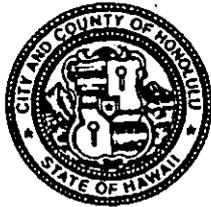


DEPARTMENT OF DESIGN AND CONSTRUCTION  
**CITY AND COUNTY OF HONOLULU**

850 SOUTH KING STREET, 11TH FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 523-4564 • Fax: (808) 523-4567  
Website: [www.cc.honolulu.hi.us](http://www.cc.honolulu.hi.us)

JEREMY HARRIS  
MAYOR



April 9, 2003

RECEIVED

TIMOTHY E. STEINBERGER, P.E.  
ACTING DIRECTOR

GEORGE T. TAMASHIRO, P.E.  
ASSISTANT DIRECTOR

'03 APR 10 P1:17

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

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

Dear Ms. Salmonson:

Subject: Finding of No Significant Impact (FONSI) for Makiki Town Center and  
Wilder Avenue Revitalization Master Plan; Honolulu, Oahu, Hawaii

We have reviewed the comments received during the 30-day public comment period that began on January 23, 2003 and have determined that this project will not have significant environmental effects. Therefore, we have issued a FONSI. Please publish this notice in the next edition of The Environmental Notice.

A completed OEQC Publication Form and four copies of the final environmental assessment are enclosed.

Please call Mr. Donald Griffin at 523-6324 if there are any questions.

Very truly yours,

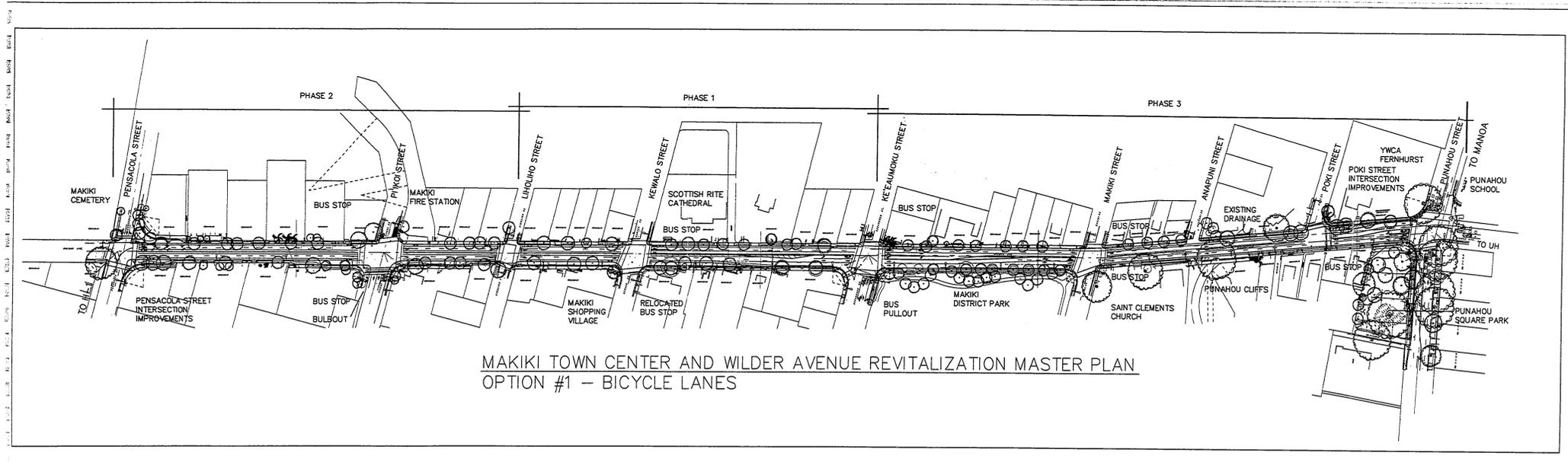
A handwritten signature in black ink, appearing to read "T. Steinberger".

TIM E. STEINBERGER, P. E.  
Acting Director

TES:ei

Enclosures

cc: Gerald Park Urban Planner



MAKIKI TOWN CENTER AND WILDER AVENUE REVITALIZATION MASTER PLAN  
 OPTION #1 - BICYCLE LANES

THE CITY & COUNTY OF HONOLULU

MAKIKI TOWN CENTER AND WILDER AVENUE REVITALIZATION MASTER PLAN

MAKIKI TOWN CENTER AND WILDER AVENUE REVITALIZATION MASTER PLAN

OVERALL PLAN

BICYCLE LANES OPTION #1

Diana Anne Yee, ASLA  
 Landscape Architect, LLC  
 1000 Kalia Road, Suite 200  
 Honolulu, HI 96813

LO-1

2003-04-23-0A-FEA

APR 23 2003

**FILE COPY**

FINAL ENVIRONMENTAL ASSESSMENT

**MAKIKI TOWN CENTER AND WILDER AVENUE  
REVITALIZATION MASTER PLAN**

*Pensacola Street to Punahou Square Park  
Honolulu, Oahu, Hawaii*

---

Prepared for

**Department of Design and Construction**  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

April 2003

FINAL ENVIRONMENTAL ASSESSMENT

**MAKIKI TOWN CENTER AND WILDER AVENUE  
REVITALIZATION MASTER PLAN**  
*Pensacola Street to Punahou Square Park*  
Honolulu, Oahu, Hawaii

---

Prepared in Partial Fulfillment of the Requirements  
of Chapter 343, Hawaii Revised Statutes and  
Hawaii Administrative Rules, Title 11, Chapter 200  
Department of Health, State of Hawaii

Prepared for

**Department of Design and Construction**  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Prepared by

**Gerald Park Urban Planner**  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814

and

**Dana Anne Yee, Landscape Architect LLC**  
1717 Mott-Smith Drive, Suite 904  
Honolulu, Hawaii 96822

April 2003

## PROJECT PROFILE

---

**Project:** Makiki Town Center and Wilder Avenue Revitalization Master Plan

**Proposing Agency:** Department of Design and Construction  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

**Accepting Authority:** Department of Design and Construction  
for Mayor, City and County of Honolulu

**Location:** Makiki, Honolulu, Oahu

**Tax Map Key:** None  
**Landowner:** City and County of Honolulu

**State Land Use Designation:** Urban  
**General Plan:** Primary Urban Center  
**Development Plan Area:** Primary Urban Center  
**Land Use Map:** Medium Density Apartment  
**Public Facilities Map:** Road Improvements (Beyond 6 years)  
Wilder Avenue (Pensacola to Liholiho Street)  
Drainage Improvements (Within 6 years)  
Wilder Avenue (Makiki Street to Anapuni St)

**Zoning:** A-2 Medium Density Apartment  
**Special District:** Punchbowl Special District  
**Special Management Area:** Outside Special Management Area

**Existing Use:** Roadway, Sidewalk, On-Street Parking

**Need for Environmental Assessment:** Use of County land and funds  
Section 343-5 (a)(1), HRS

**Anticipated Determination:** Finding of No Significant Impact

**Contact Person:** Don Griffin  
Department of Design and Construction  
City and County of Honolulu  
650 South King Street, 9th Floor  
Honolulu, Hawaii 96813  
  
Phone: 527-6324

Note: Substantive revisions to the text of the Draft Environmental Assessment appear in ***bold italic type***. Deleted text is shaded.

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SECTION 1  
DESCRIPTION OF THE PROPOSED PROJECT

---

The Department of Design and Construction, City and County of Honolulu, proposes right-of-way improvements to Wilder Avenue in Makiki, Honolulu, Hawaii. The improvements are proposed between Pensacola Street and Punahou Square Park, a distance of about 3,400 lineal feet. A Location Map is shown in Figure 1.

**A. Purpose of the Project**

The Makiki Town Center and Wilder Avenue Revitalization Master Plan is a plan for Wilder Avenue, one of the major urban features that help to define the Makiki community. Amidst high-rise, high-density buildings, Wilder Avenue functions as a through street for schools and facilities located on either end of the project limits, a short-cut to the Lunalilo Freeway (or to by-pass the freeway), and a night-time parking lot. It is recognized that the automobile and roads have shaped Makiki and other communities and will continue to play significant roles in the future of the communities. Rather than catering to the automobile, it is hoped that the concepts presented in the Plan will stimulate discussion for a future Makiki and encourage residents to take actions that would improve and enhance the livability of their community both now and further into a 21st century Honolulu.

**B. Goals and Objectives**

The Master Plan does not propose widening or realigning Wilder Avenue. What the Master Plan does, however, is propose to use the street to accommodate more than just the automobile. The concepts presented herein propose to share the street with pedestrians, bicyclists, and motorists. Towards this end, the goals and objectives of the Master Plan are to:

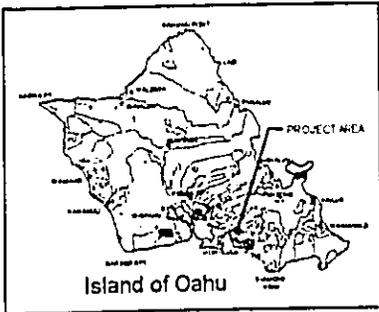
1. Enhance the pedestrian environment.
2. Implement the Honolulu Bicycle Master Plan.
3. Develop a street identity for Wilder Avenue.
4. Improve bus boarding areas and bus shelters.

**C. Design Concepts**

To attain these goals, the Master Plan proposes multiple design concepts drawing upon existing conditions, future conditions, and city plans for Oahu. Individually, the concepts apply to individual elements within the project limits; collectively the concepts speak of a vision for a future Wilder Avenue.

**1. Enhance the Pedestrian Environment**

The sidewalks on both sides of Wilder Avenue should be reconstructed. Many sidewalk areas have uneven surfaces due to grass growing between the joints causing differential settlement between sidewalk sections, tree roots lifting the sidewalk, and improper sidewalk restoration during driveway or utility installations.



Source: City & County of Honolulu Online GIS Data,  
Aerial Photo Air Survey Hawaii, April 1997



Figure 1  
 Location Map  
 Makiki Town Center and  
 Wilder Avenue Revitalization

City & County of Honolulu  
 NORTH

Makiki, Island of Oahu

LINEAL SCALE (FEET)

0 75 150 300

Gerald Park  
 Urban Planner  
 December 2007

One of the major design proposals is to construct a meandering sidewalk that will provide a continuous pathway from Punahou Street to Pensacola Street. Although there are many constraints along Wilder Avenue that make it difficult to provide a meandering sidewalk along the entire length, it is possible to meander the sidewalk in key locations that should help to create a more interesting and pleasant way for pedestrians to experience Makiki. New sidewalks would create a pedestrian pathway linking parks, commercial areas, churches, and residences on Wilder Avenue.

The sidewalk should be a minimum of 5-feet wide to comply with the City and County of Honolulu Department of Planning and Permitting roadway design guidelines. In areas with limited width, a narrower sidewalk should be constructed. Intersections improvements, *sidewalks*, driveway connections and connections to private property walkway entrances should comply with the design requirements of the Americans with Disabilities Act Accessibility Guidelines ("ADAAG").

The final selection of the sidewalk material should be determined during the design phase of the improvements project and coordinated with the selection of streetscape furniture, landscaping features and other improvements. Surface treatment of the sidewalk should be in keeping with the Punchbowl Special District.

The use of colored and textured concrete as well as patterning the sidewalk with score patterns should provide a consistent streetscape along Wilder Avenue and make it easier for pedestrians to move about the neighborhood. New crosswalk markings also should make intersections more noticeable for both pedestrians and automobile drivers. An example of patterned and colored sidewalks is found at Punahou Square Park.

Narrowing street intersection crossings with curb extensions should help to slow traffic. Bulbouts will provide shorter and safer street crossings for pedestrians.

## 2. Implement the Honolulu Bicycle Master Plan

The addition of bicycle lanes would help to implement the Honolulu Bicycle Master Plan (Department of Transportation Services, 1999). Wilder Avenue is part of the "Mauka Bike Corridor" and assigned a Priority 3 level implementation (Ibid). The bicycle lanes will help to provide a different and cleaner mode of transportation and help to link open spaces. Bicycle lanes would support the Honolulu Bicycle Master Plan goal to increase the number of people who ride bicycles and to become one of the world's most bicycle friendly cities.

Standard lane widths for urban type roadway vary between 10-feet to 14-feet wide. Wilder Avenue in general has two pavement widths:

1. Pavement widths of about 40-feet on roadway sections from Pensacola Street to Kewalo Street (in some sections 56-feet) and from Makiki Street to Poki Street. Pavement striping in these areas consist of four traffic lanes, two in each direction during non-peak traffic hours (*Department of Transportation Services Comment*).
2. Pavement widths of about 54-feet on roadway sections from Kewalo Street to Makiki Street and from Poki Street to Punahou Street. Pavement striping in these areas consist of transition to five traffic lanes, four through lanes and one turning lane.

Traffic lane widths for Wilder Avenue should consist of 10-foot travel lanes where possible. Between Punahou and Makiki Streets, the traffic lane width should be 9-feet. Bike lanes should be 5-feet wide (*next to concrete gutters*), with a minimum width of 4-feet *where there are no gutters* (*Department of Transportation Services Comment*). Shared Use Paths in lieu of bike lanes should be 10-feet wide with a minimum width of 8-feet.

With the implementation of the Honolulu Bicycle Master Plan for Wilder Avenue, bike lanes should be designed to travel along both sides of Wilder Avenue adjacent to the curbs. For the safety of the bicycle riders and due to the narrow width of Wilder Avenue, on street parking on both sides of Wilder Avenue should be removed.

### 3. Develop a Street Identity for Wilder Avenue

The landscaping of Wilder Avenue should create a strong design statement providing Makiki with its own identity. A theme tree—the 'Queen's White' Shower Tree—is proposed as the key landscape element. The 'Queen's White' Shower Tree is an accepted and approved street tree for the City and County of Honolulu.

Landscaping both sides of the right-of-way should reduce the visual impact of existing developments on both sides of Wilder Avenue and help to improve the appearance of the surrounding area. Landscaping also should enhance the view of Punchbowl Crater in support of the design objectives of the Punchbowl Special District.

Street amenities are an integral part of the urban landscape. The concept is to provide a thematic streetscape consisting of Victorian street light standards, Victorian furniture such as benches, trash receptacles, tree grates, bicycle racks, new Hawaiian style bus stops, and signage for and about Makiki. Signage should include a Makiki community sign at Makiki District Park and Punahou Square Park, historical plaques, walking sign tours, children's art in sidewalks, and a community bulletin board.

### 4. Improve Bus Areas and Bus Shelters

Where there is adequate sidewalk area, existing bus stops should be set back from the travel lane to prevent blocking the travel lane. All bus stops should be constructed of concrete instead of asphalt paving. This will keep the asphalt pavement from failing due to the start and stop movements of the bus. The concrete bus pads should be at least 10-feet wide and approximately 80-feet long with asphalt pavement transitions connecting the concrete bus pads to the roadway pavement. The bus pads should be constructed to City and County of Honolulu standards.

Most of the bus stops have bus shelters. Where there is no bus shelter, new standard City and County Hawaiian style bus shelters should be constructed. Some of the existing bus shelters are located on private property and it should be verified if there are access easements for the use of the bus shelters. If new bus shelters are constructed on private property, access easements may be required.

## C. Master Plan Options

Four options were developed for the Makiki Town Center and Wilder Avenue Revitalization Master Plan. The preferred option, Option #1 Bicycle Lanes, is described below and shown in Figure 2 (Sheet LO-1). The other options are discussed in Section 4 of this Assessment.

## Option #1 Bicycle Lanes

### Sidewalks

Meandering sidewalks on both sides of the right-of-way would create a more pedestrian friendly environment to Wilder Avenue and create a more relaxed atmosphere. A minimum 5-foot width is recommended to conform to the State of Hawaii's Disability Communication Access Board (DCAB) and the City and County of Honolulu, Department of Planning and Permitting (DPP) guidelines for sidewalk widths. In areas of limited width, narrower sidewalks should be constructed.

### Bicycle Lanes

Implementation of the Honolulu Bike Master Plan should be considered at this time. Off-*On-street* parking would be eliminated along all sections of Wilder Avenue where the bike lane is within the Wilder Avenue right-of-way and adjacent to the curb (*Department of Transportation Services Comment*).

### Planter Strips

Planter strips between the sidewalk and curb will vary in width depending upon how the sidewalk meanders along Wilder Avenue. Street trees and complementing landscape material should be planted to soften the hardness of the roadway setting.

### Curbs

There is presently a mix of concrete curbs and basaltic rock curbs. The City should determine which type of curb should be installed along Wilder Avenue and replace the other curb appropriately. It is recommended that basaltic rock should be the standard curb. Concrete curbs will be required at all driveways.

### Curb Adjustment

The mauka curb line should keep its present alignment, as it appears that there is little deviation along the mauka right-of-way compared to the makai curbline. Between Pensacola Street and Kewalo Street the makai curb should be adjusted to 40-feet from the mauka curb. This will allow for a uniform roadway width and allow for three lanes of traffic and two bike lanes. By increasing the sidewalk area along the makai section of Wilder Avenue, more landscaping can be introduced to soften the appearance of the roadway. Where the bike lanes are against the curb, on-street parking should be removed along this section of Wilder Avenue.

### Light Fixtures

It is recommended that "Victorian" style street light standards be installed on the mauka side of Wilder Avenue. Existing light standards would remain on the makai side of the street. The new standards should be adequately spaced to provide sufficient lighting of the traffic lanes and walkways.

The Master Plan does not propose placing overhead utility lines underground.

#### Landscaping and Accessory Facilities

The 'Queen's White' Shower Tree should replace the Royal Poinciana Trees as the street tree. Benches, street furniture, and trash receptacles should be of Victorian style design.

Signs should identify sites and buildings of historical and cultural importance to the community.

#### **E. Economic Characteristics**

The cost for implementing the Makiki Town Center and Wilder Avenue Revitalization Master Plan (Option #1) is estimated at \$ 3.5 million. Most of the improvements are proposed within the existing Wilder Avenue right-of-way or on public-owned adjoining the right-of-way.

The City and County of Honolulu has not appropriated design and construction funds for the project.

