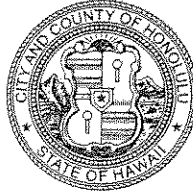


DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**  
HONOLULU MUNICIPAL BUILDING, 650 SOUTH KING STREET, 3<sup>RD</sup> FLOOR, HONOLULU, HAWAII 96813  
TELEPHONE: (808)523-4529 • FAX: (808)523-4730 • INTERNET: [www.co.honolulu.hi.us](http://www.co.honolulu.hi.us)



MUFI HANNEMANN  
MAYOR

ALFRED A. TANAKA, P.E.  
ACTING DIRECTOR

October 11, 2005

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

RECEIVED  
OCT 13 13:43  
OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

Dear Ms. Salmonson:

Subject: Finding of No Significant Impact (FONSI) for  
**Kuakini Street Extension**, TMK: (1) 1-6-009: 001  
and Roadway Extension, Honolulu, Oahu, Hawaii

The Department of Transportation Services has reviewed the comments received during the 30-day public comment period which began on August 23, 2005. We have determined that this project will not have significant environmental effects. As such, we have issued a FONSI. Please publish this notice in the next available OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four copies of the Final Environmental Assessment.

Please call Darin Mar of my staff at 527-5055 should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Alfred A. Tanaka".

ALFRED A. TANAKA  
Acting Director

Enclosure

2005-10-13 OA FONSI KUAKINI STREET EXPANSION

OCT 23 2005

FILE COPY

***FINAL ENVIRONMENTAL ASSESSMENT***

*Prepared in Accordance with Hawaii Revised Statutes, Chapter 343 &  
Hawaii Administrative Rules, Chapter 11-200*

***Kuakini Street Extension***

Tax Map Key (TMK): (1) 1-6-009: 001 & Roadway Extension  
Honolulu, Oahu, Hawaii

October 12, 2005

*Prepared For:*

Department of Transportation Services  
City & County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

05 OCT 13 P 3:43

RECEIVED



R. M. TOWILL CORPORATION

SINCE 1930

420 Waiakamilo Road, Suite 411  
Honolulu, Hawaii 96817  
1-20034-00

FINAL ENVIRONMENTAL ASSESSMENT  
***Kuakini Street Extension***  
Honolulu, Oahu, Hawaii  
TMK: (1) 1-6-009: 001 & Roadway Extension

October 2005

Prepared Pursuant to  
Hawaii Revised Statutes (HRS), Chapter 343, and  
Hawaii Administrative Rules (HAR), Title 11, Chapter 200

*Prepared for:*  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

*Prepared by:*  
R.M. Towill Corporation  
420 Waiakamilo Road, Suite 411  
Honolulu, Hawaii 96817

## TABLE OF CONTENTS

	Page
Project Summary .....	1
Section 1 Introduction .....	2
1.1 Introduction .....	2
1.2 Project Location .....	2
1.3 Purpose of the Environmental Assessment .....	5
1.4 Purpose and Need for the Project .....	5
Section 2 Project Description .....	7
2.1 Proposed Activities .....	7
Section 3 Alternatives .....	9
3.1 No Action Alternative .....	9
3.2 Alternative 1 .....	9
3.3 Alternative 2 .....	11
3.4 Alternative 3 .....	11
3.5 Preferred Alternative .....	14
Section 4 Description of the Affected Environment, Impacts and Mitigation .....	16
4.1 Physical Environment .....	16
4.1.1 Climate .....	16
4.1.2 Topography and Soils .....	16
4.1.3 Surface Water .....	16
4.1.4 Flora and Fauna .....	17
4.1.5 Scenic and Visual Resources .....	17
4.1.6 Historic/Archaeological Resources .....	18
4.1.7 Noise .....	18
4.1.8 Air Quality .....	19
4.1.9 Water Quality .....	20
4.1.10 Flood Hazard .....	21
4.2 Public Facilities .....	21
4.2.1 Access .....	21
4.2.2 Traffic and Roadways .....	21
Section 5 Relationship to State and County Land Use Plans and Policies .....	24
5.1 Existing Land Use .....	24
5.2 State Land Use District .....	24
5.3 Primary Urban Center Development Plan .....	24
5.4 City and County of Honolulu – Zoning .....	24
Section 6 Necessary Permits and Approvals .....	25
6.1 City and County of Honolulu .....	25
6.2 State of Hawaii .....	25
Section 7 Cultural Impact Assessment .....	26

Section 8	Agencies, Organizations, and Individuals Consulted .....	27
8.1	City and County of Honolulu.....	27
8.2	State of Hawaii .....	27
8.3	Elected Officials, Organizations and Individuals .....	27
Section 9	Summary of Impacts and Significance Determination.....	28
9.1	Short Term Impacts.....	28
9.2	Long Term Impacts .....	29
9.3	Significance Criteria .....	29
Section 10	Findings .....	33
References	.....	34

#### LIST OF FIGURES

Figure 1	Project Location.....	3
Figure 2	TMK Map.....	4
Figure 3	Proposed Project Intersection.....	8
Figure 4	Alternative 1.....	10
Figure 5	Alternative 2.....	12
Figure 6	Alternative 3.....	13
Figure 7	Preferred Alternative.....	15
Figure 8	Flood Map.....	22

#### APPENDICES

Appendix 1	<u>Department of Planning and Permitting Director's Report to the Planning Commission, Review and Recommendation Pertaining to an Amendment to the Primary Urban Center Development Plan Public Facilities Map for the Kuakini Street/ Lanakila Avenue Traffic Improvements Project (aka Modified Kuakini Street Extension), February 27, 2003.</u>
Appendix 2	<u>Comment Letter from Council Member Rod Tam, Chair, Public Works &amp; Economic Development Committee, September 20, 2004.</u>
Appendix 3	<u>Traffic Report for Kuakini Street Extension Lanakila Avenue to Keola Street. Julian Ng, Inc., June 2004.</u>
Appendix 4	<u>Comments and Responses to the Draft Environmental Assessment</u>

PROJECT SUMMARY

Project:	Kuakini Street Extension
Landowner/Applicant	Department of Transportation Services City and County of Honolulu
Accepting Agency	Department of Planning and Permitting City and County of Honolulu 650 South King Street, 7 <sup>th</sup> Floor Honolulu, Hawaii 96813
Agent	R.M. Towill Corporation 420 Waiakamilo Road, Suite 411 Honolulu, Hawaii 96817-4941
Location	Lanakila Avenue & Keola Street Intersection, north of downtown
Tax Map Key	1-6-009:001 & Roadway Extension
Proposed Action	Roadway Extension
Land Area	1 Acre (approximate)
Present Use	Residential
State Land Use District	Urban
Primary Urban Center Development Plan Land Use Designation	Lower-Density Residential
Present Zoning	R-5, Residential
Special Management Area	No
Determination	Finding of No Significant Impact (FONSI)

## SECTION 1 INTRODUCTION

### 1.1 INTRODUCTION

The City & County of Honolulu is proposing to extend Kuakini Street from its present terminus at Lanakila Avenue a distance of approximately 600 feet in the northwest direction to tie into the existing Keola Street. At present, there are two closely spaced "T" intersections on Lanakila Avenue; Lanakila Avenue and Keola Street, and at Lanakila Avenue and Kuakini Street. The extension of Kuakini Street would replace these two intersections with a single cross intersection. The portion of Keola Street between the proposed connection and Lanakila Avenue will be converted to a local street to serve adjoining properties (Figure 1).

