Community Panel No. 150001 0120 C, September 4, 1987) published by the Federal Emergency Management Agency, the project area is located within Zone X, which denotes areas determined to be outside the 500-year flood plain.

#### **Flora and Fauna**

Based on the Environmental Assessment for Kapiolani Community College Diamond Head Campus Master Plan for Phases IV and V (State of Hawaii Department of Accounting and General Services, March 1989), the project site is not a habitat for any candidate, proposed, or listed threatened or endangered species of flora or fauna as set forth in the Endangered Species Act of 1973, 16 U.S.C. 1531-1543. On-site landscaping consists of large kiawe and monkeypod trees, gold trees, vertical wiliwili, and lawn elements. The monkeypod trees are found

primarily along the edge of the KCC parking lot and near the exercise station. The kiawe and gold trees are situated adjacent to the bicycle path, and the vertical wiliwili grow parallel to the fence line along the Film Studio property boundary. Common avifauna and urban animals are expected on site; however, none are expected to be of any significance.

### ***Cultural, Historical and Archaeological Resources***

The project area has been previously disturbed. No known historical, archaeological or Native Hawaiian cultural sites are expected to be found onsite.

The Fort Ruger Historic District, # 80-14-1350, was placed on the National Historic Register of Historic Places on July 14, 1983 and on the Hawaii Register of Historic Places on November 19, 1982. It is a "noncontiguous district which includes structures located in and on Diamond Head and on lands situated adjacent to the crater." The District encompasses five batteries, seven fire control stations, two tunnels and a guardhouse associated with Oahu's earliest U.S. Army coastal defense fortification. Although the designation includes a portion of lands represented by TMK 3-1-42: 20, the project site and the adjacent historic chapel, which is eligible for listing on the National and State Register of Historic Places, are not included in the Fort Ruger Historic District. The Hawaii Register states,

"The structures included in this nomination are those immediately associated with the coastal defense fortification...A number of buildings have been excluded from this nomination, including a late 1930s chapel and theater."

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

Kapiolani Community College is a two-year degree-granting academic institution that is part of the University of Hawaii System. KCC attracts students locally, nationally and internationally, and serves a diverse student population with widely varying needs. The student body includes approximately 6,700 students enrolled in business, health, hospitality, legal and liberal arts degree and certificate programs, and another 1,200 students enrolled in continuing education programs. KCC employs 360 faculty members and 130 support employees. Housing for the KCC student body is available at the University of Hawaii at Manoa dormitories and apartments. Students wishing to live closer to the campus find rental opportunities in the residential areas surrounding the campus.

Based on the boundary areas from the City and County of Honolulu's Neighborhood Statistics Program, the project site is within the Diamond

Head-Kapahulu-St. Louis Heights neighborhood, and is in close proximity to the neighborhoods of Kaimuki and Waialae-Kahala. The neighborhoods are dense, urban areas with very different socio-economic characteristics. The Diamond Head-Kapahulu-St. Louis Heights neighborhood is comprised of 20,900 persons. The median household income is \$39,500, the average household size is 2.56 persons per household, and 27.3% of the area residents over 25 years old are college graduates, slightly lower than the island-wide median household income of \$40,600 and higher than the island-wide percentage of residents with college graduates (24.6%). With 18,400 residents, Kaimuki has a comparable percentage of college graduates (26.8 percent) to the Diamond Head-Kapahulu-St. Louis Heights neighborhood, but a higher median household income (\$45,400) and a larger average household size (2.9 persons). In comparison to both Kaimuki and Diamond Head-Kapahulu-St. Louis Heights, Waialae-Kahala is a smaller community (9,600 persons) that presents a more established, upscale residential population with a higher percentage of college graduates (46.3%) and a higher median household income (\$66,200).

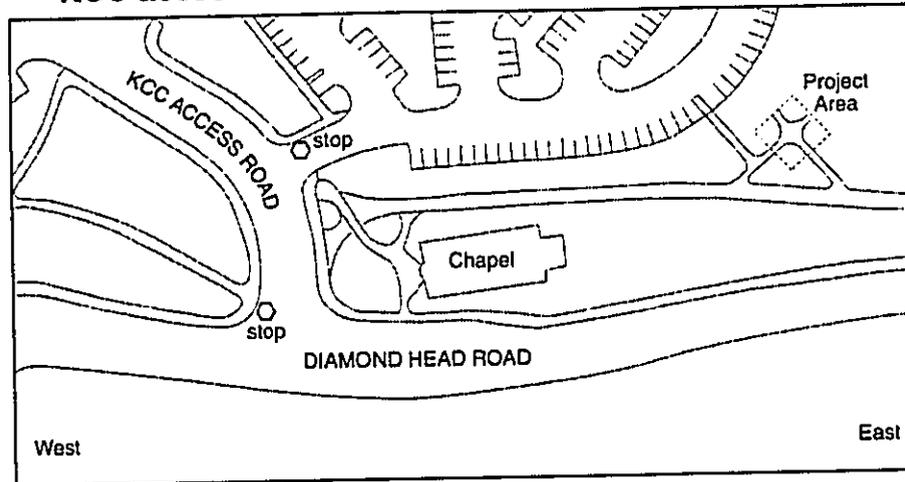
### **3.5 Infrastructure and Utilities**

#### ***Roads/Access/Traffic***

Bicycle access to the site is through the multi-use pathway within parcel 20 along Diamond Head Road. Accessibility to the site is further enhanced as both Diamond Head Road and 18th Avenue are designated bicycle routes in the City and County of Honolulu Bicycle Plan (refer to Figure I, Candidate Sites).

Vehicular access to the parking lot adjacent to the project site is through the main access road to KCC at Diamond Head Road, approximately 600 feet east of Makapuu Avenue and 900 feet west of 18<sup>th</sup> Avenue. Diamond Head Road is a two-lane major collector roadway carrying two-way traffic with a posted speed limit of 25 miles per hour. A designated left turn lane is provided for traffic traveling eastbound on Diamond Head Road entering KCC, and the roadway approaching KCC widens to create a separate right turn lane for westbound traffic. Diamond Head Road and KCC's main access road form a "T" shaped intersection, with the access road shaping the stem of the "T." Vehicles exiting from KCC travel south along the access road and stop before entering the intersection. Figure 10 shows the roadway configuration of the intersection formed by the KCC access road and Diamond Head Road.

**Figure 10**  
**KCC access road and Diamond Head Road Intersection**



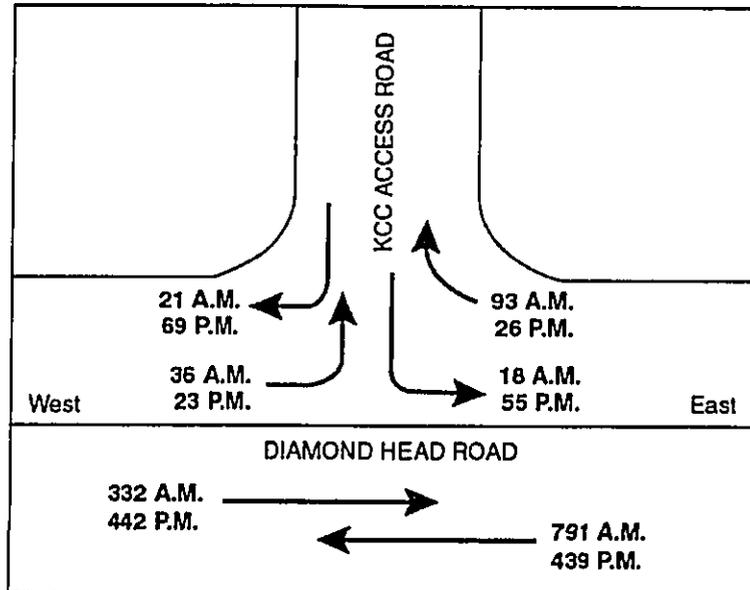
The weekday traffic volume on Diamond Head Road near the KCC access road intersection is approximately 14,000 vehicles per day. Traffic counts taken in May 1998 indicated that the weekday peak hours occurred between 7:00 AM and 8:00 AM and between 4:00 PM and 5:00 PM. Table 2 summarizes traffic counts taken at the KCC access road intersection during the AM and PM peak hours in October 1998. Figure 11 graphically depicts the traffic count information shown in Table 2. According to the traffic data, traffic during the AM peak hour is greater in the westbound direction than in the eastbound direction. The data also shows that more vehicles enter KCC during the AM peak hour than during the PM peak hour, and more vehicles exit KCC during the PM peak hour than during the AM peak hour.

**Table 2**  
**Intersection Traffic Counts**  
**KCC access road at Diamond Head Road**

|              | Exiting Traffic (vph) |         | Entering Traffic (vph) |         | Diamond Head Road (Through Traffic) |         |
|--------------|-----------------------|---------|------------------------|---------|-------------------------------------|---------|
|              | To West               | To East | To West                | To East | To West                             | To East |
| AM Peak Hour | 21                    | 18      | 36                     | 93      | 332                                 | 791     |
| PM Peak Hour | 69                    | 55      | 23                     | 26      | 442                                 | 439     |

Provided by Julian Ng, Traffic Engineer, June 2001.  
 Data Source: Parsons Brinckerhoff Quade & Douglas, Inc., *Traffic Impact Analysis, Diamond Head State Monument Master Plan, October 1998.*

**Figure 11**  
**Intersection Traffic Counts**  
**KCC access road at Diamond Head Road**



**Water**

There is an existing Board of Water Supply 12-inch water line within the right of way of Diamond Head Road. Water is provided by the BWS high service system (405-foot reservoir system).

**Sewer**

An existing 9-inch sewer line services a portion of Kapiolani Community College and the Hawaii Film Studio. The sewer line extends from the parking lot adjacent to the project site through the Hawaii Film Studio site and connects to the City and County of Honolulu's sewer system via a manhole at 18<sup>th</sup> Avenue.

**Drainage**

The existing drainage pattern in the project vicinity is overland flow. The runoff water is collected via grated drop inlets with discharge through the campus drainage system.

A shallow swale, which runs between the existing exercise station and the parking lot, collects runoff water and drains into a grated drop inlet (see Figure 3).

## **4.0 Summary of Impacts**

This section describes the anticipated impacts of the proposed project and, when appropriate, the proposed mitigating measures.

### **4.1 Noise Quality**

During construction of the project, temporary, short-term noise impacts will be caused by bulldozers, diesel-powered trucks and other equipment used for earth-moving activities. Department of Health noise regulations and conditions for construction activities will be followed during project construction.

Noise associated with the operational impacts of the proposed project include noise generated by motor vehicles and recreational users gathering at the project site. Minimal noise impacts are anticipated due to the project site's distance from the main KCC campus and its location outside the residential community, as the nearest residences are located more than 1000 feet from the project area.