#### **F. Social Characteristics**

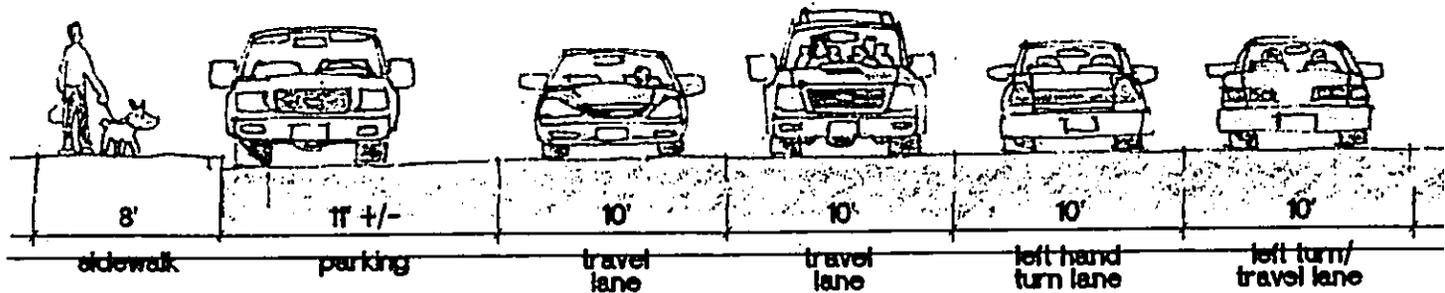
No commercial or residential activity will be displaced by the proposed project. The proposed street improvements, however, will displace on-street parking at some locations within the project limits. Approximately 60 on-street parking "spaces" would be removed.

**MAP/DRAWING#**

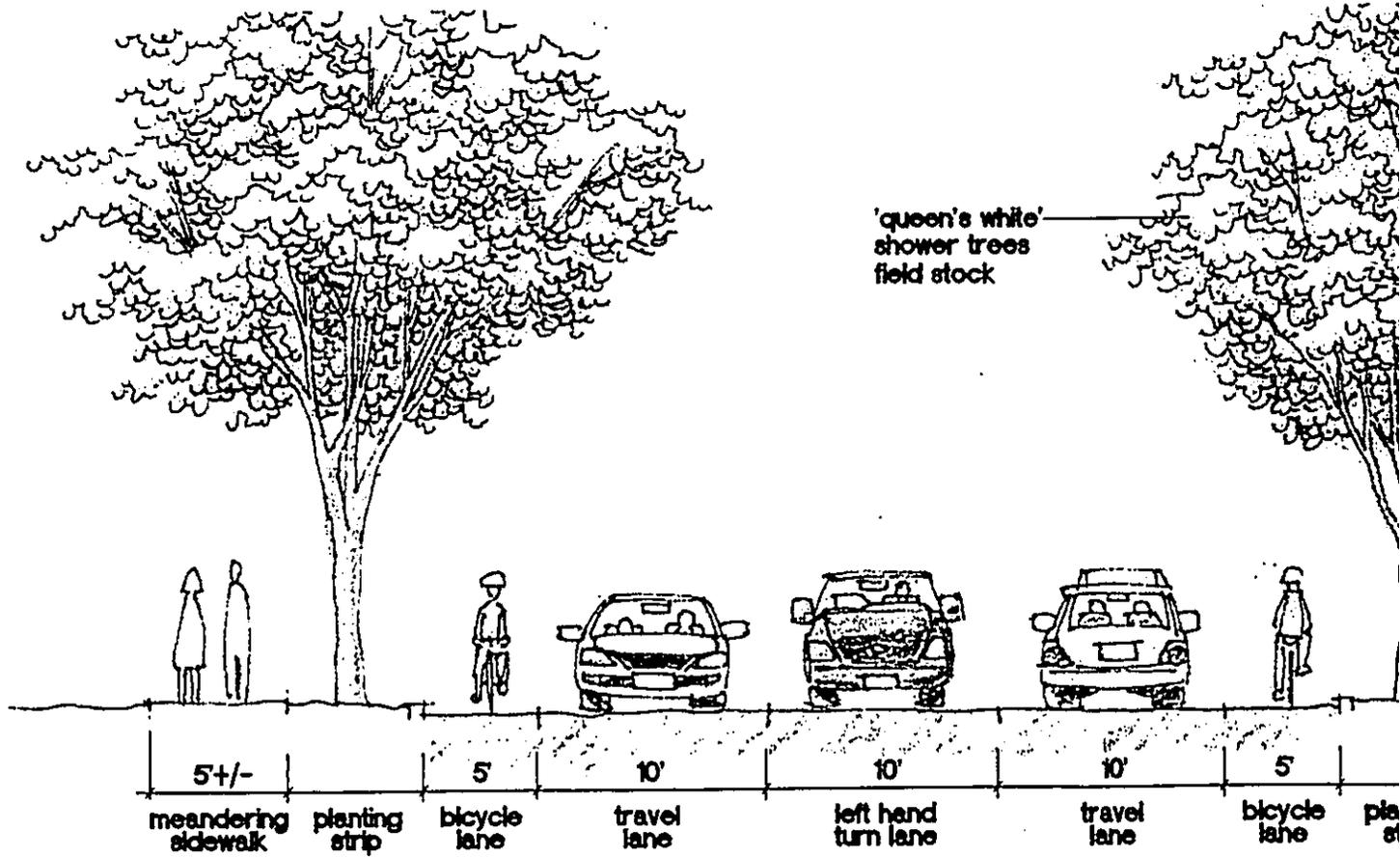
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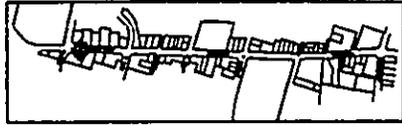
**PENSACOLA STREET TO PI'IKOI STREET**  
**EXISTING CONDITIONS - PHOTOGRAPH (LOOKING EWA)**



**PENSACOLA STREET TO PI'IKOI STREET**  
**EXISTING CONDITIONS (LOOKING EWA)**



**PENSACOLA STREET TO PI'IKOI STREET**  
**SECTION B - OPTION #1 (LOOKING EWA)**



**THE CITY & COUNTY  
OF HONOLULU**

**MAKIKI TOWN CENTER  
AND WILDER AVENUE  
REVITALIZATION  
MASTER PLAN**

**MAKIKI/  
LOWER PUNCHBOWL/TANTALUS  
NEIGHBORHOOD BOARD**

**SECTIONS AND  
PHOTOGRAPHS**

**OPTION #1  
BICYCLE LANES**

**PENSACOLA STREET TO  
PIKOI STREET**

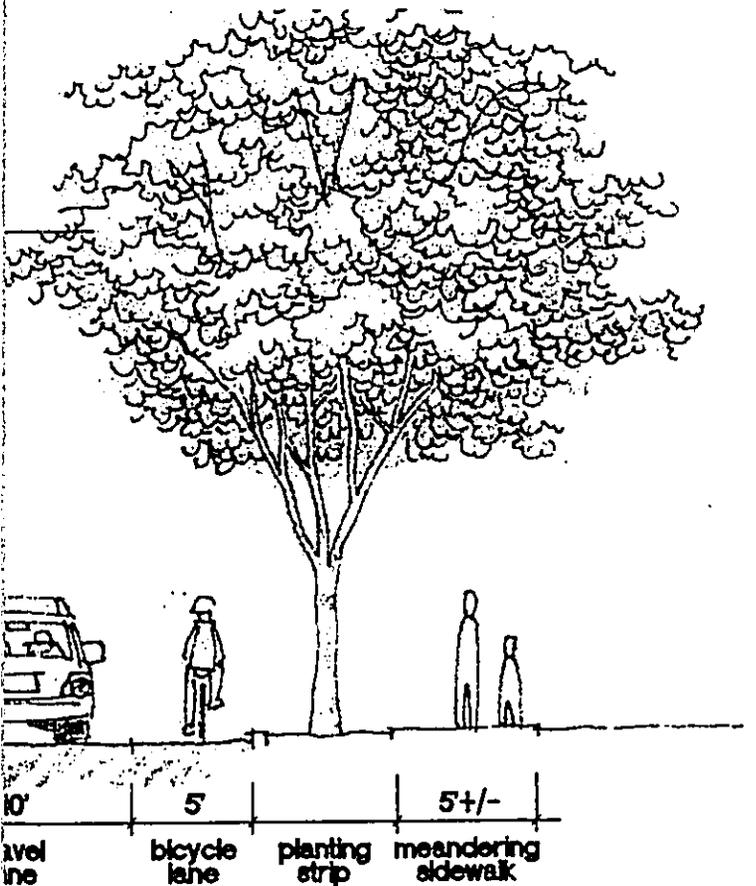
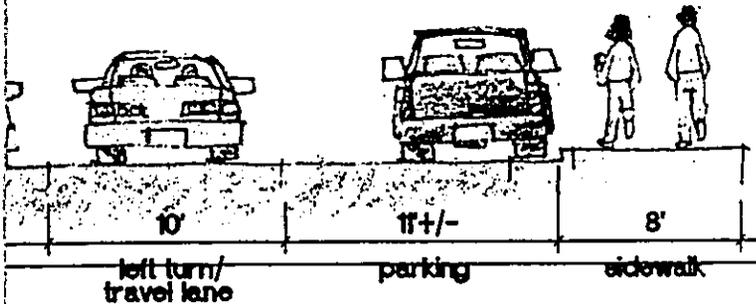
**Dana Anne Yee, ASLA**

**Landscape Architect, LLC.**

1717 Mott Smith Drive #904  
Honolulu, Hawaii 96822

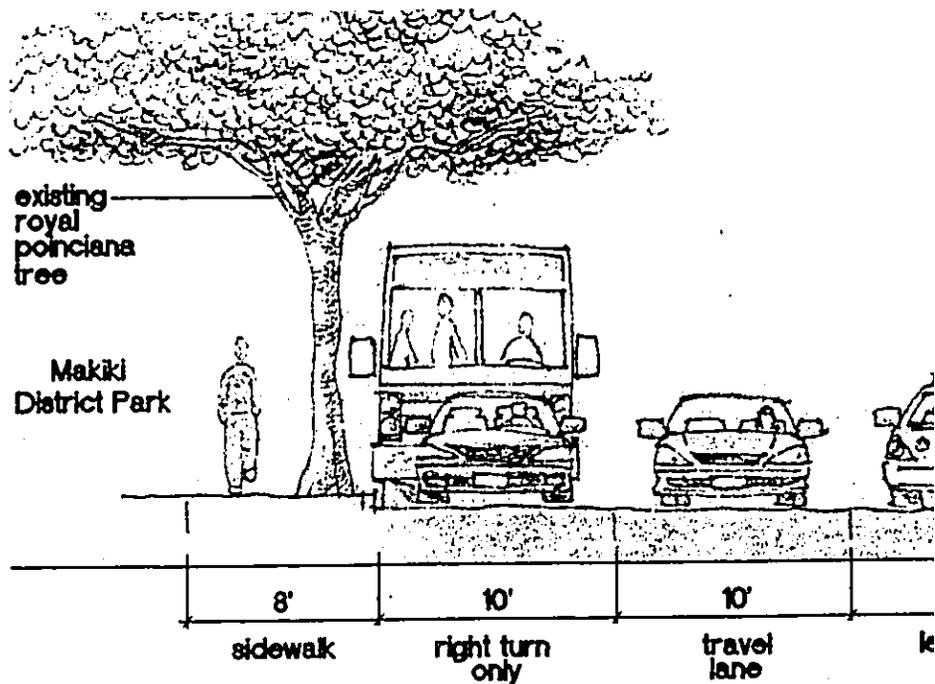
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SCALE AS SHOWN  
DATE NOVEMBER 2002

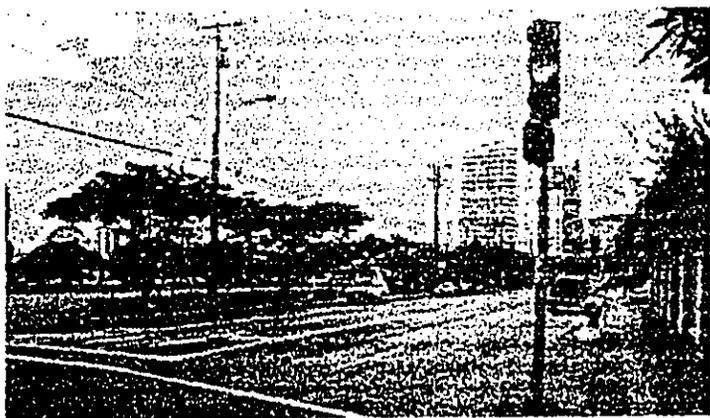




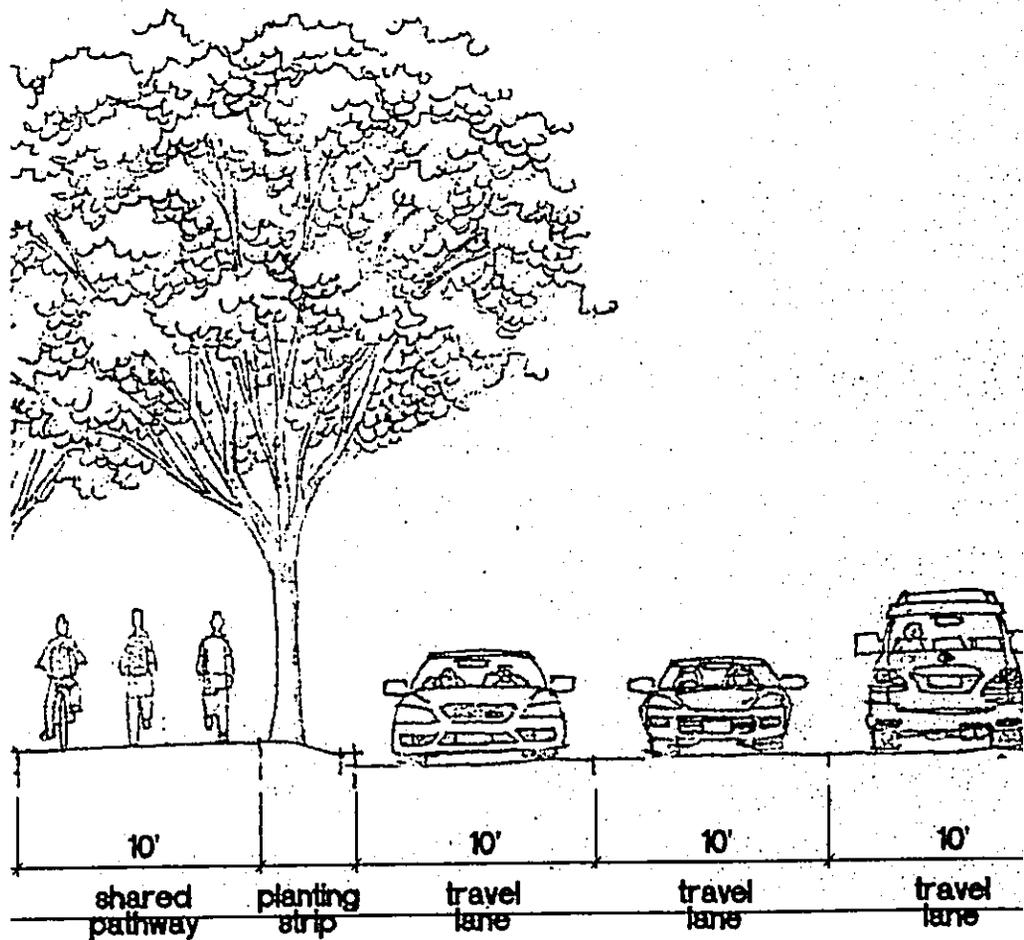
**KE'EAUMOKU STREET TO MAKIKI STREET**  
**EXISTING CONDITIONS - PHOTOGRAPH (LOOKING EWA)**



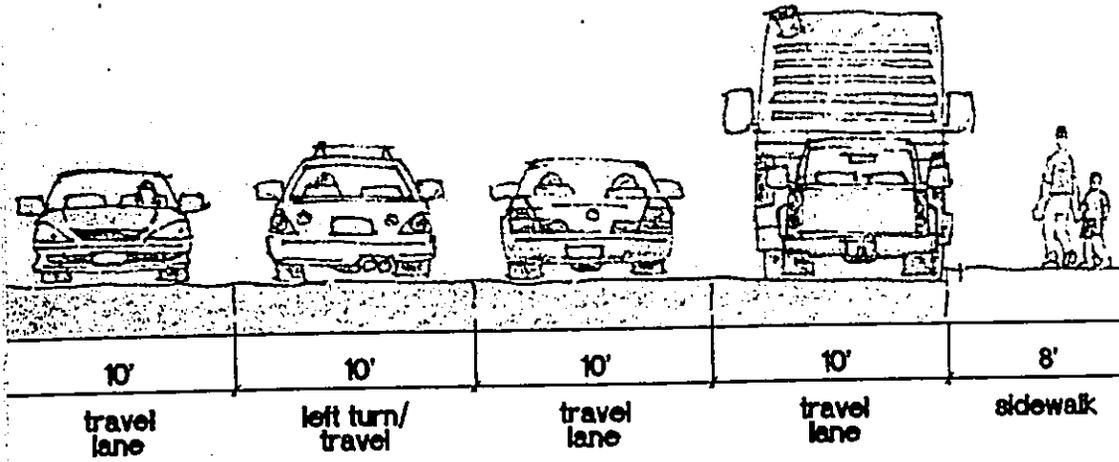
**KE'EAUMOKU STREET TO MAKIKI STREET**  
**EXISTING CONDITIONS - SECTION (LOOKING EWA)**



