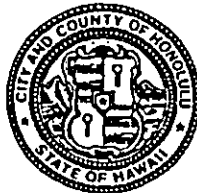


DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567

JEREMY HARRIS
MAYOR



October 7, 1998

RECEIVED

RANDALL K. FUJIKI, AIA
DIRECTOR

'98 OCT 13 P3:47

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

ENVIRONMENTAL
QUALITY CONTROL

IDEA 98-0115

Mr. Gary Gill, Director
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

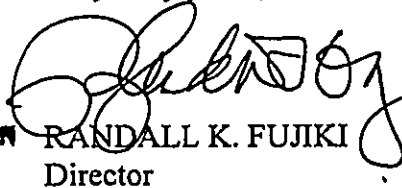
Dear Mr. Gill:

Subject: Finding of No Significant Impact (FONSI) for Ala Wai Promenade, Phase III,
TMK: 2-3-34: 33, Honolulu, Oahu, Hawaii

The Department of Design and Construction has reviewed the comments received during the 30-day public comment period which began on August 8, 1998. The project consists of stabilizing the banks of the Ala Wai Canal, landscaping improvements, and the creation of a multi-use pathway and bridge within a small mauka section between Kalakaua and McCully Streets. For reasons set forth in the enclosed Final Environmental Assessment (EA), this agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the October 23, 1998 OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the Final EA. Please call Gregory Sue of the Division of Infrastructure Design at 527-6304 or our consultant, John Whalen of PlanPacific, Inc., at 521-9418 if you have any questions.

Very truly yours,


FOR RANDALL K. FUJIKI
Director

Encl.

cc: PlanPacific, Inc.

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1998-10-23-OA-~~FEA~~-Ala Wai Promenade Phase III

OCT 23 1998

FILE COPY

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Ala Wai Promenade Phase III

Final Environmental Assessment And Finding Of No Significant Impact (FONSI)

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

Prepared By:
PlanPacific

October 13, 1998

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Ala Wai Promenade Phase III
Final Environmental Assessment And Finding Of No Significant Impact (FONSI)

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

Prepared By:
PlanPacific

October 13, 1998

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B Best Management Practices Plan
C Hawaii CZM Program Assessment Form
D Comment Letters and Responses

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1. PROJECT SUMMARY

Project Name: Ala Wai Promenade Phase III

Applicant: City and County of Honolulu
Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813
Contact: Gregory Sue, 527-6304

Landowner: State of Hawaii (Executive Order #569 to City and County of Honolulu)

Tax Map Key: 2-3-34:33 and 36 (por.)

Project Area: 1.06 acres (land area)

Existing Use: Informal recreation area landscaped with grass and several mature trees

Proposed Use: The project will increase public access for limited passive recreation (walking, jogging, bicycling, and scenic)

State Land Use District: Urban District

Development Plan Designation: Park

Zoning District: Public Precinct (Walkiki Special District)

Special Management Area: The project is not located within the Special Management Area

Historic Sites: The Ala Wai Canal walls which run along the property are listed on the National and Hawaii Registers of Historic Places.

Action Requested: Environmental Assessment processed in compliance with Chapter 343, Hawaii Revised Statutes and Hawaii Administrative Rules, Title 11, DOH, Chapter 54

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Approving Agency:

Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Agencies Consulted:

Federal : U.S. Army Corps of Engineers
State of Hawaii : Department of Health, Department of Land and Natural Resources
City and County of Honolulu : Department of Planning and Permitting, Planning Department,
Department of Transportation Services, Department of Parks and Recreation

Anticipated Determination:

Finding of No Significant Impact (FONSI)

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CORRECTION

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

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1. PROJECT SUMMARY

Project Name: Ala Wai Promenade Phase III

Applicant: City and County of Honolulu
Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813
Contact: Gregory Sue, 527-6304

Landowner: State of Hawaii (Executive Order #569 to City and County of Honolulu)

Tax Map Key: 2-3-34:33 and 36 (por.)

Project Area: 1.06 acres (land area)

Existing Use: Informal recreation area landscaped with grass and several mature trees

Proposed Use: The project will increase public access for limited passive recreation (walking, jogging, bicycling, and scenic)

State Land Use District: Urban District

Development Plan Designation: Park

Zoning District: Public Precinct (Waikiki Special District)

Special Management Area: The project is not located within the Special Management Area

Historic Sites: The Ala Wai Canal walls which run along the property are listed on the National and Hawaii Registers of Historic Places.

Action Requested: Environmental Assessment processed in compliance with Chapter 343, Hawaii Revised Statutes and Hawaii Administrative Rules, Title 11, DOH, Chapter 54

Approving Agency:

Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Agencies Consulted:

Federal : U.S. Army Corps of Engineers
State of Hawaii : Department of Health, Department of Land and Natural Resources
City and County of Honolulu : Department of Planning and Permitting, Planning Department,
Department of Transportation Services, Department of Parks and Recreation

Anticipated Determination:

Finding of No Significant Impact (FONSI)

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2. INTRODUCTION

2.1 IDENTIFICATION OF PROPOSING AGENCY

In accordance with Chapter 343, HRS, the applicant for the project, mailing address, and primary contact person for the project is as follows:

City and County of Honolulu
Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813
Contact: Gregory Sue
Phone: (808) 527-6304

2.2 IDENTIFICATION OF APPROVING AGENCY

In accordance with Subchapter 4, Section 11-200-4, Hawaii Administrative Rules, "the mayor, or an authorized representative, of the respective county whenever an action proposed only the use of county lands or county funds" shall be the final authority to accept a statement. The City and County of Honolulu, Department of Design and Construction is the designated Approving Agency for this project.

2.3 AGENCIES AND ORGANIZATIONS CONSULTED IN THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT

The Ala Wai Promenade project has been discussed in a variety of public forums as a part of Waikiki Improvement projects, the Convention Center project, and the Honolulu Bikeway Master Plan.

The Waikiki Neighborhood Board, the McCully/Moiliili Neighborhood Board, the Ala Moana Neighborhood Board, and the Hawaii Convention Center Task Force were some of the organizations represented in these meetings.

In addition, the following agencies and organizations have been consulted during the planning process and for the preparation of the Draft Environmental Assessment:

City and County of Honolulu
Department of Planning and Permitting
Department of Transportation Services
Department of Parks and Recreation
Planning Department

State of Hawaii
Department of Land and Natural Resources
Department of Health

Federal
Army Corps of Engineers

Organizations
American Legion
Oahu Canoe Racing Association

3. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

3.1 TECHNICAL CHARACTERISTICS

Description of the Property

The project site is a 60-foot wide strip of land of approximately 1.06 acres. It is located along the mauka bank of the Ala Wai Canal between McCully Street and Kalakaua Avenue (see Figure 1). It is divided by the outlet of Makiki Stream that parallels Kalakaua Avenue. The land is owned by the State of Hawaii, but is under the jurisdiction of the City and County of Honolulu by Executive Order #569.

The parcel is bordered by the Ala Wai Canal to the south, McCully Street to the west, Kalakaua Avenue to the east, and privately-owned properties occupied by low-rise apartment buildings and the Hard Rock Café to the north. At the McCully Street end, an adjacent triangular parcel of State land is occupied by the American Legion meeting hall.

At present, the site is covered with several trees, grass, and alien weeds. It is accessible to the public but there is no way to cross Makiki Stream and there are no facilities such as walkways, lighting, or seating to support or attract recreational use.

The land use designations for the property are as follows:

- a. State Land Use District -- Urban
- b. Development Plan Land Use Map -- Park
- c. Development Plan Public Facilities Map -- No amendment required
- d. Zoning -- Public Precinct (Waikiki Special District)

Description of the Project

The proposed project involves minor modifications to the existing terrain and consists of Canal wall repairs for bank stabilization, landscaping improvements and the construction of a pathway and pedestrian bridge crossing the Makiki Stream

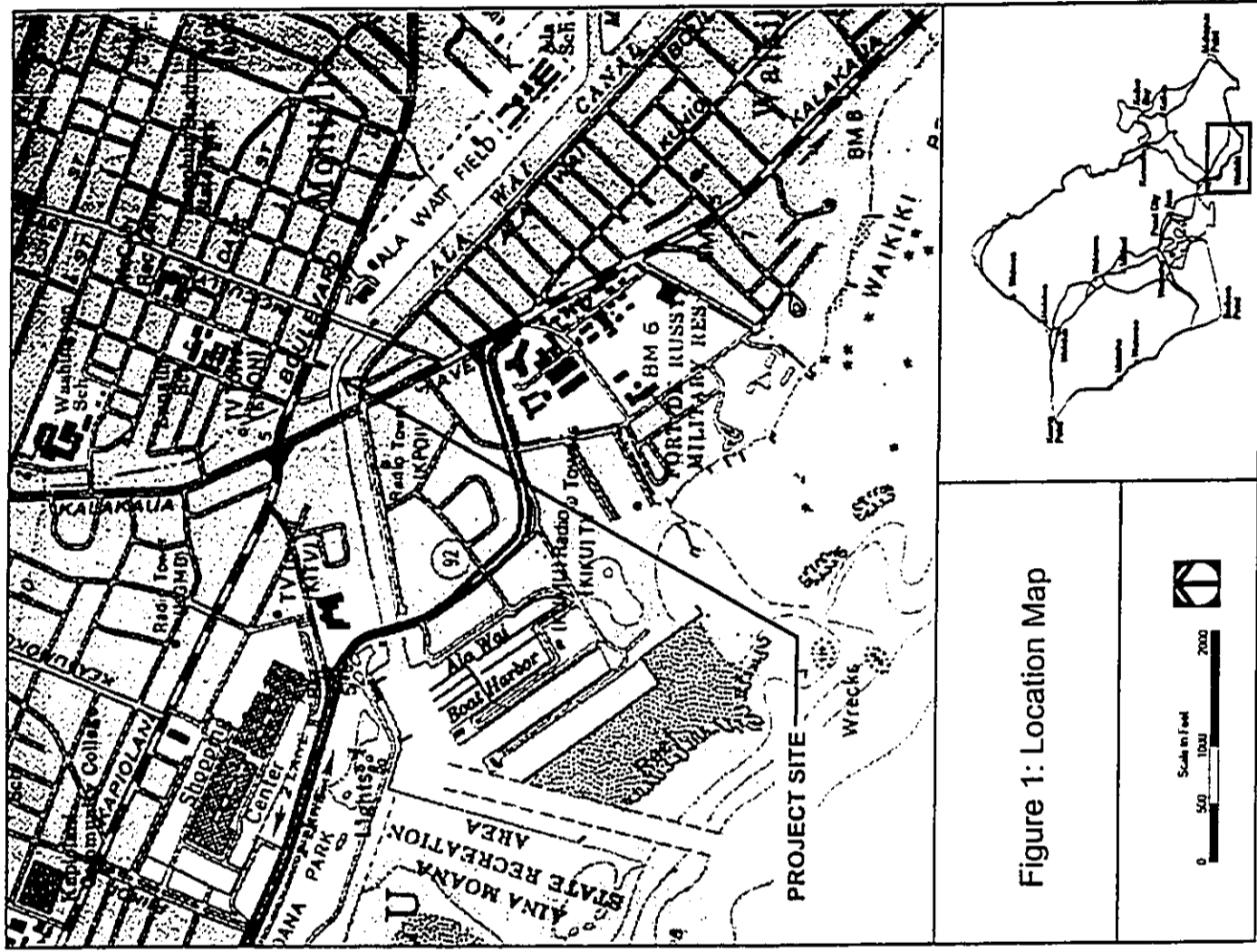


Figure 1: Location Map

outlet, as itemized in Table 1. The project also includes linkage to the recently created Ala Wai Promenade on the mauka/Ewa side of the Canal, between Kalakaua Avenue and Ala Moana Boulevard.

The pathway and bridge are intended for multi-use by pedestrians, bicyclists and joggers. The design of the pathway and landscaping somewhat continues the design character of the existing Ala Wai Promenade between Ala Moana Boulevard and Kalakaua Avenue, but is much less formal.

Table 1: Itemized Description Of Project Elements

Element	Proposed Work
Canal Wall	Repair cracks in wall and raise height to 2-ft above grade where necessary; match original concrete masonry wall construction capped by concrete.
Grading	Build up land areas on both sides of Makiki Stream for the pedestrian bridge; provide swales and a dry well for site drainage, with no net increase in stormwater runoff.
Landscaping	Keep existing Banyan, Kiawe, and Opiuma trees in place; retain or remove all other existing trees; import nine Banyan trees to provide a continuous row along the pathway; add grass (Zoyisia 'El Toro') and groundcover (naupaka, poihos, laua'e, and pohinahina, etc.); install irrigation system; create guidelines on tree protection and maintenance.
Paving	Construct a 16-foot wide multi-use pathway consisting of interlocking concrete pavers arranged in a Hawaiian tapa pattern; provide ramps for wheelchair and bicycle access.
Fixtures	Install seating benches; sodium pressure lamps on 15-ft high decorative, antique-style cast iron light standards; trash receptacles; drinking fountains; <i>tiki</i> torch mounds.
Other	Construct 16-foot wide pedestrian bridge over Makiki Stream outlet, with enough clearance for potential future small water craft passage.

The long-term goal is to create a complete network of pathways and resting areas for pedestrians and bicyclists along a significant length of the Ala Wai Canal. These pathways will be linked to a larger Honolulu network and will connect to other

recreation areas such as the Ala Wai Golf Course and the baseball and play fields.

The proposed improvements will include ramps for wheelchair access and other furnishings such as a drinking fountain, lighting, and bench seating.

Preliminary cost of the various components is estimated at \$1.2 million. Construction is expected to begin in November 1998 and end in August 1999. Final determination of pricing, development timetable, and projected costs are subject to actual construction conditions.

3.2 ECONOMIC AND SOCIAL CHARACTERISTICS

The purpose of the project is to enhance recreational opportunities and the visual environment along a portion of the banks of the Ala Wai Canal. It is located within a neighborhood where a combination of high density residential uses and significant levels of commercial and visitor-oriented activities place a high demand on outdoor recreation facilities and a priority on attractively-landscaped public open space.

3.3 CULTURAL AND HISTORIC CHARACTERISTICS

The Ala Wai Canal is listed on the National and State registers of historic places. Any modifications to the project site must therefore be reviewed by the State Historic Preservation Division to determine the impacts on the historic value of the Ala Wai Canal.

The property does not appear to contain plants or animals of traditional Hawaiian subsistence gathering value, and is not currently used for cultural or religious practices.

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3.4 ENVIRONMENTAL CHARACTERISTICS

Water Quality and Drainage

The adjacent Ala Wai Canal is a Class 2 Estuary. It has suffered significant water quality problems that are being addressed by a proposed comprehensive program to reduce polluted runoff into the Canal's waters.¹

The entire project site is located in FIRM classification AO, susceptible to up to 2 feet of flooding during the 100-year storm event.