The closest building to the project area is the Hawaii Film Studio's Five-O soundstage. The Five-O soundstage is used as a secondary filming facility in the event that the primary soundstage is unavailable, and its use is both irregular and unpredictable. Officials at the Hawaii Film Studio acknowledge that the noise generated by the users of the exercise station and KCC parking lot is minimal. In the event that production companies using the film facility will require silence during filming, preventative measures, such as posting personnel to monitor noise levels during filming, can be implemented.

### **4.2 Air Quality**

Short-term air quality impacts during construction include fugitive dust and exhaust emissions produced during site preparation, earth moving and on-site building construction. Short-term violation of the air quality standards for construction equipment emissions is not anticipated. Appropriate dust control measures such as the frequent watering of exposed soil to control wind-driven dust will be employed during construction to minimize the potential for fugitive dust emissions.

Vehicular emissions are the principal long-term operational period impact associated with the proposed project. However, as noted in Section 4.9, the projected traffic impacts and the vehicular emissions resulting from the additional traffic will be negligible.

#### **4.3 Flora and Fauna**

The project will not impact any threatened or endangered species of flora or fauna as no candidate, proposed, or listed threatened or endangered species as set forth in the Endangered Species Act of 1973, 16 U.S.C. 1531-1543 are known to frequent the project site.

The project site plan was configured such that all but two of the existing trees will remain, and will be protected during construction. Construction of the exercise station will require removal of one kiawe tree and relocation of one monkeypod tree. If required, the existing gold tree between the path and exercise station will be raised in relation to the finished grade. In the unforeseen event that a the monkeypod tree cannot be successfully relocated, replacement with a field-stock monkeypod is recommended. ~~needs to be removed during construction, it will be replanted on-site.~~ The proposed project will not alter the remaining landscaped areas, and the habitat that the area provides for urban animals will not be affected.

#### **4.4 Cultural, Historical and Archaeological Resources**

The Environmental Assessment for the Kapiolani Community College Diamond Head Campus Master Plan for Phases IV and V (State of Hawaii Department of Accounting and General Services, March 1989) maintains that there are no known cultural, historical or archaeological resources within the project area. However, in the event that potentially historic or archaeological remains are encountered during ground disturbing activities, the project will comply with all State Historic Preservation Office notification and stop work requirements.

The proposed project will not have a significant impact on local cultural practices. The project site has been previously disturbed, and is free of the types of plants, animals, and physical features that are important to local cultural practices and beliefs.

#### **4.5 Visual Resources**

The project will not obstruct or impact existing views of Diamond Head. The roofline of the proposed structure will reach 20 16 feet, 5 9 feet less than the 25-foot limit set by the Diamond Head Special District.

Both the project area and the remainder of parcel 20 that runs parallel to Diamond Head Road currently provide an open space feature along Diamond Head Road. The impact to this open space feature will be minimal as the siting and design of the proposed building have been

sensitive to the existing environment. The structure, set back 80 50 feet from Diamond Head Road, is being sited around existing trees, which will be protected during construction. In addition, the floor of the proposed structure will be about 8 feet below the elevation of Diamond Head Road and will feature a low profile roof, thereby minimizing its visual impact from the road.

#### **4.6 Socio-Economic Characteristics**

The project will result in a short-term increase in construction-related employment. No long-term permanent employment impacts are expected as the City and County of Honolulu Department of Facility Maintenance and Kapiolani Community College do not anticipate an increase in the number of employees required to maintain and operate the facility.

The proposed project will provide an additional recreational amenity for the community and discourage the current practice of bicyclists gathering along residential streets, relieving the tensions between area residents and bicyclists. The project is not expected to have a long-term impact on Oahu's population, housing inventory or housing demand.

#### **4.7 Educational Facilities**

The project will indirectly support the educational facilities at KCC. As an accessory to the campus, the proposed project will provide valuable amenities for student and faculty bicyclists wishing to commute to the campus. A desired impact of the project's location at KCC is that the bicycle staging area will encourage bicycle commuting, thereby reducing vehicular traffic and parking constraints during peak school hours.

#### **4.8 Recreational Facilities**

Although the project site is located within the Special Management Area, it is not within the vicinity of coastal areas, lagoons, tidal lands, submerged lands or wetlands, and will not impact any coastal recreational resources.

The project area is presently used primarily for recreational purposes, and enhances the recreational experience for people running, walking and bicycling along Diamond Head Road. On-site amenities include an exercise station, a landscaped bicycle path and drinking fountain. The proposed project will provide additional park amenities, including public restroom facilities, and other park features to complement the existing recreational amenities at the site and further enrich the recreational atmosphere of the area.

The roads surrounding Diamond Head are popular bicycling routes that attract recreational riders of varying skill levels. Bicyclists from other communities regularly park and gather along residential streets before and after their rides, increasing traffic congestion and disturbing the tranquility of the quiet, residential communities. The proposed project supports the on-going bicycling activities in the area and designates a convenient location with dedicated facilities to encourage bicyclists to gather in a non-residential setting.

The Hawaiki Bicycling League's Beginners Ride is the only HBL-sponsored ride that presently convenes at Kapiolani Community College. Other intermediate and advanced-level rides currently assemble at Kapiolani Park and Paki Hale because of the availability of parking and park facilities. According to HBL's Events Director, the average number of riders at each weekend ride is between 10 and 15 participants who either ride their bicycles or drive to the meeting location. When asked about relocating rides from Kapiolani Park and Paki Hale to the BSA, HBL responded positively that ride organizers will choose to convene small-scale rides from the BSA.

The Honolulu Century Bicycle Ride is an annual event that has averaged 2500 riders since its inauguration in 1981. The event traditionally starts from Kapiolani Park, with packet pick-up scheduled at Kapiolani Community College. Last year, due to a scheduling conflict, Kapiolani Park was unavailable, and the 2000 Century Ride convened from the inner courtyard at Kapiolani Community College. The Kapiolani Park site is preferred for large events like the Century Ride, and HBL has no future plans to use Kapiolani Community College for large events.

The Honolulu Bicycle Master Plan, prepared by the City and County of Honolulu Department of Transportation Services, envisions Honolulu to be "a bicycle-friendly city where bicycling is a viable and popular travel choice for residents and visitors of all ages." The proposed project supports the following Honolulu Bicycle Master Plan policy and program recommendations:

*Policy Recommendation Number 10:* Continue to work closely with the Neighborhood Boards, community associations, school organizations, and other community-based groups to establish and maintain bicycle and pedestrian-friendly neighborhoods.

*Policy Recommendation Number 11:* Identify opportunities for bicycle projects to be incorporated into capital improvement and maintenance projects.

*Program Recommendation Number 5:* Establish a Downtown network of facilities to provide bike commuters with clothes storage, showers, and secure bike parking.

*Program Recommendation Number 10:* Improve bike accessibility to, and integration with, transit facilities.

#### **4.9 Utilities**

Use of the project's comfort station will result in slight increases in water consumption from the Board of Water Supply system and wastewater discharge into the City's wastewater system, however, the existing systems of the Diamond Head area have sufficient capacity to serve the project.

#### **4.10 Traffic**

A traffic assessment was completed by Julian Ng in June, 2001 to determine the traffic impacts associated with the proposed project. The following section summarizes the information from the traffic assessment. Additional traffic count data is included in Appendix A.

As noted in Section 2.2, facility requirements for the bicycle staging area include parking for 30 vehicles. As such, analysis of the project's traffic impacts was based on a maximum 30 vehicles per hour entering or exiting the KCC access road intersection at Diamond Head Road.

The impact of the proposed project on weekday peak hour traffic volumes will not be significant. In comparison to the peak hour counts of 170 vehicles per hour entering or exiting the KCC access road intersection and the approximate 1,000 vehicles per hour traveling along Diamond Head Road, the potential traffic impacts of an additional 30 vehicles per hour would be less than 3 percent of the existing peak hour traffic volumes.

The maximum vehicular impact of the proposed project will occur during the evenings and weekends, when the traffic volumes on Diamond Head Road are lower than the weekday peak hours (weekend hourly volumes are generally no more than 80 percent of the peak weekday hourly volumes). The maximum impact of 30 vehicles entering or exiting the site per hour would be a larger portion of the total traffic at these times, but total volumes would remain considerably less and conditions would still be better than during the peak weekday hours.

For purposes of analysis, the potential project impact was applied to existing peak hour volumes at the KCC access road / Diamond Head Road intersection. The intersection was analyzed using the procedure described for unsignalized intersections in the Transportation Research

Board's Highway Capacity Manual, December 1997 edition. Table 23 summarizes the results of the analysis.

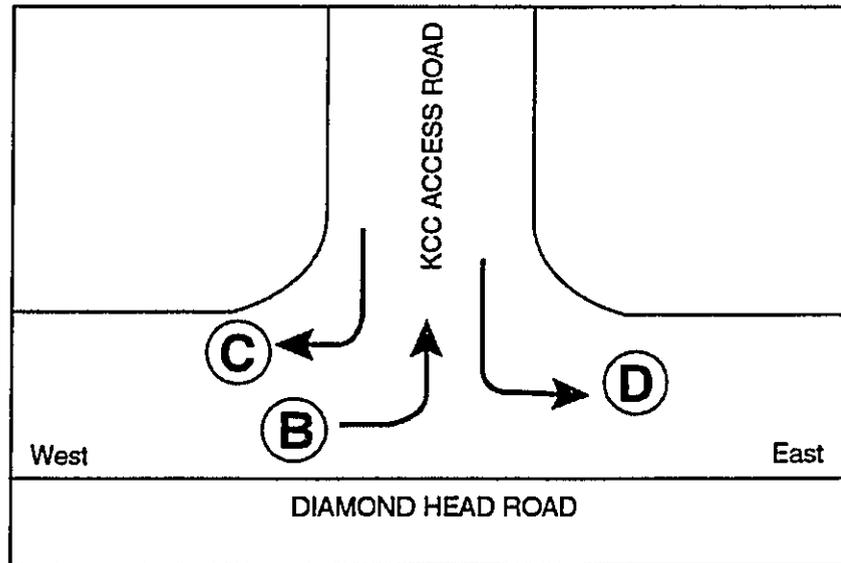
**Table 3**  
**Intersection Impact**  
**KCC access road at Diamond Head Road**

|                               | AM Peak Hour       |                 |                 | PM Peak Hour       |                 |                 |
|-------------------------------|--------------------|-----------------|-----------------|--------------------|-----------------|-----------------|
|                               | entering from west | exiting to east | exiting to west | entering from west | exiting to east | exiting to west |
| Existing Level of Service*    | B (10.4)           | D (25.9)        | C (16.8)        | A (8.9)            | C (20.9)        | B (13.1)        |
| Level of Service with Project | B (10.5)           | D (28.6)        | C (17.5)        | A (8.9)            | C (23.0)        | B (13.4)        |

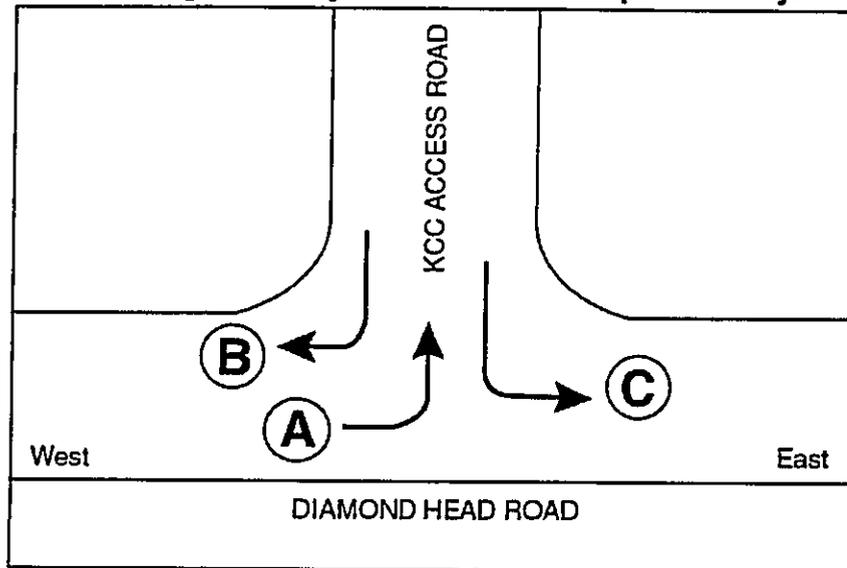
\* Levels of service (LOS) are defined from A to F, with increasing delay. LOS D or better is considered acceptable for urban conditions. Table shows LOS and average delay in seconds per vehicle.