**KE'EAUMOKU STREET TO MAKIKI STREET**  
**EXISTING CONDITIONS - PHOTOGRAPH (LOOKING EWA)**



**KE'EAUMOKU STREET TO MAKIKI STREET**  
**OPTION #1 - BICYCLE LANES (LOOKING EWA)**



**THE CITY & COUNTY OF HONOLULU**

**MAKIKI TOWN CENTER AND WILDER AVENUE REVITALIZATION MASTER PLAN**

MAKIKI/  
LOWER PUNCHBOWL/TANTALUS  
NEIGHBORHOOD BOARD

**SECTIONS AND PHOTOGRAPHS**

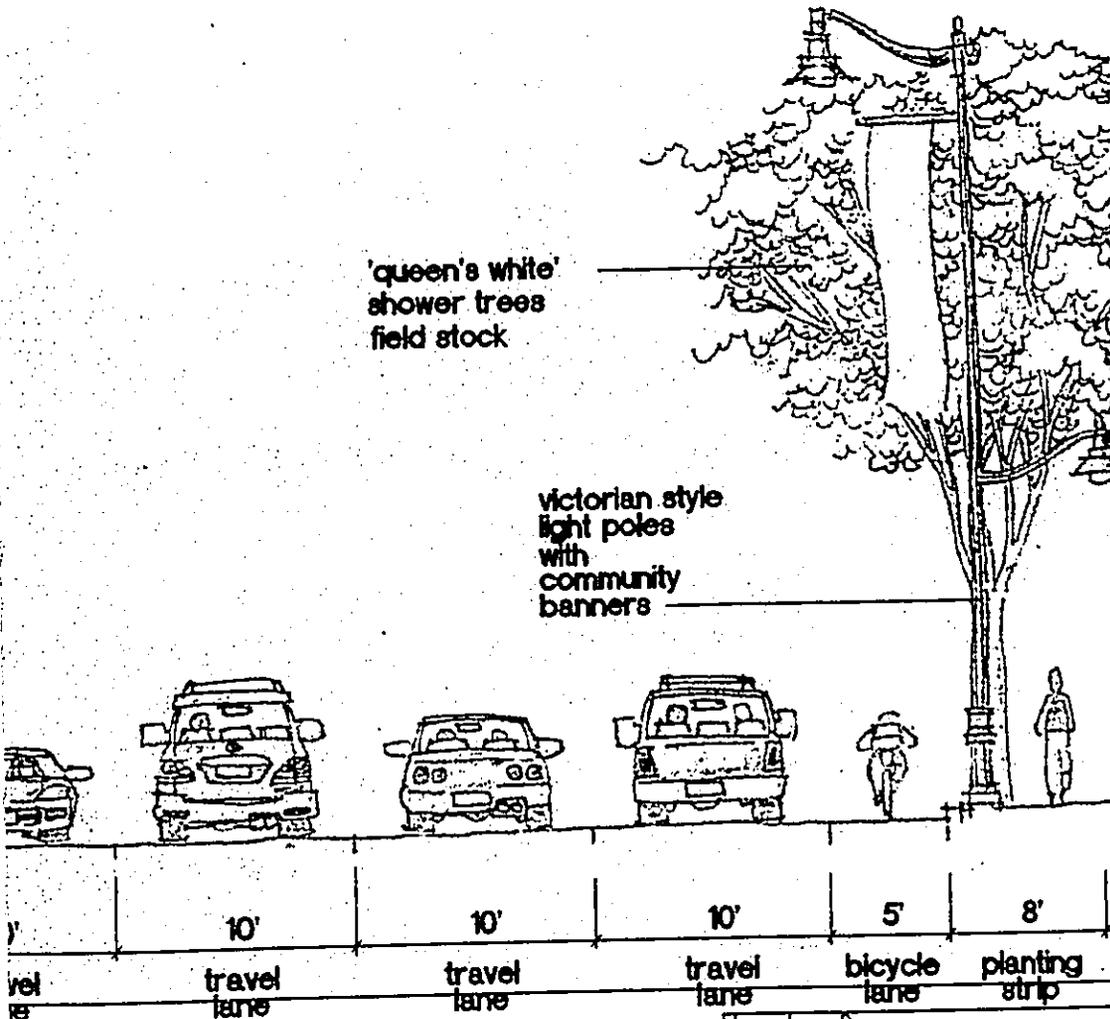
**OPTION #1  
BICYCLE LANES**

**K'E'AUMOKU STREET TO  
MAKIKI STREET**

**Dana Anne Yee, ASLA**  
Landscape Architect, LLC.  
1717 Mott Smith Drive #904  
Honolulu, Hawaii 96822

'queen's white'  
shower trees  
field stock

victorian style  
light poles  
with  
community  
banners



**LS-5**

SHEET \_\_\_\_\_ OF \_\_\_\_\_  
SCALE AS SHOWN  
DATE NOVEMBER 2002



## SECTION 2

# SUMMARY OF EXISTING CONDITIONS

---

### A. Climate

Relatively constant temperatures, abundant sunshine, persistent trade winds, and moderate humidity characterize climatic conditions in Honolulu. Mean temperatures range from 73° F in the winter to 82° F during the summer. Average rainfall in low-lying areas is about 20 inches annually with most rainfall occurring between November and April. Relative humidity ranges between 56 and 72 percent (Park, 1999).

### B. Topography

Wilder Avenue is relatively flat with slight changes in grade. The change in grade is most noticeable at Pensacola Street where ground elevation is about 80 feet above mean sea level ("msl"), the high grade within the project limits. From Pensacola Street, the grade falls gradually to 60 feet msl near Pi'ikoi Street, and 52 feet msl at Kewalo Street. From the low point at Kewalo Street the grade rises to about 60 feet msl mid-block between Ke'eaumoku and Makiki Streets and to about 65 feet msl at Punahou Street.

### C. Geology and Soils

The project area is located on the southeasterly flank of Punchbowl, a tuff cone that formed during late-stage eruptions on the southeastern end of the Ko'olau Mountain Range. The late-stage volcanic eruptions are known as the Honolulu Volcanic Series and constitute more than 30 separate eruptions, which created well-known landmarks such as Diamond Head, Koko Head, Tantalus, and Salt Lake.

Volcanic tuff is mostly palagonitized vitric ash and lapili with scattered fragments of coral limestone and Ko'olau basalt. Black sand found on the slopes and within the crater are not from the Punchbowl eruption but rather from eruptions of Sugar Loaf and Tantalus (MacDonald, 1983).

Actual soil composition within the Wilder Avenue right-of-way cannot be determined. Soil Survey Maps (Soil Conservation Service, 1972) map one soil type—Makiki clay loam 0 to 2 percent slopes—within the project limits. More than likely, however, the construction of Wilder Avenue and the improvement of properties adjoining the road have altered the character of the underlying soils to varying depths.

Wilder Avenue is topped with a layer of asphalt concrete varying from 2 to 11 inches in thickness. The asphalt sits on a layer of base course gravel between 4 to 19 inches thick. It is assumed that naturally occurring Makiki clay loam or perhaps engineered fill underlies the base course.

### D. Flood Hazard

The entire project area is located in Flood Zone X which is defined by the Federal Emergency Management Agency (1990) as "areas determined to be outside 500-year flood plain."

#### **E. Flora**

Vegetation is limited to a few varieties of street trees, common Bermuda grass (Cynodon dactylon), and wayside weeds growing in planter strips. Royal Poinciana Trees (Delonix regia) are the most common trees and appear to be the "street" tree for Wilder Avenue. Two Opiuma Trees, one designated an "Exceptional Tree" by City ordinance, are planted in front of the Fernhurst YWCA. Large Banyan Trees grow into the right-of-way (public sidewalk) fronting the Punahou Cliffs condominium and at the Ewa Makai intersection of Pensacola Street. Monkeypod Trees (Samanea saman) can be found along Wilder Avenue at Saint Clement's Church.

#### **F. Fauna**

Feral dogs and cats were the primary animals seen during several site inspections. The animals were seen foraging or being exercised by an owner. Tall grass growing at the cemetery at Pensacola Street may harbor rodents such as mongoose.

Two species of birds, the common mynah and dove, were observed at several locations. Other species may be present at different times of the day or year but were not sighted during field inspections.

#### **G. Archaeological Features**

No archaeological features are known to be located within the road right-of-way.

#### **H. Historic Structures**

The Makiki Fire Station, built in 1929, is listed on the National Historic Register. The historical significance of the station (and 6 other fire stations) was described in the National Register of Historic Places Nomination form thusly:

"Architecturally, the fire stations (Note: Seven fire stations are included in this single thematic nomination) are significant in that they display styles typical of their period. The Spanish mission style was popular in Hawaii and the mainland throughout the twenties, and the moderne style has ready associates with the thirties. The fire stations, with their tall hose drying towers, are a readily recognizable building type in Honolulu, and are noteworthy architectural elements within their communities."

Other buildings along Wilder Avenue could also qualify as historically significant because they are over 50 years old. The buildings include the Scottish Rite Cathedral built in 1920 and the Saint Clement's Parish built in 1897 and remodeled and master planned by C.W. Dickey in 1936. Although not on Wilder Avenue, the Hawaii Sugar Planters Association laboratory buildings at Makiki District Park were built in 1886 and are currently planned for renovation.

#### **I. Land Use Plans and Controls**

The project limits are within the State Land Use Urban District. All of Makiki (and the geographic region between Pearl City on the west and portions of Waialae-Kahala on the east) comprises what the Oahu General Plan and the Development Plan designates the

Primary Urban Center of the City and County of Honolulu. This geographic region is "Oahu's most important residential, economic, cultural, and recreational area (Department of Planning and Permitting, 1999)."

The Primary Urban Center Public Facilities Map does not depict road improvements between Liholiho Street on the west and Punahou Street on the east. A road improvement project between Pensacola and Liholiho Streets is symbolized on the Public Facilities Map for commencement beyond the next 6 years. A drainage project along Wilder Avenue from Makiki to Anapuni Street is programmed for construction within 6 years.

#### 1. Zoning

Zoning districts along Wilder Avenue between Pensacola Street and Punahou Street, as defined by the City and County of Honolulu Land Use Ordinance, are summarized below:

- **A-2, Medium Density Apartment** - The intent of the district is to provide areas for medium density, multi-family dwellings. It is intended primarily for concentrated urban areas where public services are centrally located and infrastructure capacities are adequate. Most of the land along Wilder Avenue is zoned for medium density apartment use.

In spite of the A-2 zoning designation, at least one dozen lots within the project limits remain in low-density residential use typified by single-family residential dwellings.

- **B-1, Neighborhood Business** - The intent of the district is to provide relatively small areas which serve the daily retail and other business needs of the surrounding population. The B-1 zoning applies to the Makiki Shopping Village and Town Center.
- **P-2, General Preservation** - The purpose of this district is to preserve and manage major open space and recreation lands and lands of scenic and other natural resource value. Makiki District Park and Punahou Square Park are zoned P-2.

#### 2. Punchbowl Special District

The entire project area is within the Punchbowl Special District (Land Use Ordinance Section 21-9.50). The Punchbowl Special District was established to preserve and protect the public views of Punchbowl (the National Memorial Cemetery of the Pacific) and the appearance of its slopes and surrounding areas. *The Punchbowl Special District identifies Wilder Avenue as a major street.*

The purpose of a Special District is to "provide a means by which certain areas in the community in need of restoration, preservation, redevelopment or rejuvenation may be designated as special districts to guide development to protect and/or enhance the physical and visual aspects of an area for the benefit of the community as a whole (LUO Section 21-9.20)".

#### J. Population

Few persons would dispute the contention that population density in Makiki is one of the highest in Honolulu. The 2000 Census enumerated 26,252 persons residing in census tracts bounding Wilder Avenue. These include CT 27.02, 34.03, 34.04, 34.05, 34.06, 34.07

and Makiki Heights (CT 33) and the lower sections of Tantalus (CT 32). Part of Makiki above Nehoa Street and east of Makiki Street is combined with Manoa (CT 30). The population in this census tract is excluded from the above tabulation.

While population per se does not have a direct bearing on the project, the number of vehicles under control of the households in the area does. Recent 2000 Census data indicates 12,554 households in the census tracts making up Makiki. The median household size is 2.14 persons. These same census tracts have an aggregate of 14,469 vehicles. What the data suggests is that for those census tracts (27.02, 32, and 33) where most of the population are in owner occupied units, these units have more vehicles (+784 vehicles) than renter occupied units. This should be anticipated in areas where populations are more stable and neighborhoods connote permanence and stability. This doesn't mean that off-street parking needs are entirely accommodated, as there are many neighborhoods where on-street parking is the norm.

For the remaining census tracts, which generally take in the high-density area between Punahou and Pensacola Streets, renter occupied units outnumber owner occupied units. More significantly, the number of vehicles available for renter occupied units exceeds (+2000 vehicles) the number of vehicles for owner occupied units.

The current parking standard for multi-family buildings ranges from 1 to 2 stalls per unit (depending on unit area) with requirements for guest parking. In contrast, many of the older apartment buildings in Makiki were built when the zoning code required one parking stall per unit. Given the disproportionate number of renter vehicles and a presumed insufficient number of off-street parking stalls for both old and new multi-family buildings, much of Makiki's secondary and collector streets are turned into linear parking lots throughout the day (excepting areas with parking restrictions). Moreover, since there is insufficient on-street parking to accommodate all parking needs legally, many vehicles park illegally.

#### **K. Views and Open Space**

Wilder Avenue and intersecting mauka-makai streets provide little visual relief in this neighborhood where multi-story buildings are the predominant feature on the landscape. At ground level and from all mauka-makai streets the ocean facing view is one of buildings and roads. In the mauka direction, these same street corridors provide some visual relief in the form of views of the south facing slopes of the green Ko'olau Mountains.

Punahou Square Park, Punahou School, Makiki District Park, and the cemetery at Pensacola and Wilder Avenue provide some open space along Wilder Avenue and its intersecting streets, respectively. Other than these open space "green breaks" the view along Wilder Avenue is that of a cluttered street scene, the elements of which consist of vehicle travel lanes, parked vehicles, street trees, overhead power lines, utility poles, and buildings pressing against the road.

#### **L. Public Facilities and Services**

##### **1. Streets and Traffic Conditions**

The City and County of Honolulu owns and maintains Wilder Avenue. The right-of-way varies in width from 56-feet to about 68-feet. The curb to curb pavement width varies from 40-feet to 52-feet. Concrete gutters with concrete curb or basalt rock curbs define the edge

of the roadway pavement. Concrete sidewalks are located on both sides of the right-of-way with narrow planter/landscape strips between the sidewalk and the curb. Royal Poinciana trees are planted within this narrow planter strip. In many areas, the root structure of the trees has lifted the sidewalks and curbs.

Wilder Avenue is a four-lane collector street that serves the primarily residential areas of Makiki and lower Manoa. The project area is a portion of Wilder Avenue in the Makiki area, from Pensacola Street on the northwest (Ewa) end to Punahou Street on the southeast (Koko Head) end.

Wilder Avenue typically is striped for two lanes of traffic in each direction. From Pensacola Street to Poki Street, parallel parking is permitted in the curb lanes except during weekday commuter periods (6:30 AM - 8:30 AM and 3:30 PM - 5:30 PM).

Wilder Avenue intersects with several key mauka-makai streets, including Pensacola Street, Pi'ikoi Street, Ke'eaumoku Street, and Punahou Street. Each of these streets cross the H-1 Freeway and provides for circulation between the areas mauka and makai of the freeway. Because Wilder Avenue is the first street mauka of the freeway that connects the mauka-makai streets, it serves through traffic as well as local traffic.

Wilder Avenue in Makiki serves a community that has not seen much change in total population and traffic volumes have not increased in the past several years. Table 1 summarizes data from several traffic counts.

Table 1. Traffic Counts

| Direction of approach           | <u>Kokohead bound</u> | <u>Makai bound</u> | <u>Mauka bound</u> | <u>Ewa bound</u> | <u>Total</u> |
|---------------------------------|-----------------------|--------------------|--------------------|------------------|--------------|
| <b><u>AM Peak Hour</u></b>      |                       |                    |                    |                  |              |
| Approaches to Pensacola Street  |                       |                    |                    |                  |              |
| May, 1993                       | 363                   | 706                | 0                  | 706              | 1,775        |
| Spring, 1998*                   | 390                   | 794                | 0                  | 510              | 1,694        |
| Approaches to Ke'eaumoku Street |                       |                    |                    |                  |              |
| September, 1993                 | 1,051                 | 526                | 472                | 733              | 2,782        |
| Spring, 1998*                   | 816                   | 638                | 444                | 920              | 2,818        |
| Approaches to Punahou Street    |                       |                    |                    |                  |              |
| September, 1993                 | 808                   | 1,031              | 1,164              | 1,060            | 4,063        |
| Spring, 1997**                  | 855                   | 1,060              | 938                | 1,048            | 3,901        |
| <b><u>PM Peak Hour</u></b>      |                       |                    |                    |                  |              |
| Approaches to Pensacola Street  |                       |                    |                    |                  |              |
| May, 1993                       | 295                   | 473                | 0                  | 473              | 1,241        |
| Spring, 1998*                   | 317                   | 484                | 0                  | 490              | 1,291        |
| Approaches to Ke'eaumoku Street |                       |                    |                    |                  |              |
| September, 1993                 | 919                   | 295                | 1,213              | 541              | 2,968        |
| Spring, 1998*                   | 578                   | 268                | 1,249              | 644              | 2,739        |

Sources: City and County of Honolulu, Department of Transportation Services, except \* Walkable Communities, Inc., and \*\* Hawaii Department of Transportation.

The data collected in the spring of 1998 (as part of the *Neighborhood Traffic Calming Workshop Series, Makiki Neighborhood* study, prepared by Walkable Communities, Inc.) included peak period turning movement counts at the Wilder Avenue intersections with Pensacola Street, Pi'ikoi Street, and Ke'eaumoku Street. Traffic assignments for peak hour volumes at these intersections are shown in Figures 3, 4, and 5.

## 2. Drainage

From the USGS Honolulu Quadrangle Map, it appears that Kanaha Stream intercepts the majority of runoff mauka of Wilder Avenue. Wilder Avenue's drainage system is relatively small and can be broken into several drainage areas. A review of the topographic survey indicates that there are no catch basins or drain manholes along the curb between Pensacola Street and Liholiho Street.

The first drainage area begins at Liholiho Street where a drain inlet on Wilder Avenue and a catch basin in Liholiho Street collect runoff. An 18-inch pipe along the mauka side of the roadway extends to Kewalo Street. At Kewalo Street and Wilder Avenue, a collection of catch basins at each corner collect storm runoff and pass the runoff into a 24-inch drain pipe that goes down Kewalo Street.

A second drainage area occurs at Anapuni Street where a catch basin at the corner of Anapuni Street and Wilder Avenue collects runoff from Anapuni Street and pipes the flow to Makiki Stream. Makiki Stream passes under Wilder Avenue between Anapuni Street and Poki Street.

A third drainage area along Wilder Avenue begins at Poki Street. The flow is piped to Makiki Stream via a 2-foot x 4-foot box culvert up to Poki Street then by a 30-inch pipe to Punahou Street. The drainage area extends up Punahou Street to Nehoa Avenue and up Manoa Road collecting storm runoff up to the vicinity of Oahu Avenue.