This proposed project was approved in 2003 (City and County of Honolulu Ordinance 03-15) and added into the Primary Urban Center Development Plan Public Facilities Map (see Appendix 1). The proposed roadway extension right-of-way and the adjacent lot identified by Tax Map Key (TMK): (1) 1-6-009: 001 are owned by the State Department of Land and Natural Resources (DLNR) (Figure 2). The project site and the surrounding area are zoned for residential use (single-family homes and apartments). Construction is scheduled to begin in the middle of 2006 and last approximately 6 months. This \$1.5 million project will be entirely funded by the City & County of Honolulu.

### 1.2 PROJECT LOCATION

The proposed roadway extension site is located on the Island of Oahu, in the lower Liliha/Kapalama area, north of downtown Honolulu. The site is composed of a proposed roadway right-of-way and an adjacent lot (1-6-009: 001). The project site is bounded to the west by the Lanakila Comprehensive Health Center, and the Maluhia Hospital and the Henry and Jeanette Weinberg Senior Residence to the north. Single-family residences are located the east and south of the project area (Figure 1).

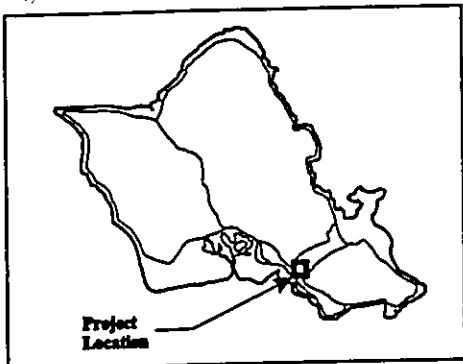
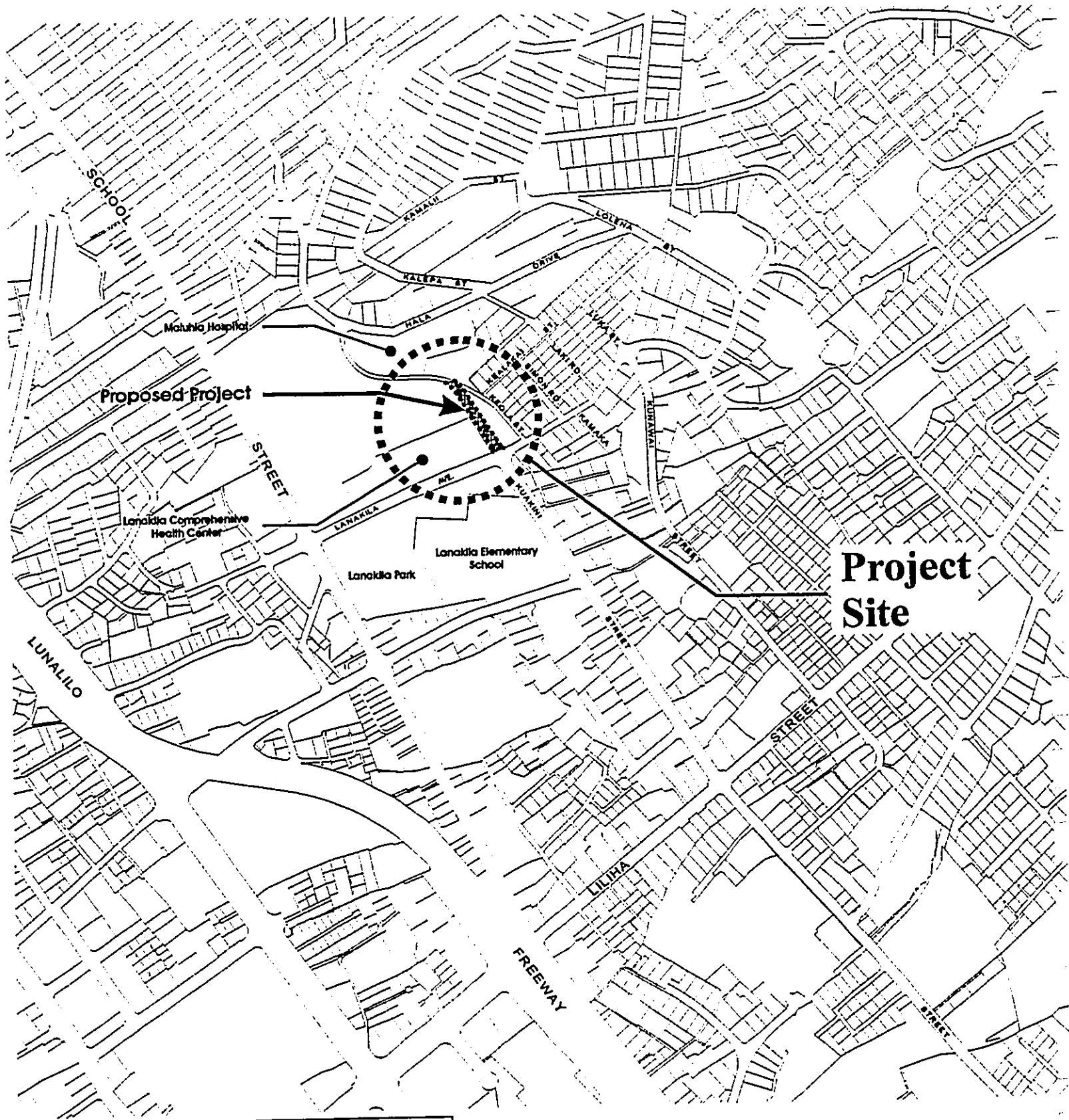
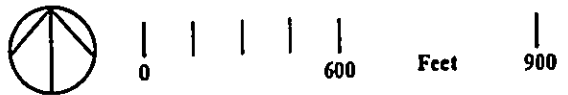