Figure 12 shows the existing and projected levels of service at the KCC access road and Diamond Head Road intersection during the A.M. peak hour. Figure 13 shows the existing and projected levels of service during the P.M. peak hour.

**Figure 12**  
**A.M. Peak Hour Levels of Service**  
**Existing and Projected with the Proposed Project**



**Figure 13**  
**P.M. Peak Hour Levels of Service**  
**Existing and Projected with the Proposed Project**



Based on the analysis of the traffic at the KCC access road intersection, the current levels of service will not be affected by the addition of the proposed project, and the unsignalized intersection formed by the KCC access road and Diamond Head Road will continue to operate at acceptable levels of service. It should be noted that the analysis was based on an additional 30 vehicles per hour at the intersection during peak hours. However, the assumption that the proposed project will generate an additional 30 vehicles per hour is greater than the actual number of users expected to use the facility within a one-hour period, particularly during the peak traffic hours. As a result, the project impacts are expected to be less than what is shown in Table 3.

It is anticipated that the shower facilities included as part of the proposed project will encourage bicycling as an alternative mode of transportation. An increase in the number of bicyclists commuting to the campus would result in a moderate reduction in vehicular traffic during school hours and a reduced demand for parking.

Re-routed bicycle and pedestrian traffic, and the temporary weekday use of parking are the short-term traffic impacts associated with the proposed project. Vehicular traffic along Diamond Head Road will not be disrupted during construction, but the bicycles using the multi-use path fronting the project site may be re-routed to the roadway, and the pedestrian users of the multi-use path may be re-directed to the sidewalk. Limited parking stalls adjacent to the project site will be utilized by construction vehicles, but will be returned to service when construction is completed.

## **5.0 Conformity with Existing Land Use Controls**

### **5.1 State of Hawaii Coastal Zone Management Program**

In an effort by the State of Hawaii to preserve and protect the natural resources of the coastal zone, special controls on development along the shoreline have been implemented, as contained in Chapter 205A, Hawaii Revised Statutes (hereafter referred to as Chapter 205A). This law defines the Coastal Zone Management Area to be all areas of the State of Hawaii, except forest reserve areas. As such, the project site lies within the Coastal Zone. In addition, Chapter 205A contains the general objectives and policies upon which all counties within the State of Hawaii, including the City and County of Honolulu, have structured more specific legislation which have created Special Management Areas (SMAs) for each county. The specific provisions of the county Special Management Area are discussed in Section 5.5.

The project is located in an inland area that is not coastal dependent. Nonetheless, the following Coastal Zone Management objectives are supported by the proposed BSA:

- Provide coastal recreational opportunities accessible to the public;
- Protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources; and
- Provide public or private facilities and improvements important to the State's economy in suitable locations.

### **5.2 City and County of Honolulu General Plan**

The General Plan for the City and County of Honolulu, originally adopted in 1977, was last amended in ~~1991~~ 1992. The Plan is a comprehensive statement of the long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of Oahu. Included in the General Plan are broad policy statements that facilitate the attainment of the objectives of the Plan.

The following General Plan objectives are supported by the proposed BSA:

- Creation of a transportation system which will offer a variety of attractive and convenient modes of transportation;
- Creation and maintenance of attractive, meaningful and stimulating environments throughout Oahu; and
- Development of a wide range of recreational facilities and services that are readily available to all residents of Oahu.

### **5.3 City and County of Honolulu Development Plan**

The City and County of Honolulu's Development Plan (DP) program implements the objectives and policies of the General Plan on an area-wide basis. Oahu is divided into eight DP areas, and the project site is located within the Primary Urban Center area. The Primary Urban Center DP is currently undergoing revision and the revised DP has yet to be adopted by the City Council.

Each DP consists of both a land use map (DPLUM) and a public facilities map (DPPFM) that displays the general location of the City's proposed facilities. The project site has a Public Facilities Parks and Recreation designation on the DPLUM, consistent with the proposed use. According to the City and County of Honolulu Department of Planning and Permitting, the proposed project does not require a Development Plan Public Facilities Map Amendment because a comfort station is considered a minor facility and is exempted from a map designation.

### **5.4 City and County of Honolulu Land Use Ordinance – Zoning and Plan Review Use**

The Land Use Ordinance (LUO) and Zoning Maps of the City and County of Honolulu designate the project site as R-10 Residential and P-2 General Preservation. The larger KCC campus, TMK 3-1-42:9, is zoned R-10 residential, and the other parcel, TMK 3-1-42:20, is zoned P-2 General Preservation.

According to the LUO, uses of an institutional nature which provide essential community services but that may adversely impact surrounding land uses (e.g. trade or convention centers, hospitals, universities and colleges, prisons, and airports) require a Plan Review Use (PRU) approval regardless of the zoning district. Construction of Kapiolani Community College's Diamond Head Campus began in the early 1980s, prior to the adoption of the LUO that expanded PRU review from hospitals to include prisons, airports, universities and colleges. Because Phase IV and Phase V of the KCC Master Plan development was not approved prior to the passage of the LUO, Kapiolani Community College was required to obtain a PRU for the remaining phases of development.

The original PRU, File Number 87/PRU-3, was approved and adopted via resolution number 89-155 (CD-1) on May 24, 1989 to permit expansion of Kapiolani Community College's Diamond Head Campus for additional educational and administrative facilities on TMK parcels 3-1-42: por. 9 and 31. The Five-Year Master Plan for Development Phases IV and V included construction of fifteen new structures and more than three hundred new parking stalls, as well as transportation improvements to the

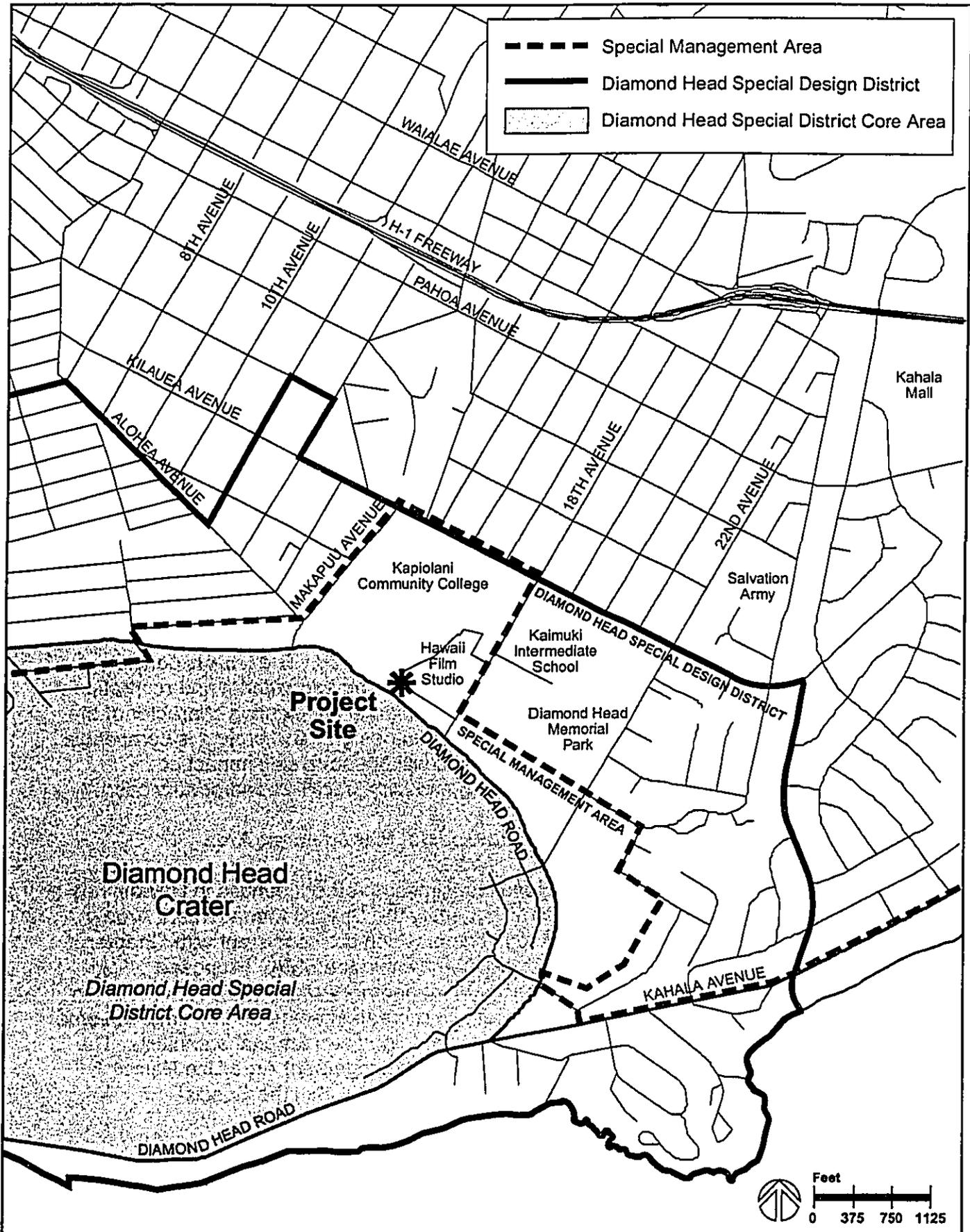
surrounding roadways. Approval of the PRU was based on judgements that the location, scale and design of the proposed development at KCC did not adversely impact the surrounding land uses. The original master site plan did not include the bicycle path along Diamond Head Road or the exercise station at the project site.