Soils

Soils within the project site consist of compacted fill material placed along the banks of the Canal during its construction in the 1920's.² There is a layer of topsoil on the surface for landscaping purposes.

Flora and Fauna

Vegetation on the project site consists primarily of grass, alien weeds, and several trees of common variety, as listed in Table 2. There are no exceptional trees on the project site. Avifauna and mammals common to the project site are typical of species found in the urbanized Waikiki area. Feral mammals common in the area include cats, rats, mice, and mongoose. Exotic species of birds common to the Waikiki area include the Common Mynah, Red-vented Bulbul, Japanese White-eye, House Sparrow, House Finch, Rock Dove, Zebra Dove and Spotted Dove.

¹ Ala Wai Canal Watershed Water Quality Improvement Project Steering Committee (City & County of Honolulu and State of Hawaii), Management & Implementation Plan, Volume I, October 1997 draft report.

² United States Department of Agriculture, Soils Conservation Service, Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii, 1972

A field survey for the dredging project was conducted in March 1998³. This survey discovered only one endangered bird species, the Common Moorhen, present at a singular site – a small section of Manoa-Palolo Drainage Canal near the Date Street Bridge.

Table 2: Existing Trees With Minimum 1-Foot Trunk Diameter

Species	Number of Trees
Banyan	10
Kiawe	2
Kou	4
Coconut Palm	3
Opiuma	2
Monkeypod	1

Traffic

The City and County of Honolulu's *Honolulu Bicycle Master Plan*⁴, which supplements the State's *Bike Plan Hawaii*, refers to the mauka bank of the Ala Wai Canal as a critical link in a proposed loop for recreational biking. The multi-use pathway proposed in this project helps in implementing the Honolulu Bicycle Master Plan by providing a portion of the proposed loop. While this bikeway is intended primarily for recreational users, the pathway will also offer bike travelers and pedestrians a pleasant, convenient and safe "shortcut" route within a congested urban area. In that respect, it may encourage walking and bicycling as an alternative to vehicular travel for short trips in the vicinity.

³ Bruner, Phillip L., *Faunal (Bird and Mammal) Field Survey of Property Involved in the Ala Wai Canal Dredging Project*, Oahu, March 1998

⁴ City & County of Honolulu Department of Transportation Services, *Honolulu Bicycle Master Plan*, July 1998 Draft.

A signalized crosswalk is proposed in order to provide a needed link to the existing Promenade and to improve pedestrian and bicyclist safety.

3.5 RELATION TO THE CITY'S GENERAL AND DEVELOPMENT PLANS

Pursuant to Section 24-1.2(l)(2)(F), Revised Ordinances of Honolulu (ROH), the proposed project does not require a Development Plan Public Facilities Map amendment, as there is no significant expansion of existing facilities, system capacity, service area, or function; the project would not permit significant new or redevelopment, nor does it have a significant impact on surrounding land uses.

The project does conform to Principles and Controls for Special Areas, Section 24-2.2(b)(3) (ROH), for McCully-Moiliili. In particular, subparagraphs (B) and (C):

- (B) Circulation and community interaction within this area shall be enhanced by a substantially improved pedestrian walkway and a bikeway system to provide pleasant and safe links between activity centers and apartments.
- (C) Emphasis shall be placed on providing moderate to smaller size open spaces such as mini-parks, lot lots, playgrounds and community gardens. In addition to serving local recreational needs, such open spaces shall be located and developed in a manner that enhances the visual quality of McCully-Moiliili.

The project also addresses several policies of the General Plan. Within the area of concern of the "Natural Environment", the proposal complies with policy to "Provide opportunities for recreational and educational use and physical contact with Oahu's natural environment."

The project also address "Transportation and Utilities", to develop and maintain an integrated ground-transportation system consisting of the following elements and their primary purposes, subsections c and d, respectively:

Bikeways for recreational activities and trips to work, schools, shopping centers and community facilities

Pedestrian walkways for getting around downtown and Walkiki and for trips to schools, parks and shopping centers

Additionally, the project meets the requirements of the policy to:

Make public, and encourage private, improvements to major walkway systems

The project addresses "Culture and Recreation" in that it serves to:

Identify and to the extent possible, preserve and restore buildings, sites, and areas of social, cultural, historic, architectural and archaeological significance

The project also promotes the County administration's emerging philosophy of a "Lei of Parks", as well as the Department of Transportation Services Bikeways program.

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4. DESCRIPTION OF THE AFFECTED ENVIRONMENT, IMPACTS, AND MITIGATION

4.1 CLIMATE

The Waikiki area is generally sunny, warm and dry during the entire year. June through August are the historically warmer months of the year, while the cooler months are January through March. The mean high temperature in degrees Fahrenheit is in the upper 80s and the mean low temperature in the high 60s⁵.

Rainfall is highly seasonal, with most of the precipitation occurring in the winter months. Average annual rainfall in the region is less than 30 inches.

East-Northeast winds averaging 12 to 24 miles per hour prevail approximately 65 percent of the time⁶. Between October and April, the southerly winds of Kona storms may prevail. Winds may become light and variable in the absence of tradewinds or nearby storms. The morning heating and evening cooling of the land mass creates on-shore sea breezes during the day and off-shore land breezes at night.

The proposed project will have no effect on climatic conditions and no mitigative measures are necessary. Project landscaping will help mitigate any localized temperature increases from paved areas.

4.2 TOPOGRAPHY

The project site is generally flat, therefore, major cut and fill earthwork is not necessary. Some minor grading and vegetation removal will be required to create the paved pathway and implement the proposed landscape design.

⁵ Armstrong, R. W. ed. *Atlas of Hawaii*. 2nd edition. Honolulu: University of Hawaii Press, 1983.

⁶ *Ibid*.

Some fill will be required to create a gradual slope to the pedestrian bridge.

All grading operations will be conducted in full compliance with dust and erosion control and other requirements of the City and County of Honolulu Grading Ordinance, and all construction activities must comply with the provisions of Chapter 11-60.1, Hawaii Administrative Rules, Section 11-60.1-33 on Fugitive Dust.

4.3 SOILS AND GEOLOGY

The soils of the project site have low productivity for agricultural purposes and therefore, the project will not have a significant impact on this characteristic. The soil is generally suited for construction and short-term impacts due to construction should be avoided with construction control measures such as wind screens.

4.4 HYDROLOGY AND DRAINAGE

This project is not expected to create any significant adverse effects to adjacent and downstream properties. The project will not have an adverse impact on flooding in the area. The proposed multi-use pathway will be built close to the existing grade to minimize any changes to drainage conditions. Drainage swales and a dry well have been incorporated into the site plan and designed to prevent a net increase in peak stormwater runoff.

4.5 NATURAL HAZARDS

The project will not exacerbate any hazard conditions. Planning and design for the project will comply with flood district and other structural standards to mitigate any potential

damages. The potential impact of destructive winds and torrential rainfall of tropical hurricane and cyclones on structures within the project will be mitigated by compliance with the Uniform Building Code adopted by the County. All structures will be designed in accordance with the requirements of the County for earthquake and wind.

4.6 FLORA AND FAUNA

The project site does not contain any threatened or endangered species. Vegetation on the project site consists primarily of grass, alien weeds, and trees of common varieties. Avifauna and mammals common to the project site are typical of species found in the urbanized Waikiki area. Feral mammals common in the area include cats, rats, mice, and mongoose. Exotic species of birds common to the Waikiki area include the Common Mynah, Red-vented Bulbul, Japanese White-eye, House Sparrow, House Finch, Rock Dove, Zebra Dove and Spotted Dove.

Existing mature trees will be retained in place with the exception of the Kou, which will be relocated on-site, and a few dead coconut palms, which will be removed. New mature trees will be planted and the existing groundcover will be replaced with grass and mostly native groundcover (see Table 1).

4.7 ARCHAEOLOGICAL AND HISTORIC RESOURCES

The State Historic Preservation Division (SHPD) has been consulted concerning the impact of the project on the historic value of the Ala Wai Canal, which is listed on the National and Hawaii registers of historic places. The earlier proposed design for the repair and improvement of the Canal wall and the treatment of the promenade area met with the approval of the SHPD (see Appendix A). The design has been modified, but now involves lesser changes to existing conditions. It is anticipated that the SHPD will continue to be in support of the project. Discussion with the SHPD is still on-going, but all concerns will be resolved before construction begins.

No other archaeological surface features exist on the subject property and little or no negative impacts are anticipated. If the need for further archaeological study is indicated, all applicable requirements of the Department of Land and Natural Resources will be executed.

4.8 NOISE

Potential noise impacts will be generated from short-term construction activity and long-term operations of the project. Additional ambient future noise levels will likely be generated from pedestrian and passive recreation activities.

Construction noise may impact nearby existing residential areas, but will be confined to daytime only and should be relatively short-term. Noise associated with the project will be mitigated through landscaping and site design.

4.9 AIR QUALITY

Present air quality in the area is mostly affected by air pollutants from vehicular sources. Immediately surrounding the subject property are major roadways that presently carry high levels of vehicular traffic. Emissions from motor vehicles using this roadway, primarily nitrogen oxides and carbon monoxide, tend to be carried over the subject property by localized gusts of wind.

Air quality impacts attributed to the project will include exhaust emissions of construction vehicles and dust generated by short-term construction-related activities. Site work such as clearing and grading will generate air-borne particulates. Dust control measures, such as regular watering and sprinkling, will be implemented to minimize wind-blown emissions. Because of the relatively small scale of the project, these impacts are not expected to adversely impact local and regional ambient air quality conditions.

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4.10 WATER QUALITY

Best Management Practices ("BMPs") will be implemented as applicable during construction to assure minimal impacts to the water and to the surrounding neighborhood. In general, repair to the Canal wall will occur during low tide to minimize the potential for discharges or spills into surface waters. See Appendix B for more detailed information.

4.11 VISUAL RESOURCES

Views of the project site will be enhanced by landscaping and other promenade improvements. See Figure 2 for a photo visual analysis of the site and Figure 3 for the conceptual plan. The project will continue the design character of the recently completed improvements to the portion of the Ala Wai Promenade adjacent to the Hawaii Convention Center.

4.12 SOCIAL AND EMPLOYMENT CHARACTERISTICS

Employment

The proposed project is expected to generate increased short-term direct and indirect employment during construction. The project size and scope is not significant enough to create a long-term job in park maintenance, but the improvements are likely to attract greater usage, and will therefore require a greater level of maintenance than the site does at present. In that sense, the project, when combined with other parks improvements in this district, will probably contribute to the need for an additional parks maintenance staff.

Population

The implementation of the proposed project is not expected to induce resident population growth. The Ala Wai Promenade Phase III will provide a passive recreational area and new bike path and jogging/walking route to help meet the needs of the area's population, as it continues to grow in accordance with the City's planning policy for the Primary Urban Center.

Other Community Facilities and Services

The proposed project is not expected to significantly affect other community facilities and services including medical, police and fire protection, and schools. Pedestrian access to various nearby facilities will be improved. Lighting of the promenade will improve security in the area at night.

4.13 CHARACTER OF THE COMMUNITY

The proposed land use has been planned to complement the existing and future surrounding urban land uses. The project will provide additional access and recreational facilities to improve the overall quality of life for residents in a densely populated area of the City.

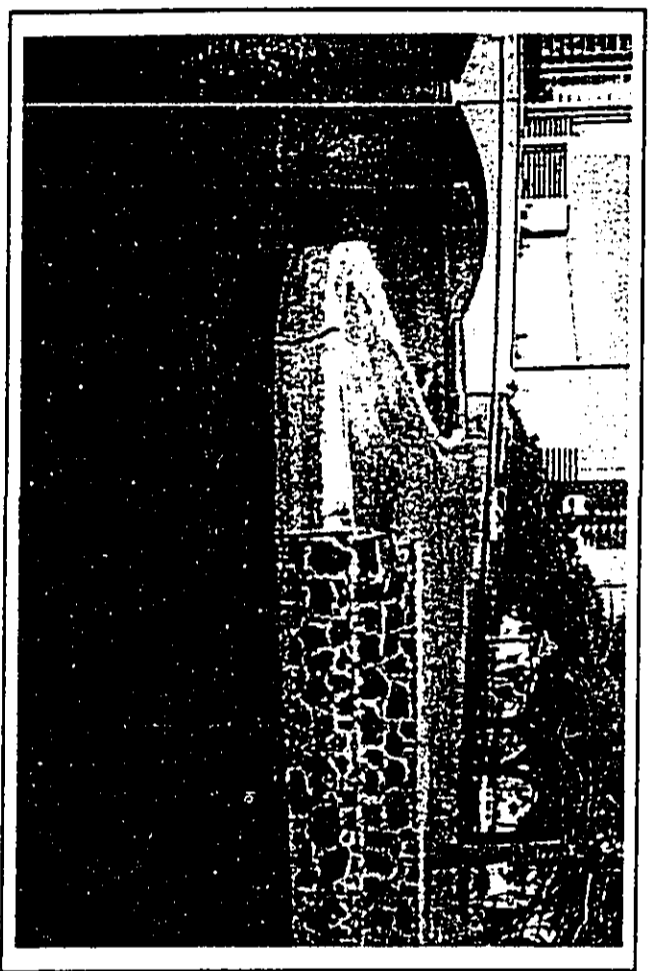
4.14 INFRASTRUCTURE

Roadways

At present, there is no pedestrian crosswalk at Kalakaua Avenue at the point where the end of the proposed pathway meets the public sidewalk. Therefore, pedestrians and bicyclists who wish to continue along the Promenade must cross this street at the signalized intersection further down the street. This project will incorporate the creation of a signalized crosswalk across Kalakaua, but the actual design and signalization patterns are still under study and is currently unresolved. Despite the design, the addition of a signalized crosswalk will have some impact on traffic flow. The magnitude of the impact will not be known until a traffic study and the final design of the crosswalk and signalization pattern are completed. In addition, the City envisions an eventual creation of another crosswalk at the other end of the pathway on McCully Street. This second crosswalk is not part of the proposed Phase III improvement project.