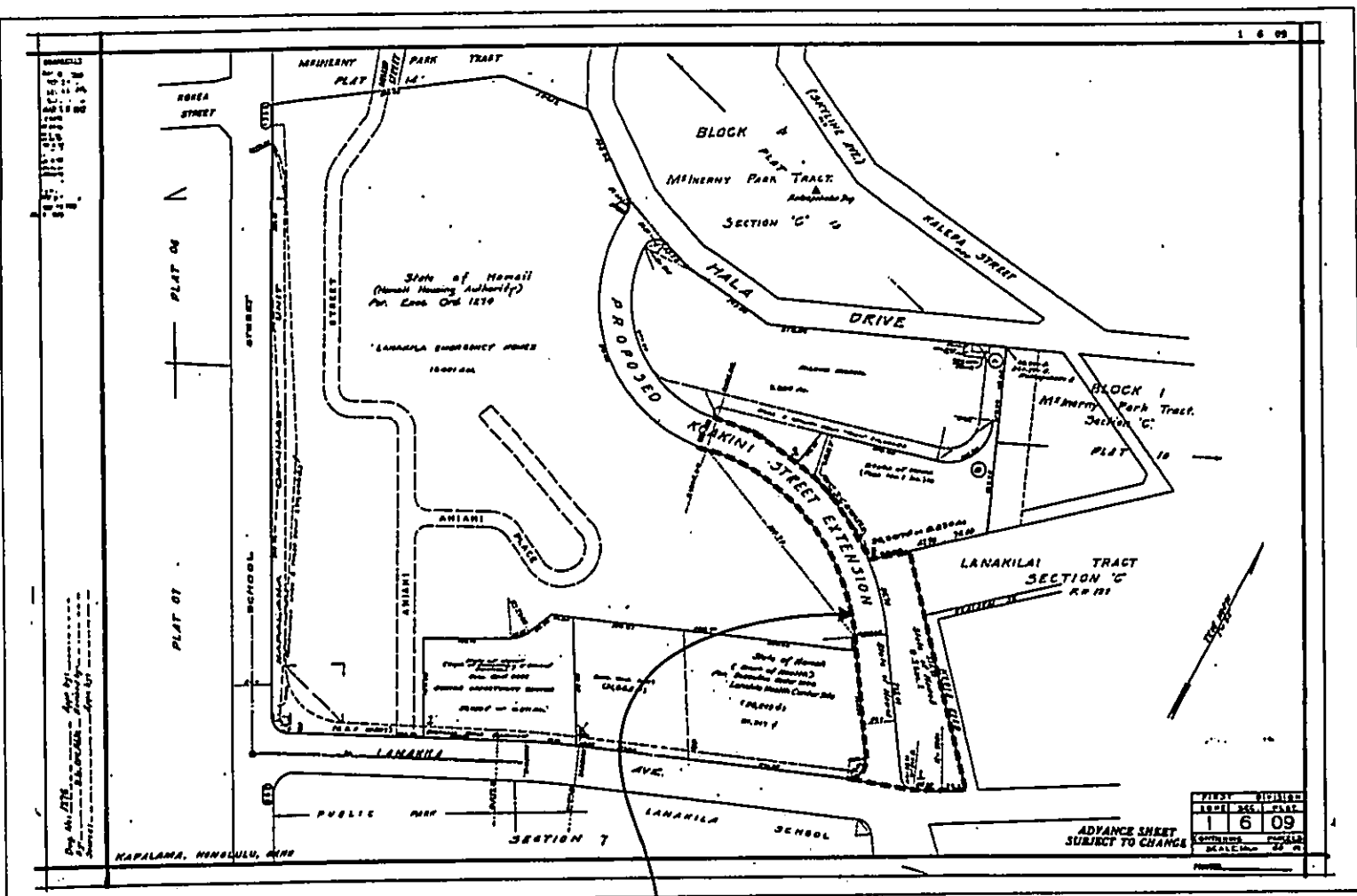
Figure 1  
 Project Location  
 Kuakini Street Extension  
 Honolulu, Hawaii



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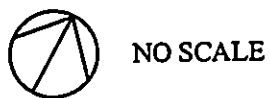
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Project Area

Figure 2  
 TMK Map  
 Kuakini Street Extension  
 Honolulu, Hawaii



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October 2005

### 1.3 PURPOSE OF THE ENVIRONMENTAL ASSESSMENT

This Final Environmental Assessment (FEA) complies with the Hawaii Revised Statutes (HRS), Chapter 343, Section 343-5-1, which states an environmental assessment shall be required for actions which "[P]ropose the use of state or county lands or the use of state or county funds, other than funds to be used for feasibility or planning studies for possible future programs or projects which the agency has not approved, adopted, or funded, or funds to be used for the acquisition of unimproved real property; provided that the agency shall consider environmental factors and available alternatives in its feasibility or planning studies".

The proposed roadway extension right-of-way and the adjacent lot identified by Tax Map Key (TMK): (1) 1-6-009: 001 are owned by the State DLNR and the use of City and County of Honolulu funds for construction of the project are the primary factors requiring preparation of this document.

A Draft Environmental Assessment was published for public review on the August 23, 2005 issue of the State Department of Health (DOH), Office of Environmental Quality Control (OEQC), Environmental Notice. Comments were received during the public comment period.

This FEA provides additional information based on the comments received that further describes the proposed project, the environmental conditions of the site, the potential for significant adverse impacts, and the application of mitigation measures as appropriate, to reduce the potential for significant environmental impacts.

### 1.4 PURPOSE AND NEED FOR THE PROJECT

According to the Department of Planning and Permitting (DPP) Director's 2003 Report to the Planning Commission (Appendix 1), the congestion caused by merging of traffic at the unsignalized Keola Street/Lanakila Avenue intersection, in close proximity (less than 30 feet east *mauka*) to the Kuakini Street/Lanakila Avenue intersection, especially during the morning and afternoon peak traffic hours is planned to be alleviated by this project.

The Report further states that a 1999 Draft Environmental Assessment for an elderly housing project that was unsuccessfully proposed for this same site described that the Lanakila Avenue/Kuakini Street intersection was congested during the peak morning period (7 a.m. to 8

a.m.). Based on observations, the majority of vehicles traveling *makai* towards School Street have difficulty maneuvering around vehicles turning left because the roadway is not wide enough.

A traffic analysis at the project site was conducted by Julian Ng, Inc. for the Department of Transportation Services (DTS) in June 2004. The analysis provides estimates of the volume-to-capacity ratio and average delay for traffic in each lane. An overall average for the intersection is also calculated and the delays are related to a "level of service" (LOS). LOS C describes average delays and is considered acceptable for rural conditions and LOS D is considered acceptable for urban conditions. Criteria for LOS are:

	Average delay per vehicle (seconds)					
Unsignalized	≤ 10	> 10 and ≤ 15	> 15 and ≤ 25	> 25 and ≤ 35	> 35 and ≤ 50	> 50
Signalized	≤ 10	> 10 and ≤ 20	> 20 and ≤ 35	> 35 and ≤ 50	> 50 and ≤ 80	> 80
Level of Service	A	B	C	D	E	F

Reference: *Highway Capacity Manual 2000*

The analysis stated that "the signalized intersection of Kuakini Street and Lanakila Avenue show overall Level of Service C in the AM Peak Hour and overall Level of Service B in the PM Peak Hour (Appendix 3).

The proposed project will provide a straightened and more direct alignment to the signalized intersection at Kuakini Street and Lanakila Avenue. The result of the project will be a more efficient flow of traffic through the intersection.

According to correspondence with residents, the current alignment is believed to pose a safety hazard to motorists and pedestrians (Appendix 1, Attachment C – Public Agency and Community Comments). By creating a more efficient traffic flow through the intersection at Kuakini Street and Lanakila Avenue to Hala Drive, the project is anticipated to reduce the potential for accidents, near misses and traffic delays due to congestion.

## SECTION 2 PROJECT DESCRIPTION

### 2.1 PROPOSED ACTIVITIES

The City & County of Honolulu is proposing to extend Kuakini Street from its present terminus at Lanakila Avenue for a distance of approximately 600 linear feet (Figure 1). The affected roadways include Lanakila Avenue, a two-lane City collector road, Kuakini Street, also a collector road and Keola Street, which is a two-lane minor street.

The extension of Kuakini Street will replace two closely spaced "T" intersections on Lanakila Avenue with a single cross intersection. The portion of Keola Street between the proposed connection and Lanakila Avenue will be converted to a local street to serve adjoining properties.

Work will involve grading and construction of a 40-foot wide roadway, sidewalks, drainage and installation of waterlines, utilities and other associated improvements. The extension will be composed of three lanes. Two of the lanes will provide east and westbound movement, and a third lane will be dedicated to permit motorists making left turns onto Lanakila Avenue (Figure 3). The existing intersection of Keola Street (realigned Kuakini Street) with Hala Drive will not be affected by the proposed project. The approximately one-acre project site is currently vacant, except for a 30-foot tall Monkeypod tree located near its center. There are two HECO power poles located along the proposed extension alignment.

As part of the Primary Urban Center (PUC) Development Plan amendment of the Public Facilities Map (City & County of Honolulu Ordinance 03-15), several agencies, organizations and individuals were consulted for comments. The DPP Director's February 27, 2003 report to the Planning Commission (Appendix 1) in regards to amending the Public Facilities Map to include the modified Kuakini Street extension contains a review and recommendation for the amendment, maps, photos, several letters from agencies and individuals concerning this proposed project and a copy of the bill for the ordinance, and is referenced in support of this EA.