## 3. Sanitary Sewer System

There are numerous sanitary sewer lines in Wilder Avenue, mostly 8-inch in size, serving the various land parcels. A large 24-inch interceptor sewer line is in Wilder Avenue between Pi'ikoi Street and Makiki Street. The 24-inch sewer connects to the new 60-inch Manoa-Kaimuki Interceptor Sewer at Makiki Street. The 60-inch Manoa-Kaimuki Interceptor Sewer enters Wilder Avenue from Makiki District Park and travels in the Koko Head direction to beyond the project limits. Also present within the right-of-way between Pensacola Street and Punahou Street is an abandoned 4-foot x 5-foot sewer tunnel. Both the abandoned sewer tunnel and the new 60-inch sewer line are located about 40-feet below the roadway grade.

## 4. Water System

The Board of Water supply has a 12-inch water main along the length of Wilder Avenue that appears to be serviced from the Makiki 180 reservoir. A 20-inch transmission main is located within Wilder Avenue between Pensacola Street and Pi'ikoi Street. Fire hydrants are spaced along the entire length of Wilder Avenue.

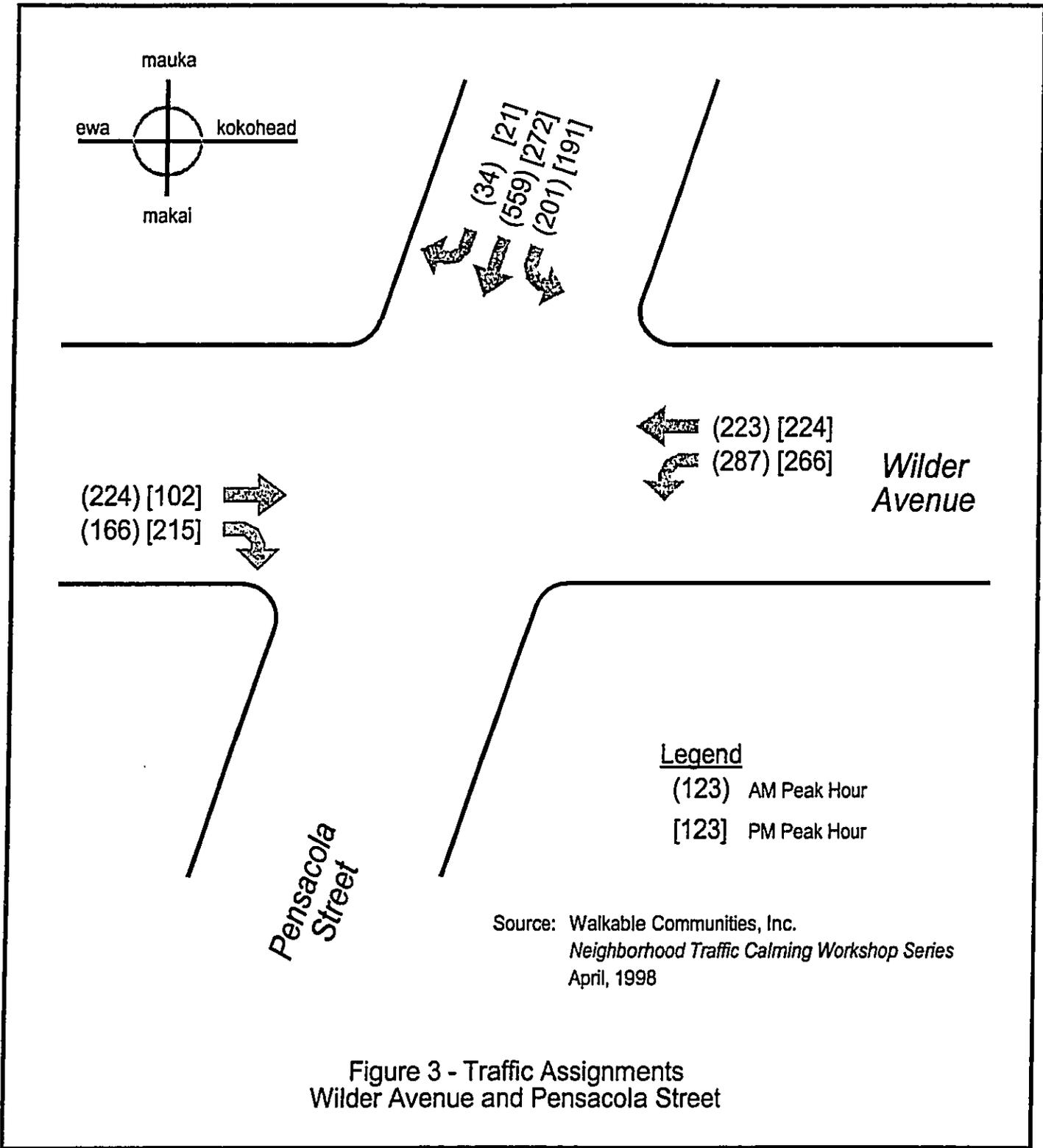


Figure 3 - Traffic Assignments  
Wilder Avenue and Pensacola Street

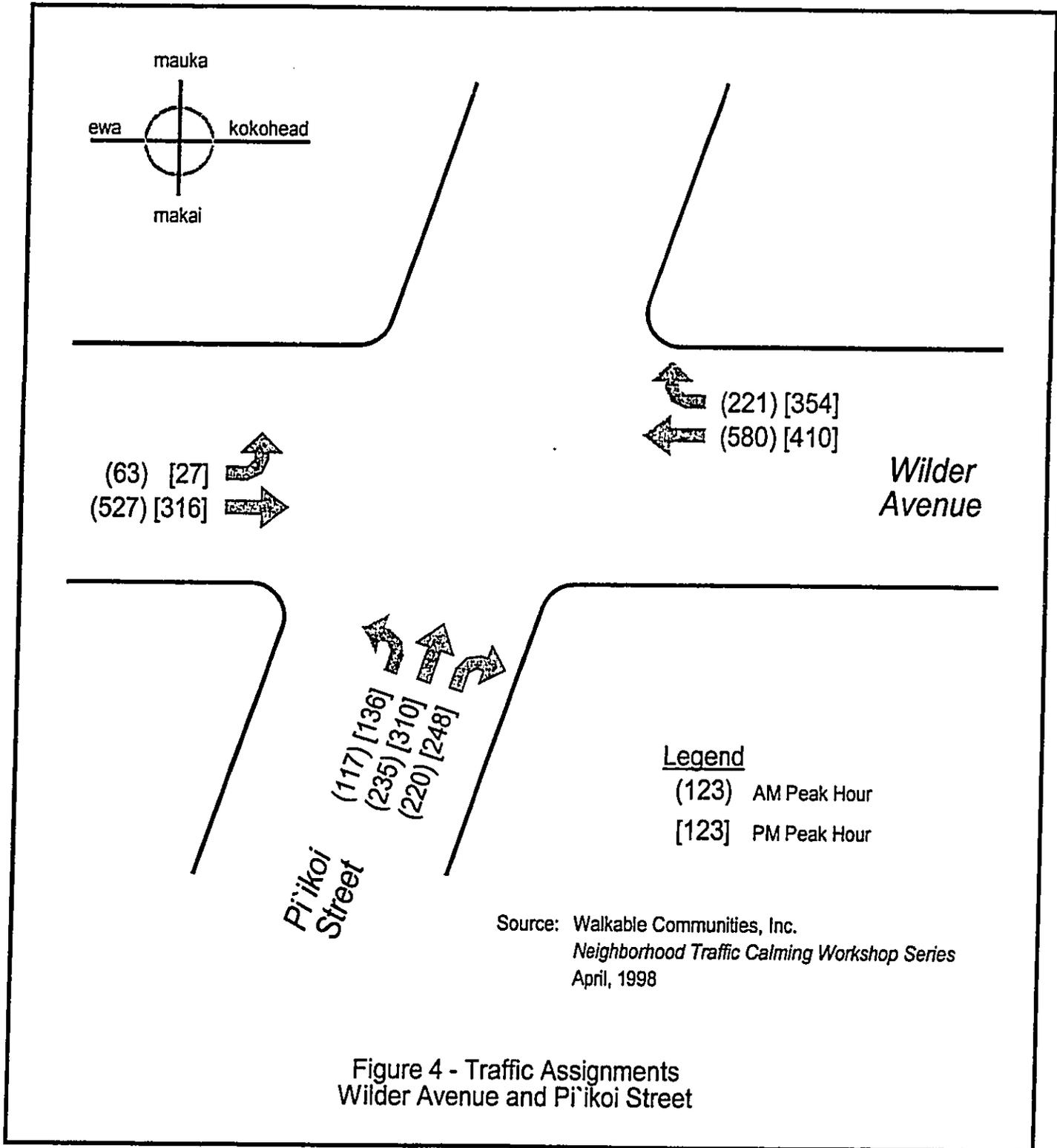
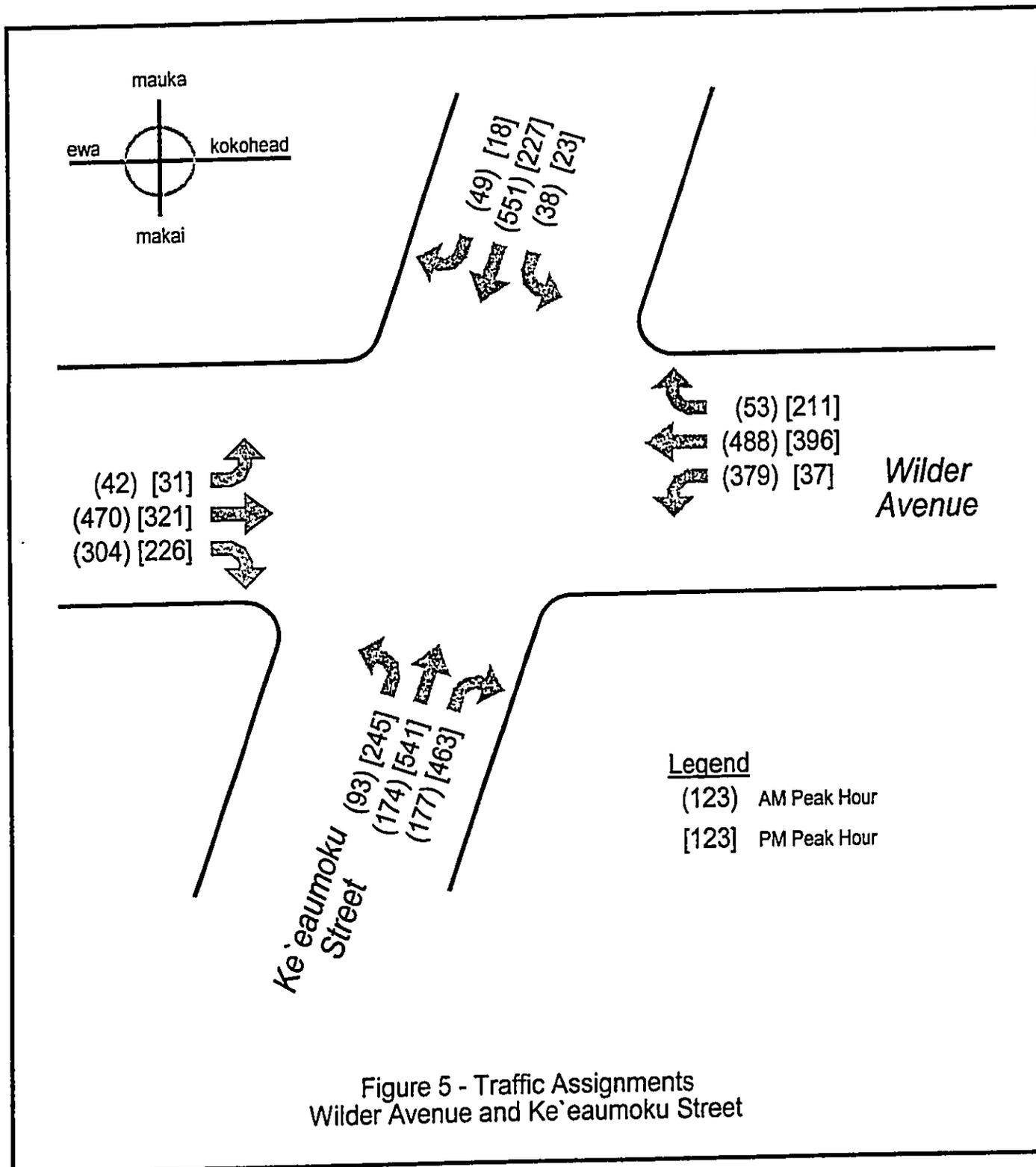


Figure 4 - Traffic Assignments  
Wilder Avenue and Pi'ikoi Street



## 5. Electrical and Communication Services

Primary and secondary electrical utility lines are installed on the makai side of Wilder Avenue on joint wood utility poles. Existing overhead fused switches and distribution transformers are installed on the utility poles. Electrical services are provided via overhead and underground distribution systems.

Existing telephone utility lines, cable television utility lines, and City-owned street light luminaires and bracket arms are installed on the makai side of Wilder Avenue, on joint wood utility poles.

Illumination calculations were performed on the existing lighting system to determine the present lighting level of Wilder Avenue (4 each, 10'-0" wide lanes). The calculations indicate the present luminaires, mounted on the existing wood utility poles, approximately 150-feet apart, do not meet the lighting criteria of 1.2 footcandles (average-maintained), with a uniformity ratio of 3:1 (average fc to minimum fc). The maximum spacing allowed for the existing street light luminaires is 110-feet apart.

## 6. Gas System

The Gas Company has a gas main on the mauka side of Wilder Avenue. The size of the main varies between 1-1/4-inch and 2-inch in size.

## 7. Parks

Punahou Square Park bounds the project limits on the east and Makiki District Park is located in the center of the project limits. Both parks are owned and maintained by the City and County of Honolulu. The 0.7 acre Punahou Square Park has, and with on-going current improvements, serves as a place for passive recreation activities. Facilities at the larger Makiki District Park, an 8.7 acre park, provide outdoor space for informal recreation activities and formal court sports including tennis, volleyball, and basketball. A section of the park is set aside for a community garden and former HSPA buildings have been adapted for use as an administration building, recreation building, crafts building, and community library. A skateboard facility, new basketball courts, and a 25-meter swimming pool were opened in 2000-2001.

## 8. Protective Services

Police protection originates from the Honolulu Police Department's Alapai Station on Beretania Street.

Fire protection originates from the Makiki Fire Station (Engine 3) at the corner of Wilder Avenue and Piikoi Street.

SECTION 3

**SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS  
AND MEASURES TO MITIGATE ADVERSE EFFECTS**

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**A. Assessment Process**

The scope of the project was discussed with staff of the Department of Design and Construction and the design team. State and County agencies were consulted for information relative to their jurisdiction and expertise. Time was spent in the field noting conditions within and outside the right-of-way. Public meetings were held to present and discuss the project and the improvement options under consideration. From the field investigations, discussions, and information meetings existing conditions and features that could be affected by or affect the project were identified. These influencing conditions are:

- There are no rare, threatened, or endangered flora and fauna within the right-of-way;
- The right-of-way is free of geological and hydrological hazards;
- There are no recorded surface archaeological features within the project limits;
- There are several historical structures within the project limits;
- The right-of-way is not in a flood hazard zone;

It is recommended that construction commence between Liholiho Street and Ke'eaumoku Street. Although the general contractor may select various methods for constructing the improvements and the sequencing of actions during construction, it is anticipated that construction will proceed in the manner described below.

One lane of Wilder Avenue and the adjoining sidewalk would be closed to vehicle and pedestrian traffic. Traffic barriers, cones, or other devices would be used to divert vehicles and pedestrians around work areas. Off duty police officers would be posted at both ends of the work area for traffic control. The contractor will work on one side of the road at a time. When work on one side is completed then work will start on the other side.

The outside edge of the road pavement would be saw-cut for a pre-determined length. The asphalt concrete road surface and underlying base course would be excavated (or scrapped) and the ground set at design elevation. Minor excavation will be required to set reinforcing rods and formwork for the sidewalk. Basalt rock curbing will probably be set by hand and cement poured to construct the sidewalk.

At locations where bus stops are proposed, a concrete rather than asphalt concrete surface is proposed. Excavation will be required to attain sufficient depth to support the base course and concrete surface. A typical bus pad measures 80'L x 10' W and represents the major excavation/trenching work for the project.

The planter strips would be built or renovated (depending of field conditions) during sidewalk construction. An irrigation system would be installed and topsoil and soil amendments added during landscaping.

The affected traffic lane would then be repaved with asphalt concrete and areas adjoining the work site restored to pre-construction conditions or better.

Victorian style light fixtures will be installed on the mauka side of the road only. The fixtures may be placed inside the planting strip or sidewalk. The siting of individual fixtures will be determined during the design phase of this project.

## **B. Short-term Impacts**

### **1. Air Quality**

Construction will temporarily affect air quality and the acoustical environment. Grubbing, grading, trenching, stockpiling, backfilling and other soil (or sand) moving activities will raise fugitive dust at construction sites which can settle in adjoining areas. Windy conditions coupled with exposed soil can pose severe dust and erosion problems. The general contractor will employ on and off-site dust control measures to prevent work sites from becoming significant dust generators. Control measures will comply with Chapter 60.1, Air Pollution Control, Title 11, State Department of Health (and revisions thereto). Alternatively, the Contractor may have to halt grubbing and grading activities during windy conditions.

Most construction equipment and vehicles are diesel powered and emit exhaust emissions typically high in nitrogen dioxide and low in carbon monoxide. The Federal and State nitrogen dioxide standard --100mg/m<sup>3</sup> per annum--which is an annual standard, is not likely to be exceeded during construction. Carbon dioxide emissions should be less than that generated by automobile traffic on adjoining streets. Aldehyde odors from diesel equipment may be detected but should be dispersed by the prevailing winds.

### **2. Noise**

Like fugitive dust, construction noise cannot be avoided. Residential, commercial, and institutional uses border Wilder Avenue. Residences and schools are considered noise sensitive areas and construction noise will clearly be audible as construction work takes place nearby. Exposure to noise will vary by construction phase, the duration of each phase, and the type of equipment used during the different phases. Maximum sound levels in the range of 82-96 db(A) measured at 50 feet from the source would be generated by heavy machinery during site work. After site work is completed, a reduction in construction noise can be expected during the paving and landscaping phases of the project.

Community Noise Control regulations establish maximum permissible sound levels for construction activities occurring within "acoustical" zoning districts. Based on the apartment zoning prevalent throughout the project area, the project is considered to be located in the Class B zoning district for noise control purposes. The maximum permissible sound level in the district is 60 dBA during the day (7 a.m. to 10 p.m.) and 50 dBA during the night (10 p.m. to 7 a.m.) (Chapter 46, Community Noise Control, 1996).