Major modification was made to the PRU via resolution 92-193, CD-1, as adopted by the City Council on October 14, 1992. The resolution amended the conditions of the original PRU to require the removal of temporary classroom structures not included in the original master plan, and to allow the installation of traffic signals at the intersection of Diamond Head Road and 18<sup>th</sup> Avenue at the discretion of DTS. As part of the resolution, a revised master site plan was approved. The exercise station at the project site and the bicycle path that runs along Diamond Head Road were included in the revised site plan.

Subsequent to establishment of the campus PRU, KCC acquired a lease to parcel 20 (the portion bordered by 18<sup>th</sup> Avenue, Diamond Head Road, Makapuu Avenue and the main KCC campus) in 1999. Since both parcels 9 and 20 are in the process of being deeded in fee to the University of Hawaii, KCC desires to include parcel 20 in the College's PRU. In addition, the proposed BSA facilities straddle parcels 9 and 20, supporting the modification of the PRU to include parcel 20. The BSA is consistent with and complements the property's existing educational and recreational uses permitted in the PRU, and will enhance the existing character of the campus in terms of land use and urban design. The project is compatible with the surrounding land uses, and will not adversely impact or unreasonably burden the existing municipal facilities and/or services.

#### **5.5 City and County of Honolulu Special Management Area**

The City and County of Honolulu, similar to other counties in Hawaii, has adopted: (1) boundaries which identify the Special Management Area (SMA); and (2) rules and regulations which are consistent with Chapter 205A, HRS that control development within the SMA. Proposed development within the Special Management Area is subject to review in order to ensure adequate access to recreation areas and minimal adverse impacts to water resources, and scenic and recreational amenities. The project is required to obtain a Special Management Area Use Permit (SMP) because of the project site's location within the Special Management Area (Figure 14).



**Special Management Area & Diamond Head Special District Boundaries**  
**WAIALAE-KAHALA BICYCLE STAGING AREA**

**FIG. 14**

The SMA rules and regulations are contained in Chapter 25, Revised Ordinances of Honolulu (ROH). Section 25-3.2, ROH includes guidelines which are used by the City Council of the City and County of Honolulu for the review of developments proposed within the SMA. These review guidelines (in italics), and the relationship between the proposed project and the SMA guidelines, are discussed on the following pages.

*All development in the special management area shall be subject to reasonable terms and conditions set by the City Council to ensure that:*

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

**Discussion:** Provisions for solid and liquid waste include trash receptacles and toilets. As bicyclists currently park and meet along residential streets without receptacles for solid and liquid waste, the BSA will introduce mechanisms to regulate the amount of waste products discharged in the SMA.

Siting and design of the proposed building has been sensitive to the existing environment and minimal alteration to the existing land form is required. The building will be sited on the flat section of the property to minimize grading, and the existing exercise station will be relocated and replaced. The on-site landscaping will be maintained, and any trees that will be disturbed by the construction will be relocated or replaced within the project area.

*No development shall be approved unless the City Council has first found that:*

- *The development will not have any substantial, adverse environmental or ecological effect except as such adverse effect is minimized to the extent practicable and clearly outweighed by public health and safety, or compelling public interest. Such adverse effect shall include, but not be limited to, the potential cumulative impact of individual*

*developments, each one of which taken in itself might not have a substantial adverse effect and the elimination of planning options;*

- *The development is consistent with the objectives and policies contained in HRS Section 205A-26; and*
- *The development is consistent with the county General Plan, the development plans and zoning.*

**Discussion:** Section 3.0 describes the mitigative measures that will be implemented to minimize the environmental and ecological impacts of the proposed development. No substantial or adverse environmental or ecological effects are anticipated, and the positive impacts resulting from the project will include: reduced traffic and noise in the residential neighborhoods and at the project site; a moderate reduction in vehicular traffic during school hours as commuters choose bicycling as an alternative mode of transportation; and a public facility to support both recreational and commuter bicyclists.

The project is consistent with the objectives and policies set forth in HRS205A-26 (SMA guidelines), and the county General Plan and Development Plan. Although a portion of the comfort station will be constructed in an area zoned P-2 General Preservation, a zoning change is not required. KCC has a PRU permit for its location in the residential area, and because the BSA project is considered as an accessory to KCC, the project can proceed once a PRU modification is approved.

*The City Council shall seek to minimize, where reasonable:*

- *Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;*
- *Any development which would reduce the size of any beach or other area usable for public recreation;*
- *Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management area and the mean high tide line where there is no beach;*
- *Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast; and*
- *Any development which would adversely affect water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.*

**Discussion:** The proposed project is consistent with the guidelines expressed above primarily because it is not located near the shoreline. The proposed BSA will not alter or affect access to any water bodies, nor will it reduce the size of any beach or area usable for public recreation. The project enhances public access and use of an existing recreational area. It does not interfere with the line of sight from a major highway to the sea, and it does not affect water quality, fishing areas, wildlife habitats, or agricultural uses of land.

#### **5.6 City and County of Honolulu Diamond Head Special District**

The primary objectives of the City and County of Honolulu's Diamond Head Special District are: (1) the preservation of existing prominent public views and the natural appearance of Diamond Head; and (2) the preservation and enhancement of the park-like character of the slopes surrounding the Diamond Head monument.

As noted in Figure 14, the project site is within the Diamond Head Special District, outside the District's core area boundary. The project design conforms with the established design guidelines, building height limits and landscaping requirements, and will be reviewed during the Diamond Head Special District Permit review following issuance of the Special Management Area Permit.

## 6.0 Permits Required

The following permits may be required for this project.

| <u>Permit</u>                                   | <u>Authority</u>  |
|---|---|
| Building Permits                                | City and County of Honolulu<br>Department of Design and Construction  |
| Sewer Connection<br>Permits                     | City and County of Honolulu<br>Department of Planning and Permitting  |
| Grading Permits                                 | City and County of Honolulu<br>Department of Planning and Permitting  |
| Special Management<br>Area Use Permit           | Honolulu City Council   |
| <u>Diamond Head Special<br/>District Permit</u> | <u>City and County of Honolulu<br/>Department of Planning and Permitting</u>  |
| Landowner Consent                               | State of Hawaii Board of Land and<br>Natural Resources  |
| Use and Occupancy<br>Agreement                  | State of Hawaii Division of Land and<br>Natural Resources, University of Hawaii<br>Board of Regents, and the City and<br>County of Honolulu Department of Facility<br>Maintenance |

## **7.0 Agency Determination and Findings**

### **7.1 Agency Determination**

Based on the information presented in this Final Environmental Assessment, and a review of the significance criteria set forth in Section 11-200-12 of Title 11, Chapter 200, it has been determined that the proposed project will have no significant adverse impact on the environment. As such, a Finding of No Significant Impact (FONSI) for the proposed action is appropriate.

### **7.2 Findings and Reasons**

The nature and scale of the proposed action are such that no significant environmental effects are anticipated. Significant criteria supporting the FONSI determination are presented below.

The project does not involve an irrevocable commitment or loss or destruction of any natural or cultural resource. Development of the project will have "no effect" on the historic character of the Fort Ruger Chapel, and no known archaeological or Native Hawaiian cultural sites are expected to be found onsite. The project does not curtail the range of beneficial uses of the environment, nor does it entail a commitment for larger actions. The project is in accordance with the State's long-term environmental policies, goals and guidelines. No substantial or adverse environmental or ecological effects are anticipated, and the proposed park improvements will not significantly affect the economic welfare of the community. Positive social impacts resulting from the project include: (1) reduced traffic and noise in the surrounding communities as the proposed project provides an area where bicyclists can gather; (2) a reduction in vehicular traffic as bicycling is encouraged as an alternative mode of transportation; and (3) a public recreational facility that enhances the recreational experience for existing park users.

The proposed project will be performed in accordance with all state and local regulations to ensure the protection on human health and the environment. Potential impacts on public health are considered insignificant and temporary, and any impacts from the project will be mitigated by measures defined in this report. No natural or cultural resources or rare or endangered flora or fauna are expected to be found on the site, and development will not degrade the environmental quality of the site and its surroundings. The potential impacts on air, water, and noise levels will be insignificant and limited to construction of the project. Except for construction requirements, development will not require substantial energy consumption. The project will provide valuable amenities for bicycle commuters, thereby reducing the number of

automobile trips and gasoline consumption. No environmentally sensitive areas such as a flood plain, tsunami zone, or estuary will be affected, and the project will not significantly impact scenic vistas and view planes identified in county and state plans. Siting of the project has been sensitive to the surrounding environment and activities, and the landscaping proposes to enhance the remaining open space features at the project site.

## **8.0 Organizations, Agencies and Individuals Consulted During the Preparation of the Draft Environmental Assessment**

### **State Agencies**

Hawaii Film Office, Department of Business, Economic Development and Tourism

Division of State Parks, Department of Land and Natural Resources

Land Management Division, Department of Land and Natural Resources

Bicycle Coordinator, Department of Transportation

Office of Planning

Kapiolani Community College

University of Hawaii

Representative Mindy Jaffe

Senator Matt Matsunaga

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

Board of Water Supply

Department of Design and Construction

Department of Facilities Maintenance

Department of Parks and Recreation

Department of Planning and Permitting

Department of Transportation Services

Fire Department

Police Department

Councilmember Duke Bainum

### **Community Organizations/Individuals**

Waiialae-Kahala Vision Team Number 15

Bicycle Staging Area Community Advisory Committee

East Diamond Head Community Association

Kaimuki Neighborhood Board

Diamond Head Citizens Advisory Committee

Hawaii Bicycling League

Outdoor Circle

## 9.0 References

- Federal Emergency Management Agency. *Flood Insurance Rate Map (Community Panel No. 150001 0120 C)*. September 4, 1987.
- Helber Hastert & Fee Planners, Inc. *Bicycle Staging Area Site Selection Study*. City and County of Honolulu and Community Vision Team No. 15, November 2000.
- Helber Hastert & Fee Planners, Inc. *Honolulu Bicycle Master Plan*. Department of Transportation Services, City & Country of Honolulu, 1999.
- State of Hawaii Department of Accounting and General Services. *Final Environmental Impact Statement for the Proposed Kapiolani Community College at Fort Ruger Master Plan*. State of Hawaii, February 1981.
- State of Hawaii Department of Accounting and General Services. *Environmental Assessment for Kapiolani Community College Diamond Head Campus Master Plan for Phases IV & V*. State of Hawaii, March 1989.
- State of Hawaii Department of Business, Economic Development and Tourism. *State of Hawaii Data Book 1999*.
- Transportation Research Board, National Research Council. *Highway Capacity Manual (Special Report 209), Third Edition*. Washington, D. C., 1998.
- United States Department of Agriculture Soil Conservation Service in cooperation with the University of Hawaii Agricultural Experiment Station. *Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. United States Government Printing Office, August 1972.