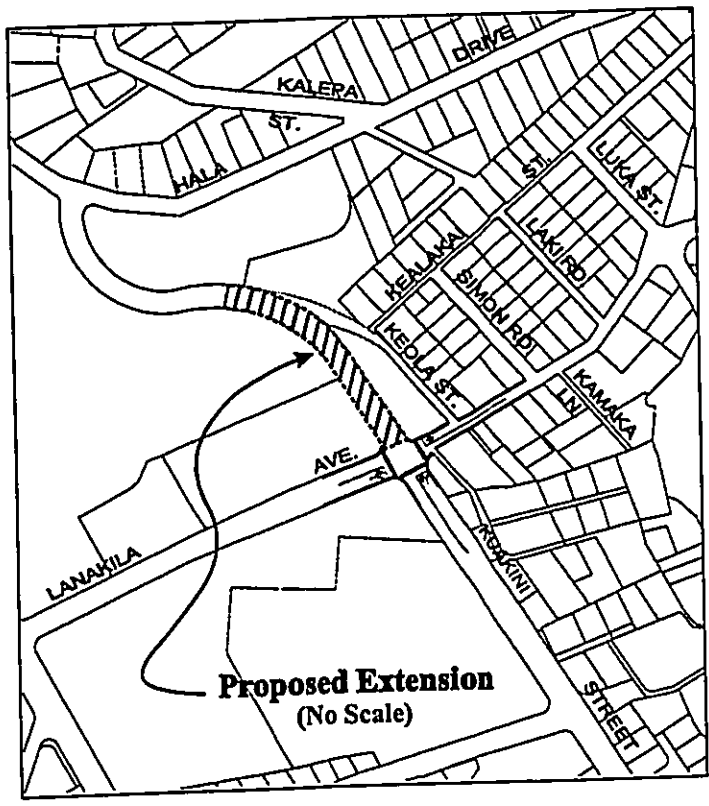
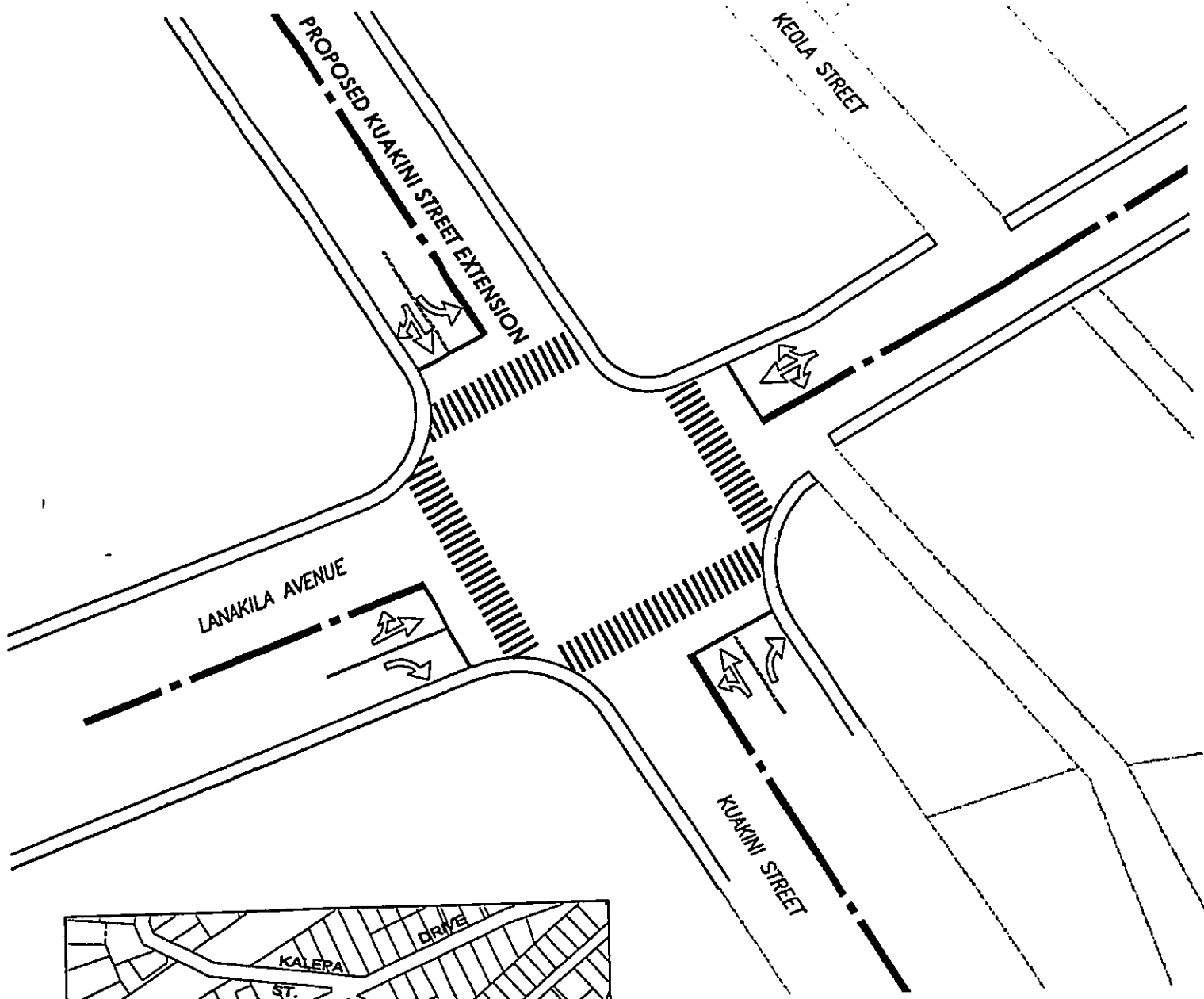
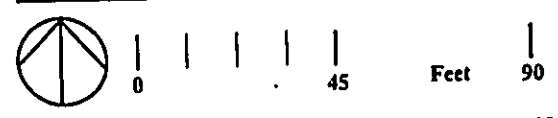


Figure 3  
 Proposed Project Intersection  
 Kuakini Street Extension  
 Honolulu, Hawaii



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## SECTION 3 ALTERNATIVES

### 3.1 NO ACTION ALTERNATIVE

Under the No Action Alternative, the existing roadway would remain unchanged and traffic to Hala Drive from Kuakini Street will continue to employ a "Z" Shaped movement (right turn from Keola Street to Lanakila Avenue followed by a left turn into Kuakini Street, and the opposite movement; right turn from Kuakini Street followed by a left turn onto Keola Street). This traffic pattern is considered insufficient and would not accomplish the stated purpose of this project which is to provide a more efficient traffic flow through the Lanakila Avenue/Kuakini Street intersection. In addition, the No Action Alternative would maintain existing levels of traffic congestion caused by drivers attempting to turn left onto Keola Street from Lanakila Avenue or left onto Kuakini Street from Lanakila Avenue.

Because the No Action Alternative does not address the need to provide a more efficient vehicular movement and promote traffic safety, it is rejected from further consideration.

### 3.2 ALTERNATIVE 1

Alternative 1 involves the addition of a left-turn lane on the in-bound lane of Lanakila Avenue to allow vehicles to make a left turn onto the existing Kuakini Street without holding up traffic that is continuing westbound along Lanakila Avenue (Figure 4).