In general, construction activities cannot exceed the permissible noise levels for more than ten percent of the time within any twenty-minute period except by permit or variance. Any noise source that emits noise levels in excess of the maximum permissible sound levels cannot be operated without first obtaining a noise permit from the State Department of Health. Although the permit does not attenuate noise per se it regulates the hours during which excessive noise is allowed.

The general contractor will be responsible for obtaining and complying with conditions attached to the permit. Work will be scheduled between the hours of 7:00 a.m. to 3:30 p.m.

Mondays through Fridays. The contractor will also ensure that construction equipment with motors is properly equipped with mufflers in good operating condition.

Construction noise will be audible over the entire development period. All construction activities will comply with Chapter 46 Noise Control for Oahu and Chapter 42, Vehicular Noise Control for Oahu, Title 11, Administrative Rules, Department of Health.

### 3. Erosion

Site work will expose soil and other material thus creating opportunities for fugitive dust, runoff, and erosion. Grubbing, grading, and stockpiling of excavated or imported material will be performed in accordance with grading plans approved by the Department of Planning and Permitting, City and County of Honolulu, the erosion control ordinance of the City and County of Honolulu, and Best Management Practices (BMPs) for erosion and runoff control during construction.

The planting strips will be landscaped as soon as possible to minimize soil loss and to give plants adequate establishment time.

### 4. Archaeological Features

Should subsurface archaeological features be unearthed, work in the immediate area will cease and the proper authorities summoned for disposition of the finds.

### 5. Historic Structures

Although several historic structures abut Wilder Avenue, all improvements will be confined to the road right-of-way and construction should not directly affect any structure.

### 6. Flora and Fauna

Royal Poinciana Trees will be removed and replaced with the 'Queen's White' Shower Tree. The former is commonly used in landscaping and is not considered rare, threatened, or endangered.

### 7. Drainage

No adverse impacts on existing drainage patterns are anticipated.

### 8. Circulation

It is expected that construction will significantly curtail vehicle movement between street blocks in areas under construction. To avoid traffic congestion and associated delays, motorists will have to seek alternate routes to their destinations.

***A Traffic Management Plan will be developed and submitted for review and approval prior to construction.*** The contractor will implement measures *in the Plan* to provide access past work sites and minimize the inconvenience to residents and motorists. Measures to be taken to mitigate traffic impacts include but are not limited to:

- Posting warning signs on both sides of the work area to alert motorists of road work

- and to slow traffic speed;
- Positioning traffic cones or other directional devices in the roadway to guide vehicles around work areas;
- Posting flagmen to assist in traffic control;
- Providing alternative access if driveway closings cannot be avoided;
- Limiting construction to between 8:00 AM and 3:30 PM, Monday through Friday.

Excavated areas and trenches will be backfilled at the end of the work day. Safety devices and signs will be posted for the duration of construction.

The contractor will coordinate driveway crossings with homeowners. Vehicle access to individual lots (or lots where a common driveway is crossed) may be temporarily restricted during excavation and construction.

Construction vehicles hauling men and material will contribute to traffic and congestion on Wilder Avenue. Material deliveries will be scheduled to minimize impacts on local traffic. There will be brief periods, however, when both lanes may have to be closed to facilitate delivering construction material to the job site.

Construction work will also remove on-street parking spaces near work sites.

## 9. Economic

Public funds allocated to the project will purchase local construction labor and materials from suppliers. Revenue to the State of Hawaii will be generated in the form of worker payroll taxes and excise tax on goods and indirect. Indirect revenue will be generated in services (in and out of town) that support the construction industry. For example, the fast food drive inn at Makiki Shopping Village may benefit by the influx of construction workers many of whom may purchase meals during the course of a working day.

Conversely, road construction may adversely affect businesses at the Makiki Shopping Village. Few persons would dispute the contention that most of the stores are small businesses that rely heavily on pedestrian and vehicle traffic for their livelihood. Pre-empting two-way access to and from the commercial complex will reduce vehicle traffic on Wilder Avenue. A reduction in vehicle traffic in turn will reduce the number of customers (for some businesses) stopping and shopping. Although the scale and magnitude of economic impact brought about by construction was not measured for each store (or cumulatively for all stores) as part of this assessment, it is anticipated that the impact of road closure between Pensacola Street and Ke'eaumoku Street albeit temporary will affect all businesses—some more than others.

### C. Long-term Impacts

The proposed project will redefine the street environment and should provide a stronger community identity. Wilder Avenue will continue to serve a transportation function as a two-lane, two-way road for moving people from one end of Makiki to the other. In other respects, however, the community would be taking back the street for pedestrian oriented activities. It is anticipated that the pedestrian walkway, the linear landscaping, and reduction of travel lanes will entice people to experience Makiki on foot and contribute to a unified, cohesive, visual landscape along Wilder Avenue.

Embellishments including appropriate signage, street furniture, sidewalk art, community banners, and a community bulletin board should further promote the sense of community identity.

No major structures are proposed that would interfere with or obstruct ground level mauka and makai views from the road. Although new street light poles and lights will adorn the roadway, overhead utility lines both along and crossing the street will remain. The view of aerial utility lines should not be significantly different from current conditions.

The proposed improvements will help to promote public safety. The community has expressed the need to slow down speeding traffic through the neighborhood. The improvements will clearly define the interface between road and off-road areas. Landscaping and the slightly wider sidewalks will function collectively (as traffic calming measures) to give the visual perception of a narrow roadway and break up the driver's line of sight, thus causing them to drive slower and with greater road attentiveness. Placing attractive pedestrian crossings at key locations, speed bumps, and traffic enforcement devices can also work to slow vehicle traffic speed.

The recommended option (Option #1) includes restriping of the pavement to provide for one bicycle lane and one additional lane for other traffic in each direction between Pensacola Street and Ke'eaumoku Street. The bicycle lane would be placed along the curb, and curbside parking would not be permitted at any time (except where the street is wider, parking could be permitted between the curb and the bicycle lane). While the third traffic lane could be used as a second lane in either direction, a left turn lane has been assumed in this evaluation. With this alternative, traffic conditions could become more congested during peak hours, during which the existing Wilder Avenue provides two lanes for traffic in each direction. During non-peak hours, however, traffic conditions would be similar (one lane in each direction) or better (vehicles waiting to make left turns would not be in a traffic lane).

Operational analyses of the signalized intersections of Wilder Avenue with Pensacola Street, P'iikoi Street, and Ke'eaumoku Street were done using the procedure described in the Highway Capacity Manual 2000 for the peak hour volumes shown in Figures 4,5, and 6 to determine existing conditions at the intersections. The analyses were repeated for the proposed reduction in the number of through lanes or other changes.

The analysis procedure estimates capacities for each lane group and computes user delays. The average delays at signalized intersection are described by "Level of Service" (LOS) based on the following ranges of delays:

| <u>LOS</u> | <u>General Description of Estimated Delay</u> | <u>Average Delay at Signalized Intersection</u> |
|------------|-----------------------------------------------|-------------------------------------------------|
| A          | Little or no delay                            | ≤ 10 seconds                                    |
| B          | Short traffic delays                          | > 10 and ≤ 20 seconds                           |
| C          | Average traffic delays                        | > 20 and ≤ 35 seconds                           |
| D          | Long traffic delays                           | > 35 and ≤ 55 seconds                           |
| E          | Very long traffic delays                      | > 55 and ≤ 80 seconds                           |
| F          | Very long traffic delays                      | > 80 seconds                                    |

Level of Service D is considered acceptable for peak hour conditions in urban areas. The overall intersection conditions are shown in Table 2.

Table 2. Comparison of Intersection Levels of Service  
Existing and Alternative 1

| Wilder Avenue and:                      | <u>Pensacola Street</u>     |                             | <u>Piikoi Street</u>        |                             | <u>Keeaumoku Street</u>     |                             |
|-----------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
|                                         | <u>AM<br/>Peak<br/>Hour</u> | <u>PM<br/>Peak<br/>Hour</u> | <u>AM<br/>Peak<br/>Hour</u> | <u>PM<br/>Peak<br/>Hour</u> | <u>AM<br/>Peak<br/>Hour</u> | <u>PM<br/>Peak<br/>Hour</u> |
| <b>Existing</b>                         |                             |                             |                             |                             |                             |                             |
| Critical volume/capacity ratio          | 0.67                        | 0.55                        | 0.52                        | 0.54                        | 0.97                        | 0.73                        |
| Avg. delay (seconds/vehicle)            | 27.3                        | 25.1                        | 13.6                        | 15.0                        | 30.8                        | 21.9                        |
| Level of Service                        | C                           | C                           | B                           | B                           | C                           | C                           |
| <b>Case 1A (Left Turn Lane)</b>         |                             |                             |                             |                             |                             |                             |
| Critical volume/capacity ratio          | 0.66                        | 0.60                        | 0.63                        | 0.54                        | 0.97                        | 0.69                        |
| Avg. delay (seconds/vehicle)            | 28.2                        | 27.2                        | 15.2                        | 15.7                        | 31.4                        | 22.4                        |
| Level of Service                        | C                           | C                           | B                           | B                           | C                           | C                           |
| <b>Case 1B (2 lanes ewabound)</b>       |                             |                             |                             |                             |                             |                             |
| Critical volume/capacity ratio          | 0.66                        | 0.60                        | 0.73                        | 0.56                        | 0.98                        | 0.75                        |
| Avg. delay (seconds/vehicle)            | 28.2                        | 27.2                        | 16.4                        | 15.7                        | 32.9                        | 22.8                        |
| Level of Service                        | C                           | C                           | B                           | B                           | C                           | C                           |
| <b>Case 1C (2 lanes kokohead bound)</b> |                             |                             |                             |                             |                             |                             |
| Critical volume/capacity ratio          | 0.66                        | 0.60                        | 0.81                        | 0.83                        | 0.97                        | 0.69                        |
| Avg. delay (seconds/vehicle)            | 28.2                        | 27.2                        | 21.4                        | 22.9                        | 31.4                        | 22.4                        |
| Level of Service                        | C                           | C                           | C                           | C                           | C                           | C                           |

Similar minor impacts will occur at the Wilder Avenue intersections with Liholiho Street and with Kewalo Street. The proposed modifications would not affect peak hour lane configuration at the intersections east of Ke'eaumoku Street. While average delay at the intersections increase slightly, conditions will remain at Level of Service C or better.

Two local routes of the City bus system use Wilder Avenue through the project area. Route 4 provides service between the University of Hawaii Manoa campus and Nu'uuanu Valley and Route 18 provides service between the Manoa campus and Ala Moana Center. In addition, several express routes that serve the Manoa campus from suburban areas on Oahu use a portion of Wilder Avenue during peak hours in the morning and afternoon. Two other bus routes cross Wilder Avenue, one on Punahou Street and one that makes a loop using Ke'eaumoku Street and Pensacola Street. Table 3 summarizes the number of City buses on a typical weekday in the area.

The proposed changes will not affect the number of lanes on Wilder Avenue between Ke'eaumoku Street and Punahou Street, or on Pensacola Street, Ke'eaumoku Street, or Punahou Street. The reduction to a single lane in each direction on Wilder Avenue between Pensacola Street and Ke'eaumoku Street will result in a slight increase in delays since any bus stopped in a through lane would block traffic in that direction. Bus loading bays are provided where possible to mitigate these delays.

The proposed improvements would remove about 60 on-street parking spaces (curbside)

Table 3. City Bus Service – Project Area

|                                       | <u>Maximum number of buses per hour</u> |               |                       |
|---------------------------------------|-----------------------------------------|---------------|-----------------------|
|                                       | <u>AM Peak Period</u>                   | <u>Midday</u> | <u>PM Peak Period</u> |
| On Wilder Avenue                      |                                         |               |                       |
| Pensacola Street to Ke'eaumoku Street |                                         |               |                       |
| ewabound                              | 7                                       | 4             | 9                     |
| kokoheadbound                         | 6                                       | 3             | 4                     |
| Ke'eaumoku Street to Punahou Street   |                                         |               |                       |
| ewabound                              | 7                                       | 4             | 9                     |
| kokoheadbound                         | 19                                      | 4             | 5                     |
| Crossing Wilder Avenue                |                                         |               |                       |
| On Punahou Street                     |                                         |               |                       |
| maukabound                            | 2                                       | 2             | 2                     |
| makaibound                            | 2                                       | 2             | 2                     |
| On Ke'eaumoku Street                  |                                         |               |                       |
| maukabound                            | 2                                       | 2             | 2                     |
| On Pensacola Street                   |                                         |               |                       |
| makaibound                            | 2                                       | 2             | 2                     |

within the project limits. For residents that rely on on-street parking (especially on Wilder Avenue) for parking their vehicle, the loss of parking would be a significant effect. There are no alternate parking spaces or areas available within the project limits to accommodate or make up for the removed stalls. Removing on-street parking from Wilder Avenue is expected to also affect the availability of on-street parking on adjoining streets. In turn, as street parking becomes scarce, there will be more competition for a lesser number of parking spaces and an expected increase in illegally parked vehicles. Illegally parked vehicles may foster unsafe conditions for motorists, pedestrians, and residents thus warranting the need for an increase in police presence in the community.

***The Master Plan improvements support the General Plan policy to develop an integrated ground transportation system consisting of public transportation, roads and highways, bikeways, and pedestrian walkways. Motor vehicles and buses will continue to use Wilder Avenue for east-west travel but it is proposed that the right-of-way also accommodate a bikeway. Constructing a bikeway is also consistent with the Honolulu Bicycle Master Plan that programs a future bikeway on Wilder Avenue. Reconstructing the pedestrian walkway would provide a slightly wider sidewalk (within most of the project limits) and promote multi-use access to parks, schools, churches, and shopping areas.***

***The selection of a new street tree, the 'Queen's White' Shower Tree, to replace Royal Poinciana Trees should, in concert with other street side improvements, increase the general attractiveness of the community and the right-of-way. Planting trees within the right-of-way, the addition of new thematic light fixtures, new street furniture, and intersection markings are consistent with Development Plan urban design policies.***

***The Department of Planning and Permitting commented that a Development Plan Amendment is not required to implement Option 1.***

SECTION 4  
ALTERNATIVES TO THE PROPOSED ACTION

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**A. No Action**

A No Action alternative would preclude the occurrence of all impacts, short and long term, beneficial and adverse described in this Assessment. For reasons presented in the need for the project, a No Action alternative is not a desired course of action.

**B. Night Work**

Night work is considered as an alternative to working during daylight hours. Unlike work during the day which is anticipated to significantly affect traffic flow, night work is not expected to adversely affect traffic since traffic is lighter during evening hours.

Night work will increase construction labor cost and hence the overall cost of the project. Construction vehicle and work noise could interfere with resident evening activities and sleeping hours. The absence of attenuating sounds (such as daytime vehicle noises) and the relative quiet that comes with the night is expected to make construction noise more audible, and hence disturbing to residents. Businesses that open at night will also be affected by construction noise, vehicle traffic, and dust.

To minimize the effects of night work, work can be scheduled between the hours of 6:00 P.M. and 12:00 A.M. Working until midnight would limit construction hours and concomitant impacts (primarily noise) on residential areas. The Contractor might also consider scheduling significant noise generating construction activities for early in the evening hours and "less noisy" activities during the later evening hours.

**C. Alternative Plans**

1. Option #2 Median Strip

Option #2 proposes constructing a median within the Wilder Avenue travel way between Pensacola and Kewalo Streets. The median would add trees and landscaping within the right-of-way. This alternative would have eliminated bike lanes, removed on-street parking, and made it difficult for vehicles from making left turns into driveways. The median, which would have been aligned down the center of the street, would have affected a 24-inch sewer line also located in the center of the street.

2. Option #3 Roadway Improvements

Option #3 proposes that the City and County of Honolulu initiate an Improvement District to acquire additional right-of-way between Pensacola Street and Makiki Street. The purpose of the additional right-of-way is to have a constant 70-foot right-of-way between Pensacola Street and Makiki Street. With a widened right-of-way, Option #1 or Option#2 or any combination of the two options can be pursued.

Initiating the Improvement District to acquire additional right-of-way between Makiki Street and Punahou Street was considered but it would be difficult with the existing exceptional

Banyan Tree at Punahou Cliffs Condominiums and large Monkeypod Trees and limited parking at Saint Clement's Church.

The properties listed below would be affected (also included are the properties from Makiki Street to Punahou Street which may not be affected):

| Tax Map Key | Address                                  | Owners                                            |
|-------------|------------------------------------------|---------------------------------------------------|
| 2-4-08:01   | 1526 Punahou Street                      | C&C of Honolulu<br>Punahou Square Park            |
| 2-4-08:02   | 1508 Punahou Street                      | First Church of Christ Scientist,<br>Honolulu     |
| 2-4-08:08   | 1561 Wilder Avenue<br>1567 Wilder Avenue | Private Owner                                     |
| 2-4-08:09   | 1547 Wilder Avenue                       | Private Owner                                     |
| 2-4-08:10   | 1551 Wilder Avenue                       | Private Owner                                     |
| 2-4-08:11   | 1555 Wilder Avenue                       | Private Owner                                     |
| 2-4-09:01   | 1515 Wilder Avenue                       | The Parish of Saint Clements, Inc.                |
| 2-4-19:16   | 1115 Wilder Avenue                       | Private Owner                                     |
| 2-4-19:17   | 1121 Wilder Avenue                       | Wilder Regent                                     |
| 2-4-19:69   | 1133, 1135, 1137<br>Wilder Avenue        | Wilder Terrace                                    |
| 2-4-20:35   | 1223 Wilder Avenue                       | Corporate Owner                                   |
| 2-4-22:01   | 1527 Ke'eaumoku Street                   | City & County of Honolulu<br>Makiki District Park |

### 3. Option #4 Minimal Impact to Parking and Traffic

Wilder Avenue would remain fairly intact under Option #4. There would be no change in existing vehicle circulation and no reduction in travel lanes. No bike lanes are proposed. On-street parking would remain as under existing conditions although some on-street parking stalls and legally used parking areas would be removed to accommodate walkway improvements.

New meandering pathways would be constructed on both sides of Wilder Avenue between Pensacola Street and Kewalo Street. The 'Queen's White' Shower Tree would replace Royal Poinciana Trees along Wilder Avenue and new light standards would be installed on the mauka side of Wilder Avenue.