**APPENDIX A    TRAFFIC ASSESSMENT**  
**PREPARED BY JULIAN NG, JUNE 200**

**Table (1)**  
**TRAFFIC COUNT DATA**

|                                    | <u>East of Makapuu Avenue</u> |                  | <u>West of 18<sup>th</sup> Avenue</u> |                  |
|------------------------------------|-------------------------------|------------------|---------------------------------------|------------------|
|                                    | <u>eastbound</u>              | <u>westbound</u> | <u>eastbound</u>                      | <u>westbound</u> |
| <b>Weekday (24-hour total)</b>     |                               |                  |                                       |                  |
| March 1994                         | --                            | --               | 6,750                                 | --               |
| October 1998                       | --                            | 7,331            | --                                    | --               |
| <b>AM Peak Hour</b>                |                               |                  |                                       |                  |
| March 1994 (7:30 AM – 8:30 AM)     | --                            | --               | 347                                   | --               |
| May 1998 (7:00 AM – 8:00 AM)       | 368                           | 812              | 345                                   | 920              |
| October 1998 (7:00 AM – 8:00 AM)   | --                            | 806              | --                                    | --               |
| <b>PM Peak Hour</b>                |                               |                  |                                       |                  |
| March 1994 (4:00 PM – 5:00 PM)     | --                            | --               | 639                                   | --               |
| May 1998 (4:00 PM – 5:00 PM)       | 465                           | 508              | 515                                   | 443              |
| October 1998 (3:30 PM – 4:30 PM)   | --                            | 628              | --                                    | --               |
| <b>Late morning</b>                |                               |                  |                                       |                  |
| March 1994 (11:00 AM - Noon)       | --                            | --               | 529                                   | --               |
| October 1998 (11:15 AM – 12:15 PM) | --                            | 513              | --                                    | --               |

Sources: May 1998 counts from Parsons Brinckerhoff Quade & Douglas, Inc., *Traffic Impact Analysis, Diamond Head State Monument Master Plan*, October 1998. Other count data from City and County of Honolulu, Department of Transportation Services.

**Table (2)**  
**ADDITIONAL TRAFFIC COUNTS**  
**Diamond Head Road, West of Makapuu Avenue**

|                            | <u>6:30 AM – 11:30 AM</u> |                 | <u>4:00 PM – 6:30 PM</u> |                 |
|----------------------------|---------------------------|-----------------|--------------------------|-----------------|
|                            | <u>Wednesday</u>          | <u>Saturday</u> | <u>Wednesday</u>         | <u>Saturday</u> |
| Two-way volumes            |                           |                 |                          |                 |
| Personal vehicle           | 3,656                     | 2,794           | 2,396                    | 1,801           |
| Commercial vehicle         | 70                        | 54              | 29                       | 23              |
| Public Service             | 29                        | 25              | 5                        | 19              |
| City Bus                   | 23                        | 24              | 17                       | 13              |
| Tour Bus                   | 20                        | 17              | 7                        | 8               |
| Taxi/Limo/Tour Van/Trolley | 228                       | 213             | 101                      | 94              |
| Motorcycle                 | 68                        | 59              | 55                       | 54              |
| Bicycle                    | 26                        | 45              | 43                       | 22              |
| Runner                     | 67                        | 155             | 59                       | 46              |
| Walker                     | 135                       | 212             | 75                       | 51              |

Source: Townscape, Inc., *Diamond Head Road Recreation Master Plan, Status Report, June 2000*

**Table (3)**  
**INTERSECTION TRAFFIC COUNTS**  
**KCC access road at Diamond Head Road**

|              | <u>Exiting traffic (vph)</u> |                | <u>Entering traffic (vph)</u> |                  | <u>Diamond Head Road</u> |                  |
|--------------|------------------------------|----------------|-------------------------------|------------------|--------------------------|------------------|
|              | <u>to west</u>               | <u>to east</u> | <u>from west</u>              | <u>from east</u> | <u>from west</u>         | <u>from east</u> |
| AM Peak Hour | 21                           | 18             | 36                            | 93               | 332                      | 791              |
| PM Peak Hour | 69                           | 55             | 23                            | 26               | 442                      | 439              |

Source: Parsons Brinckerhoff Quade & Douglas, Inc., *Traffic Impact Analysis, Diamond Head State Monument Master Plan, October 1998*

**Table (4)**  
**INTERSECTION IMPACT**  
**KCC access road at Diamond Head Road**

|   | <u>Exiting traffic (vph)</u> |                | <u>Entering traffic (vph)</u> |                  | <u>Diamond Head Road</u> |                  |
|---|------------------------------|----------------|-------------------------------|------------------|--------------------------|------------------|
|   | <u>to west</u>               | <u>to east</u> | <u>from west</u>              | <u>from east</u> | <u>from west</u>         | <u>from east</u> |
| <b>Existing volumes</b>                 |                              |                |                               |                  |                          |                  |
| AM Peak Hour                            | 21                           | 18             | 36                            | 93               | 332                      | 791              |
| PM Peak Hour                            | 69                           | 55             | 23                            | 26               | 442                      | 439              |
| <b>With added traffic</b>               |                              |                |                               |                  |                          |                  |
| AM Peak Hour                            | 37                           | 32             | 44                            | 115              | 332                      | 791              |
| PM Peak Hour                            | 86                           | 67             | 37                            | 42               | 442                      | 439              |
| <b>AM Peak Hour Levels of Service *</b> |                              |                |                               |                  |                          |                  |
| Existing                                | c (16.8)                     | d (25.9)       | b (10.4)                      | --               | --                       | --               |
| Added traffic                           | C (17.5)                     | D (28.6)       | B (10.5)                      | --               | --                       | --               |
| <b>PM Peak Hour Levels of Service *</b> |                              |                |                               |                  |                          |                  |
| Existing                                | b (13.1)                     | c (20.9)       | a (8.9)                       | --               | --                       | --               |
| Added traffic                           | B (13.4)                     | C (23.0)       | A (8.9)                       | --               | --                       | --               |

\* Levels of service (LOS) are defined from A to F, with increasing delay. LOS D or better is considered acceptable for urban conditions. Table shows LOS and average delay in seconds per vehicle.

**APPENDIX B DRAFT ENVIRONMENTAL ASSESSMENT  
CONSULTATION PHASE, COMMENTS AND  
RESPONSES**

**Individuals and Organizations Contacted  
During the Pre-Consultation Phase**

| <b>Individual</b>            | <b>Organization</b>  | <b>Date</b>     | <b>Contact</b> |
|------------------------------|--|-----------------|----------------|
|                              | City and County of Honolulu<br>Department of Planning and<br>Permitting                            | March 15, 2001  | Meeting        |
| Mr. Vincent Llorin           | State of Hawaii Department of<br>Transportation  | June 28, 2001   | Telephone      |
| Mr. Scott Derrickson         | Office of Planning, State of Hawaii<br>Department of Business, Economic<br>Development and Tourism | June 28, 2001   | Telephone      |
| Mr. Eric Stoetzer            |  | July 6, 2001    | Telephone      |
| Mr. Clyde Hosokawa           | Parks Division, State of Hawaii<br>Department of Land and Natural<br>Resources                     | July 6, 2001    | Telephone      |
| Mr. Chris Sayers             | City and County of Honolulu<br>Department of Transportation<br>Services                            | July 9, 2001    | Telephone      |
| Mr. John Eveland             | City and County of Honolulu<br>Department of Parks and Recreation                                  | July 9, 2001    | Telephone      |
| Ms. Mary Steiner             | Outdoor Circle   | July 9, 2001    | Telephone      |
| Mr. John Wendell             | Hawaii Bicycling League  | July 9, 2001    | Telephone      |
|                              | Bicycle Staging Area Community<br>Advisory Committee   | July 18, 2001   | Meeting        |
| Mr. Clark Hatch              | East Diamond Head Association  | July 20, 2001   | Telephone      |
| Councilmember<br>Duke Bainum | Honolulu City Council  | July 30, 2001   | Meeting        |
|                              | Kaimuki Neighborhood Board   | August 1, 2001  | Meeting        |
|                              | Waialae-Kahala Vision Team No. 15  | August 14, 2001 | Meeting        |

**APPENDIX C ENVIRONMENTAL ASSESSMENT  
PUBLIC REVIEW PHASE, COMMENTS AND  
RESPONSES**

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



01 NOV 7 AM 9 12

DEPT. OF PLANNING  
CITY & COUNTY OF HONOLULU  
**STATE OF HAWAII**  
**DEPARTMENT OF LAND AND NATURAL RESOURCES**  
DIVISION OF STATE PARKS  
P.O. BOX 621  
HONOLULU, HAWAII 96809

GILBERT S. COLOMA-AGARAN  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

JANET T. KAWELO  
DEPUTY DIRECTOR

LINNEE T. NISHIOKA  
DEPUTY DIRECTOR FOR  
THE COMMISSION ON WATER  
RESOURCE MANAGEMENT

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

Mr. 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

NOV -7 2001

Dear Mr. Fujiki:

Draft Environmental Assessment for the  
Proposed Bicycle Staging Area - Waialae-Kahala  
Vision Team No. 15, Ref. 2001/ED-19(ST)/2001/SMA-63

The Draft Environmental Assessment for the proposed bicycling staging area was reviewed by the Division of State Parks and presented to the Diamond Head Citizens Advisory Committee (CAC) at its meeting on November 1, 2001. The key issues raised include jurisdiction, and the design of the proposed facilities and landscaping.

**JURISDICTION**

The project straddles two Tax Map Keys. The portion of the project located within Tax Map Key 3-1-42:20 was identified in the 1979 Master Plan as part of the State Monument. As long term land issues still remain unresolved with the University of Hawaii, the use of parcel 20 for the proposed bicycle staging area will require the approval of the Board of Land and Natural Resources for consistency with the Master Plan in accordance with Chapter 6E-32, HRS.

**COMFORT STATION DESIGN AND LANDSCAPING**

The Diamond Head CAC found the proposed comfort station to be institutional in its overall design, noting that it had the appearance of a standard county comfort station. At its meeting, the CAC also established a sub-committee to continue its review of the project. You will be receiving separate comments from the CAC.

Thank you for the opportunity to review the draft environmental assessment for this project. Please advise the applicant to call me at 587-0289 to discuss presentation of this project to the Board of Land and Natural Resources.

Sincerely,

DANIEL S. QUINN  
Administrator

Helber Hastert & Fee  
*Planners, Inc.*

December 11, 2001

Mr. Daniel Quinn, Administrator  
Division of State Parks  
Department of Land and Natural Resources  
State of Hawaii  
P.O. Box 621  
Honolulu, Hawaii 96809



Dear Mr. Quinn:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waialae-Kahala Vision Team Number 15**

Thank you for the letter in response to the Waialae-Kahala Draft EA. We offer the following responses to issues raised by the Division of State Parks:

1. TMK 3-1-42:20 was originally included as part of the Diamond Head State Monument District. Discussion with Clyde Hosokawa of the Department of Land and Natural Resources State Parks Division has confirmed that survey records maintained by the State of Hawaii Department of Accounting and General Services show that parcel 20 was withdrawn from the Monument District by Executive Order No. 3776, dated June 25, 1999, and set aside under Executive Order No. 3791, dated October 26, 1999, for use by the University of Hawaii. Gary Martin, staff member at the Lands Division, has confirmed that lands set aside to the University of Hawaii via Executive Order generally do not require approval by the Board of Land and Natural Resources.
2. As mentioned in Section 2.2 of the DEA, the architectural design of the comfort station is based on the City and County of Honolulu's current prototype design for a small bathhouse. We have worked with John Morton, Kapiolani Community College Provost, and modified the prototype design in response to the Provost's concerns that the building's exterior reflect the campus architecture. Revised design features include a brown-colored roof, red rust fascia, and beige exterior walls with use of some split face rather than smooth stucco finish.