The addition of the left-turn lane necessitates the expansion of the right-of-way (ROW) to create the two in-bound 12-foot lanes; one going straight (east to west) and one turning left onto Kuakini Street. The alignment of the road requires that the stop line on Keola Street be situated 4 feet behind the crosswalk. This adjustment of the ROW and the subsequent relocation of the stop line create a sight-distance hazard to motorists coming onto Lanakila Avenue from Keola Street. According to the City & County of Honolulu, Traffic Standards Manual, motorists on Keola Street stopped at the intersection with Lanakila Avenue will need a minimum corner intersection sight-distance of 200 feet. Existing residences mauka of the intersection obstruct this minimum sight-distance.

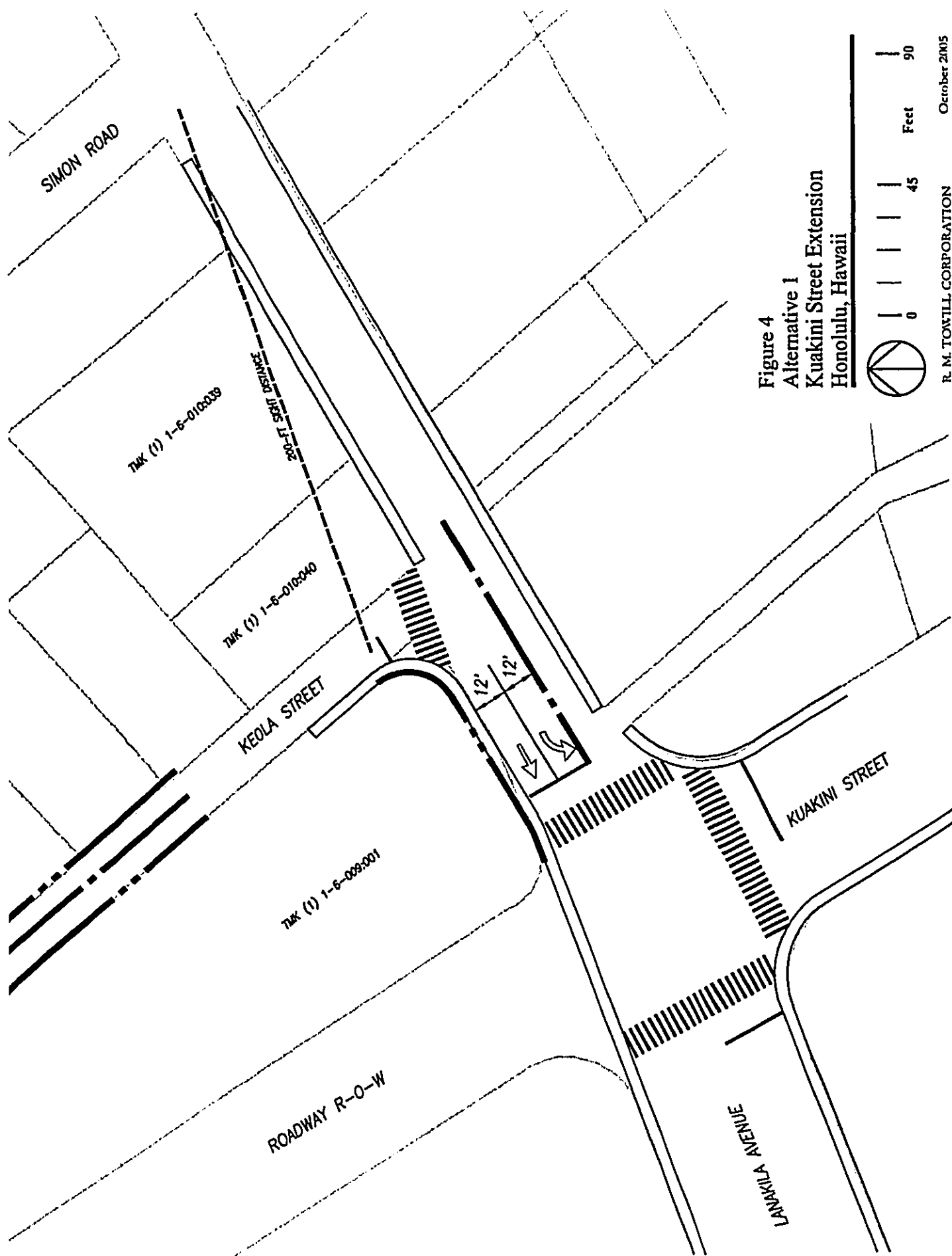


Figure 4  
 Alternative 1  
 Kuakini Street Extension  
 Honolulu, Hawaii



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To provide for a sight-distance of 200 feet, the two residential properties immediately mauka of the Keola-Lanakila intersection will need to be acquired (TMK 1-6-09: 040 and 039).

Because of reasons involving difficulty with maintaining the minimum sight-distance and need for acquisition of private property, this alternative is rejected from further consideration.

### 3.3 ALTERNATIVE 2

Alternative 2 comprises the construction of a cross intersection, extending Kuakini Street and connecting the new extension to Keola Street with a new "T" intersection (Figure 5). In this alternative, the section of Keola Street that meets Lanakila Avenue will be converted into a driveway to service the adjoining properties.

Although this configuration may eliminate excess traffic, especially on Lanakila Avenue, the minimum safe curve radius requirement of 380 feet for a roadway with a design speed of 30 miles per hour will not be met (Traffic Standards Manual). Further, the new "T" intersection of Keola and Kuakini Streets will also not meet the Department of Planning and Permitting's (DPP) recommended 150-foot minimum distance between intersections.

Alternative 2 is rejected from further consideration because it does not meet the City & County of Honolulu's 380-foot safe curve radius as well as the 150-foot minimum distance between intersections.

### 3.4 ALTERNATIVE 3

Alternative 3 includes the construction of a cross intersection to extend Kuakini Street across Lanakila Avenue. Similar to Alternative 2, the section of Keola Street that meets Lanakila Avenue will be converted into a driveway to service the adjoining properties. The new Kuakini street terminus will consist of a cul-de-sac as required by the City & County of Honolulu Subdivision Street Standards (December 2000). The extension will then be connected to Keola Street (Figure 6). This alternative will result in an acute intersection, which is discouraged by DPP. Further, the new "T" intersections connecting Keola and the Kuakini extension will also not meet the Department of Planning and Permitting's recommended 150-foot minimum distance between intersections.