SECTION 5  
AGENCIES AND ORGANIZATIONS CONSULTED  
IN THE ASSESSMENT PROCESS

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*The Draft Environmental Assessment for the Makiki Town Center and Wilder Avenue Revitalization Master Plan was published in the Office of Environmental Quality Control Environmental Notice of January 23, 2003 and February 8, 2003. Publication initiated a 30-day public review period ending on February 22, 2003. The Draft Environmental Assessment was mailed to agencies and organizations listed below. An asterisk \* identifies agencies and organizations that submitted written comments during the review period. All comment letters and responses are found in Appendix A.*

**City and County of Honolulu**

- \*Board of Water Supply
- \*Department of Environmental Services
- \*Department of Facility Maintenance
- \*Department of Parks and Recreation
- \*Department of Planning and Permitting
- \*Department of Transportation Services
- \*Honolulu Fire Department
- \*Honolulu Police Department

**State of Hawaii**

- \*Department of Health
- \*Office of Environmental Quality Control**
- Department of Land and Natural Resources
- \*State Historic Preservation Division
- Office of Planning

**Utility Companies**

- \*Hawaiian Electric Company
- \*Oceanic **Time Warner** Cable
- \*The Gas Company
- \*Verizon Hawaii

**Organizations and Individuals**

- Makiki Shopping Village
- Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10
- \*Outdoor Circle
- Makiki Library (Placement)
- \*Elliot Woo**
- \*Phyllis Young**

SECTION 6  
LIST OF PERMITS AND APPROVALS

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Permits and approvals required for the project are listed below. Additional permits and approvals may be required pending final construction plans.

| <u>PERMIT/APPROVAL</u>                                                                      | <u>AUTHORITY</u>                      |
|---------------------------------------------------------------------------------------------|---------------------------------------|
| City and County of Honolulu                                                                 |                                       |
| Punchbowl Special District <i>Minor Permit</i><br>Grubbing, Grading, and Stockpiling Permit | Department of Planning and Permitting |
| Building Permit for Building, Electrical, Plumbing<br>Sidewalk/Driveway and Demolition Work | Department of Planning and Permitting |
| Permit to Excavate Public Right-of-Way                                                      | Department of Planning and Permitting |
| Water and Water System Requirements<br>for Developments                                     | Board of Water Supply                 |
| State of Hawaii                                                                             |                                       |
| Variance From Pollution Controls                                                            | Department of Health                  |

SECTION 7  
DETERMINATION OF SIGNIFICANCE

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Chapter 200 (Environmental Impact Statement Rules) of Title 11, Administrative Rules of the State Department of Health, establishes criteria for determining whether an action may have significant effects on the environment (§11-200-12). The relationship of the proposed project to these criteria is discussed below.

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

Natural or cultural resources will not be lost or destroyed as a result of the proposed action. Should subsurface deposits be unearthed during construction, work in the immediate area will cease and the appropriate authorities notified for disposition of the finds.

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

It is anticipated that the proposed improvements will redefine the street environment for vehicle and pedestrian use. The continuous pedestrian walkway, landscaping, and the addition of bicycle lanes should improve the street environment for pedestrians, bicyclists, and motorists.

**3) Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;**

The Master Plan does not conflict with long-term environmental goals and policies expressed in Chapter 344, HRS.

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

Some merchants at Makiki Shopping Village may experience potentially adverse short-term economic impacts during construction in front of the Makiki Shopping Village.

**5) Substantially affects public health;**

Public health should not be substantially affected.

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

Substantial impacts on population and the need to construct additional public facilities are not anticipated.

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

Environmental quality will not be substantially degraded.

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

The proposed action does not involve a commitment for a larger action involving facility construction. The project, however, does involve a need for the Makiki community to begin thinking about what kind of community they desire further into the 21st century. The Makiki Town Center and Wilder Avenue Revitalization Master Plan is one proposal for helping to create a livable and sustainable community.

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

There are no rare, threatened or endangered flora and fauna or habitat within the Wilder Avenue right-of-way.

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

Ambient air quality will be affected by fugitive dust and combustion emissions but can be controlled by measures stipulated in this Assessment. Construction noise will be audible during all phases of construction. Construction activities will comply with air quality and noise pollution regulations of the State Department of Health.

- 11) Affects an environmentally sensitive area such as a flood plain, tsunami zone, erosion prone area, geologically hazardous land, estuary, fresh water, or coastal waters.**

Wilder Avenue is not located in an environmentally sensitive area.

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

Scenic vistas and view planes identified in county plans will not be substantially affected by the proposed action.

- 13) Requires substantial energy consumption.**

More light fixtures will be installed than are currently in place resulting in an increase in energy consumption. Some of the costs associated with additional lighting may be offset by the use of energy efficient luminaries.

## REFERENCES

---

- Department of Parks and Recreation, City and County of Honolulu. 1997. *Index of Oahu Parks and Facilities*.
- Planning Department, City and County of Honolulu. 1981. *Primary Urban Center Development Plan Land Use Map and Public Facilities Map*. Ordinance No. 83-10.
- Planning Department, City and County of Honolulu. 1999. *Land Use Ordinance*. Ordinance No. 99-12.
- Federal Emergency Management Agency, 2000. *Flood Insurance Rate Map, City and County of Honolulu*. Map Number 15003C0105 E.
- Ng, Julian Inc. 2002. *Traffic Report for Makiki Town Center and Wilder Avenue Revitalization Master Plan*. Prepared for City and County of Honolulu Department of Design and Construction.
- Park, Gerald. 2001, 2002. *Field Observation*.
- Shinsato Engineering, Inc. 2002. *Soils Investigation Logs of Test Borings Makiki Town Center Wilder Avenue Revitalization, Honolulu, Hawaii*. Project No. 02-0011.
- U.S. Department of Agriculture, Soil Conservation Service. 1972. *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai*. In Cooperation with The University of Hawaii Agricultural Experiment Station. U.S. Government Printing Office, Washington D.C.

APPENDIX A

**COMMENT LETTERS AND RESPONSES**

200 Akemohani Street  
Mililani, Hawaii 96769-5999  
Tel: 808-622-3100  
Fax: 808-622-5555



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



January 18, 2003

January 16, 2003

Mr. Gerald Park  
GERALD PARK URBAN PLANNER  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814

Gerald Park  
Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Subject: DRAFT ENVIRONMENTAL ASSESSMENT - MAKIKI TOWN CENTER  
AND WILDER AVENUE REVITALIZATION MASTER PLAN  
MAKIKI, HONOLULU, OAHU

Attn: Mr. Gerald Park  
Subject: Makiki Town Center & Wilder Avenue Improvements

Dear Mr. Park:

Thank you for providing Verizon Hawaii Incorporated, the opportunity to comment on the Draft Environmental Assessment for the proposed Makiki Town Center and Wilder Avenue Revitalization Master Plan in Makiki, Honolulu, Oahu.

Dear Mr. Park,

Thank you for allowing us the opportunity to respond to the Environmental Assessment Document for the Makiki Town Center and Wilder Avenue Improvements. Oceanic Time Warner Cable facilities are currently on the joint poles throughout the project. I have no comments to add to the Environmental Assessment. Should you have any questions, please contact me at #625-8346.

We have no comments or changes to the DEA at this time.

If there are any questions, please call Glenn Morita at 840-5809.

Sincerely Yours,

Sincerely,  
*Randy Makizuru*  
Randy Makizuru  
OSP Engineer

*Lynette Yoshida*  
Lynette Yoshida  
Section Manager -  
Network Engineering & Planning

c: File  
G. Morita

LINDA LUMBLE  
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
MAKIKI TOWN CENTER  
501 PUNAHOU SQUARE, ROOM 808  
PUNAHOU, HAWAII 96814

WATER RESOURCES COMMISSION  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCES MANAGEMENT

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
COMMISSION ON WATER RESOURCES  
MANAGEMENT  
COMMISSION ON WATER RESOURCES  
DEVELOPMENT  
CONSERVATION  
CONSERVATION  
ENGINEERING  
HISTORIC PRESERVATION  
LAND  
NATURAL RESOURCES  
STATE PARKS

January 28, 2003

Gerald Park  
Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

LOG NO: 31589  
DOC NO: 0301st07  
Architecture

**SUBJECT:** Chapter 6E 8(HRS) Review Draft Environmental Assessment  
Makiki Town Center and Wilder Avenue Revitalization Master Plan  
Makiki, Kona, Oahu,  
TMK: (1) 2-4, 2-9

Thank you for the letter dated January 14, 2003, regarding the Environmental Assessment for the Makiki Town Center and Wilder Avenue Revitalization Master Plan which proposes improvements to Wilder Avenue in Makiki, Honolulu, Hawaii between Pensacola Street and Punahou Square Park. Not involving its widening or realignment, the Plan intends for implementation of the Honolulu Bicycle Master Plan which would delete off-street parking, the addition of Victorian street light standards, Victorian furniture such as benches, trash receptacles, tree grates, and bicycle racks, County Hawaiian style bus stops, plaques identifying sites and buildings of historical importance to the community, walking sign tours, children's art in sidewalks, and community bulletin boards. Some bus stop shelter improvements may involve access easements where located on private property, and planter strips separate sidewalks from curbs. Landscaping on both sides of the right-of-way enhances the view of Punchbowl Crater.

**Archaeology Concerns**

We concur that no archaeological features are known to be located within the road right-of-way and believe that the proposed improvements will have "no effect" on archaeological sites. Please clarify in Section 3.B.4 that in the unlikely event that historic sites, including human burials, are uncovered during routine construction activities, all work in the vicinity must stop and the State Historic Preservation Division must be contacted at 692-8015.

Gerald Park  
Page Two

**Architecture Concerns**

The Makiki Fire Station was built in 1929 and is listed on the National Historic Register. Other buildings along Wilder Avenue which could qualify as historically significant, being over 50 years of age, include the Scottish Rite Cathedral built in 1920 and the Saint Clement's Parish built in 1897; the Parish was remodeled and master planned by C.W. Dickey in 1936.

Since the road way improvements will not affect the historic character of the significant architectural properties known to be present, we believe that no historic properties will be affected by the proposed master plan.

Thank you for the opportunity to comment. Should you have any questions regarding architecture please contact Susan Tasaki at 692-8032. Should you have any questions regarding archaeology please feel free to call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027.

Aloha,

*P. Holly McEldowney*

P. Holly McEldowney, Acting Administrator  
State Historic Preservation Division

ST:jk





**THE OUTDOOR CIRCLE**

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

February 6, 2003

**received**  
2-7-03

Established 1912  
A Non-profit Organization

**BRANCHES**

O'AHU

- Kaunohi
- Lani-Kaiha
- North Shore
- Waialeale Kaiha

HAWAII

- Iiolo
- Ka'o
- Kona
- Waialeale Village
- Whitaea

KAUAI

MAUI

GARDEN CIRCLE

Lani-Kaiha

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

RE: Draft Environmental Assessment  
Makiki Town Center and Wilder Avenue Revitalization Master Plan

Dear Mr. Griffin:

On behalf of The Outdoor Circle I would like to thank you for sending us a copy of the above referenced Draft Environmental Impact Assessment (DEA). We have reviewed the document and have the following comments:

We do not agree that all of the Royal Poinciana trees on Wilder Avenue within the project site should be removed and replaced. The DEA offers no details as to the numbers of trees slated for removal or why they will be removed. The document (pg. 20) states only that the Royal Poincianas will be removed and replaced with the Queen's White Shower trees. Before any decisions are made regarding the fate of the Poincianas, they must be evaluated by a qualified certified arborist and a report included in this document. If the existing trees are slated for removal because they are in the way of the proposed meandering sidewalk, we suggest the design be done to meander away from the trees and their roots. Perhaps an alternative sidewalk material can be used (such as rubber) to protect the roots of the existing trees.

In addition, the DEA does not provide any details on the numbers of trees to be planted. Will there be a one for one replacement or will more trees be planted? In addition, we are interested in knowing about the size of the tree wells in which the new trees will be planted. All of this is necessary in determining the true environmental impact of the proposed project.

Please provide more information regarding the treatment of the sidewalk at Wilder Street and Punahou at the site of the Exceptional Tree. Also, this DEA has no discussion about tree protection during construction. Please include information as to how the Exceptional tree and other trees will be protected.

Mr. Don Griffin  
February 6, 2003  
Page 2

Finally, we are concerned about the amount of sign clutter created by using historical plaques, walking sign tours, children's art in sidewalks, community bulletin boards, and community entry signs (pg. 4). Page 11 of the DEA admits to a "cluttered street scene" now and by adding all of this signage, the clutter will not be improved but only become messier. In addition, community entry signs are not currently recognized in the Land Use Ordinance.

Thank you for allowing us to comment. We look forward to your reply.

Sincerely,

Mary Stejner  
CEO

cc: Office of Environmental Quality Control



GERALD PARK  
Urban Planner

Planning  
Land Use  
Research  
Environmental  
Studies

1400 Rycroft Street  
Suite 876  
Honolulu, Hawaii  
96814-3021

Telephone:  
(808) 942-7484  
Fax:  
(808) 942-7485  
email:  
geraldpark@aol.com

April 2, 2003

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

Dear Ms. Steiner:

Subject: Makiki Town Center and Wilder Avenue Revitalization Master Plan  
Honolulu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject project. Our responses are arranged in the order that your comments were presented.

Royal Poinciana Trees

The existing Royal Poinciana Trees are to be removed because a new street tree--the Queen's White Shower Tree--is recommended as a replacement street tree. The Director of Parks and Recreation has approved the selection of the latter as a street tree within the project area. At a minimum, a one for one replacement is planned. The actual number of trees to be planted will be determined during the design phase of the project.

Sidewalk Treatment

The treatment of the sidewalk adjoining the exceptional tree near the corner of Wilder Avenue and Punahou Street will be determined during the design phase of the project.

Clutter

The proposal to add signage such as historical plaques, walking sign tours, and community entry signs was recommended to add residential and community interest to Wilder Avenue and the Makiki community in general. Although the form, scale, and type of street signage has not yet been determined, signs or markers should blend with the setting in which it is placed. As with the replacement of Royal Poinciana Trees and sidewalk treatment fronting the Exceptional Tree, signage details will be determined during the design phase of the project.

We thank The Outdoor Circle for participating in the environmental review process.

Sincerely,

GERALD PARK URBAN PLANNER

*Gerald Park*  
Gerald Park

cc: D. Griffin, DDC

DEPARTMENT OF FACILITY MAINTENANCE  
CITY AND COUNTY OF HONOLULU  
800 SOUTH KING STREET, 11TH FLOOR - HONOLULU, HAWAII 96813  
Phone: (808) 522-4341 • Fax: (808) 527-5657



JEREMY HARRIS  
MAYOR

LARRY J. LEOPARDI  
DIRECTOR AND CHIEF ENGINEER

ALVIN K. JOU  
DEPUTY DIRECTOR  
IN REPLY REFER TO

PROJ 03-001

January 16, 2003

Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Draft Environmental Assessment  
Makiki Town Center and Wilder Avenue Revitalization Master Plan

The Department of Facility Maintenance does not have any comments at this time, but will reserve further comments when the construction documents are submitted.

If you have any questions, please call Laverne Higa at 692-5111.

Very truly yours,

*Larry J. Leopardi*  
Larry J. Leopardi  
Director and Chief Engineer

received  
7-6-03

LJL:dh  
cc: Don Griffin (DDC)

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**  
1000 ULUKOHA STREET, SUITE 309 • HAWAII, HONOLULU, HAWAII 96813  
TELEPHONE: (808) 532-5561 • FAX: (808) 532-5131 • INTERNET: [www.ci.honolulu.hi.us](http://www.ci.honolulu.hi.us)



JEREMY HARRIS  
MAYOR

WILLIAM D. BALFOUR, JR.  
DIRECTOR  
EDWARD P. HANSEN, DALE  
DEPUTY DIRECTOR

February 4, 2003



Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814

Dear Mr. Park:

Subject: Draft Environmental Assessment  
Makiki Town Center and Wilder Avenue Revitalization Master Plan

Thank you for the opportunity to review and comment on the Draft Environmental Assessment relating to the Makiki Town Center and Wilder Avenue Revitalization Master Plan.

The Department of Parks and Recreation supports the proposed meandering sidewalk and bicycle lanes from Punahou Street to Pensacola Street.

Should you have any questions, please contact Mr. John Reid, Planner, at 692-5454.

Sincerely,

*W.D. Balfour, Jr.*  
WILLIAM D. BALFOUR, JR.  
Director

WDB:mk (J. Reid, ESO)  
(2014)

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

FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**  
3275 KONAUA STREET, SUITE 1433 • HONOLULU, HAWAII 96813-1809  
TELEPHONE: (808) 531-7151 • FAX: (808) 531-7750 • INTERNET: [www.honolulu.gov](http://www.honolulu.gov)



ATTILIO K. LEONARDI  
FIRE CHIEF  
JOHN QUINN  
DEPUTY FIRE CHIEF



February 4, 2003



Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Draft Environmental Assessment  
Makiki Town Center and Wilder Avenue Revitalization Master Plan  
Makiki, Honolulu, Oahu

We received your letter dated January 14, 2003, requesting our comments on the above-mentioned project.

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

1. Maintain fire apparatus access throughout the construction site for the duration of the project.
2. Notify the Fire Communication Center at 523-4411 of any interruption in the existing fire hydrant system during the project.

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

Sincerely,

*Attilio K. Leonard*  
ATTILIO K. LEONARDI  
Fire Chief

AKL/SK:bb

cc: Don Griffin, Department of Design and Construction

LINDA LINOLE  
COMMISSIONER OF HEALTH



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. Box 3078  
HONOLULU, HAWAII 96801-3078

CATHARINE L. BROWN, M.D.  
DIRECTOR OF HEALTH

In Reply, Please Refer to  
File #

03-017/cpo



February 7, 2003

Mr. Gerald Park  
Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Draft Environmental Assessment (DEA)  
Makiki Town Center and Wilder Avenue Revitalization Master Plan  
Makiki, Honolulu, Oahu

Thank you for the opportunity to review and comment on the subject proposal. The DEA was routed to the various branches of the Environmental Health Administration. We have the following comments:

Clean Water Branch (CWB)

1. The Army Corps of Engineers should be contacted to identify whether a Federal permit (including a Department of Army permit) is required for this project. Pursuant to Section 401(a)(1) of the Federal Water Pollution Act (commonly known as the "Clean Water Act"), a Section 401 Water Quality Certification is required for "a) any applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters...."