Both this letter and your comment letter will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners

Wendie McAllaster  
Senior Associate

Attachment



DEPUTIES  
JANEY E. KAWILO  
LUNNEL NISHIOKA

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kakuhinewa Building, Room 555  
801 Kamehameha 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 16, 2001

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

LOG NO: 28356  
DOC NO: 0110col0  
Architecture

Dear Mr. Fujiki:

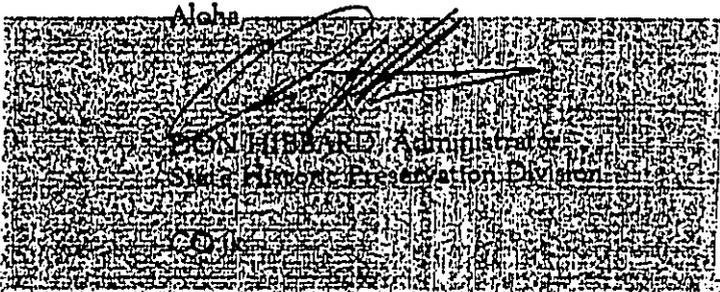
**SUBJECT: Chapter 6E Review (HRS)  
Special Management Area (SMA) Use Permit  
Construction of a Comfort Station, etc. and Landscaping  
Kapiolani Community College  
TMK 3-1-42:9&20, Honolulu, Oahu**

Thank you for the draft Environmental Assessment and letter dated October 4, 2000, received October 8, 2001, regarding the proposed construction of comfort station, with showers, lockers, bicycle rack, new picnic tables, drinking fountain and landscaping.

Section 3.3 Physical Characteristics, Cultural, Historical and Archaeological Resources. Although the Chapel and the Theater are not part of the Fort Ruger Historic District, they may be eligible for listing on the Hawaii and National Register of Historic Places.

However, from the site plan submitted in the assessment we believe that the new structure is sited away from the chapel, and will have 'no effect' on the historic character of the chapel. And since the site has been previously disturbed, we concur with the determination that 'no known archaeological or Native Hawaiian cultural sites are expected to be found onsite.'

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



|                   |                   |         |          |            |   |
|-------------------|-------------------|---------|----------|------------|---|
| Post-It® Fax Note | 7871              | Date    | 10-29-01 | # of pages | 1 |
| To                | Wendy McCallister | From    | UNA      |            |   |
| Co./Dept.         |                   | Co.     |          |            |   |
| Phone #           |                   | Phone # | 692-8032 |            |   |
| Fax #             | 545-2050          | Fax #   |          |            |   |

OCT 18 2001

Helber Hastert & Fee  
*Planners, Inc.*

December 10, 2001

Mr. Don Hibbard, Administrator  
Historic Preservation Division  
Department of Land and Natural Resources  
State of Hawaii  
601 Kamokila Boulevard, Room 555  
Kapolei, Hawaii 96707



Dear Mr. Hibbard:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waialae-Kahala Vision Team Number 15**

Thank you for the letter dated October 16, 2001 in response to the Waialae-Kahala Draft EA. We note that the proposed project will have "no effect" on the historic character of the chapel, and that "no known archaeological or Native Hawaiian cultural sites are expected to be found onsite." The Final EA will be modified to acknowledge that the Chapel may be eligible for listing on both the Hawaii and National Register of Historic Places, and will also assess the impacts of local cultural practices.

This letter and the comment letter dated October 16, 2001 will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners

Wendie McAllaster  
Senior Associate

BENJAMIN J. CAYETANO  
GOVERNOR



GENEVIEVE SALMONSON  
DIRECTOR

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

October 17, 2001

Randall Fujiki, Acting Director  
Department of Planning and Permitting  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813

Attn: Steve Tagawa

Dear Mr. Fujiki:

Subject: Draft Environmental Assessment (EA), Waialae-Kahala Bicycle Staging Area

We have the following comments to offer:

Two-sided pages: In order to reduce bulk and save on paper, please consider printing on both sides of the pages in the final document.

Contacts: If you received any correspondence from contacts made during the pre-consultation phase, but sure to include copies in the final EA.

Significance criteria: Include a discussion of findings and reasons, according to the significance criteria listed in HAR 11-200-12, that supports your forthcoming determination, either Finding of No Significant Impact (FONSI) or EIS preparation notice. This discussion is required by law. You may use the enclosed sample as a guideline.

Paving; landscaping: Hawaii Revised Statutes 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 website 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

Randall Fujiki  
October 17, 2001  
Page 2

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.

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

Sincerely,

  
GENEVIEVE SALMONSON  
Director

Enc.

c: Mark Kikuchi, DTS  
Wendie McAllaster, HHF

Helber Hastert & Fee  
Planners, Inc.

December 11, 2001

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



Dear Ms. Salmonson:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waialae-Kahala Vision Team Number 15**

Thank you for the letter dated October 17, 2001 in response to the Waialae-Kahala Draft EA. We offer the following responses to issues you have raised:

1. Copies of the Final EA will be printed on both sides of the page in order to reduce bulk and conserve resources.
2. Pre-consultation correspondence was done primarily via telephone. A list of individuals and organizations contacted during the pre-consultation phase will be appended in the Final EA.
3. A new section entitled *Agency Determination and Findings* discussing the agency determination, findings and reasons will be included in the Final EA. Given the lack of impacts described in the DEA, a Finding of No Significant Impact (FONSI) is expected.
4. We note your comment that Hawaii Revised Statutes requires the use of recycled glass in paving materials wherever possible, and will forward your comment to the project engineer.
5. Low-maintenance plants known to thrive in the type of conditions found at the project site were selected for landscaping, including the native gardenia, *Gardenia brighamii* 'Lau Nui'. Section 2.2 of the Final EA will be expanded to provide more detail on the proposed landscaping.
6. As requested by OEQC, Section 4.4 of the Final EA will assess the impacts of the proposed project to local cultural practices.

This response letter and the October 17, 2001 letter will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners

Wendie McAllaster  
Senior Associate

Grosvenor Center • 753 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel. 808.545.2055 • Fax 808.545.2050 • www.hhf.com • e-mail: info@hhf.com

University of Hawai'i

**K A P I ' O L A N I C O M M U N I T Y C O L L E G E**

Office of the Provost

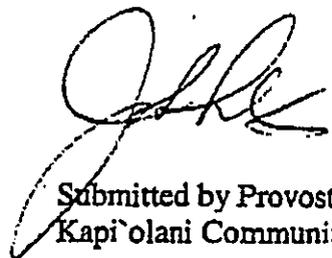
October 31, 2001

**TESTIMONY TO THE CITY AND COUNTY OF HONOLULU  
DEPARTMENT OF PLANNING AND PERMITTING**

**In Regards to the Special Management Use Permit Application for the  
Bicycle Staging Area at Kapi`olani Community College**

Kapi`olani Community College testifies in favor of this application for a special management use permit for the Bicycle Staging Area at our college. The College has been working with the project planners, Helbert Hastert & Fee Planners, Inc; the various city and county agencies, the University of Hawai'i at Manoa facilities administrator, and the state Department of Land and Natural Resources personnel to support the planning and construction of this bike staging station on our campus.

The College has been very involved in the site selection process, attentive to the various neighborhood community concerns related to the structure's aesthetics, safety and security, and environmental impact of the station. We are very supportive of this prototype structure being placed on our campus grounds for use by both our campus and the neighborhood community.

  
Submitted by Provost John Morton  
Kapi`olani Community College

Helber Hastert & Fee  
*Planners, Inc.*

December 11, 2001

Mr. John Morton  
Provost  
Kapiolani Community College  
4303 Diamond Head Road  
Honolulu, Hawaii 96816



Dear Mr. Morton:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waialae-Kahala Vision Team Number 15**

Thank you for the written testimony in response to the Waialae-Kahala Bicycle Staging Area Special Management Area Use Permit Public Hearing. We acknowledge your support of the project, and note your involvement in the site selection process and project planning.

Both this letter and your written testimony will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners

A handwritten signature in black ink that reads "Wendie McAllaster".

Wendie McAllaster  
Senior Associate



## THE OUTDOOR CIRCLE

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

Established 1912

A Non-profit Organization

### BRANCHES

#### O'AHU

Kane'ohe  
Lani-Kailua  
North Shore  
Wai'anae Kahala

#### HAWAII

Hilo  
Ka'u  
Kona  
Waikoloa Village  
Waimea

#### KAUAI

#### MAUI

#### GARDEN CIRCLE

Lani-Kailua

November 19, 2001

Ms. Cheryl Soon, Director  
City and County of Honolulu  
Department of Transportation Services  
711 Kapiolani Blvd.  
Honolulu, HI 96813

RE: Draft Environmental Assessment Bicycle Staging Area Wai'anae-Kahala  
Vision Team No. 15

Dear Ms. Soon:

On behalf of The Outdoor Circle I would like to thank you for allowing us to be a consulted party on the above referenced Draft Environmental Assessment (DEA). We have reviewed the document and offer the following comments for your consideration and response:

#### Flora and Fauna:

The DEA must be revised to show that at least two trees will be removed and/or relocated as a result of this project. The tree which is being proposed for relocation should be evaluated by a qualified certified arborist to determine if it is a candidate for relocation and the arborists' results should be included in the final document.

The trees located where the exercise pad will be relocated also must be evaluated by a qualified certified arborist as to the impacts the grading may have on their roots. Generally, more information on the impacts of grading should be included in the Final Environmental Assessment (FEA).

Please provide further information in the FEA as to how the existing trees will be protected during construction.

The DEA does not include drawings which show the proposed installation of the water service lateral nor is there information as to how the irrigation lines will be modified. Please add this information to the FEA and include a commitment to maintain a 15-foot clearance from the base of any tree when trenching.

#### Visual Resources:

There seems to be differing information regarding the height of the proposed building. Section 2.2 titled Architecture states that the structure "will not exceed 20-feet in height." Section 4.4, Visual Resources says that the proposed structure

Draft Environmental Assessment  
Bicycle Staging Area  
November 20, 2001  
Page 2

will reach 20-feet and the consultant told us the structure would be about 16-feet high. Please clarify which is true and correct the FEA accordingly.