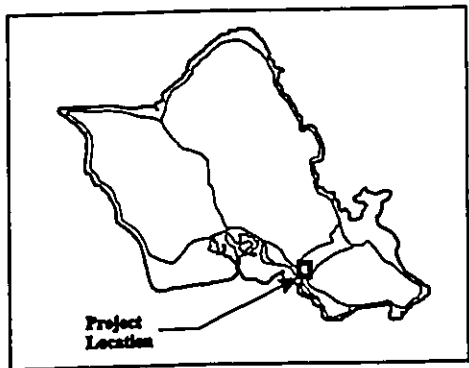
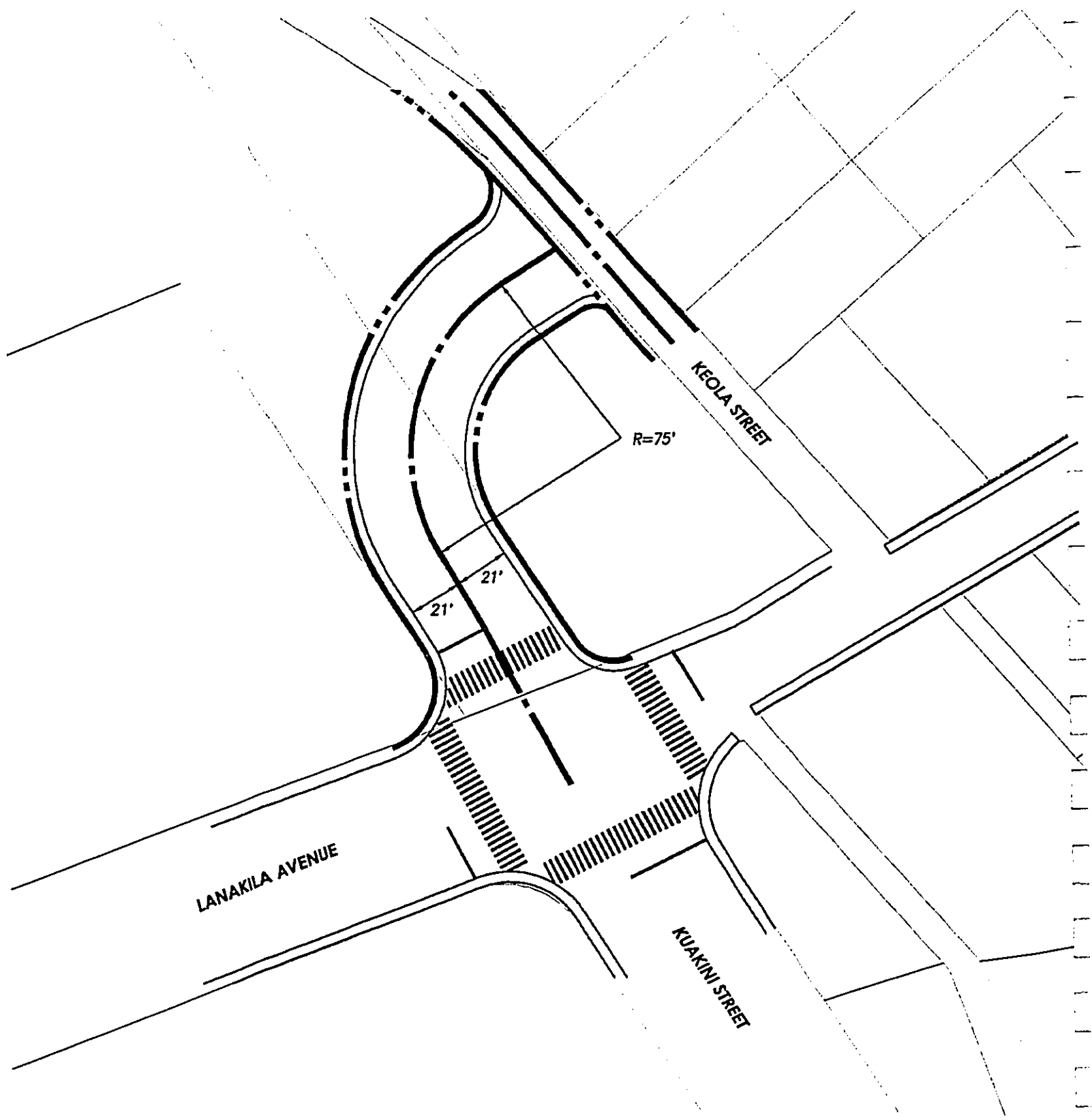


Figure 5  
 Alternative 2  
 Kuakini Street Extension  
 Honolulu, Hawaii



NO SCALE

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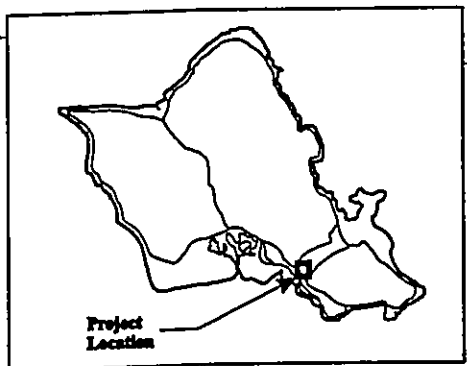
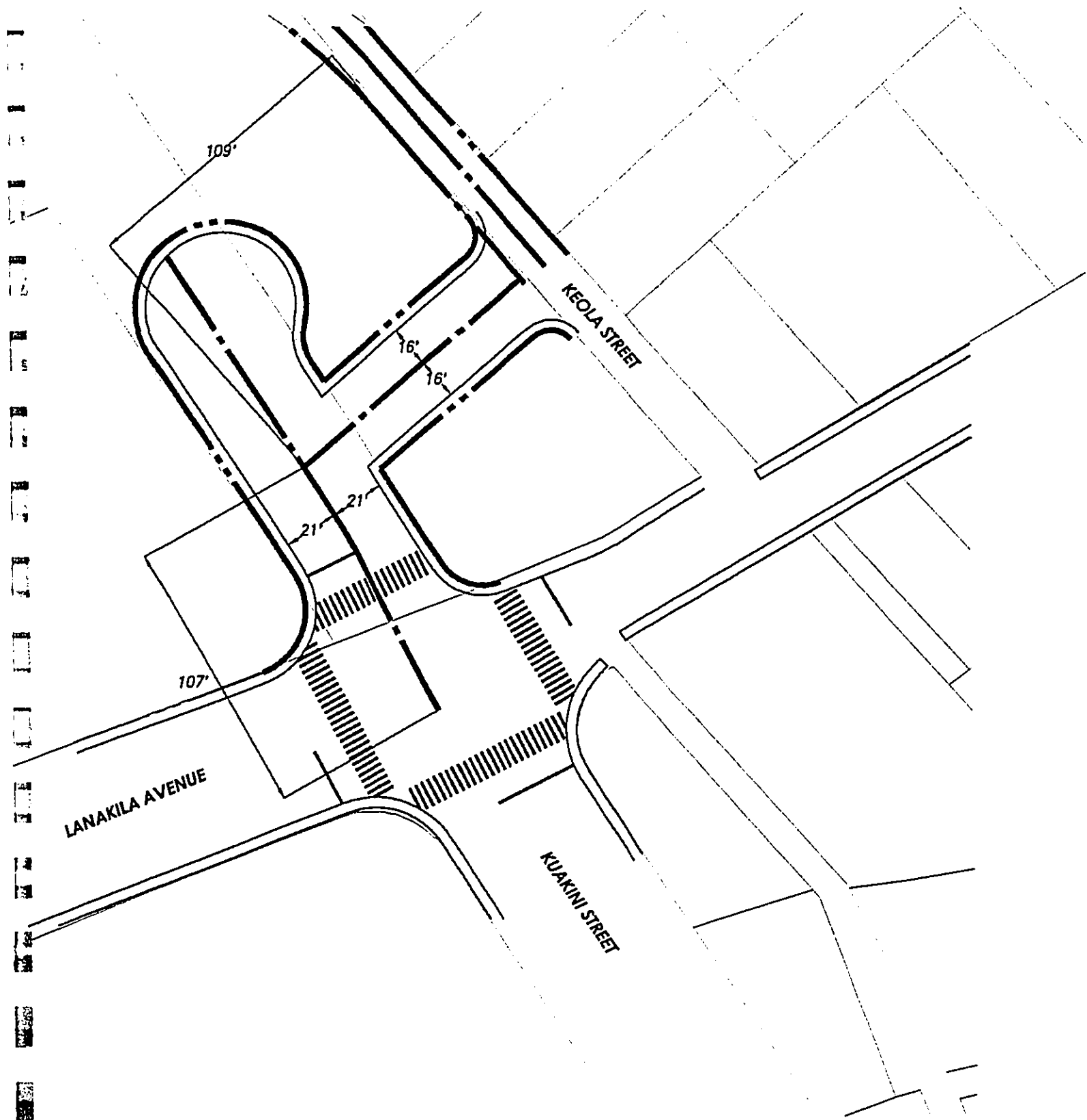


Figure 6  
 Alternative 3  
 Kuakini Street Extension  
 Honolulu, Hawaii



NO SCALE

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October 2005

Like Alternative 2, Alternative 3 is rejected from further consideration because it does not meet the City & County of Honolulu's recommended minimum roadway standards.