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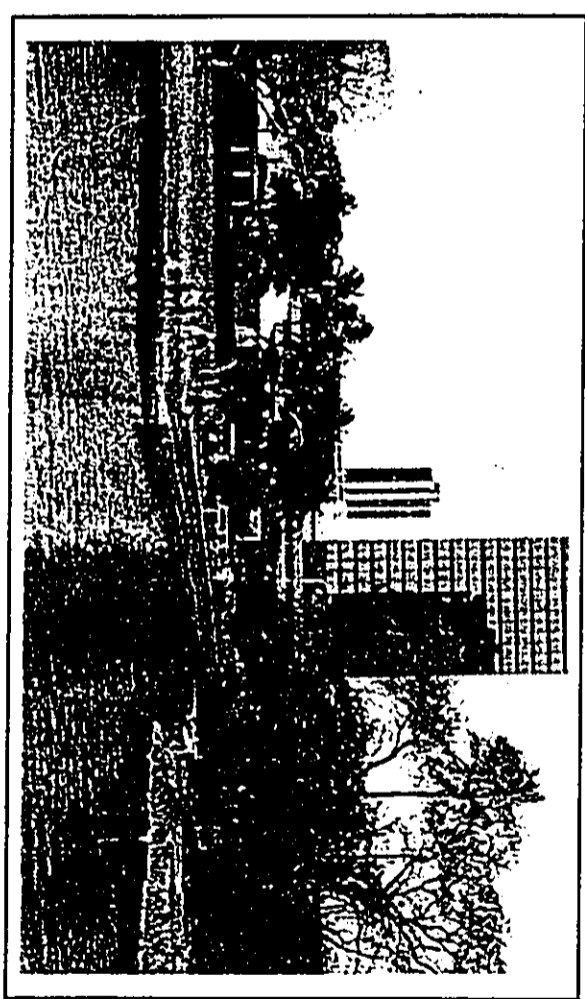
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View across the mouth of Makiki Stream looking toward Kalakaua Street



View across the mouth of Makiki Stream looking toward McCully Street



View across the Ala Wai looking at the mouth of Makiki Stream

Figure 2: Photographs of Existing Site

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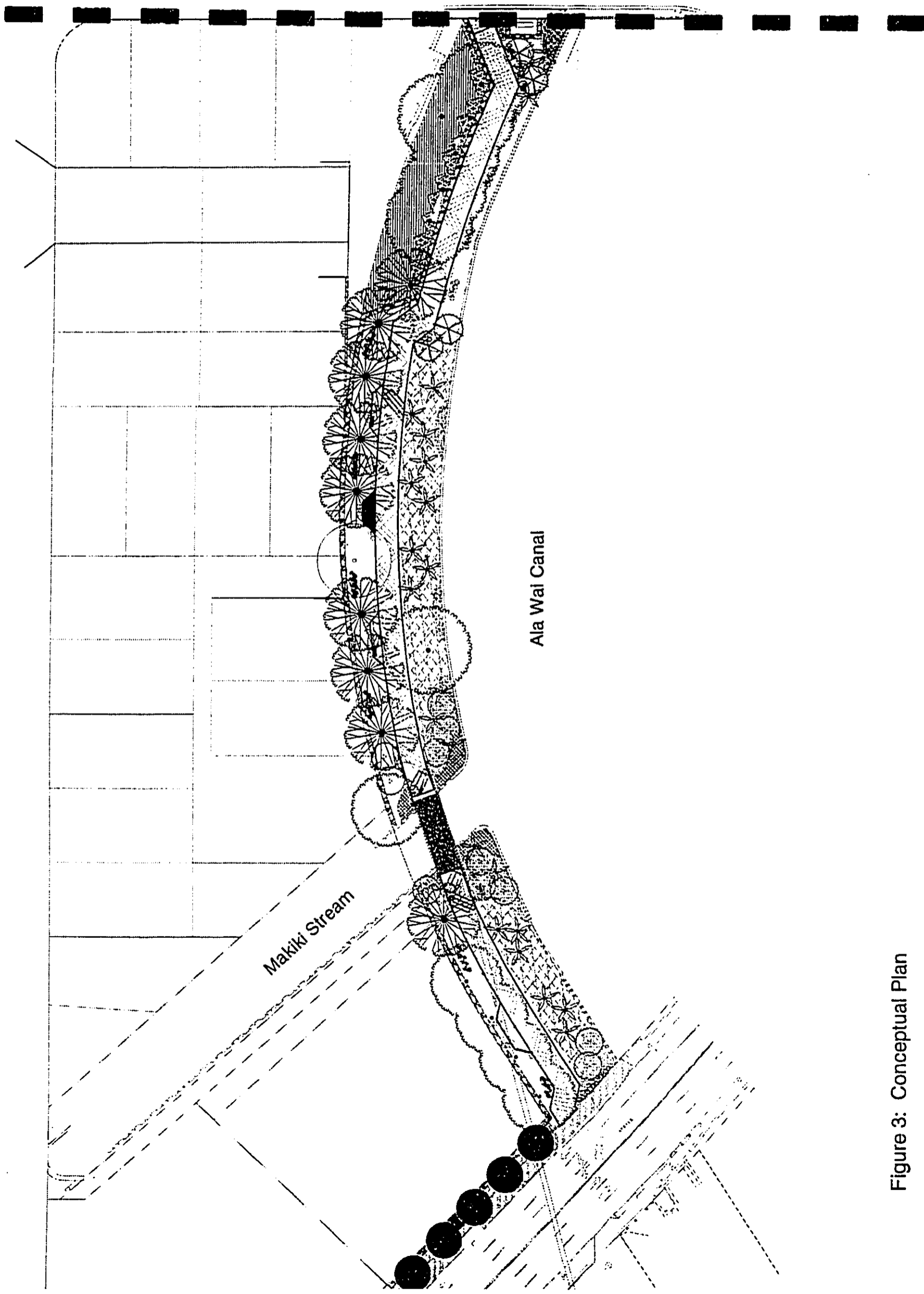


Figure 3: Conceptual Plan

Water Supply

An estimated 5,900 GPD (gallons per day) of water would be required for landscape irrigation. Given the relatively low quantities of water required for the proposed project and the planned availability of new water sources within the next two years, the proposed project will not significantly impact the ground water resource.

Drainage

Additional runoff generated from the project will be retained on site through swales and a drywell that are incorporated in the grading plan. The velocity and volume of the offsite flows is not expected to increase and there will be no additional adverse effects resulting from the new development to adjacent and downstream properties.

Electrical

Promenade improvements include sodium pressure lights with an illumination intensity appropriate for a pedestrian walkway. This represents a minor increase in electrical consumption that can be accommodated without any modification to the area's power distribution system.

4.15 PUBLIC SERVICES

Recreational Facilities

The proposed project will not result in any loss of existing recreation space nor increase demand upon existing recreation facilities. On the contrary, the project will increase Waikiki's recreation space and contribute to the creation of a regional bikeway system and walking/jogging route.

Police Protection

The proposed improvements will improve the security by adding night lighting and encouraging more active use of the site. These two factors have been demonstrated to be an effective deterrent to crime in public recreation areas. Therefore, it is likely that the project will decrease rather than increase the need for active police surveillance of this site.

4.16 OVERALL SHORT-TERM AND LONG-TERM MITIGATION MEASURES

As indicated above, few potential adverse impacts to the area are expected to result from implementation of the proposed plan. Short-term impacts will result in the initial construction phase that will require on-site grading, trenching, and movement of vehicles within the project site. These activities will generate localized noise and dust during construction periods. Mitigation measures to minimize adverse air quality would include frequent watering of unpaved construction areas, dust screens, and mulching and planting of ground cover and other vegetation as soon as possible after construction. Construction activities would comply with all applicable regulations of the City and State Department of Health.

Long-term impacts from the development are expected to produce minimal impacts to the adjacent uses; however, nearby residences may experience increased noise from pedestrians and bicyclists. These will be mitigated through landscaping and design. The proposed project is not expected to have any impact on the micro-climate of the project area or region. Planned structures would not be tall enough to significantly effect existing wind patterns; and will not significantly effect temperature since some localized cooling can be expected to result from the establishment of landscaping. No specific or predominate natural feature is visually associated with the project site.

Recommended mitigation measures include the following:

Short term:

- Frequent watering during construction and demolition activities to maintain dust control.
- Initiate a construction plan which considers wind patterns and existing and future residential land uses to minimize dust impacts to residential areas.

- Landscaping as soon as practicable once site preparation/grading has been completed.
- Wind screening as appropriate to limit fugitive dust.
- Restrict use of construction equipment to daylight hours.
- Implement the Best Management Practices Plan included at Appendix B for the repair of the Canal wall.

Long term:

- Establish extensive landscaping to maintain long-term air quality and aesthetically integrate the project into the surrounding neighborhood.
- Use of appropriate engineering, design and construction measures to ensure adequate drainage and irrigation of the site.

4.17 SUMMARY OF ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

The proposed development will result in unavoidable construction related impacts as described earlier in this section. Potential effects include noise-generated impacts occurring from site preparation and construction activities. In addition, there may be temporary air quality impacts associated with dust generated from construction activities, and exhaust emissions discharged by construction equipment. The proposed project is not anticipated to create any significant, long-term adverse environmental effects.

4.18 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Major resource commitments include the land on which the proposed project is located and the financial commitment for construction materials, manpower and energy required for the project's completion.

In addition to physical resources, labor and materials, which are mostly non-renewable and irretreivable will also be necessary. The operation of the project will require the consumption of potable water and petroleum-generated electricity that also represents irretreivable commitments of resources.

No other significant irreversible and irretreivable commitments of resources have been identified in connection with the proposed action.

5. ALTERNATIVES TO THE PROPOSED ACTION

5.1 ALTERNATIVES CONSIDERED

The No-Action Alternative

The "no-action" alternative would leave the subject property as essentially vacant, unused land. Consequently, the no-action alternative would not be consistent with community desires for new recreational opportunities.

Landscaping with No Promenade

This alternative would install new landscaping and some seating areas, but not a continuous multi-use pathway with a footbridge over Makiki Stream. This alternative was not selected because it produces little recreational benefit and fails to provide a critical link in the bikeway system proposed in the City's bicycle master plan.

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6. LIST OF ALL APPROVALS AND PERMITS REQUIRED

During the implementation stages of the project, the applicant will be working with the Federal, State and County review agencies for examination and approval of project plans and specifications.

Permit

Grading/Building Permits
Waikiki Special District Minor Permit
Sect. 404 Nationwide Permit (Type 13)
Water Quality Certification

Responsible Agency

Dept of Planning & Permitting
Dept of Planning & Permitting
U.S. Army Corps of Engineers
State of Hawaii Dept of Health

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7. SIGNIFICANCE CRITERIA

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

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

The proposed promenade will not impact scenic views of the ocean or any ridge lines from heavily traveled roadways in the area. The visual character of the area will change from the current vacant land to a landscaped area compatible with the existing and planned surrounding land uses and programs. The property is not subject to coastal-related flooding and does not contain any wetlands or other unique habitats. Development will not alter the waters, configuration or accessibility of the Ala Wai Canal.

There are no known significant cultural resources associated with the property. Current recreational, subsistence gathering (fishing and crabbing), and special events (i.e. rowing competitions and floating lantern ceremonies) uses will be allowed to continue and will most likely be enhanced.

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

The subject property is not suitable for many land uses because of its size, shape, and situation. Because the area is highly urbanized, the use of the property for public scenic and recreational purposes is a desirable option.

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

The proposed development is consistent with the Environmental Policies established in Chapter 344, HRS.

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

The proposed project will contribute to overall public welfare by providing additional safe pedestrian and bicycle access; by reducing flooding via repairs and improvements to the canal walls, and by providing landscaping elements to improve aesthetics, provide shade, and provide some privacy for nearby residents. The proposed development is consistent with the County's plan for the area. Surrounding land use patterns will not be significantly altered, nor will unplanned population growth or its distribution be stimulated. The project's development is responding to projected population needs and the public's demand for recreation.

5. **Substantially affects public health**

Although public health may be affected by temporary construction-related air quality impacts and noise, these will be mitigated and in the long-run may be deemed insignificant, especially when weighed against the overall improvement to the area and increased scenic and recreational options.

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

The proposed promenade will not in itself generate new population growth, nor contribute to substantial population changes in the region. It will, however, provide better pedestrian and bicycle access between the Convention Center and the Ala Wai Neighborhood Park area.

Infrastructure improvements will include a pedestrian bridge, wheelchair ramps, pathway lighting, and potable and non-potable water connections.

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

The proposed project will reduce flood damage and improving aesthetics with landscaping elements. The site design complements the nearby existing promenade as well as future designs for the remainder of the mauka side of the Ala Wai Canal. No significant increases in air, noise, or water impacts are anticipated. No endangered plant or animal species or important habitat is associated with the property.

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

The proposed project is planned eventually to be part of a larger promenade that continues along most of the mauka bank of the Ala Wai Canal. It is consistent with the existing and planned urban character of the area.

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

There are no endangered plant or animal species located on the subject property.

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

Construction and ultimate use of the project area may produce temporary impacts to air quality and noise levels; however, these impacts will be reduced through construction mitigation measures as described earlier, and through landscape design elements. Water quality will not be affected.

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

The subject property is not located in a tsunami zone, on a beach, in an erosion-prone area, nor on geologically hazardous land. While it is adjacent to the Ala Wai Canal, it will not alter the water flow or quality. Also, the improvements to the canal walls and the addition of vegetation should lessen the probability of flood damage.

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

The current view from the project site is of the surrounding heavily traveled roadways and immediate urbanized area. This view will be altered slightly with the addition of trees. The proposed pedestrian bridge and landscaping will not affect any scenic vistas or view planes identified by the county or state.

13. **Requires substantial energy consumption.**

Construction and operations associated with the promenade are small-scale and will not require substantial energy consumption. Timers will be used to control the walkway lighting to conserve electricity.

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8. ANTICIPATED DETERMINATION

Based on the findings of this Environmental Assessment, the proposing agency has determined that the proposed project will not have a significant environmental impact and an Environmental Impact Statement (EIS) will not be required. Therefore, a Finding of No Significant Impact (FONSI) is recommended.

9. REFERENCES

- Ala Wai Canal Watershed Water Quality Improvement Project Steering Committee (City & County of Honolulu and State of Hawaii), Management & Implementation Plan, Volume I, October 1997 draft report.
- Armstrong, R. W. ed. *Atlas of Hawaii*. 2nd edition. Honolulu: University of Hawaii Press, 1983.
- Belt Collins Hawaii. *Ala Wai Canal Dredging, Honolulu, Oahu, Hawaii, Draft Environmental Assessment*. Honolulu, Hawaii, May 1998
- City & County of Honolulu Department of Transportation Services, *Honolulu Bicycle Master Plan*, July 1998 Draft.
- State of Hawaii Department of Agriculture. *Agricultural Lands of Importance to the State of Hawaii*. Honolulu, Hawaii, 1977.
- State of Hawaii Department of Business and Economic Development and Tourism. *The Data Book*. Honolulu, Hawaii.
- State of Hawaii Office of State Planning. *The Hawaii State Plan*. Honolulu, Hawaii, 1989.
- United States Department of Agriculture Soil Conservation Service. *Islands of Kaua'i, O'ahu, Maui, Moloka'i, and Lana'i, State of Hawaii*, 1972.

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APPENDIX A

Letter from State Historic Preservation Division

0000 0002 04 19

BERNARD I. CASTRO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813

April 27, 1998

Mr. Irvin Higashi
Walters Kimura Motoda
1148 3rd. Avenue
Honolulu, Hawaii 96816

Dear Mr. Higashi:

SUBJECT: Improvements to the Ala Wai Promenade
between Kalakaua Avenue and McCully Street
TMK 2-3-34:33, Waikiki, Honolulu

Thank you for your request for our input regarding the proposed wall treatment for the Ala Wai Promenade between Kalakaua Avenue and McCully Street. We concur with cross section A and B as submitted April 16, 1998. These two sections maintain the existing wall, edge of the canal condition. We do not concur with cross section C which alters the edge of the canal.