Cultural, Historical and Archaeological Resources:

The DEA is relying on the Environmental Assessment for the Kapiolani Community College Diamond Head Campus Master Plan for Phases IV and V (dated March 1989) in its claim there are no known cultural, historical or archaeological resources within the project area. However, this Master Plan was completed for the enactment of Act 50. Please provide further information on traditional cultural practices that may potentially be affected by this project.

Other:

The DEA states that Diamond Head Road is a designated bicycle route. Please include a plan showing where the bicycle routes are in the affected neighborhoods.

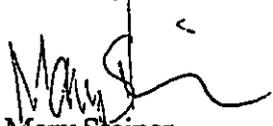
Will the City be charging for the use of the lockers? If yes, how much and how will the proceeds be spent?

Please explain how a project can go out to bid, as this one has, before the Finding of No Significant Impact and the Special Management Area Use Permit have been received. Does the six month time frame to complete the project (page 16) take into account City Council's process for the SMP? Please clarify this in the FEA. In addition, does the project budget take into account cost changes as may be required by Council to meet the SMP requirements?

Section 5.6 claims that landscaping requirements will be reviewed during the Diamond Head Special District Permit review, however that is not a permit required in Section 6.0. Please correct Section 6.0 to reflect that a permit is needed.

Thank you for the opportunity to comment. If you have any questions, please feel free to contact me.

Sincerely,



Mary Steiner  
CEO

Cc: Helber Hastert & Fee Planners, Inc.  
Office of Environmental Quality Control  
Department of Planning and Permitting

Helber Hastert & Fee  
*Planners, Inc.*

December 11, 2001

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



Dear Ms. Steiner:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waialae-Kahala Vision Team Number 15**

Thank you for the letter dated November 19, 2001 in response to the Waialae-Kahala Draft EA. We offer the following responses to your comments:

1. Construction of the exercise station will require removal of one kiawe tree and relocation of one monkeypod tree. If required, the existing gold tree between the multi-use pathway and exercise station will be raised in relation to the finished grade. A qualified arborist has been hired to evaluate the feasibility of transplanting the monkeypod. In the event that the monkeypod cannot be considered for relocation, our recommended alternative will be replacement with a field-stock monkeypod. This information will be incorporated into the Final EA.
2. We note your comment to protect the root systems of the existing trees. Installation of the water service lateral and sewer line will not impact any trees at the project site (see attached map). The construction drawings and project specifications include language to ensure proper treatment and protection of the existing trees.
3. The proposed height of the comfort station is 16 feet. The Final EA will be revised to accurately reflect the building height.
4. Section 4.4 of the Final EA will be revised to include an assessment of the impacts of the proposed project to local cultural practices.
5. Section 3.5, Infrastructure and Utilities, describes Diamond Head Road and 18<sup>th</sup> Avenue as designated bicycle routes in the City and County of Honolulu Bicycle Plan. A map showing existing and proposed bicycle routes in the surrounding community will be included as part of the Final EA.
6. The City will be responsible for the operation and maintenance of the personal lockers. The conditions and operational procedures for use of the lockers have yet to be determined.
7. The City has allowed the project to go out to bid before the issuance of the Special Management Area Use Permit (SMP), however, any conditions attached to project permits will be met. Project construction will not begin until all necessary permits are acquired. The six-month timeframe documented in the Draft EA is an estimate of the

Helber Hastert & Fee  
Planners, Inc.

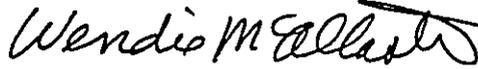
Ms. Mary Steiner  
December 11, 2001  
Page 2

time required for construction of the project. The preliminary project cost, which has been estimated at \$600,000, does not include costs that may be associated with change orders.

This letter and your comment letter will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners



Wendie McAllaster  
Senior Associate

Attachment



2642 Halelena Place  
Honolulu, HI 96822  
Nov. 23 2001

Ms. Cheryl Soon  
Department of Transportation  
Honolulu, HI

Dear Ms. Soon:

The Diamond Head Citizens Advisory Committee has only recently been made aware of the plans to situate a bike staging structure on the Diamond Head side of Kapiolani Community College. We were aware of planning for the structure, but did not know about its placement until about ten days ago. Our committee is concerned with the view planes from the monument, and therefore we visited the site with Clyde Hosokawa of the Department of Land and Natural Resources earlier this week. We find the site appropriate, but we have some concerns about the planned structure itself:

We are primarily concerned with both size and placement: a buttressed 50 feet wide building on the crest of the low hill just across the road from the foot of Diamond Head. We see the current plan as providing for a more complex and obvious structure than should be required for a bicycle staging area, and an invitation to passersby as a comfortable overnight shelter.

Our discussions of both the structure and the site lead us to suggest that: 1) a less obvious and smaller structure would serve the purpose of the building; 2) if the building itself and its roof echoed the Diamond Head Road bus stop just across from the bicycle staging area site, rather than the currently designed alien building, it would be more appropriate to the current setting; and 3) if it were placed just below the crest on the Diamond Head side of area (slightly above the present film studio), it would be relatively unobtrusive on the lovely grassy slope of the Diamond Head side of Kapiolani College.

Our major point is, the building as planned is more obtrusive and more complex than is necessary. What we envision is a functional building for bicyclists, comfortably and unobtrusively situated on the chosen site at Kapiolani Community College.

Thank you for your attention to this matter.

Sincerely,

*E. Alison Kay*  
E. Alison Kay

Chair,

Diamond Head Citizens Advisory Committee

Helber Hastert & Fee  
*Planners, Inc.*

December 11, 2001

Ms. E. Alison Kay, Chair  
Diamond Head Citizens Advisory Committee  
2642 Halelena Place  
Honolulu, Hawaii 96822



Dear Ms. Kay:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waiialae-Kahala Vision Team Number 15**

Thank you for your comment letter regarding the Waiialae-Kahala Draft EA. The following is in response to your comments.

1. We note your comment that the Diamond Head Citizens Advisory Committee has only recently been made aware of the plans to site the proposed structure on the Diamond Head side of Kapiolani Community College. Our project files indicate that we have contacted representatives from the Diamond Head Citizens Advisory Committee on numerous occasions to discuss the siting of the proposed project. We reference the following meetings and conversations.

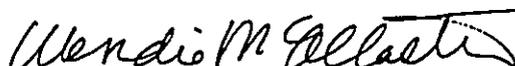
|                    |  |
|--------------------|--|
| June 20, 2000      | Telephone conversation<br>Wendie McAllaster spoke with Clyde Hosokawa, DLNR State Parks to establish relationship as part of the site selection study  |
| August 4, 2000     | Telephone conversation<br>Corlyn Orr spoke with Alison Kay to investigate on-going planning efforts for the Diamond Head State Monument Project  |
| September 28, 2000 | Diamond Head Citizens Advisory Committee Meeting<br>Wendie McAllaster presented schematic plans of alternative sites at Kapiolani Community College included in the site selection study   |
| October 19, 2000   | Telephone conversation<br>Wendie McAllaster called Alison Kay indicating inability to attend the Diamond Head Citizens Advisory Committee meeting due to a conflicting appointment. Ms. Kay verified receipt of the schematic plans for the alternative sites at Kapiolani Community College |
| August 1, 2001     | Facsimile to Clyde Hosokawa<br>Proposed site plan showing the Bicycle Staging Area located at the site of the existing exercise station and the exercise station relocated to the south of the comfort station   |

- August 30, 2001      Diamond Head Citizens Advisory Committee Meeting  
Wendie McAllaster presented the proposed site plan for the  
Bicycle Staging Area showing the comfort station and  
exercise station in the same location
- October 19, 2001      Telephone conversation  
Michelle Matson, Diamond Head Citizens Advisory  
Committee member, requested 4 copies of Draft  
Environmental Assessment
- November 1, 2001      Diamond Head Citizens Advisory Committee Meeting  
Wendie McAllaster presented an updated site plan and  
illustrations of the Bicycle Staging Area
- November 2, 2001      Transmittal to Michelle Matson  
Topographic map of project area and site plan showing with  
project area and Fort Ruger Chapel transmitted
2. As mentioned in Section 2.2 of the DEA, the architectural design of the comfort station is based on the City and County of Honolulu's current prototype design for a small bathhouse. We have worked with John Morton, Kapiolani Community College Provost, and modified the prototype design in response to his concerns that the building's exterior reflect the campus architecture, which is similar in design to the bus stop facility along Diamond Head Road. Revised design features include a brown-colored roof, red rust fascia, and beige exterior walls with use of some split face rather than smooth stucco finish.
3. We originally considered siting the proposed comfort station in the graded area adjacent to the Hawaii Film Studio. However, the slope of the lower graded area required a large amount of fill to meet ADA requirements, and the additional costs associated with grading, construction of retaining walls and drainage improvements precluded the use of the site. The comfort station will be sited 50 feet from Diamond Head Road in an area that has an elevation seven feet below the grade of Diamond Head Road, with the intent that the existing canopy trees lining Diamond Head Road, the natural topography of the site, and new landscaping will screen sections of the building from the road.

This letter and the comment letter dated November 23, 2001 will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners



Wendie McAllaster  
Senior Associate

**MICHELLE SPALDING MATSON**  
**3931 Gail Street**  
**Honolulu, Hawaii 96815**

November 23, 2001

Helber, Hastert & Fee Planners, Inc.  
733 Bishop Street, Suite 2590  
Honolulu, HI 96813

Attention: Ms. Wendie McCallister,  
Senior Associate

Ms. Cheryl Soon, Director  
Department of Transportation Services  
650 South King Street - 9th Floor  
Honolulu, HI 96813

Attention: Mr. Mark Kikuchi,  
Project Manager

**SUBJECT: DIAMOND HEAD ROAD BICYCLE STAGING AREA**  
**DRAFT ENVIRONMENTAL ASSESSMENT,**  
**AUGUST, 2001**

Dear Ms. McCallister and Mr. Kikuchi:

I am writing today as an individual in response to the Diamond Head Road Bicycle Staging Facility Draft Environmental Assessment, dated August 2001. 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, which is contiguous to the proposed facility.

The proposed restroom/shower facility could be a practical addition to the Kapiolani Community College campus as a functional amenity that will serve both weekday students and weekend recreational bicyclists, as well as the multitude of walkers and joggers enjoying the natural character and open space of the Monument's slopes. However, I believe that the facility's proposed location on the site is misplaced within the recreational open space and the view plane of the Monument's Diamond Head Road entrance, and that the facility is unnecessarily oversized in width and height. Further, the construction finish materials need to be more in keeping with natural materials that are more visually compatible with the surrounding terrain and recreational area.