2. A National Pollutant Discharge Elimination System (NPDES) general permit coverage is required for the following activities:

- a. Storm water associated with industrial activities, as defined in Title 40, Code of Federal Regulations, Sections 122.26(b)(14)(i) through 122.26(b)(14)(ix) and 122.26(b)(14)(xi);

(Note: After March 10, 2003, an NPDES permit will be required for construction activities, including clearing, grading, and excavation that result in the disturbance of one (1) acre or more.)

Mr. Gerald Park  
February 7, 2003  
Page 2

- b. Construction activities, including clearing, grading, and excavation that result in the disturbance of equal to or greater than five (5) acres of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. An NPDES permit is required before the commencement of the construction activities.
- c. Discharge of treated effluent from leaking underground storage tank remedial activities;
- d. Discharge of once through cooling water less than one (1) million gallons per day;
- e. Discharge of hydrotesting water;
- f. Discharge of construction dewatering effluent;
- g. Discharge of treated effluent from petroleum bulk stations and terminals;
- h. Discharge of treated effluent from well drilling activities;
- i. Discharges of treated effluent from recycled water distribution systems;
- j. Discharges of storm water from a small municipal separate storm sewer system; and
- k. Discharge of circulation water from decorative ponds or tanks.

The CWB requires that a Notice of Intent (NOI) to be covered by a NPDES general permit for any of the above activities be submitted at least 30 days before the commencement of the respective activities. The NOI forms may be picked up at our office or downloaded from our website at <http://www.state.hi.us/doh/eh/cwb/forms/geni-index.html>.

3. The applicant may be required to apply for an individual NPDES permit if there is any type of activity in which wastewater is discharged from the project into State waters, and/or coverage of the discharge(s) under the NPDES general permit(s) is not permissible. An application for the NPDES permit is to be submitted at least 180 days before the commencement of the activities. The NPDES application forms may also be picked up at our office or downloaded from our website at <http://www.state.hi.us/doh/eh/cwb/forms/indiv-index.html>.

Mr. Gerald Park  
February 7, 2003  
Page 3

4. Hawaii Administrative Rules, Section 11-55-38, also requires the owner to either submit a copy of the NOI or NPDES permit application to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD) or demonstrate to the satisfaction of the DOH that the project, activity, or site covered by the NOI or application has been or is being reviewed by SHPD.

If you have any questions, please contact the CWB at (808) 586-4309.

Clean Air Branch (CAB)

Control of Fugitive Dust

There is a significant potential for fugitive dust emissions during all phases of construction. Proposed construction activities will occur in close proximity to existing residential and business establishments, parks, schools, and major thoroughfares, thereby exacerbating potential dust problems. It is recommended that a dust control management plan be developed which identifies and addresses all activities that have a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of development and construction activities is warranted.

Construction activities must comply with provisions of Hawaii Administrative Rules, Chapter 11-60.1, "Air Pollution Control," Section 11-60.1-33, Fugitive Dust.

The contractor should provide adequate measures to control dust from the road areas and during the various phases of construction. These measures include, but are not limited to:

- a. Planning the different phases of construction, focusing on minimizing the amount of dust generating materials and activities, centralizing on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
- b. Providing an adequate water source at the site prior to start up of construction activities;
- c. Landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;
- d. Controlling of dust from shoulders and access roads;
- e. Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and
- f. Controlling of dust from debris being hauled away from project site.

If you have any questions regarding these issues on fugitive dust, please contact the CAB at (808) 586-4200.

Mr. Gerald Park  
February 7, 2003  
Page 4

Noise, Radiation and Indoor Air Quality (NRIAQ) Branch

All project activities shall comply with the Administrative Rules of the Department of Health, Chapter 11-46, on "Community Noise Control."

If you have any questions, please contact the NRIAQ at (808) 586-4701.

Sincerely,

*June F. Harrigan - lum*

JUNE F. HARRIGAN-LUM, MANAGER  
Environmental Planning Office

c: CWB  
CAB  
NRIAQ

**BOARD OF WATER SUPPLY**

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



February 7, 2003

Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Your Letter of January 14, 2003 on the Environmental Assessment for  
the Makiki Town Center and Wilder Avenue Revitalization Master Plan

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

The construction schedule should be coordinated with the Board of Water Supply to minimize  
the impact to the surrounding community.

The construction drawings should be submitted for our review.

If you have any questions, please contact Joseph Kaakua at 527-6123.

Very truly yours,

*K. Sible*  
for CLIFFORD S. JAMILE  
Manager and Chief Engineer

JEREMY HARRIS, Mayor  
EDIE FLORES, Jr., Chairman  
CHARLES A. STEWART, Vice-Chairman  
JANILLY ANN  
HERBERT K. KAGAWA, Sr.  
DANIEL H. LINDO  
LARRY J. LEOPARD, Esq., Clerk  
CLIFFORD S. JAMILE  
Manager and Chief Engineer  
DONNA FAY K. RYDQVIST  
Deputy Manager and Chief Engineer



FEB 20 2003 9:59 P.M.

FEB 20 2003 9:59 P.M.

FEB 20 2003 9:59 P.M.

FD  
RECEIVED  
DEPT. OF DESIGN & CONSTRUCTION  
C&C OF HONOLULU

03 FEB 11 PM 3:43

1717 Mont-Smith Drive, #3401  
Honolulu, HI 96822  
January 28, 2003

RECEIVED

TO FEB 13 P2:32

Dear Sir and Madams,

INTEGRITY DESIGN & ENGINEERING  
I would like to comment on your letter of January 14, 2003, which I highly favor. I too think that  
Makiki could be "as charming as a child's playroom" by its location and I am avid walker, and we  
would love a more pedestrian- and bicycle-friendly environment. I disagree heartily with  
John Stegquist's position on the loss of 60 parking places, which, when considering area  
size and population along with gains of planned improvements, appears a small loss.  
"Reconstructing sidewalks.... adding bicycle lanes, landscaping both sides of [Wilder  
Avenue], improving bus boarding areas and shelters and installing Victorian-style street  
lights and benches" all sound great to me. May you have the funds and the impetus to  
revitalize Wilder Avenue.

Much luck and best regards,

*Phyllis Young*  
Phyllis Young

P. S. Copies included here for consultant, Gerald Park Urban Planner and for the state  
Office of Environmental Quality Control

|                  |             |                  |
|------------------|-------------|------------------|
| Project File No. | 2071        | DOB 2/20/03      |
| To               | GERALD PARK | From DON GUERPIN |
| Current Location | Planning    | DOB / Planning   |
| Phone            | 942-7484    | Phone 521-6334   |
| Fax              | 942-7485    | Fax 523-4762     |

2/16/03

Please do not make the same mistake made on the revitalization of Waialae Avenue, where traffic flow was compromised. Many businesses in Kaimuki have told me the expenditure was a waste of money, and made traffic worse. The sidewalks are already narrow on Wilder. There is no more land on private property to widen the sidewalks on much of the stretch of Wilder under consideration. This means taking away roadway space, to widen sidewalks and add bikeways. This should not be done, as we need the roadway to move vehicular traffic. After all, a main thoroughfare is there for the purpose of moving traffic.

I am a resident of Makiki and do not want to have to contend with congestion on the roadways on and around Wilder on a daily basis to get to and from home. The traffic is bad enough as it stands now. Please feel free to contact me should you require clarification or have any questions on my discussion above. Thank you.

Sincerely,



Elliot Woo

Cc: Gerald Park, Urban Planner  
 State Office of Environmental Quality Control  
 John Steadman, Makiki/Lower Punchbowl Neighborhood Board

ELLIOT Y.L. WOO  
 1333 HEULU STREET, #1001  
 HONOLULU, HI 96822  
 PHONE (808) 538-5317

January 28, 2003

City and County of Honolulu  
 Department of Design and Construction  
 650 S. King St.  
 Honolulu, HI 96813

Re: Wilder Avenue Revitalization

Dear Sir/Madam:

Recently I read in the Honolulu Advertiser of your plan to redesign Wilder Avenue into a pedestrian/bicycle-friendly road. I am hoping your plans include improving the flow of vehicular traffic also; and definitely not reducing the traffic flow.

Wilder Avenue is a major thoroughfare for through traffic. Any redesign that reduces the flow on the already-congested street during rush hours will be a big mistake. Many drivers use Wilder instead of Beretania, King, or the Freeway to get around the traffic, or for short cuts through the back streets. Please realize that many vehicles west-bound on H-1 get off at Wilder, travel along Wilder, eventually go up to Auwahi/Alaia to get to the Pal Highway from the Paaoa Road on-ramp, or go on to Nuanani or the Leleua area and beyond. Notice that Auwahi/Alaia St. becomes backed-up severely quite often during the afternoon rush hours. Most of these vehicles have gone through Makiki to get there.

Likewise, many vehicles coming down the Pal Highway exit at the Paaoa St. off ramp, go up to Auwahi/Alaia, and go through Makiki, often using Wilder, to get to the UH, McCully area, Kaimuki, etc. instead of taking H-1.

With the already-congested major thoroughfares, many drivers use unusual routes to make their commute easier, either time-wise or distance-wise. Makiki is not an isolated community like Manoa with no through traffic, therefore should not be compared with or attempted to be redesigned like these types of communities. I estimate that more than 95% of the drivers passing through Makiki do not live there. Also, please remember that city buses use Wilder regularly, during rush hours a bus pauses on Wilder every 5-10 minutes. This includes regular buses #4 and #18 as well as many Express buses during the morning and afternoon rush hour.



April 2, 2003

GERALD PARK  
Urban Planner

1333 Hea'ulu Street, #1001  
Honolulu, Hawaii 96822

Planning

Land Use

Research

Environmental  
Studies

■

1400 Kiyomichi Street  
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Honolulu, Hawaii  
96814-3021

Telephone  
(808) 942-7484

Facsimile  
(808) 942-7485

e-mail  
geraldpark@aol.com

Eliot Woo  
1333 Hea'ulu Street, #1001  
Honolulu, Hawaii 96822

Dear Mr. Woo:

Subject: Makiki Town Center and Wilder Avenue Revitalization  
Honolulu, Hawaii

Thank you for your comments concerning the proposed improvements to Wilder Avenue. We respond to your comments as follows.

We agree with your comment about Wilder Avenue being a major thoroughfare for east and west bound traffic. We also agree that Wilder Avenue is used by many motorists to avoid traffic on King and Beretania Streets and the H-1 Freeway during morning and afternoon rush hours. We further agree that many commuters live outside of Makiki and use Wilder Avenue to gain their destinations on the east and west ends of Makiki (and beyond). We are not sure if we agree with your estimate of 95% of the drivers passing through Makiki do not live there.

Improving traffic flow on Wilder Avenue is not the primary objective of the Makiki Town Center and Wilder Avenue Revitalization Master Plan ("Master Plan"). The objectives of the Master Plan are to enhance the pedestrian environment, develop a street identity for Wilder Avenue, improve bus loading areas and bus shelters, and implement the Honolulu Bicycle Master Plan. For each of the objectives, the Master Plan proposes implementing actions that would help to attain the objectives.

The Master Plan does not propose widening or realigning Wilder Avenue. Rather, it proposes to use the existing right-of-way to accommodate vehicles as well as bicyclists and pedestrians. As part of the improvements, it is anticipated that meandering sidewalks would foster pedestrian use, street furniture would invite people to sit, and street trees would give Wilder Avenue a new landscape identity. In this manner the street can serve to link activity nodes such as parks and institutions to help create a neighborhood friendly environment for people who actually reside in Makiki.

Contrary to your statement "we need the roadway to move vehicular traffic," Wilder Avenue is not a street only for vehicles although it has accommodated vehicles for approximately 75 years. In addition to its transportation function, it is a right-of-way that can and should accommodate a range of transportation modes. Wilder Avenue currently is striped for four lanes of traffic—two lanes in each direction. At some intersections there is a lane for left turn movements. The Master Plan does not propose any change to the number of traffic lanes between Keeaumoku Street and Punahou Square Park due to the narrow right-of-way. The Master Plan proposes eliminating one (1) traffic lane between Pensacola Street and Keeaumoku Street to accommodate a bicycle path. A shared lane is planned for left turns at intersections and into driveways for vehicles moving east and west.

We recognize that the automobile and roads have shaped Makiki and other communities and will continue to play a significant role in the future of the community. The concepts presented in the Master Plan are intended to stimulate discussion for a future Makiki to encourage residents like

Eliot Woo  
Page 2  
April 2, 2003

yourself to take actions that would enhance and improve the livability of the community both now and further into a 21st century Honolulu.

Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Griffin, DDC

POLICE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**  
803 SOUTH BERTANIA STREET  
HONOLULU, HAWAII 96813 - AREA CODE (808) 828-3111  
<http://www.honolulu.gov>  
[www.co.honolulu.hi.us](http://www.co.honolulu.hi.us)

JEREMY HARRIS  
MAYOR



LEE D. DONOHUE  
CHIEF  
OLESE E. KAJIYAMA  
PAUL D. PUTZLIG  
DEPUTY CHIEFS

OUR REFERENCE EN-DK

February 18, 2003



Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Thank you for the opportunity to review and comment on the Makiki Town Center and Wilder Avenue Revitalization Master Plan.

During peak traffic hours, Wilder Avenue is a well-traversed path. Any reduction in the number of lanes in this new master plan would add to the congestion. As a result, Option 4 in the Draft Environmental Assessment would have the least impact on parking and traffic. It should be noted that during its construction, complaint calls about dust, noise, and construction traffic are inevitable and will generate calls for police service to the area. However, when it is completed, there should be negligible impact.

If there are any questions, please call Captain Edward Nishi of District 1 (Honolulu) at 529-3386.

LEE D. DONOHUE  
Chief of Police

By *Karl Godsey*  
KARL GODSEY  
Assistant Chief of Police  
Support Services Bureau



GERALD PARK  
Urban Planner

Planning  
Land Use  
Research  
Environmental  
Studies

1400 Rycroft Street  
Suite 876  
Honolulu, Hawaii  
96814-3021

Telephone:  
(808) 942-7484  
Facsimile:  
(808) 942-7485  
e-mail:  
geraldpark@aol.com

April 2, 2003

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

Dear Chief Donohue:

Subject: Makiki Town Center and Wilder Avenue Revitalization  
Honolulu, Hawaii

Thank you for reviewing and offering comments on the subject Draft Environmental Assessment. We offer the following response to your comments.

Two alternatives are proposed in the Master Plan. In the long-term, Option 1 is recommended for implementing the master plan improvements. For the short-term, Option 4 is recommended for implementation as it would have the least impact on parking and traffic.

We thank the Honolulu Police Department for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

*Gerald Park*  
Gerald Park

c D. Griffin, DDC



STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

1400 RYECROFT STREET  
HONOLULU, HAWAII 96814  
PHONE: (808) 942-7484  
FAX: (808) 942-7485  
WWW: www.deq.hawaii.gov

GENEVEVE SALMONSON  
DIRECTOR

received  
2-22-03

February 21, 2003

Mr. Doug Griffin  
City and County of Honolulu  
Department of Design and Construction  
650 South King Street  
Honolulu, Hawaii 96813

Mr. Gerald Park, Urban Planner  
Gerald Park Urban Planner  
1400 Rycroft Street  
Honolulu, Hawaii 96814

Dear Messrs. Griffin and Park:

Having reviewed the draft environmental assessment (DEA) for the Makiki Town Center and Wilder Avenue Revitalization Plan, Tax Map Keys, various, in Honolulu, the Office of Environmental Quality Control offers the following comments for your consideration and response in the final environmental assessment.

- 1. IMPACT OF PARKING SPACE REMOVAL:** Please consult with the Makiki Neighborhood Board and analyze the impacts of removing parking spaces in a high density district such as Makiki.
- 2. GUIDELINES FOR SUSTAINABLE BUILDING DESIGN IN HAWAII:** We ask that you consider implementing some of the techniques discussed in the enclosed guidelines for sustainable building design.
- 3. USE OF RECYCLED GLASS:** To promote the use of recycled materials in-state as found in section 103D-407, Hawaii's Revised Statutes, we ask that you consider using materials with minimum recycled glass content in the design.
- 4. INDIGENOUS AND POLYNESIAN INTRODUCED PLANTS FOR USE IN PUBLIC LANDSCAPING:** We ask that you consider the use of native, indigenous and polynesian introduced plants in your landscaping.

If you have any questions concerning this letter, please call Leslie Segundo, Environmental Health Specialist, at (808) 566-1185; alternatively, you may send electronic mail to him at [lsegundo@mail.health.state.hi.us](mailto:lsegundo@mail.health.state.hi.us). Thank you for the opportunity to comment.

Sincerely,

*Genevieve Salmonson*  
GENEVEVE SALMONSON  
Director



GERALD PARK  
Urban Planner

Planning  
Land Use  
Research  
Environmental  
Studies

1400 Rycroft Street  
Suite 876  
Honolulu, Hawaii  
96814-3021

Telephone:  
(808) 942-7484  
Facsimile:  
(808) 942-7485  
e-mail:  
geraldpark@aol.com

April 2, 2003

Genevieve Salmonson, Director  
Office of Environmental Quality Control  
State of Hawaii  
235 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813-2437

Dear Ms. Salmonson

Subject: Makiki Town Center and Wilder Avenue Revitalization  
Honolulu, Hawaii

Thank you for reviewing and commenting on the subject project. We offer the following responses to your comments.

- 1. Impact of Parking Space Removal**

The Makiki Town Center and Wilder Avenue Revitalization Master Plan was presented to the Makiki Neighborhood Board on three occasions.

Potential impacts, both beneficial and adverse, resulting from the removal of on-street parking stalls were discussed in the environmental assessment.

- 2. Sustainable Building Design In Hawaii**

Your comment about sustainable building design has been passed on to the Department of Design and Construction.

- 3. Use of Recycled Glass**

Your comment concerning the use of recycled glass has been passed on to the Department of Design and Construction.

- 4. Use of Indigenous and Polynesian Introduced Plants**

Your comment about the use of indigenous and Polynesian plants in the landscaping has been passed on to the Department of Design and Construction.