Thank you for the opportunity to comment. If you have any questions, please contact Carol Ogata at 587-0004.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

CO:jk

BERNARD I. CASTRO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 8TH FLOOR
HONOLULU, HAWAII 96813

February 27, 1998

Mr. Irvin Higashi
Walters Kimura Motoda
1148 3rd. Avenue
Honolulu, Hawaii 96816

Dear Mr. Higashi:

SUBJECT: Improvements to the Ala Wai Promenade
between Kalakaua Avenue and McCully Street
TMK 2-3-34:33, Waikiki, Honolulu

Thank you for your request for our input regarding the proposed improvements to the Ala Wai Promenade between Kalakaua Avenue and McCully Street. We understand that the improvements would be similar in design to the improved promenade on the opposite side of Kalakaua Avenue. Improvements would include:

- Reinforcement of the back of the canal wall and widening of the top of the wall to approximately two feet.
- Repair of the walls at the Maikiki Stream.
- A pedestrian bridge over the Makiki Stream.
- Addition of a terrace wall and paving.

We believe that the new terrace wall should be different from the original terrace wall (original promenade), possibly stone. We believe that the improvements should not impact the historic character of the Ala Wai Canal or the promenade. Please forward the schematic design proposal to us for review.

Thank you for the opportunity to comment. If you have any questions, please contact Carol Ogata at 587-0004.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

CO:jk

MICHAEL B. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPT. OF
LAND AND NATURAL RESOURCES

AQUACULTURE DEVELOPMENT
PROGRAM

AQUATIC RESOURCES
CONSERVATION AND
RESTORATION

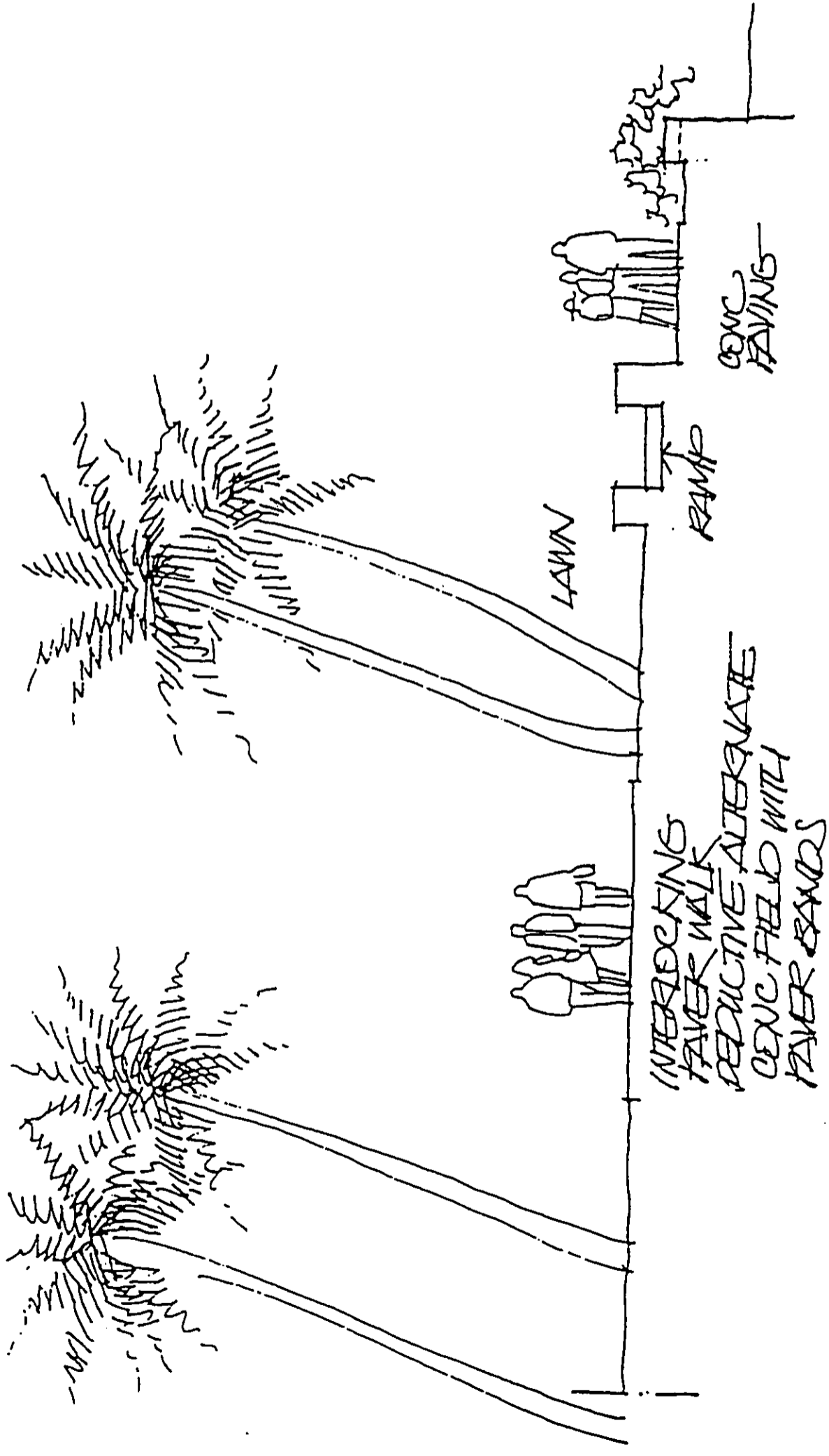
RESOURCES DEVELOPMENT
CONSERVATION AND
RESTORATION

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
DIVISION

LAND DIVISION
STATE PLANS
WATER AND LAND DEVELOPMENT

LOG NO: 21106
DOC NO: 9802co13
Architecture

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INTERLOCKING
PAVEMENT WALK
PERFORATIVE ALTERNATE
CENTRIC FIELD WITH
PAVEMENT BANDS

LAWN

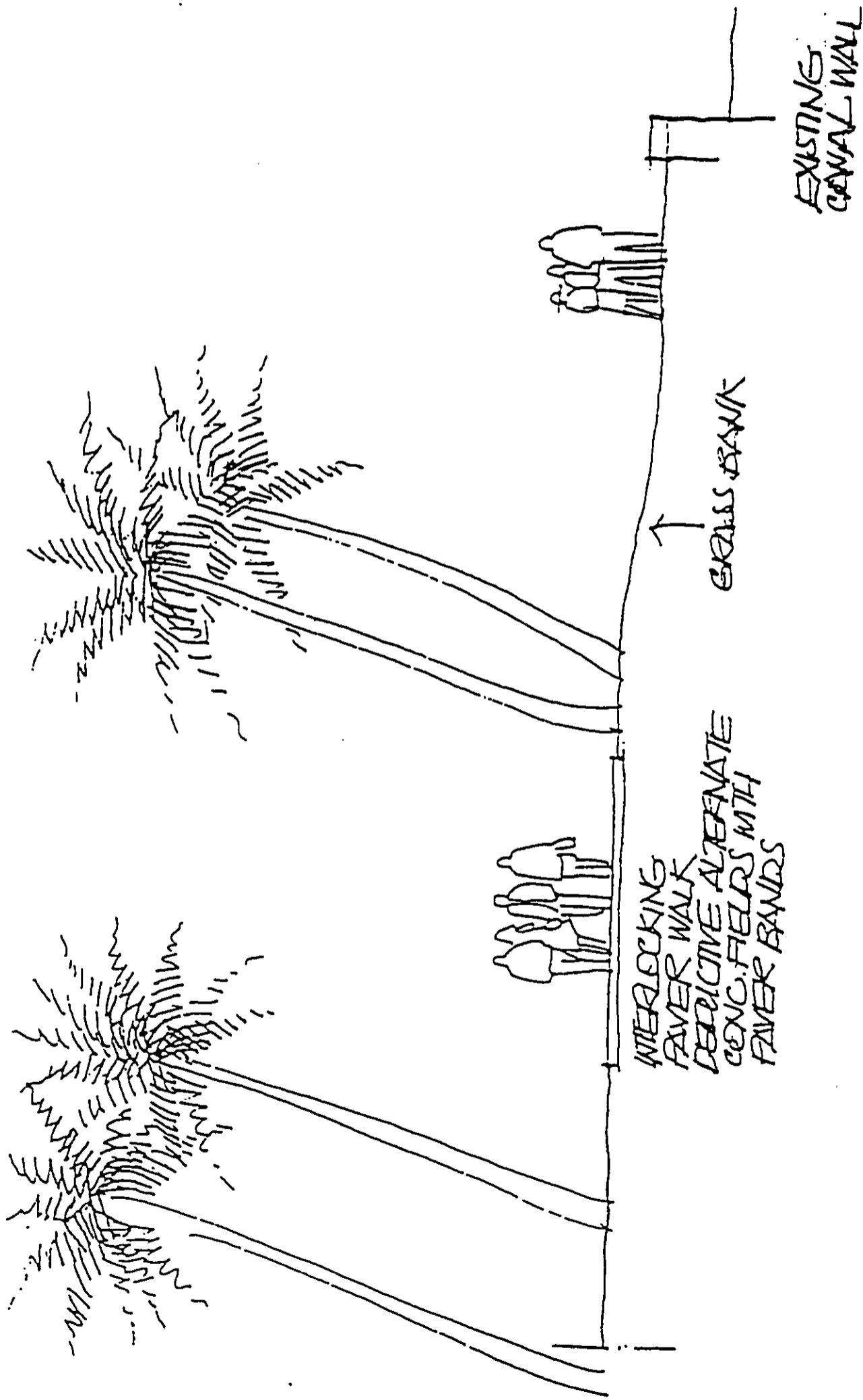
RAMP

CENTRIC
PAVING

A ALA WAI PROMENADE PHASE III
CROSS SECTION
SCALE: 1/8" = 1'-0"

WALTERS, KIMURA, MOTODA, INC.
1148 THIRD AVENUE
HONOLULU, HAWAII 96816

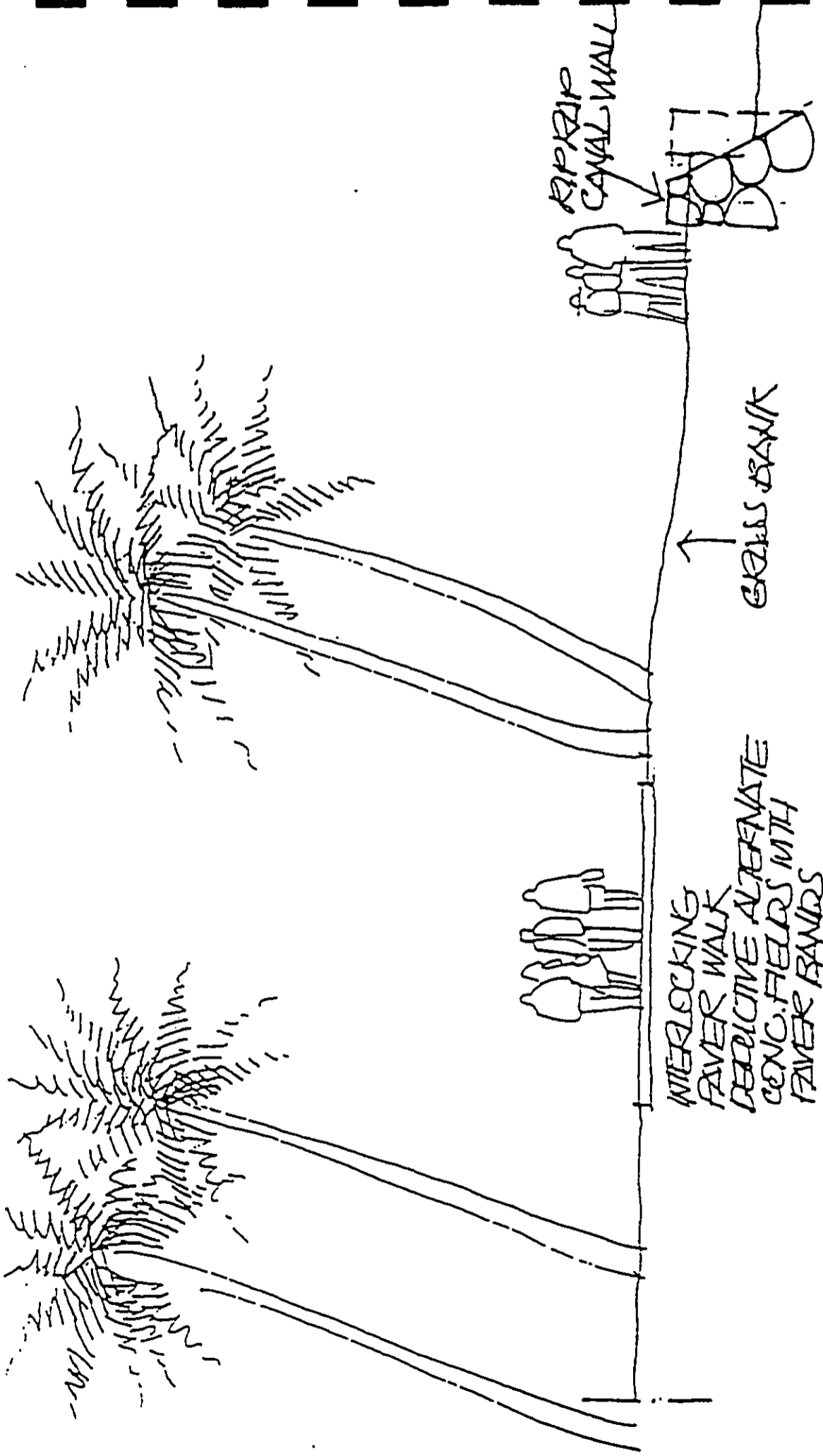
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B
 ALA HAI PROMENADE PHASE III
 CROSS SECTION
 SCALE: 1/8" = 1'-0"

WALTERS, KIMURA, MOTODA, INC.
 1148 THIRD AVENUE
 HONOLULU, HAWAII 96816

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(C) ALA WAI PROMENADE PHASE III
 CROSS SECTION
 SCALE: 1/8" = 1'-0"

WALTERS, KIMURA, MOTODA, INC.
 1148 THIRD AVENUE
 HONOLULU, HAWAII 96816

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APPENDIX B
Best Management Practices Plan

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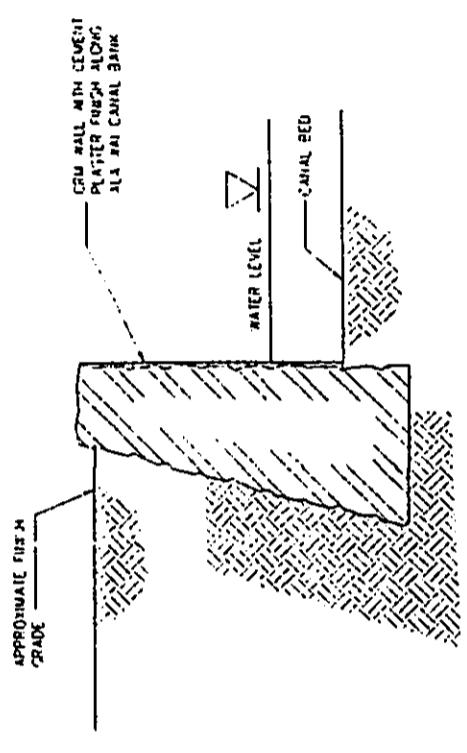
BEST MANAGEMENT PRACTICES PLAN

for

Ala Wai Promenade Improvements, Phase III

General

The overall project involves the construction of new sidewalks, pedestrian bridge over Makiki Stream, landscaping and general improvements along the Ala Wai Canal bank between Kalakaua Avenue and McCully Street. The construction duration is expected to be November 1998 to August 1999.