Specific comments are as follows:

- a) The 6,500 square-foot site proposed for construction of the 800 square-foot restroom and shower facility is a natural tree-shaded open space across from the busy entrance to the Diamond Head State Monument crater park. The present site has well-maintained rolling grass slopes that compliment the natural view plane of the Diamond Head State Monument and provide a compatible natural open space surrounding the historic Fort Ruger chapel, from which the presently proposed restroom/shower facility would stand apart by only 100 feet.
- b) The proposed extended grading and structuralization of the passive recreational area within Parcel 20 contiguous to Diamond Head Road would perceptibly impact this gently sloping open space. There is also a concern about the impact to the root systems of the mature canopy trees by the proposed structure, walkways and relocated exercise station.
- c) The site is presently one of the most attractive and better maintained natural open spaces along the mauka side of Diamond Head Road. During a recent DHCAC site visit, this passive recreational refuge was frequented by walkers and joggers along Diamond Head Road. Notably, no bicyclists were observed and the bike rack was unused.
- d) The character and integrity of this natural open space should be left as is, neither changed nor altered in any way. Instead, the proposed restroom and shower facility can be easily accommodated on the lower level of Parcel 9 adjacent to the film studio and within the KCC property boundary.
- e) Currently the proposed facility is planned to straddle the property line of Parcel 20, a P-2 zoned recreational area along Diamond Head Road, and Parcel 9, an R-10 zoned residential lot under KCC jurisdiction. The proposal to straddle the property line is inconsistent with the City's own Land Use Ordinance, which mandates that any new structures within the Diamond Head Special District must be within parcel boundaries with specific set-backs from contiguous properties on each side.
- f) The lower graded area within Parcel 9 adjacent to the film studio is a more advisable location for the restroom/shower facility for the following reasons:
- (1) The structure would not impact the upper sloping open space and view plane as seen from Diamond Head Road and the entrance to the Diamond Head State Monument crater park.
  - (2) The lower level is graded with fewer mature trees.

- (3) The lower level is easily accessible via ramp down from the adjacent KCC parking area. According to parks personnel and architects who were present during a recent DHCAC site visit, the dry well can be easily relocated to provide for drainage under extreme weather conditions.
- (4) The lower level can accommodate the restroom/shower facility if situated correctly and designed with minor modifications and removal of the two unnecessary 11-foot wide decorative buttresses on either side, which together ultimately increase the facility's width by nearly 50%.
- g) The proposed height of 20 feet should be reduced to not more than 15 feet in order to be consistent with the height of residential structures in this vicinity of the slopes of the Diamond Head State Monument.
- h) The construction finish materials proposed for the facility appear to be incompatible with the surrounding buildings and terrain. In lieu of the proposed raised-seam painted metal roof with protruding skylights, natural finish materials and a less conspicuous roof profile would be far more appropriate for the area. The facility's roof, as would be seen from Diamond Head Road very prominently on the proposed site, and less conspicuously on the lower level of Parcel 9, ideally should replicate the materials and design of the Diamond Head Road bus shelters. Such replicative material and design would be far more compatible with the present surroundings, and could allow the necessary natural interior lighting through better concealment of the skylights.

Thank you for the opportunity to comment on the Diamond Head Road Bicycle Staging Facility Draft Environmental Assessment. 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 proposal for the subject bicycle staging facility. With comprehensive consideration, this proposed project has the promise of appropriately providing an additional functional amenity for all who enter this significant scenic and recreation area, the Diamond Head National Natural Landmark and State Monument.

Sincerely,



Michelle Spalding Matson

Helber Hastert & Fee  
*Planners, Inc.*

December 11, 2001

Ms. Michelle Matson  
3931 Gail Street  
Honolulu, Hawaii 96815



Dear Ms. Matson:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waialae-Kahala Vision Team Number 15**

Thank you for your letter dated November 23, 2001 in response to the Waialae-Kahala Draft EA. The following is in response to your comments:

**Proximity to Fort Ruger Chapel and Diamond Head Road**

We acknowledge the character and integrity of the existing open space features along Diamond Head Road, and note the following. The proposed building footprint has a floor area of approximately 800 square feet, and will occupy 12% of the 6,500 square feet project site. The comfort station has been sited 50 feet from Diamond Head Road, with the intent that the existing canopy trees lining Diamond Head Road will screen sections of the building from the roadway. In addition, the proposed landscaping retains the existing grassy areas and all but one tree at the project site to enhance the remaining open space features.

In your letter, you state that the proposed facility would stand only 100 feet from the historic Fort Ruger Chapel and would negatively impact the natural open space surrounding the Chapel. The proposed comfort station, which will be located almost 150 feet from the Chapel, will be separated from the Chapel by large canopy trees, the multi-use pathway currently running through the site, and the undulating physical topography of the site. More importantly, the Department of Land and Natural Resources Historic Preservation Division has confirmed that the Fort Ruger Chapel is not included in the Fort Ruger Historic District, and that the proposed project will have "no effect" on the historic character of the chapel.

**Recreational Amenities**

The proposed project is a prototype facility for the City and County of Honolulu. As the first public facility dedicated to the sport of bicycling, the bicycle staging areas validates the City's commitment to encourage bicycling as both a recreational activity and as an alternative form of transportation. As suggested in your letter, Diamond Head Road is a popular route for walking/jogging, and the location of the comfort station along Diamond Head Road will further enrich the recreational experience for the walkers and joggers in the area.

**Preferred Site**

We note your comment to consider the lower graded area within Parcel 9 adjacent to the Hawaii Film Studio for the siting of the comfort station. The site was originally considered as the location for the comfort station. However, the slope of the lower graded area required a large amount of fill to meet ADA requirements, and the additional

costs associated with grading, construction of retaining walls and drainage improvements precluded the use of the site.

#### Design Features

The project site is located outside the core area of the Diamond Head Special Design District, and has a height limitation of 25 feet. The proposed height of the comfort station is 16 feet, which is well within the guidelines established by the Diamond Head Special Design District. Considering that the proposed structure has been sited in a graded area that is 7 feet below the grade of Diamond Head Road, the elevation of the building as seen from Diamond Head Road will be less than ten feet in height.

As mentioned in Section 2.2 of the DEA, the architectural design of the comfort station is based on the City and County of Honolulu's current prototype design for a small bathhouse. We have worked with John Morton, Kapiolani Community College Provost, and modified the prototype design in response to the Provost's concerns that the building's exterior reflect the campus architecture. Revised design features include a brown-colored roof, red rust fascia, and beige exterior walls with use of some split face rather than smooth stucco finish.

#### Diamond Head Special District Guidelines

We note your comment that the Diamond Head Special District mandate new structures be sited within parcel boundaries with specific setbacks from contiguous properties on each site. Review of the Diamond Head Special District guidelines does not indicate any requirement to contain development within property boundaries as you have stated in your letter. Section 21-9.40-4 of the Land Use Ordinance (Design Controls for the Diamond Head Special District) states, "Implementation of the district objectives shall consist primarily of landscaping requirements, height limitations and architectural design review."

This letter and your comment letter will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners



Wendie McAllaster  
Senior Associate

Eric McCutcheon  
3680 A Lilinoe Place  
Honolulu, HI 96816  
(808) 735-5633

October 10, 2001

Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street  
Honolulu, HI 96813

To DPP:

My name is Eric McCutcheon and I would like to offer testimony regarding the Bicycle Staging Area, Waialae-Kahala Vision Team No. 15, File Number 2001/SMA-63.

I support the granting of a Special Management Area Use Permit, and the Department's anticipation of issuing a Finding of No Significant Impact for this project.

I support this project for many reasons:

- It will be a tangible symbol a historical accord reached by the Kahala community and the Hawaii Bicycling League.
- It is a best fit of exhausting site selection criteria.
- It supports both City and State Bicycle Master Plans.
- It benefits a tremendous number of users.
- It positively impacts traffic, safety, health, education, and recreation.
- It will stand as a prototype for other communities.

This facility will be a tremendous resource for our State.

Thank you,

Eric McCutcheon

Helber Haster & Fee  
*Planners, Inc.*

December 11, 2001

Mr. Eric McCutcheon  
3680-A Lilipoe Place  
Honolulu, Hawaii 96816



Dear Mr. McCutcheon:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waialae-Kahala Vision Team Number 15**

Thank you for the written testimony in response to the Waialae-Kahala Bicycle Staging Area Special Management Area Use Permit Public Hearing. We note your endorsement of the project, and the rationale cited in support of the project.

Both this letter and your written testimony will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners

Wendie McAllaster  
Senior Associate

**Toshi Takata**

469 Ena Road, #3303

Honolulu, Hawaii 96815

Phone: (808) 528-7039 E-mail: [takata@vlsh.org](mailto:takata@vlsh.org)

November 1, 2001

'01 NOV 7 AM 10 49

DEPT OF PLANNING  
& PERMITTING  
CITY & COUNTY OF HONOLULU

DPP, C&C of Honolulu  
ATTN: Mr. Steve Tagawa  
650 S. King St.  
Honolulu, HI 96813

**RE: Strongly in favor of Bicycle Staging Area for Kapiolani College**

Dear Mr. Tagawa, or, To Whom It May Concern:

As a regular bicycle commuter in our fine, but very bike unfriendly, Honolulu, I don't think that enough has been done to encourage and/or support bicycle use as a serious commuting alternative. Compared to most other bike friendly communities in this country, we have near ideal yearlong climatic conditions with a relatively flat and compact urban center. Couple these attributes with a general population which tends to value physical activity, fitness and being outdoors while being environmentally responsible, and it should become obvious that bicycle commuting holds great potential as a remedy to so many of our traffic congestion, pollution and other problems associated with our dependence on the private auto.

Besides being an ideal staging area for commuters riding in from "bedroom communities" east of Diamond Head towards work in town, it would encourage many more to bicycle commute. A major reason many do not bicycle is due to the increasing danger in the denser core of Honolulu where so many going to work must go. The staging area would allow these bicyclists to ride the relatively safer routes to the staging area, and finish the short remainder of their commute into work by public transit, shuttle or other alternative.

Finally, it would also be a significant step towards addressing the much larger and neglected issue of improving the quality of life in Honolulu by decreasing our overall dependence on the private auto. City & County should demonstrate leadership on this matter, and I think this is definitely a project that could fulfill the philosophy behind the term, "build it, and they will come"; and the cost is relatively minimal when compared to the potential benefits to be gained by all.

Thank you for your consideration, please do not hesitate to contact me on this matter, and I hope to testify at any upcoming public hearing if my work schedule allows.

Sincerely,



Toshi Takata

Helber Hastert & Fee  
*Planners, Inc.*



December 11, 2001

Mr. Toshi Takata  
469 Ena Road, Suite 3303  
Honolulu, Hawaii 96815

Dear Mr. Takata:

**Draft Environmental Assessment (EA)  
Bicycle Staging Area  
Waiialae-Kahala Vision Team Number 15**

Thank you for the letter dated November 1, 2001 in response to the Waiialae-Kahala Draft EA. We acknowledge your support of this project, and your encouragement of bicycling as an alternative mode of transportation.

This letter and the comment letter dated November 1, 2001 will be included in the Final EA. Should you have any questions, please call me at 545-2055.

Sincerely,

HELBER, HASTERT AND FEE, Planners

Wendie McAllaster  
Senior Associate