We thank the Office of Environmental Quality Control for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER  
*Gerald Park*  
Gerald Park

c: D. Griffin, DDC

515 Kamehameha Street Honolulu, Hawaii 96814  
P.O. Box 3090 Honolulu, Hawaii 96802-3090  
Telephone 808-535-5900 Facsimile 808-594-5630 Sales



February 28, 2003

Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Attention: Mr. Gerald Park

Gentlemen:

Subject: Draft Environmental Assessment for  
Makiki Town Center and Wilder Avenue Revitalization Master Plan

Please be advised that The Gas Company maintains underground utility gas mains in the project vicinity, which serves commercial and residential customers in the area and is interconnected with the utility network in Honolulu. We would appreciate your consideration during the project planning and design process to minimize any potential conflicts with the existing gas facilities in the project area.

Thank you for the opportunity to comment on the Draft Environmental Assessment. Should there be any questions, or if additional information is desired, please call Chris Anderson at 594-5564.

Sincerely,

Charles E. Calvet, P.E.  
Manager, Engineering

CEC:lt  
03-104

received  
3.1.03

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU  
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813  
Telephone: (808) 527-4411 • Fax: (808) 527-4243 • INTERNET: www.ci.honolulu.hi.us



JEREMY HARRIS  
MAYOR

ERIC D. CRISPIN, AIA  
DIRECTOR  
BARBARA SAMALANON  
DEPUTY DIRECTOR

2003/ELOG-150(CO)

March 3, 2003

received  
3.5.03

Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Comments on the Draft Environmental Assessment,  
Makiki Town Center and Wilder Avenue Revitalization Master Plan,  
Pensacola Street to Punahou Square Park, Makiki, Honolulu, Oahu

Thank you for the opportunity to review and comment on the above-referenced Draft Environmental Assessment (DEA). In response to your request for comments, we have the following comments to offer:

1. Section 1.A, Goals and Objectives, on page 1 of the DEA should be labeled as Section 1.B. Succeeding sections should also be re-labeled.
2. The Final Environmental Assessment (FEA) should include a master plan graphic that clearly shows the proposed bicycle lanes. The proposed improvements are difficult to distinguish on the current Figure 2.
3. The Master Plan shown on Figure 2 indicates medians to be constructed between Pensacola and Piikoi Streets, Kewalo and Keeaumoku Streets, and Keeaumoku and Makiki Streets. The FEA should describe the proposed improvements, and identify the impacts of the proposal. Construction of a median along Wilder Avenue will have major traffic implications and the resulting impacts, in relation to the perceived benefits, should be clearly specified in the accompanying text.
4. Additional graphics should be provided in the FEA to better illustrate the proposals and concepts of the proposed project. Roadway cross-sections that illustrate how the existing right-of-way (ROW) will be expanded and/or modified should be included.

5. Community identification signs referenced in Section 1.B.3 (page 4), City signs should be located outside any required yard. Any request to locate a City community identification sign within the required yard may apply for a waiver of requirements from the LUO.  
Any proposed street signs within the road right-of-way should conform to the Manual on Uniform Traffic Control Devices (MUTCD) and should be limited to regulatory signage.
6. All proposed improvements and modifications to accessible paths within the right-of-way are required to comply with American with Disabilities Act (ADA) design standards, including the surface treatment for the public sidewalk. Section 1.C. Option #1 (page 5, paragraph 1) should be revised accordingly.
7. Section 1.C. Option #1 of the FEA (page 5, paragraph 1) should indicate whether any proposed improvements within the public right-of-way require private encroachment. If so, the private property owners may be required to submit a surface encroachment variance request, depending on the scope of the proposed work.
8. Page 5 of the DEA states that a minimum 5-foot sidewalk width is recommended to conform to guidelines established by the State Disability Communication Access Board (DCAB) and the City Department of Planning and Permitting. Given that Wilder Avenue is classified as a minor arterial roadway, the minimum preferred width for sidewalks is 6-foot wide.
9. The curb adjustments described in Section 1.C. Option #1 (page 5, paragraph 5) that propose adjusting the road width between Pensacola and Kewalo Streets are inconsistent with Section 1.B, which states in the first sentence that, "The Master Plan does not propose widening or realigning Wilder Avenue."
10. Section 1.C. Option #1 states that the Master Plan does not propose placing overhead utility lines underground (page 5, last paragraph). It should be noted that given the project area's location within the Punchbowl Special District, in accordance with Section 21-9.20-4 of the Land Use Ordinance (LUO), any new utility lines will be required to be placed underground.
11. The "B-1, Neighborhood Business" zoning district is incorrectly identified as "B-1, Business" in Section 2.1.1, page 10.
12. The FEA should indicate that Wilder Avenue is a "major" street within the Punchbowl Special District. It should be noted that the Punchbowl Special District design controls require a minimum 20-foot front yard set back be provided along Wilder Avenue (Section 21-9.50-4-d-1). Furthermore, the FEA should note, that in accordance with

Table 21-9.3 of the LUO, the proposed project will require a Special District Minor Permit.

13. It should be stated in Section 2.1 of the FEA that although the proposed project would cost over \$1 million, Options 1, 2, and 4 do not need a Development Plan Public Facilities Map (DPPFM) amendment since the project would not: 1) significantly increase system capacity; 2) expand service areas; 3) change the function of an existing facility; 4) involve replacement or renovations which would permit significant new development or redevelopment; and 5) have a significant impact on surrounding land uses. However, Option 3 would require a DPPFM amendment if the intent of funding for land acquisition meets criteria 5 above.
14. Section 2.1 of the FEA should further include a statement that the Primary Urban Center Development Plan Public Facilities Map shows that the proposed project intersects with the publicly-funded Piikoi Street improvement project, which runs from Young Street to Wilder Avenue. The FEA should include some discussion about how the proposed project would affect the Piikoi Street Improvements.
15. Section 2.L.2 inaccurately describes the Poki Street box culvert running along Wilder Avenue (page 13, 5<sup>th</sup> paragraph). According to our drainage maps, the box culvert extends past Poki Street to Punahou Street and is identified as a 4-foot by 2-foot culvert, (not a 2-foot by 4-foot culvert as stated in the DEA).
16. Construction plans for all work within or affecting any City street right-of-way must be submitted for City review. A traffic management plan during construction should also be developed, and traffic control plans, as required, should be submitted for review and approval. Section 3.B.8, Circulation, of the FEA should be revised accordingly.
17. Section 3.C, Long Term Impacts, of the FEA should include a discussion of how the proposed project is consistent with the Objectives and Policies of the General Plan, the existing Primary Urban Center Develop Plan (PUC DP), and the May 2002 version of the draft revised PUC DP.
18. Section 3.3 of the DEA, which addresses ground level views from the roadway, should be expanded to include a discussion of how the proposed project is consistent with the Punchbowl Special District requirements. Although the project area is not located within a prominent viewing area, the FEA should indicate whether any public views are available of Punchbowl from the project area, and, if so, should identify measures to preserve and protect them.

Mr. Gerald Park  
Gerald Park Urban Planner  
March 3, 2003  
Page 4

19. Proposed landscaping improvements should not interfere with sight lines to traffic signals and regulatory street signs, including vehicular sight lines at all street intersections.
20. Page 22 of the DEA states that new streetlight poles and lights will adorn the roadway. Any potential impacts from the proposed lighting to neighboring high-rise apartment buildings, as well as any related mitigative measures should be identified in the FEA.
21. Long-term impacts to the merchants at Makiki Shopping Center as a result of the proposal to remove on-street parking along Wilder Avenue should be discussed in Section 3.C, page 24, and under Section 7, statement #4. Additional measures to mitigate the loss of on-street parking should be discussed in Section 3.C.

In addition, the removal of on-street parking stalls should be coordinated with affected residents along Wilder Avenue and the adjacent side streets, including discussions with the Neighborhood Board and associated community groups. Community outreach efforts should be discussed in the FEA, and should be documented during the early stages of project implementation.

22. Both Section 3.C and Section 7, Statement #10 neglects to address any impacts to water quality due to construction related activities.
23. Section 6: List of Permits and Approvals – An Exceptional Tree Pruning Permit will be required for any pruning (including root pruning) of the "Exceptional" opiuma tree fronting the Fernhurst YWCA. Please contact the Honolulu Botanical Gardens at 522-7060 for more information, as a permit is required prior to the commencement of any work.

Should you have any questions, please feel free to contact Corlyn Orr of my staff at 527-6073.

Sincerely yours,

  
ERIC G. CRISPIN, AIA  
Director of Planning and Permitting



April 2, 2003

GERALD PARK  
Urban Planner  
Planning  
Land Use  
Research  
Environmental  
Subjects  
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Honolulu, Hawaii  
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Telephone  
(808) 942-7484  
Facsimile  
(808) 942-7485  
e-mail  
geraldpark@aol.com

Dear Mr. Crispin:

Subject: Makiki Town Center and Wilder Avenue Revitalization Master Plan  
Thank you for reviewing and commenting on the environmental assessment prepared for the subject project. We offer the following responses in the order your comments were presented.

1. Section 1 has been relabeled.
2. A new graphic is included in the Final Environmental Assessment (See also responses to comments 3 and 4).
3. The Overall Plan shown on Figure 2 is incorrect. The correct Overall Plan is attached and will be inserted into the Final Environmental Assessment.
4. Selected graphics (road sections) will be included in the Final Environmental Assessment.
5. The use of community identification signs will be determined during the design stage of the project.  
Any street signs to be placed within the road right-of-way will conform to the Manual on Uniform Traffic Control Devices.
6. Accessible paths within the road right-of-way will comply with Americans with Disabilities Act design standards.
7. At this time no private improvements are proposed. Private improvements on public property, if any, shall be determined during the design stage of the project.
8. A minimum 5-foot wide sidewalk is proposed to allow for a 3-foot wide planting strip. The planting strip should be a minimum of 3 feet in width to support landscape materials. A 6-foot wide sidewalk would reduce the width of the planting strip to 2-feet.  
In some areas the sidewalk will have to be 4-feet wide. Where the sidewalk is that narrow, planting strips may not be provided.

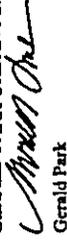
9. Technically, the curb adjustment between Pensacola and Kewalo Streets can be defined as a realigning of the travel lanes. The statement that the "Master Plan does not propose widening or realigning Wilder Avenue" was intended to convey the fact that there are no plans to widen or realign the right-of-way within the project limits from its present layout.

10. The cost of placing new utility lines underground is cost prohibitive. Preliminary cost estimates are \$2 million per city block for underground utilities along Wilder Avenue. Section 21-9-20-4 of the Land Use Ordinance also allows the Director (of Planning and Permitting) to exempt underground utilities in special districts.
11. The zoning district shall be identified as "B-1 Neighborhood Business".
12. The Final Environmental Assessment will indicate that Wilder Avenue is a major street within the Punchbowl Special District. The 20-foot front yard set back applies to properties along Wilder Avenue not the road right-of-way. The need for a Special District Permit was noted in the Draft Environmental Assessment.
13. The Final Environmental Assessment will note that a Development Plan Amendment is not required for Option 1.
14. We are not aware of a proposed widening project on Piikoi Street between Piikoi and Young Streets. We are aware of a street setback requirement on Piikoi Street that must be adhered to by landowners along the road. Several apartment and residential developments built in the past several years have been set back from the road thus incrementally contributing to the widening as individual properties are developed (or redeveloped).
- Lois situated makai of and on both sides of Wilder Avenue have been setback as part of the incremental road widening effort on Piikoi Street. Because the lots immediately adjoining Wilder Avenue are already set back from Piikoi Street, the proposed project should not affect further road widening on Piikoi Street.
- We would like to add that there is an on-going road widening project for the makai side of Wilder Avenue between Peristocola and Lihohilo Streets. Like Piikoi Street, the widening is being achieved through street setbacks. Newer apartment developments within these limits are setback from Wilder Avenue in observance of the street setback. There are four parcels, however, that encroach partially into the road right-of-way. As these lots are redeveloped, the encroachment would no longer be permitted in observance of the street setback.
15. The information about the Poki Street drain has been passed on to the consulting engineer.
16. A Traffic Management Plan will be developed and submitted for review and approval prior to construction.
17. The relationship of the proposed project to the Development Plan Common Provisions shall be included in the Final Environmental Assessment.
18. As you indicate, the project area is not located in a prominent viewing area. Consistency with the Punchbowl Special District requirements will be addressed at the time a Special District Permit is applied for. At this time there are no construction details by which to evaluate the consistency of the project with the Punchbowl Special District design requirements.

19. Proposed landscape improvements should not interfere with sight lines to traffic signals and regulatory street signs. The "spotting" of trees with respect to sight lines will be performed at the design stage of the project.
20. The new Victorian street lights should not affect high-rise apartment buildings adjoining the road. The light fixtures can be equipped with deflectors to direct light away from buildings.
21. The owner of the Makiki Shopping Village was informed of the plans for improving the street and sidewalk fronting the Shopping Village. They were also included as a party to be consulted in preparing the environmental assessment but offered no comments on the proposals.
- The Makiki Town Center and Wilder Avenue Revitalization Master Plan was presented to the Makiki Neighborhood Board on three occasions. At each meeting, some objection was raised to removing on-street parking.
- At this time, there are no plans to coordinate the removal of on-street parking with affected residents along Wilder Avenue. The need for such a plan or out-reach efforts as you suggest will be determined during the design stage of the project.
22. The general contractor will implement best management practice plans to prevent construction runoff from entering the municipal drainage system. These practices will include storm drain inlet protection (through the use of barriers or filters placed at drain inlets) in areas under construction.
23. A permit will be applied for if the Exceptional opiuma tree fronting the former Fernhurst YWCA is to be pruned.
- We thank the Department of Planning and Permitting for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER



Gerald Park

c: D. Griffin, DDC

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840-0001  
GEN-6 (EIS/EA)



February 5, 2003

Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street - Suite 876  
Honolulu, HI 96814-3021

Dear Mr. Park:

Re: **Makiki Town Center & Wilder Avenue  
Revitalization Master Plan**  
Pensacola Street to Punahou Square Park  
Makiki, Honolulu, Oahu

Thank you for the opportunity to comment on the December 2002 draft EA of the subject project, as proposed by the Department of Design and Construction, City & County of Honolulu. We have reviewed the document and have no comments at this time.

HECO reserves the opportunity to further comment on the protection of existing powerlines and electric power facilities that may be affected by the project until construction plans are finalized. Again, thank you for the opportunity to comment on this draft EA.

Sincerely,

Kirk S. Tomita  
Senior Environmental Scientist

cc: Ms. Genevieve Salmonson (OEQC)  
Mr. Don Griffin (DDC/C&C)



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DEPARTMENT OF ENVIRONMENTAL SERVICES  
CITY AND COUNTY OF HONOLULU

REFUSE DIVISION  
1000 ULUOHA STREET, SUITE 212, LAPOLE, HAWAII 96707  
Phone: (808) 892-5318 • Fax: (808) 892-5404



March 5, 2003

JEREMY HARRIS  
MAYOR

TIMOTHY E. STEINBERGER, P.E.  
DIRECTOR

JOHN C.T. LEE, P.E.  
ACTING CHIEF

IN REPLY REFER TO:  
RE 03-019

received  
3-7-03

Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Rycroft Street, Suite 876  
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: **Makiki Town Center and Wilder Avenue  
Revitalization Master Plan, Makiki, Honolulu, Oahu**

Thank you for allowing us to review the Draft Environmental Assessment for the subject project.

The Refuse Division provides refuse collection along Wilder Avenue and throughout the surrounding neighborhoods and must have unimpeded access to rubbish placed at the curb by residents on scheduled collection days. These services include twice-a-week manual and automated collection, twice-a-month green waste collection, and once-a-month bulky item pickup. As with any long-duration construction project on a busy street, our primary concern is lane closures and other traffic disruptions which could delay or interrupt our operations. In those situations, the contractor may be required to hire a private refuse collection company to provide same-day service to make up for late or cancelled City pickups. To avoid this, we recommend the contractor closely coordinate construction with Mr. David Shiraiishi, Refuse Collection Administrator, at 692-5697.

Sincerely,

JOHN C.T. LEE, P.E.

cc: Honolulu Yard

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**  
 150 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813  
 TELEPHONE: (808) 533-4119 • FAX: (808) 533-4730 • INTERNET: www.cc.hawaii.gov



JEREMY HARRIS  
 Mayor

CHERYL D. SOON  
 Director  
 GEORGE MIYAMOTO  
 Deputy Director

TP1103-20500R

March 12, 2003

Mr. Gerald Park  
 Gerald Park Urban Planner  
 1400 Rycroft Street, Suite 876  
 Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Makiki Town Center and Wilder Avenue Revitalization Master Plan

In response to your January 14, 2003 letter, we reviewed the draft environmental assessment for the subject project and have the following comments:

1. The plan shown on Sheet LO-1 is not consistent with the description in the environmental assessment. Therefore, the preferred option is unclear and the validity/applicability of the traffic impacts is questionable.
2. On Page 3, the last sentence in the description of the section from Pensacola Street to Kewalo Street (second to the last paragraph), should read, "...two in each direction during peak traffic hours."
3. On Page 4, the first paragraph should explain why the traffic lane width between Punahou and Makiki Streets should be 9 feet.
4. The first paragraph on Page 4 should also be revised to clarify that bike lanes should be a minimum of 5 feet wide (next to concrete gutters), with a minimum width of 4 feet where there are no gutters.
5. The second sentence in the bicycle lane description on Page 5 should be corrected to state that on-street parking would be eliminated.

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

Sincerely,

*Cheryl D. Soon*  
 CHERYL D. SOON  
 Director



GERALD PARK  
 Urban Planner

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received  
 3.14.03

April 2, 2003

Cheryl D. Soon, Director  
 Department of Transportation Services  
 City and County of Honolulu  
 650 South King Street, 3rd Floor  
 Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Makiki Town Center and Wilder Avenue Revitalization Master Plan  
 Pensacola Street to Punahou Square Park, Makiki, Honolulu, Oahu

Thank you for reviewing and commenting on the environmental assessment prepared for the subject project. We offer the following responses in the order your comments were presented.

1. The Overall Plan (Figure 2) in the Draft Environmental Assessment (DEA) is an incorrect plan. The correct Overall Plan is attached and included in the Final Environmental Assessment. The discussion of traffic impacts in the DEA is based on the correct Overall Plan.
2. The sentence has been revised to peak traffic hours.
3. The traffic lanes should be nine-feet wide because there is insufficient right-of-way for 10-foot wide traffic lanes.
4. The paragraph has been revised as suggested.
5. The sentence has been corrected to state that On-street parking would be eliminated.

We thank the Department of Transportation Services for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER  
*Gerald Park*  
 Gerald Park

c: D. Griffin, DDC