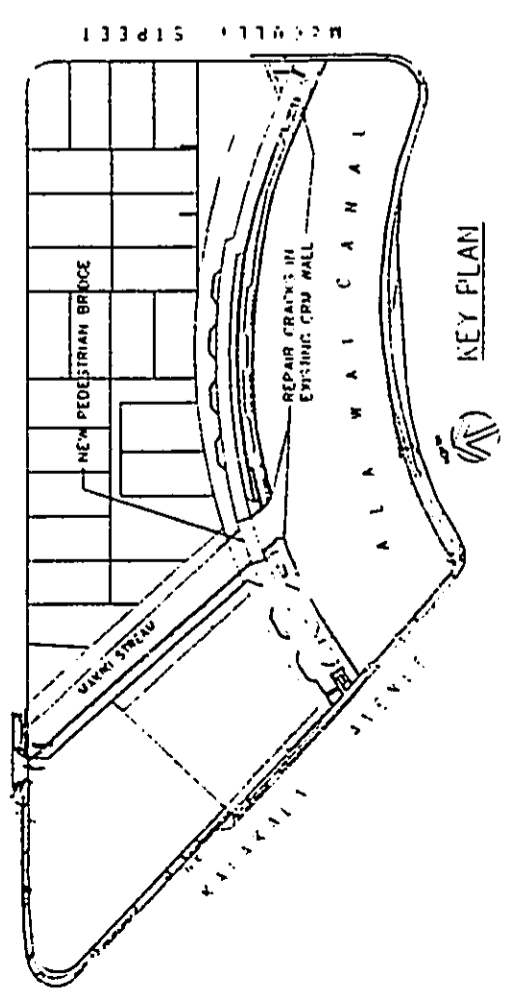


Section through Canal Bank CRM Wall

The portion of the project for which we are applying for permit under the Water Quality Control Division of the State Department of Health involves only the repair and modification of the existing bank wall along the mauka side of the canal. The other portions of the construction would not involve Water Quality concerns.

Site Characterization and Description of Work

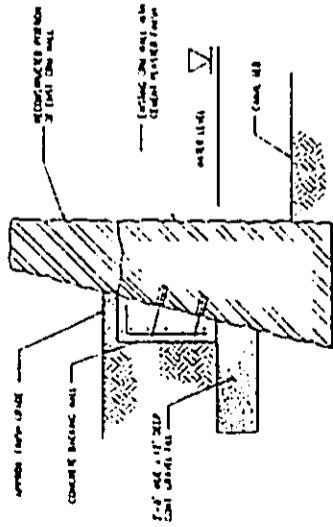
The existing wall along the mauka bank of the Ala Wai is constructed of cement rubble masonry (CRM), finished on the water-side of the wall with a type of cement plaster. There are approximately five large cracks (1" to 1-1/2" wide) and three small cracks (1/8" to 1/2" wide) in the mauka face of the wall that require repair. Some of the repairs can be done during low tide, at which time the water will have no contact with the repair area. The remaining areas may extend slightly below the low tide water line. There will be construction of a reinforced backing wall along the end portions of the Makiki Stream walls and construction of a 2'-0" high concrete seat wall on top of the existing CRM walls between Kalakaua Avenue and McCully Street - neither will extend below the low tide water line. The following are descriptions of the procedures to be followed during the wall repairs and extension:



KEY PLAN

Construction Activities - Sequences and Methods

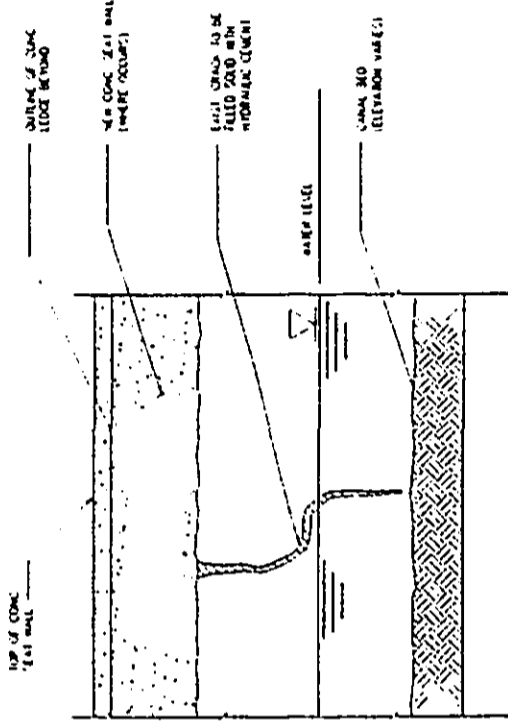
- A. Repair of broken CRM wall at the mauka end of the Diamond Head wall of Makiki Stream: (Approximately 10 linear feet)



Section Through Broken CRM Wall

1. Repairs should take place during the three hours before and after low tide.
2. Pack and seal cracks in CRM wall with hydraulic cement *during low tide*.
3. Excavate approximately 3'-6" below the existing grade along the bank of CRM wall (approximately 12" below low tide water mark).
4. Dewater as necessary behind wall during construction. Water shall be pumped from behind wall directly into the stormwater sewer system. A Construction Dewatering Permit will be obtained from the City and County of Honolulu.
5. Drill and epoxy dowels into existing rock wall and install steel reinforcing for construction of concrete wall backing (on land-side of CRM wall). This will take place above the low tide water line.
6. Form wall and pour concrete backing wall during low tide to minimize seepage of saltwater into concrete. Continue to dewater for three days following placement of new concrete wall.
7. Backfill and compact behind repaired wall.

- B. Repair of large cracks in curved concrete walls along south side of Makiki Stream outlet: (Approximately 15 linear feet on each side of stream)



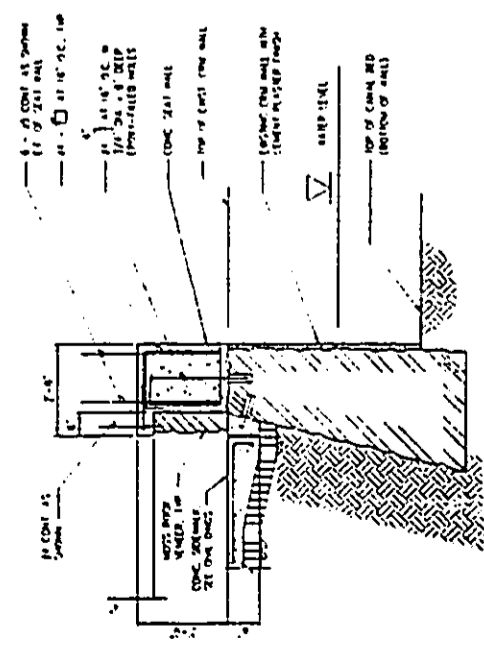
Elevation Showing Typical Large Crack in CRM Wall

1. Follow procedures for repair of broken CRM wall in "A" above, except dewatering may not be required.
 2. In place of dewatering, during low tide place sand bags on water-side of wall, on top of existing cement ledge as necessary to prevent entrance of water into work area.
 3. The Ewa outlet wall is well above the water at low tide, so patching of wall can take place without contact with water (See Photo 4).
- C. Repair of small cracks in face of wall along the mauka side of the Ala Wai Canal: (Approximately 4 locations - 15 linear feet total)
1. Repair work will take place within one to two hours of low tide. The water during this time is only 0 to 4 inches above the staging area and the repairs should take place very quickly. No dewatering of work area would be required.

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2. Existing cracks will be cleaned and prepared (not chemically) and packed with hydraulic cement.

D Extend top of existing CRM wall approximately 2'-0" to for seat wall:
(Approximately 700 linear feet)



Section Showing New Seat Wall on Top of Existing CRM Wall

1. In order to extend top of wall two feet vertically, drill and epoxy reinforcing dowels into the top of the existing CRM wall and place reinforcing steel for new concrete seat wall.
2. Install formwork for new seat wall. The water-side face of the forms will be flush with the face of the plaster finish of the existing CRM wall. The joint at the interface between the new and existing wall will be filled with a non-toxic sealant to prevent cement paste leakage down the face of the wall.
3. Place concrete by pouring directly into top of formwork.

Monitoring of Discharges into Ala Wai Canal water

Only minor, if any, discharges are expected in the canal water and only through the minimal contact with the wall repair materials. The monitoring of discharges will be by visual observations conducted during wall repairs. If repair materials are dropped into the water, they can and will be removed immediately by hand. The following should be considered regarding discharges:

1. There are no materials being used in the wall repair or modification that readily disperse in water, so items that are dropped in the canal can quickly be picked up by hand minimizing chances of water contamination.
2. There will be direct contact of water with the hydraulic cement used to repair the cracks in the existing CRM wall. Hydraulic cement becomes a cement putty when mixed with water that can be used underwater to pack and seal cracks or holes. It is not a material that would disperse into the water or create substantial water cloudiness.
3. The use of epoxy gel for anchoring dowels into the existing CRM wall will occur during times when tidal levels are not in contact with the work. The epoxy gel is fast setting and is *Potable Water Approved*, so contact with the canal water should be inconsequential.
4. For ease of access, construction workers will most likely perform some of the work from the water-side of the wall. Since the water is only a few inches deep, and there is dry land at the base of the wall during low tide in some areas, anything that is accidentally dropped in the canal bed could quickly and easily be picked up.
5. Where dewatering is required, the Ala Wai Canal water that leaches behind the wall and into the construction area will be pumped into the City's stormwater sewer system, which will not increase pollutants in the Ala Wai water. A Construction Dewatering Permit will be obtained from the City and County of Honolulu in case dewatering is necessary.
6. Wall repair activities will be performed in open view and access, therefore discharges will be easily controlled, maintaining State water quality standards.

There are photos included on the following pages illustrating some of the existing conditions to be repaired as part of this project. Also included is product data of the material (hydraulic cement) to be used in the repairs.

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DOCUMENT CAPTURED AS RECEIVED

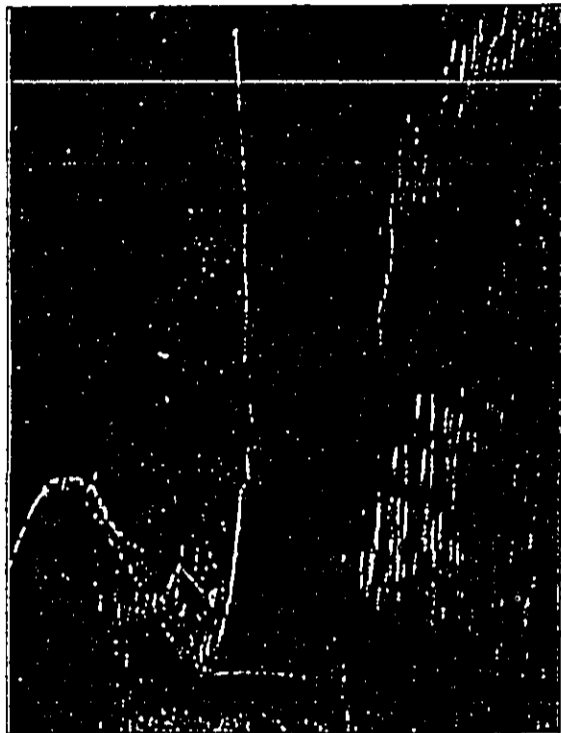


Photo 3: Large Crack in Ewa Wall of Makiki Stream Inlet. Water Depth About 4" Deep at Base of Wall.

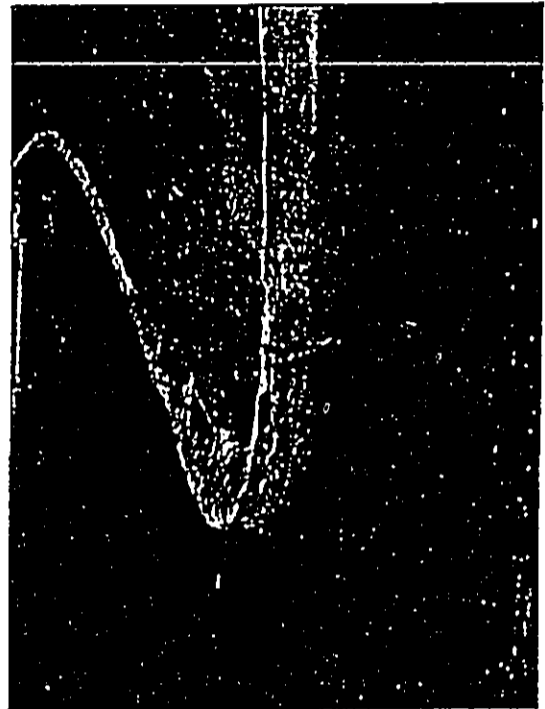


Photo 4: Close-up View of Photo 3 During Low Tide. Exposed Canal Bed is Well Above Water Level.



Photo 1: Small Crack in Mauka Wall of Ala Wai Canal. Water only 1" to 2" Deep.



Photo 2: Broken Joints of CRM Wall at Makai End of Makiki Stream

TECHNICAL DATA

DAM-IT®

Non-shrink - Fast Setting Hydraulic Cementitious Product

DAM-IT is a fast setting, hydraulic cement product formulated to stop leaks in all types of concrete and masonry surfaces. It is particularly effective for stopping the flow of running water. DAM-IT is ready to use and requires only the addition of water before plugging and sealing cracks. It is available in standard formula which sets in 3 to 5 minutes or slow-set formula which sets in 12 to 15 minutes.

WHERE USED

DAM-IT is used to plug cracks and openings in concrete and masonry surfaces, even in the presence of running water. It stops water seepage at the junction of walls and floors and is effective even under hydrostatic pressure. Concrete pipe manufacturers use it for bell repairs and fabrication of pipe specials. DAM-IT can also be used for anchoring bolts, hand railings and the like.