### 3.5 PREFERRED ALTERNATIVE

The preferred alternative involves the extension of Kuakini Street to connect directly with Hala Drive. The western segment of Keola Street closest to Lanakila Avenue will be converted into a driveway to provide access to adjacent properties. This is the only alternative that conforms to the City & County's roadway standards (Figure 7).

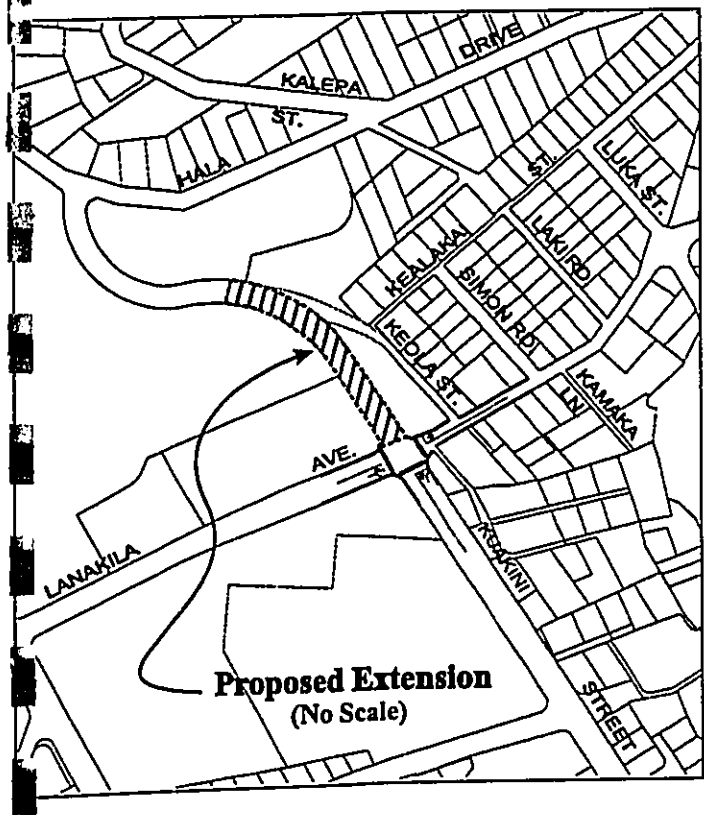
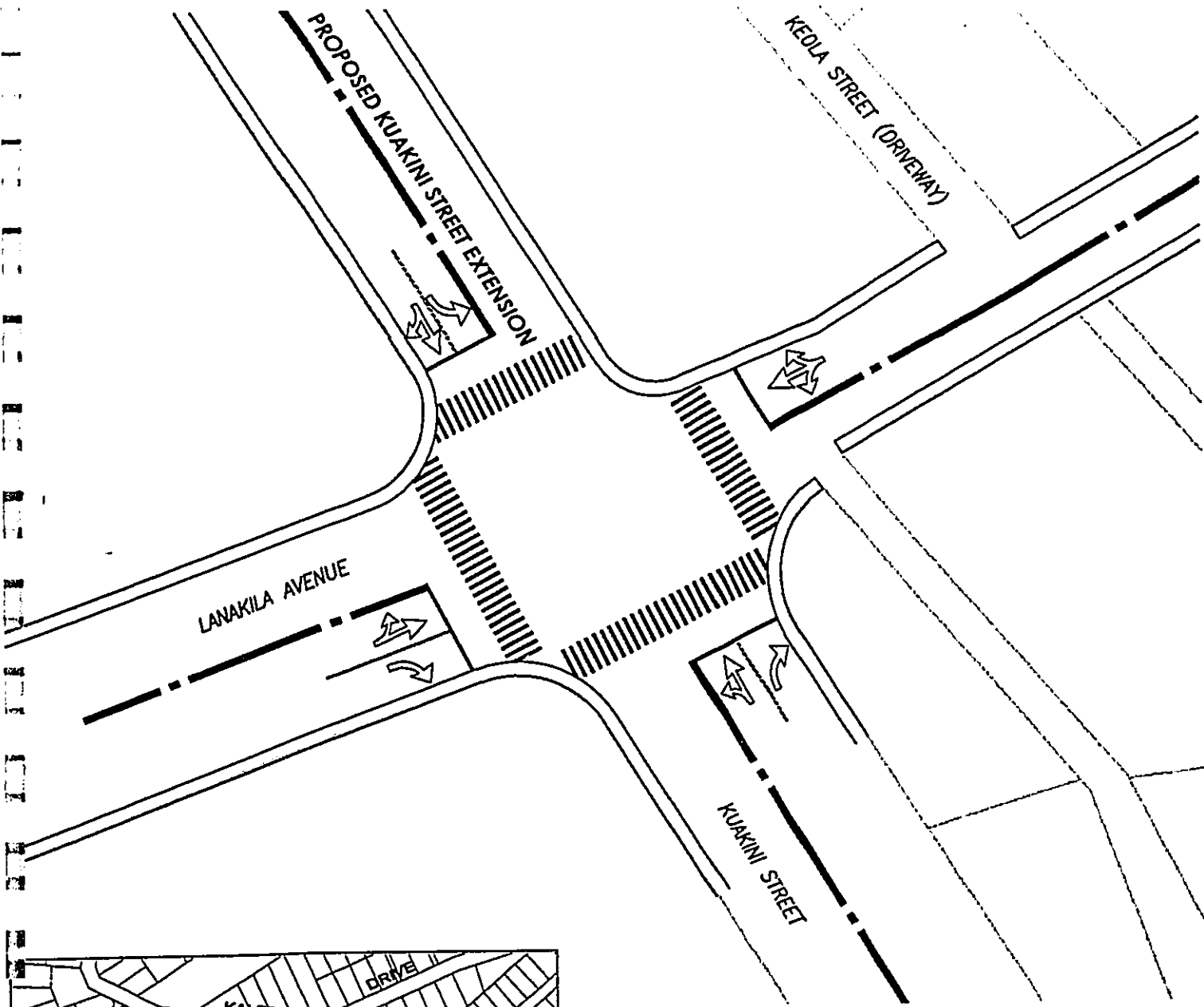


Figure 7  
 Preferred Alternative  
 Kuakini Street Extension  
 Honolulu, Hawaii



0 45 Feet 90

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October 2005

SECTION 4  
DESCRIPTION OF THE AFFECTED ENVIRONMENT,  
IMPACTS AND MITIGATION

4.1 PHYSICAL ENVIRONMENT

4.1.1 CLIMATE

Leeward Oahu has a mild semitropical climate which is frequented by northeast tradewinds occurring approximately 80 percent of the time. The tradewinds are sometimes interrupted by cyclonic disturbances, usually during the winter months, commonly referred to as Kona Storms.

Mean monthly temperatures range from mid-80° F in the summer months, to low-70° F during the winter. Rainfall averages 23 inches annually.

4.1.2 TOPOGRAPHY AND SOILS

The project location is in the lower Liliha/Kapalama area, located just mauka of the Lanakila Health Center. Elevation at the site is between 80 and 100 feet above mean sea level (MSL).