ADVANTAGES

1. Regular formula sets fast. 3-5 minutes - slow set formula 12-15 minutes.
2. Inexpensive to use.
3. Non-shrink, expands as it sets and locks in with the edges of cracks or patches.
4. Very simple to use and requires no special skill
5. Will set up under water
6. Will stop running water in seconds
7. Approved by Ohio EPA for contact with public drinking water supplies.

GENERAL DIRECTIONS FOR USE

All cracks or openings which are to be plugged should be carefully prepared by cutting out loose materials and opening the crack to a minimum width of 3/4 inch (20mm) at the surface. Cracks should not be left in a sharp V form particularly where water under hydrostatic pressure is to be dammed off. If possible, chip the crack into the form of an inverted V. Mix DAM-IT with clean water to the consistency of putty, using only as much DAM-IT as can be placed in 3 minutes. Generally 12 oz of water is used with 3 lb (260 ml/1 Kg) for putty consistency. Mixing time should not be more than 1 minute. After filling a crack or hole the plug should be kept damp to assure complete hydration of the cement. Never retemper or remix DAM-IT.

In extremely warm weather use ice water to retard and slow down the set of DAM-IT. In cold weather all surfaces to be plugged, as well as the DAM-IT, should be warmed to approximately 70°F (21°C) to achieve a more normal setting rate and for best results.

SPECIFIC DIRECTIONS FOR USE

1. DAM UP CRACKS AT FLOOR AND WALL JUNCTIONS
Widen out and clean cracks to at least 3/4 inches (20mm) in width and depth. Force the DAM-IT plug into the prepared crack with a pointing tool and slick off the surface. Prepare a cove at the junction. If more time is desired when preparing the cove, mix the DAM-IT with ice water.

†DAM-IT is a registered trademark (No. 818, 532)

THE EUCLID CHEMICAL COMPANY

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CLEVELAND, OHIO 44110

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OUTSIDE OHIO CALL TOLL FREE
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The Euclid Chemical Company
JULY 1990



DAM - IT
HYDRAULIC CEMENT

SikaSet® Plug

Technical Data



Description: SikaSet Plug is a versatile, instant-setting, portland-cement water-stop

Where to Use:

- When mixed with water it becomes a grout to stop pressure leakage and seepage.
- For grouting railings of wood, concrete, and metal.
- Use in sewers, wastewater treatment plants, basements, sumps, pools, tunnels, and other applications.

Advantages:

- Rapid set time.
- Excellent bond to concrete and masonry.
- Resists sewage.
- Use on the vertical or horizontal.
- Indoor or outdoor applications.

Coverage:

800 cu in./50 lb.

Packaging:

10-lb pails, 4/case, and 50-lb pails.

Typical Data for SikaSet Plug

(Material and curing conditions at 73°F and 50% relative humidity)

Shelf Life:

1 year in original, unopened container.

Storage Conditions:

Store dry at 40-95°F. Condition material to 65-85°F before using.

Color:

Concrete gray.

Setting Time (ASTM C-403):

90 seconds.

Pullout Test:

14,400 lb

Compressive Strength (ASTM C-109):

1 day 4,200 psi
7 days 6,800 psi

Tensile Strength (ASTM C-496):

7 days 600 psi
28 days 700 psi

Sikadur® 35, Hi-Mod LV

High-modulus, low-viscosity, high-strength epoxy grouting/sealing/binder adhesive



Technical Data

Description: Sikadur 35, Hi-Mod LV, is a 2-component, solvent-free, moisture-insensitive, low-viscosity, high-strength, multi-purpose, epoxy resin adhesive. It conforms to ASTM C881-90, Types I, II, IV, & V, Grade 1, epoxy resin adhesive.

Where to use:

- Pressure-injection of cracks in structural concrete, masonry, wood, etc
- Grouting bolts, dowels, pins, etc.
- Gravity-feed of cracks in horizontal concrete and masonry.
- Epoxy resin binder for epoxy mortar patching and overlay of interior, horizontal surfaces.
- Seal interior slabs and exterior above-grade slabs from water, chlorides, and mild chemical attack, and to improve wearability.

Advantages:

- Super low viscosity.
- Easy mix, convenient volume ratio; A:B = 2:1 .
- Unique, high-strength, structural adhesive for cant dry surfaces.
- Potable-water approved.
- Deep penetrating and tenacious bonding of cracks in structural concrete.
- High-early-strength developing adhesive.
- Excellent chemical resistance for flooring systems.
- USDA-approved.

Coverage: 1 gal yields 231 cu in. of adhesive and grout. 1 gal of adhesive, when mixed with 5 gal by loose volume of oven-dried aggregate, yields 808.5 cu in. of epoxy mortar.

Packaging: 3-gal units; 12-lb-oz units, 12/case.

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APPENDIX C
Hawaii CZM Program Assessment Form

HAWAII CZM PROGRAM
ASSESSMENT FORM

RECREATIONAL RESOURCES

Objective: Provide coastal recreational opportunities accessible to the public.

Policies

- 1) Improve coordination and funding of coastal recreation planning and management.
- 2) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:
 - a) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;
 - b) Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites and sandy beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;
 - c) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;
 - d) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;
 - e) Encouraging expanded public recreational use of County, State, and Federally owned or controlled shoreline lands and waters having recreational value;
 - f) Adopting water quality standards and regulating point and non-point sources of pollution to protect and where feasible, restore the recreational value of coastal waters;
 - g) Developing new shoreline recreational opportunities, where appropriate, such as artificial reefs for surfing and fishing; and
 - h) Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, County planning commissions; and crediting such dedication against the requirements of section 46-6.

Check either "Yes" or "No" for each of the following questions.

- | | <u>Yes</u> | <u>No</u> |
|---|------------|-----------|
| 1. Will the proposed action involve or be near a dedicated public right-of-way? | x | — |
| 2. Does the project site abut the shoreline? | — | x |
| 3. Is the project site near a State or County park? | x | — |
| 4. Is the project site near a perennial stream? | — | x |
| 5. Will the proposed action occur in or affect a surf site? | — | x |
| 6. Will the proposed action occur in or affect a popular fishing area? | x | — |
| 7. Will the proposed action occur in or affect a recreational or boating area? | x | — |
| 8. Is the project site near a sandy beach? | — | x |
| 9. Are there swimming or other recreational uses in the area? | x | — |

Discussion

- 1.3. The intent of this project is to create safe landscaped pedestrian and bicycle pathways along the mauka side of the Ala Wai between Kalakaua and McCully streets, where such paths currently do not exist. The project site is near Ala Wai Field. The project will help improve pedestrian and bicycle access especially between Ala Moana Park and Ala Wai Field.
The project will not result in any loss of existing recreation space. On the contrary, the project will increase Waikiki's recreation space and contribute to the creation of a regional bikeway system and walking/jogging route.
- 6.7. The project will improve public access along the Ala Wai Canal which is popular for both recreational fishing and boat (canoe and kayak) paddling.
9. The project will create more paths for walking/jogging and bicycling. Please refer to the Draft EA, page 3, *Description of the Project* for more information on how the project will help increase recreational opportunities in the area.

HISTORIC RESOURCES

Objective: Protect, preserve, and where desirable, restore those natural and man-made historic and pre-historic resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies

- 1) Identify and analyze significant archaeological resources;
- 2) Maximize information retention through preservation of remains and artifacts or salvage operations; and
- 3) Support State goals for protection, restoration, interpretation, and display of historic resources.

Check either "Yes" or "No" for each of the following questions.

	<u>Yes</u>	<u>No</u>
1. Is the project site within a historic/cultural district?	—	<u>x</u>
2. Is the project site listed on or nominated to the Hawaii or National register of historic places?	<u>x</u>	—
3. Does the project site include undeveloped land which has not been surveyed by an archaeologist?	<u>x</u>	—
4. Has a site survey revealed any information on historic or archaeological resources?	—	<u>x</u>
5. Is the project site within or near a Hawaiian fishpond or historic settlement area?	—	<u>x</u>

Discussion

2. The project site includes a portion of the mauka walls of the Ala Wai Canal which were built in the 1920s and are listed on the National and Hawaii Registers of Historic Places. The project will make repairs to the wall to restore and preserve its structure and utility. The State Historic Preservation Division has been consulted.
3. No archaeological surface features exist on the project site, aside from the canal walls. The project involves landscaping and modification to the surface and will not involve extensive earthwork.
Should any historic feature be found during construction, all work will be stopped and the State Historic Preservation Division will be notified. The significance of any find then shall be determined and approved by the Division and a mitigation plan shall be submitted for approval (if necessary).

SCENIC AND OPEN SPACE RESOURCES

Objective: Protect, preserve and, where desirable, restore or improve the quality of coastal scenic and open space resources.

Policies

- 1) Identify valued scenic resources in the coastal zone management area;
- 2) Insure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;
- 3) Preserve, maintain and, where desirable, improve and restore shoreline open space and scenic resources; and
- 4) Encourage those developments which are not coastal dependent to locate in inland areas.

Check either "Yes" or "No" for each of the following questions.

	<u>Yes</u>	<u>No</u>
1. Does the project site abut a scenic landmark?	—	<u>x</u>
2. Does the proposed action involve the construction of a multi-story structure or structures?	—	<u>x</u>
3. Is the project site adjacent to undeveloped parcels?	—	<u>x</u>
4. Does the proposed action involve the construction of structures visible between the nearest coastal roadway and the shoreline?	—	<u>x</u>
5. Will the proposed action involve construction in or on waters seaward of the shoreline? On or near a beach?	—	<u>x</u>

Discussion

0000 0002 0433

COASTAL ECOSYSTEMS

Objective: Protect valuable coastal ecosystems from disruption and minimize adverse impacts on all coastal ecosystems.

Policies

- 1) Improve the technical basis for natural resource management;
- 2) Preserve valuable coastal ecosystems of significant biological or economic importance;
- 3) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land water uses, recognizing competing water needs; and
- 4) Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate State water quality standards.

Check either "Yes" or "No" for each of the following questions.

	<u>Yes</u>	<u>No</u>
1. Does the proposed action involve dredge or fill activities?	—	x
2. Is the project site within the Shoreline Setback Area (20 to 40 feet inland of the shoreline)?	—	x
3. Will the proposed action require some form of effluent discharge into a body of water?	—	x
4. Will the proposed action require earthwork beyond clearing and grubbing?	x	—
5. Will the proposed action include the construction of special waste treatment facilities, such as injection wells, discharge pipes, or cesspools?	—	x
6. Is an intermittent or perennial stream located on or near the project site?	x	—
7. Does the project site provide habitat for endangered species of plants, birds, or mammals?	—	x
8. Is any such habitat located nearby?	—	x
9. Is there a wetland on the project site?	—	x
10. Is the project site situated in or abutting a Natural Area Reserve?	—	x

11. Is the project site situated in or abutting a Marine Life Conservation District? — x
12. Is the project site situated in or abutting an estuary? x —

Discussion

4. The project site is relatively flat, therefore, major cut and fill earthwork is not necessary. Some grading and vegetation removal will be required to implement the proposed landscape design, however construction activities will not significantly affect coastal water ecosystems. Please refer to the Draft EA, page 13, *Overall Short-Term and Long-Term Mitigation Measures* for specific mitigation measures for construction activities.
6. The Makiki Stream crosses the project site. Water quality will not be affected by the project.
12. The Ala Wai Canal is classified as an estuary. The project will not degrade the biochemical quality of this estuary.

ECONOMIC USES

Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.

Policies

- 1) Concentrate in appropriate areas the location of coastal dependent development necessary to the State's economy;
- 2) Insure that coastal dependent development such as harbors and ports, visitor industry facilities, and energy generating facilities are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and
- 3) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such development and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:
 - a) Utilization of presently designated locations is not feasible;
 - b) Adverse environmental effects are minimized; and
 - c) Important to the State's economy.

Check either "Yes" or "No" for each of the following questions.

- | | | |
|--|-----|----|
| 1. Does the project involve a harbor or port? | Yes | No |
| 2. Is the project site within a designated tourist destination area? | x | — |
| 3. Does the project site include agriculture lands or lands designated for such use? | — | x |
| 4. Does the proposed activity relate to commercial fishing or seafood production? | — | x |
| 5. Does the proposed activity relate to energy production? | — | x |
| 6. Does the proposed activity relate to seabed mining? | — | x |

Discussion

- 2. The project site is at the edge of Waikiki and next to the Convention Center. The project will help improve pedestrian access to and from the Convention Center.

COASTAL HAZARDS

Objective: Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, and subsidence.

Policies

- 1) Develop and communicate adequate information on storm wave, tsunami, flood erosion, and subsidence hazard;
- 2) Control development in areas subject to storm wave, tsunami, flood, erosion, and subsidence hazard;
- 3) Ensure that developments comply with requirements of the Federal Flood Insurance Program; and
- 4) Prevent coastal flooding from inland projects.

Check either "Yes" or "No" for each of the following questions.

- | | | |
|---|-----|----|
| | Yes | No |
| 1. Is the project site on or abutting a sandy beach? | — | x |
| 2. Is the project site within a potential tsunami inundation area as depicted on the National Flood Insurance Program flood hazard map? | — | x |
| 3. Is the project site within a potential flood inundation area according to a flood hazard map? | x | — |
| 4. Is the project site within a potential subsidence hazard area according to a subsidence hazard map? | — | x |
| 5. Has the project site or nearby shoreline areas experienced shoreline erosion? | — | x |

Discussion

- 3. The project site is susceptible to up to two feet of flooding during the 100-year storm event. It is not located in an area that is especially environmentally sensitive.

0000 0002 0435

MANAGING DEVELOPMENT

Objective: Improve the development review process, communication, and public participation in the management of coastal resources and hazards.

Policies

- 1) Effectively utilize and implement existing law to the maximum extent possible in managing present and future coastal zone development;
- 2) Facilitate timely processing of application for development permits and resolve overlapping or conflicting permit requirements; and
- 3) Communicate the potential short- and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the general public to facilitate public participation in the planning and review process.

Check either "Yes" or "No" for each of the following questions.

	<u>Yes</u>	<u>No</u>
1. Will the proposed activity require more than two (2) permits or approvals?	<u>x</u>	---
2. Does the proposed activity conform with the State and County land use designations for the site?	<u>x</u>	---
3. Has or will the public be notified of the proposed activity?	<u>x</u>	---
4. Has a draft or final environmental impact statement or an environmental assessment been prepared?	<u>x</u>	---

Discussion

Please refer to the Draft EA for more information.

0000 0002 0436

APPENDIX D
Comment Letters and Responses

0000 0002 0437

Comments Received on the Draft Environmental Assessment

AGENCY/ORGANIZATION DATE OF LETTER

City and County of Honolulu

- Ala Moana/Kakaako Neighborhood Board No. 11 Sept. 22, 1998
- Department of Parks and Recreation Sept. 18, 1998
- Department of Planning and Permitting Sept. 18, 1998
- Planning Department Sept. 14, 1998
- Department of Transportation Services Sept. 29, 1998

State of Hawaii

- Convention Center Authority Aug. 26, 1998
- Dept. of Business, Econ. Development & Tourism Sept. 7, 1998
- Department of Transportation Sept. 23, 1998
- Office of Environmental Quality Control Sept. 8, 1998

Other Organizations/Individuals

- Hawaiian Electric Company, Inc. Sept. 23, 1998
- Outdoor Circle Sept. 22, 1998
- Carol Wilcox Aug. 29, 1998

¹ Italics represent comments received or postmarked after the September 23, 1998 comment deadline.

ATTN: JOHN W. HURST
LH



September 22, 1998

TO: City and County of Honolulu Department of Design and Construction
ATTN: Gregory Sue

FROM: Larry Hurst, Chair Parks and Waterways Committee,
Ala Moana/Kakaako Neighborhood Board III
1122 Elm Street, #505
Honolulu, HI 96814
596-8059 phone/fax

RE: ALA WAI PROMENADE PHASE III DFA

1. Bridge site is where a boom has been proposed to collect the garbage that comes downstream.
2. As a collection site for the dredging of the canal the topsoil there will be an area of biohazardous waste that could substantially affect public health.
3. At Kalaheua people will try to cross - certainly to their death in the vehicular traffic; crossing illegally is now a problem at the eastern side of Kapiolani; bicycles on the narrow sidewalk of the Kalaheua bridge is also currently a hazard for all.
4. Not a "critical link", an out-of-the-way "short-cut" - the Master Plan for bikes has the route crossing the Ala Moana bridge.
5. 4600 GPD irrigation for a landscaped area is much too little; any usage should really be considered too much.

Sincerely,

Larry Hurst

October 9, 1998

Larry Hurst
Chair, Parks and Waterways Committee
Ala Moana/Kakaako Neighborhood Board No. III
1122 Elm Street, #505
Honolulu, Hawaii 96814

Dear Mr. Hurst:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

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

1. The debris-catching boom will be attached to the ends of the walls lining Makiki Stream. The boom and the proposed bridge will not physically conflict nor will one hinder the operation of the other. The bridge could aid in the function of the boom by allowing people a better place to stand and gather the collected refuse for disposal. Also, the boom is viewed as a temporary measure for reduction of pollutants in the Ala Wai Canal. Its presence and location can be subject to change.
2. The project site is not a proposed collection site for dredge material. The Final Environmental Assessment for the Ala Wai Dredging project describes a privately-owned Kalaheua site, which is to the north of the Ala Wai Promenade Phase III project site, to be a possible, but not favored, work staging area where equipment and vehicles would be stored. However, the latest word from the State Land Division is that the Kalaheua site is no longer even considered because of its proximity to the Hawaii Convention Center. For more information on the Ala Wai Dredging project, contact Andrew Monden, Chief Engineer, at 587-0230.

717 Bishop Street
Suite 1520
Honolulu
Hawaii 96813

TEL: 594-1311 FAX: 594-1211

0000 0002 0438

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
830 SOUTH KING STREET, HONOLULU, HAWAII 96813
PHONE: (808) 522-4100 • FAX: (808) 522-4034



IF BEING FORWARDED
TO THE

WILLIAM D. BALFOUR, JR.
DIRECTOR
MICHAEL E. AMN
DEPUTY DIRECTOR

3. A signalized crosswalk will be installed across Kalaikaua, making street crossing safer for pedestrians and bicyclists.
4. We stand by our statement that the Promenade will help provide a critical link in the bikeway system proposed in the City's bicycle master plan. The plan to which we are referring is the *Honolulu Bicycle Master Plan*, an effort put forth by the Department of Transportation Services. This plan builds upon previous plans such as the State's *Bike Plan Hawaii*.
5. This project has been modified to retain the existing natural slopes and lessen the amount of paved area. It no longer proposes terracing nor a secondary path along the water's edge. Under the new design, more vegetation will be planted which, unfortunately, increases the amount of water needed for irrigation.

September 18, 1998

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

FROM: WILLIAM D. BALFOUR, JR., DIRECTOR

SUBJECT: ALA WAI PROMINADE PHASE III
DRAFT ENVIRONMENTAL ASSESSMENT

We have reviewed the above-referenced document and concur with its content.

Thank you for participating in the environmental review process.

Thank you for the opportunity to review the draft.

If you have any questions, please contact Mr. John Eveland, Executive Assistant, at 527-6038.

Sincerely,

John P. Whalen
John P. Whalen, AICP

Michael E. Amn

WILLIAM D. BALFOUR, JR.
Director

WDB:CU
198-1020071

cc: ✓ Plan Pacific, Inc.

0000 0002 0440

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
800 SOUTH KING STREET - HONOLULU, HAWAII 96813
PHONE: (808) 522-2410 - FAX: (808) 527-6743



JAN NAOE SULLIVAN
DIRECTOR
LORETTA C. CHES
DEPUTY DIRECTOR

SERENITY HARRIS
MAIL ROOM

98-06503 (ST)
98 EA Comments Zone 2

September 18, 1998

October 9, 1998
William D. Balfour, Jr.
Director
Department of Parks and Recreation
650 South King Street, 10th Floor
Honolulu, Hawaii 96813

Dear Mr. Balfour:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

Thank you for your review of the above and for participating in the environmental review process.

Sincerely,

John P. Whalen
John P. Whalen, AICP

MEMORANDUM

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTN: GREGORY SUE

FROM: JAN NAOE SULLIVAN, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA): ALA WAI PROMENADE PHASE III, WAIKIKI, OAHU, TAX MAP KEYS: 2-3-34; 11, POR. 16

We have reviewed the Draft EA for above-referenced project received on August 25, 1998, and have the following comments:

SECTION 1.1 - PROJECT SUMMARY

This section of the final EA should be revised to correctly indicate that the proposed project also involves a portion of Makiki Stream, Tax Map Key 2-3-34; por. 36.

SECTION 2.1 - TECHNICAL CHARACTERISTICS

This section of the final EA should be revised to include the actual number of the Governor's Executive Order (EO) which sets aside the State-owned parcel to the City and County of Honolulu.

The Proposed Work, Table 1, should be revised to indicate that proposed landscaping will also involve the removal of existing Kiawe trees and the importation of one (1) Banyan Tree.

We also note that the final EA should clarify that there are no exceptional trees on this project site.



RANDALL K. FUJIKI, DIRECTOR
Page 2
September 18, 1998

We have no other comments to offer at this time. Should you have any questions, please contact Steve Tagawa of our Coastal Lands Branch at 523-4817.



JAN HAOE SULLIVAN
Director of Planning
and Permitting

JNS:am

cc: Lisa Imata, PlanPacific
Gary Gill, Office of Environmental Quality Control

91.01980503.08c



October 9, 1998

Jan Naoe Sullivan
Director
Department of Planning and Permitting
650 South King Street
Honolulu, Hawaii 96813

Dear Ms. Sullivan:


Subject: Draft Environmental Assessment for Ala Wai
Promenade Phase III

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

1. The project summary will be revised to include Makiki Stream, 2-3-34:36 (por). Thank you for the correction.
2. The number of the Governor's Executive Order is 569. We will include this information in the Final Environmental Assessment (FEA).
3. The landscaping plan has been modified and all existing Banyan, Kiawe, and Opiuma trees will remain in place. Also, it is estimated that nine mature Banyan trees will be brought on to the site. The FEA will be revised to reflect these two changes.
4. The FEA will be revised to clarify that there are no exceptional trees on the project site.

Thank you for participating in the environmental review process.

Sincerely,


John P. Whalen, AICP

131 Surfer Street
Suite 1320
Honolulu
Hawaii 96813

Tel: (808) 521-9419
Fax: (808) 521-9462

0000 0002 0441

PLANNING DEPARTMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET 8TH FLOOR • HONOLULU, HAWAII 96813-3017
PHONE (808) 523-5333 • FAX (808) 523-2850



PERMIT HARRIS
34308

PATRICK T. OWEN
CHIEF PLANNING OFFICER
DONALD HANAIKE
DEPUTY CHIEF PLANNING OFFICER

RM8/98-1659

September 14, 1998

Randall K. Fujiki, Director
Department of Design & Construction
September 14, 1998
Page 2

- (C) Emphasis shall be placed on providing moderate to smaller size open spaces such as mini-parks, tot lots, playfields and community gardens. In addition to serving local recreational needs, such open spaces shall be located and developed in a manner that enhances the visual quality of McCully-Moiliili.

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTN: GREGORY SUE

FROM: PATRICK T. OWEN
CHIEF PLANNING OFFICER

SUBJECT: ALA WAI PROMENADE, PHASE III DRAFT ENVIRONMENTAL ASSESSMENT

SEP 7

PLANPACIFIC, INC.

Thank you for the opportunity to review the Draft Environmental Assessment for the Ala Wai Promenade, Phase III. The proposed project consists of bank stabilization, landscaping improvements, and the construction of a multi-purpose pathway and bridge crossing Makiki Stream. The pathway and bridge are intended for use by pedestrians, bicyclists and joggers. The design continues the character of the completed Ala Wai Promenade Phases I and II, between Ala Moana Boulevard and Kalakaua Avenue.

The Final Environmental Assessment should address the extent to which the proposed project conforms to the Development Plan and the General Plan of the City and County of Honolulu.

It is noted, pursuant to Section 24-1.2 (f) (2) (F), Revised Ordinances of Honolulu (ROH), the above referenced project does not require a Development Plan Public Facilities Map amendment, as there is no significant expansion of existing facilities, system capacity, service area, or function; the project would not permit significant new or redevelopment, nor does it have a significant impact on surrounding land uses.

The proposal does conform to Principles and Controls for Special Areas, Section 24-2.2 (b) (3) (ROH), for McCully-Moiliili. In particular, subparagraphs (B) and (C):

- (B) Circulation and community interaction within this area shall be enhanced by a substantially improved pedestrian walkway and a bikeway system to provide pleasant and safe links between activity centers and apartments.

The project also addresses several policies of the General Plan. Within the area of concern of the "Natural Environment", the proposal complies with policy to: "Provide opportunities for recreational and educational use and physical contact with Oahu's natural environment."

The proposed action also addresses a "Transportation and Utilities" area of concern, to develop and maintain an integrated ground-transportation system consisting of the following elements and their primary purposes, subsections c and d, respectively:

Bikeways for recreational activities and trips to work, schools, shopping centers and community facilities

Pedestrian walkways for getting around downtown and Waikiki and for trips to schools, parks and shopping centers

Additionally, the project meets the requirements of the policy to:

Make public, and encourage private, improvements to major walkway systems.

The proposal addresses "Culture and Recreation" areas of concern in that it serves to:

Identify and to the extent possible, preserve and restore buildings, sites and areas of social, cultural, historic, architectural and archaeological significance.

Phase III of the Ala Wai Promenade also promotes the County Administration's emerging philosophy of a "Lei of Parks", as well as the Department of Transportation Services Bikeways program.

Thank you for the opportunity to comment on this Draft Environmental Assessment. If you have any questions, please contact Bob McGraw of our staff at 547-7276.

PTO:rm

c: OEQC
PlanPacific

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0000 0002 0443

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
PACIFIC PARK PLAZA - 111 HAWAIIAN BOULEVARD SUITE 1200 - HONOLULU HAWAII 96813
PHONE (808) 533-4339 • FAX (808) 533-4730



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

September 29, 1998
TPD8/98-05049R

MEMORANDUM

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION
OCT

ATTN: GREGORY SUE

FROM: CHERYL D. SOON, DIRECTOR

SUBJECT: ALA WAI PROMENADE PHASE III

In response to the letter from PlanPacific, the draft environmental assessment for the subject project was reviewed. The following comments are the result of this review:

1. One of the project elements proposed (Page 5, Table 1) is the relocation of the bus shelter on McCully Street. Plans for this relocation should be submitted to this department for review and approval.
2. On Page 12, the statement is made that the City envisions the eventual installation of crosswalks at the termini of the promenade segments. We reiterate our position that this installation should be done as soon as possible for pedestrian safety.

Should you have any questions regarding this matter, please contact Faith Miyamoto of the Transportation Planning Division at Local 6976.

Cheryl D. Soon
CHERYL D. SOON

cc: Mr. Gary Gill, Office of Environmental Quality Control
Mr. John P. Whalen, PlanPacific



October 9, 1998

Patrick Onishi
Chief Planning Officer
Planning Department
650 South King Street, 8th Floor
Honolulu, Hawaii 96813-3017

Dear Mr. Onishi:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

Thank you for your comments on the above. We will incorporate your information in the Final Environmental Assessment.

Sincerely,
John P. Whalen
John P. Whalen, AICP

0000 0002 0444

*Let's bring
1/1/98
1-1-98
grant*

888 24 330



Convention Center Authority

1833 KALAKAUA AVENUE, SUITE 800 HONOLULU, HAWAII 96813 P.O. BOX 210
TELEPHONE: (808) 973-9790 FAX: (808) 973-9794

October 9, 1998

Cheryl D. Soon
Director
Department of Transportation Services
Pacific Park Plaza
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

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

1. The project plan has been modified and the relocation of the existing bus shelter is no longer proposed.
2. Your position is acknowledged. Please note that this project has been amended to include a crosswalk across Kalakaua Avenue in order to provide a direct link to the Phase I and Phase II promenade. Installation of a crosswalk across McCully Street is not viewed as critical at this stage since pedestrians must continue to Kapiolani Boulevard, where a crosswalk already exists, in order to get on the path between McCully Street and Manoa-Palo Stream. It is assumed that a crosswalk across McCully Street will be installed when the design and construction of the new promenade between McCully Street and the Manoa-Palo Stream is completed.

Thank you for participating in the environmental review process.

Sincerely,

John P. Whalen
John P. Whalen, AICP

711 Bishop Street
Suite 1521
Honolulu
Hawaii 96811
Tel: (808) 521-3112
Fax: (808) 521-3153

August 26, 1998

Mr Gregory Sue
Department of Design and Construction
650 South King St., 2nd Floor
Honolulu, Hawaii 96813

Dear Mr. Sue

Thank you for providing the CCA with a copy of the Ala Wai Promenade Phase III (Draft) EA. The CCA has reviewed the Draft EA and our concern is with the pathway characterization under "Description of the Project" on page 3. The pathway is described as part of a bikeway network "along a significant length of the Ala Wai canal". While bikeways may be desirable in Phase III of the Ala Wai Promenade project, we must object to the use of the Ala Wai Promenade Phases I & II as bikeways because of safety reasons. The primary use of Phases I & II is intended for pedestrians, especially during a convention at the Hawaii Convention Center. At the very least bicycle access should be limited to those days when there is no convention, because bicycles and large numbers of pedestrians could be a real safety problem.

If the above described safety issue could be addressed, the CCA would have no objection to allowing bicycles to utilize the promenade. Thank you for the opportunity to comment

Alan S. Hirasaki
Alan S. Hirasaki
Executive Director

ASH/1521

DESIGN & CONSTRUCTION
DIV. OF DEPARTMENT OF DESIGN & CONSTRUCTION
DESIGN & CONSTRUCTION

'98 AUG 27 P3:10

RECEIVED

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BENJAMIN J. CAYetano
GOVERNOR
SELUF. HATA
DIRECTOR
BRADLEY J. MOSSMAN
DEPUTY DIRECTOR
RICK LEGGID
DIRECTOR OFFICE OF PLANNING



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

OFFICE OF PLANNING
235 South Beretania Street, 6th Flr., Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804
Tel.: (808) 587-2846
Fax: (808) 587-2824

Ref. No. P-7685

October 9, 1998

September 7, 1998

Alan Hayashi
Executive Director
Convention Center Authority
1833 Kalakaua Avenue, Suite 800
Honolulu, Hawaii 96815

Mr. Randall Fujiki
Director
Department of Design and Construction
City and County of Honolulu
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Dear Mr. Hayashi:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

Attn: Gregory Sue

Dear Mr. Fujiki:

Thank you for your comments on the above.

Subject: Draft Environmental Assessment (EA) for the Ala Wai Promenade, Phase III

The design and construction of the Ala Wai Promenade Phases I and II used Federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds. As such, the Promenade was designed to incorporate multi-modal users, including bicyclists.

The Draft Environmental Assessment (DEA) for the Ala Wai Promenade, Phase III, contains provisions for soil and erosion control during construction for stabilizing the shoreline area after construction. The project should enhance the recreational opportunities and pedestrian routes in the area for residents and visitors. We do not have any additional comment to offer at this time.

In addition, the minimum safety width for a multi-use path (one shared by bicyclists and pedestrians) is twelve feet. The width of the Promenade fronting the Hawaii Convention Center is twenty feet. At this width, we feel that the safety of pedestrians is not compromised. Courtesy should be extended both ways between pedestrians and bicyclists, as well as between all users of the Promenade.

If there are any questions, please contact Steve Olive of our CZM Program at 587-2877.

Thank you for participating in the environmental review process.

Sincerely,

Sincerely,

John P. Whalen
John P. Whalen, AICP

Bradley J. Mossman
Bradley J. Mossman
Deputy Director
Department of Business, Economic Development, and Tourism

cc: Gary Gill, OEQC
John P. Whalen, PlanPacific

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BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN E. UHAIKI
OLENNIA OKIMOTO

IN REPLY REFER TO:
HWY-PS
2.1057

SEP 23 1998

October 9, 1998
Bradley J. Mossman
Deputy Director
Department of Business, Economic Development, and Tourism
P.O. Box 2359
Honolulu, Hawaii 96804

Dear Mr. Mossman:
Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

Thank you for your comments on the above and for participating in the environmental review process.

Sincerely,
John P. Whalen
John P. Whalen, AICP

Mr. Gregory Sue
Department of Design and Construction
City and County of Honolulu
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Dear Mr. Sue:

Subject: Phase III Draft Environmental Assessment
Ala Wai Promenade, Honolulu, Oahu
TMK: 2-3-34: 33

SEP

The Ala Wai Promenade Phase III project will not adversely impact our State highway facilities.

Very truly yours,
Kazu Hayashida
KAZU HAYASHIDA
Director of Transportation

✓ cc: Plan Pacific (John P. Whalen)



117 Bishop Street
Suite 1520
Honolulu
Hawaii 96811
Tel: 808-531-9111
Fax: 808-531-9114

0000 0002 0447



BEHJAMIN J. CAYETANO
Governor



GARY ORL
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BURETAWA STREET
SUITE 202
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4189
FACSIMILE (808) 586-4186

October 9, 1998

Kazu Hayashida
Director of Transportation
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for Ala Wai
Promenade Phase III

Thank you for your comments on the above and for participating in the
environmental review process.

Sincerely,

John P. Whalen
John P. Whalen, AJCP

September 8, 1998

Mr. Gregory Sue
City & County of Honolulu
Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Dear Mr. Sue:

Having reviewed the draft environmental assessment (DEA) entitled "Ala Wai Promenade Phase
III," we submit the following comments for your response.

I. CONNECTIVITY OF THE ALA WAI PROMENADE BIKE PATH WITH THE CITY-STATE
MASTER PLANNED BICYCLE PATH

Please discuss how the bike path on the Ala Wai Promenade will connect with the City-State
Master Planned Bicycle Path.

II. PEDESTRIAN ACCESS ACROSS MCCULLY STREET AND KALAKAUA AVENUE

Please discuss how what measures will be undertaken to provide safe access to the project site
from Kalakaua Avenue and McCully Street.

Thank you for the opportunity to comment. If there are any questions, please call Lestlie Segundo,
Environmental Health Specialist, at 586-4185.

Sincerely,

Gary Orll
GARY ORL
Director

c: Mr. John P. Whalen, PlanPacific

0000 0002 0448



October 9, 1998

Gary Gill
Director
Office of Environmental Quality Control
236 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Scott WH Seu, P.E.
Manager
Environmental Department

September 23, 1998

Mr. Gregory Sue
City and County of Honolulu
Department of Design and Construction
650 South King St., 2nd Floor
Honolulu, HI 96813

Dear Mr. Gill:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

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

1. The City and County of Honolulu's *Honolulu Bicycle Master Plan*, which supplements the *State's Bike Plan Hawaii*, refers to the mauka bank of the Ala Wai Canal as a critical link in a proposed loop for recreational biking. The multi-use pathway proposed in this project helps in implementing the Honolulu Bicycle Master Plan by providing a portion of the proposed loop. This information will be included in the Final Environmental Assessment.
2. Please note that this project has been amended to include a crosswalk across Kalakaua Avenue in order to provide a safer direct link to the existing promenade completed in Phases I and II.

Dear Mr. Sue

Subject: Ala Wai Promenade Phase III

Thank you for the opportunity to comment on your July 1998 DEA for the Ala Wai Promenade, as proposed by the Department of Design and Construction, City and County of Honolulu. We have reviewed the subject document and have no comments at this time.

HECO shall reserve further comments pertaining to the protection of existing powerlines bordering the project area until construction plans are finalized. Again, thank you for the opportunity to comment on this DEA.

Sincerely,

Sincerely,

John P. Whalen, AICP

cc: OEQC

PlanPacific
737 Bishop Street, Suite 1520
Honolulu, HI 96813
Contact: John P. Whalen

737 Bishop Street
Suite 1520
Honolulu
Hawaii 96813
Tel: (808) 521-2118
Fax: (808) 521-2164



WINNER OF THE EDISON AWARD
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October 9, 1998

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

Dear Mr. Seu:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

Thank you for your review of the above and for participating in the environmental review process.

Sincerely,

John P. Whalen

John P. Whalen, AICP

Established 1982
A Non-profit Organization

BRANCHES

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- MOLOKAI
- GARDEN CIRCLE
 - Lani-Kai



THE OUTDOOR CIRCLE

1114 South King St., Suite 310 • Honolulu, HI 96814
Phone: 808-593-0300 Fax: 808-593-0325

September 22, 1998

Mr. Gregory Sue
Department of Design & Construction
City & County of Honolulu
650 South King Street, 2nd Floor
Honolulu, HI 96813

RE: Draft Environmental Assessment Ala Wai Promenade Phase III
Waikiki Oahu Hawaii JMJK 2-3-14-11

Dear Mr. Sue:

Thank you for the opportunity to comment on the above referenced Draft Environmental Assessment. Having planted the double row of Exceptional Banyan trees along Ala Wai Canal in 1936, The Outdoor Circle is especially concerned about the need to integrate the existing trees into Phase III of this project.

After reviewing the DEA, touring the project site and visually inspecting the existing landscape, we offer the following comments.

2.3 Cultural & Historic Characteristics Table 1

Landscaping: Was a Certified Arborist consulted in making a relocation recommendation? We advise that the contractor be required to consult with a Certified Arborist to ensure accurate recommendations regarding the existing trees, and their possible relocation, as well as their protection and safety during construction.

The Outdoor Circle advises that the Banyan trees be left in place and protected during construction. New, mature trees should be planted along the promenade. Relocating the Banyans on the promenade will not achieve the desired landscape as described in the DEA. The Banyan trees are most valuable as a group in their current location.

After reviewing the tree specimens, we feel it is important to save in place the two Kiawe trees and single Opiuma, in addition to the Banyan trees. These trees are significant features of this site and should be integrated as focal points. Also, all of the Milo trees should be saved and donated to another site.

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Mr. Sue
Department of Design & Construction, City & County of Honolulu
DEA Ala Wai Promenade Phase III
September 22, 1998
Page 2

3.2 Topography

The Outdoor Circle understands the need to grade and terrace sections of the promenade, but strongly feels that measure, must be taken to save in place the Kiawe tree located near the water's edge.

3.6 Flora and Fauna

"The project will be landscaped with plantings as appropriate to replace the exotic species which currently dominate the site."

This statement is not an adequate description of required landscaping criteria. Please provide more detail in the Final Environmental Assessment (FEA).

Finally, The Outdoor Circle recommends incorporating stringent guidelines and construction specifications within the Final EA as a means to protect existing trees during the entire construction process. Our recommendations are as follows:

- Trimming and pruning of the trees shall be performed under the guidance of a Certified Arborist.
- Potential project contractors shall be notified of the requirements to protect the trees during any pre-bid or pre-construction meetings.
- To protect against inadvertent damage to the trees, protective barricades and steel plates with mulch underlay shall be installed within the work areas.
- The trees within the work area shall be watered during the construction period.

Thank you for the opportunity to comment. We look forward to seeing these revisions in the Final Environmental Assessment.

Sincerely,

Chris Snyder

Chris Snyder
Project Manager

cc: Mr. John Whalen, PlanPacific
Mr. Gary Gill, Office of Environmental Quality Control



October 9, 1998

Chris Snyder
The Outdoor Circle
1314 South King Street, Suite 306
Honolulu, Hawaii 96814

Dear Mr. Snyder:

Subject: Draft Environmental Assessment for Ala Wai Promenade
Phase III

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

1. The landscaping plan has been modified to avoid the need for relocating the existing Banyan, Kiawe, and Opiuma trees. These trees will be left in place and protected during construction, consistent with your advice on the matter. New field grown Banyans will be planted to complete a single row of Banyans along the promenade. The Kou trees (which were previously misidentified as Milo trees) will be relocated within the project site.
2. The project has been modified to be less formal with a single paved and lighted pathway lined by a single row of Banyans being the most formal elements. The land will not be terraced and the lower level pathway will not be constructed, allowing the Kiawe tree near the water's edge to remain in place.
3. The alien weeds will be replaced by grass (Zoysia 'El Toro') and groundcover such as naupaka, pothos, lau'ie and pohinahina.
4. Specific guidelines on tree protection and maintenance have not been completed in time for inclusion in the Final Environmental Assessment; however, they will be completed before the start of the construction process.

Thank you for participating in the environmental review process.

Sincerely,

John P. Whalen
John P. Whalen, AICP

217 South King Street
Suite 1523
Honolulu
Hawaii 96814

DE 228 121 21-1
PL 228 121 21-1

0000 0002 0451

SEP 2 1998

CAROL WILCOX

Gregory Sue
Dept of Design and Construction, C&C Honolulu
650 S. King St. 2nd Floor Honolulu 96813
cc PLanPacific, OEQC

August 29, 1998

RE: Ala Wai Promenade Project Phase III

Dear Mr. Sue:

I wish to compliment the City and County on this outstanding project. The creation of a "urban linear park" is precedent-setting in Hawaii, and will hopefully be emulated in other urban areas blessed with rivers and streams, such as Hilo, Hawaii and Wailuku, Maui.

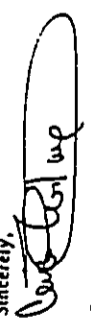
Unfortunately, I must have missed the publication of Phases I and II of this project, which I presume described the improvements on the makai side of the Ala Wai Canal. While welcoming the current landscaping effort, I am disturbed by the choice of plant material. It is not "native." It is not Hawaiian. The new plantings are perennials, plumeria, bougainvillea, non-native hibiscus, and crouston. Wouldn't coconut, beach heliotrope, naupaka, milo, seagrape, native shrubs and groundcovers be much more appropriate? Wouldn't they better establish a sense of being in Hawaii, rather than California? Further, much of it is high-maintenance, requiring extensive watering, replanting, constant trimming. Some of it is downright unfriendly, like the bougainvillea, which has thorns. In addition, the corridor on the makai side of the Ala Wai is narrow, and the planting eliminates grassy area that has been used for the overflow from the sidewalk. And, most sadly, as soon as the hedges grow a little taller, we will not be able to see the Ala Wai Canal, with paddlers in outrigger canoes, from the Ala Wai Boulevard. This is one of the most Hawaiian scenes in all of Oahu, and soon it will be hidden from all those residents and tourists who travel along the Ala Wai Blvd. Believe that scenic view plants are one of Hawaii's most important assets, and the makai planting is taking away some of Hawaii's best.

I urge you to reconsider the planting on the makai side of the Ala Wai, and to consult with experts in native landscaping before continuing the mauka portion of the Ala Wai Promenade project.

I also recommend that in your final EIS you identify and specifically preserve the scenic view plains from the Ala Wai Blvd up into Manoa and Palolo Valleys. These are some of the last remaining mauka-to-makai views, and they should be carefully preserved.

I also recommend that you keep at least a 30 foot vegetated corridor between the paved pathway and the banks of the Ala Wai Canal. This vegetation will filter contaminants from entering the Ala Wai, and will provide a people-friendly environment for quiet enjoyment.

Thank you for the opportunity to comment on the Ala Wai Promenade Phase III.

Sincerely,


Carol Wilcox

P. O. BOX 10358 • HONOLULU, HI • 96814
PHONE: (808) 732-5112 • FAX: 732-3161 CW@ALOHA.NET



October 9, 1998

Carol Wilcox
P.O. Box 10558
Honolulu, Hawaii 96816

Dear Ms. Wilcox:

Subject: Draft Environmental Assessment for Ala Wai Promenade Phase III

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

1. On behalf of the City and County of Honolulu, thank you for the compliment. We hope to help improve the quality of urban life by providing scenic and recreational spaces as well as better access between activity areas.
2. The improvements on the makai side of the Canal were not a part of Phases I and II of this project. Phases I and II involved the construction of the new promenade between Ala Mouna Boulevard and Kalakaua Avenue, on the mauka/Ewa side of the Ala Wai Canal.
3. The landscaping plan for this project will keep almost all of the existing trees in place and will add new Banyans to create a complete single row of Banyans along the promenade. The existing alien weeds will be replaced by grass and groundcover such as naupaka, pothos, laua'e and pohinahina.
4. This project will not affect the view toward Manoa and Palolo Valleys from Ala Wai Boulevard.

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