Information on soil type is obtained from the Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, as prepared by the U.S. Department of Agriculture, 1972. According to the Soil Conservation Service, the soil association at the project location is Kaena very stony clay. This series consists of stony, steep, sticky and very plastic soils on talus slopes and alluvial fans. This soil types generally occurs in 10 – 35 percent slopes. The surface is littered with stones that continue into the substratum. Runoff is medium to rapid and erosion hazard is moderate to severe.

The proposed roadway extension will improve the current condition by stabilizing the soil with a road surface, sidewalks and landscaping. The proposed improvements will therefore reduce the risk of erosion. No further mitigation measures are anticipated.

4.1.3 SURFACE WATER

The project site is within central urban Honolulu, just north of the central business district. The closest surface water resource is the Kapalama Stream which is approximately 2,100 feet to the east of the project area. Kapalama Stream is designated a Class 2 Inland Waterbody by the State Department of Health. According to Hawaii Administrative Rules (HAR), Chapter 11-54-05.1, all

inland fresh water areas are to be protected and further specifies that, "All flowing waters in classes 1 and 2 in which water quality exceeds the standards specified in this chapter shall not be lowered in quality unless it has been affirmatively demonstrated to the director that the change is justifiable as a result of important economic or social development and will not interfere with or become injurious to any assigned uses made of, or presently in, those waters."

See Section 4.1.9-Water Quality for a discussion of potential impacts and mitigation measures involving surface water quality.

#### 4.1.4 FLORA AND FAUNA

Plant cover on the project site consists mainly of weeds that are routinely cleared by DLNR staff. A 30-foot tall Monkeypod tree is located along the proposed roadway alignment. The project site is within an urbanized residential community and has been continually in this use for many decades. Rare, threatened or endangered flora and fauna are not expected to be present at the project site. The existing Monkeypod tree will be removed to allow for the roadway construction. Following construction, the unpaved areas adjacent to the proposed roadway will be landscaped. No other impacts are anticipated and therefore no further mitigation is proposed.

Several introduced fauna including the Common Indian Mynah (*Acridotheres tristis*), House Sparrow (*Passer domesticus*), Spotted or Lace-necked Dove (*Streptopelia chinensis*) and Zebra Dove (*Geopelia striata*) have been observed at the project location.

#### 4.1.5 SCENIC AND VISUAL RESOURCES

The roadway extension and vacant parcel (TMK: 1-6-009: 001) have been planned for roadway use for over a decade. Kuakini Street has similarly been in use as a public roadway for several decades. The site improvements at the project site will have minimal visual impacts due to the nature of the project. The project will: (1) maintain the existing use as a (planned) roadway; (2) enhance use by motorists and pedestrians with improved sight distances; and (3) incorporate landscaping to provide vegetative cover on areas not used for the roadway.

The proposed project will be consistent with surrounding land uses and will not result in structures that will obscure scenic views. Landscaping along portions of the project will provide green space

for the community. Because the proposed improvements will not result in potential for significant negative visual impacts, no mitigation is proposed.

#### 4.1.6 HISTORIC/ARCHAEOLOGICAL RESOURCES

Potential for historic or archaeological remains within the project site have been assessed by the State Historic Preservation Division (SHPD), as part of the DPP Director's Report to the Planning Commission (Appendix 1). According to SHPD, no effects to historic or archaeological resources are anticipated. However, because it is always possible that unidentified human remains or cultural deposits may be uncovered during construction, the construction contractor will be directed to temporarily cease operations in the event that such discoveries are made. SHPD is to then be notified at (808) 692-8026 for further instructions. Work may resume only upon appropriate treatment of discovered remains or cultural artifacts.

#### 4.1.7 NOISE

Regulation of noise in residential areas of Oahu is governed by the State Department of Health, HAR, Title 11, Chapter 46, "Community Noise Control". Allowable day and nighttime noise standards for sensitive receptors have been established for conservation, residential, apartment, hotel, business, agricultural and industrial districts. The project site is in a residential area and is classified as a Class A zoning district, which includes all areas equivalent to lands zoned residential, conservation, preservation, public space, open space and other similar types of uses. The maximum allowable day and night noise levels at the project site are as follows:

Time	Allowable Levels
7:00 am to 10:00 pm	55 dbA
10:00 pm to 7:00 am	45 dbA

Ambient noise at and around the project site is generally low-level and steady, resulting primarily from vehicular traffic on Lanakila Avenue, and Keola and Kuakini Streets. Other noise generated in the area is from school and park-related uses including school bells and children playing in the nearby Lanakila Elementary School and the Lanakila District Park.

Nearby areas which include residential, elementary school, hospital, office and park use may be temporarily affected by construction-generated noise. This will include construction-related clearing, grading, and construction of the roadway and related structures. Construction equipment is

expected to include, but not be limited to a bulldozer, front loader, excavator, grader, paver, dump trucks, crane, concrete delivery trucks, jackhammers and other powered hand tools.

Noise generated as a result of construction is expected to be temporary, of limited duration, and restricted to daytime hours. The use of machinery and equipment in the final stages of the project can be expected to generate lower noise levels since excavation and breaking up of hard materials (pavement and the ground surface) will no longer be required. Upon completion of work noise will return to pre-existing background levels.

Mitigation measures to address the generation of construction-related noise include:

- All equipment will be properly muffled in accordance with regulations of the State and City & County of Honolulu, engine operating practices.
- All combustion and air-powered equipment will be maintained in proper working order.
- Work will be limited to weekdays during daylight hours between 8:30 am and 3:30 pm. No work will be scheduled on federal or state holidays.
- The contractor will secure a noise permit from the State Department of Health prior to the initiation of the roadway construction.

No negative adverse noise impacts associated with this project are anticipated. Mitigative measures will be employed to minimize and reduce the potential for such impacts. No further mitigative measures are anticipated to be required.

#### 4.1.8 AIR QUALITY

No information was collected on air quality. It is assumed that air quality at the project site is generally good due to the regular presence of trade winds. The proposed project site is adjacent to Lanakila Avenue and Keola Street, and therefore exposed to vehicular exhaust during the peak morning and afternoon traffic periods. Construction activities will have little or no impact since the project will not require use of industrial facilities, will be of limited duration and where engine exhausts may be a source of potential air pollution, all internal combustion equipment will be governed in accordance with applicable state and county regulations.



During construction, fugitive dust could be generated. Fugitive dust will be controlled with regular wetting of the soil by the contractor, as required.

Upon completion of work, air pollution levels will return to pre-construction levels. No further mitigation measures with regards to air quality are anticipated.

#### 4.1.9 WATER QUALITY

Potential impacts to water quality will be limited to erosion and storm water runoff from the project site conveyed into the surrounding terrain and eventually into state waters. The closest surface water resource in proximity to the proposed project is Kapalama Stream, approximately 2,100 feet to the east.

Construction activity will temporarily expose soils on the property. Stockpiling of excavated soils and construction materials may also result in potential for exposure to rainfall and storm water runoff. Measures that will be employed to reduce the erosion of project site materials in storm water runoff will include: use of silt fences, storm water gutter socks, and/or sandbags downgradient of active work areas; PVC sheet plastic may be used to cover construction materials and stock pile sites; and vegetative cover will be employed in the form of landscaping along portions of the project site. The location of areas which will be subject to landscaping will be identified during the design phase, as the construction drawings are prepared.

Additionally, construction will be done in such a manner as to minimize the exposure time of uncovered soils.

All work will comply with appropriate measures to reduce, minimize, or eliminate the potential for exposure to rainfall. If required because the project site may comprise an area of 1-acre or more, a National Pollution Discharge Elimination System (NPDES), Construction Storm Water Permit application will be prepared and filed with the State Department of Health (DOH). The NPDES permit will identify additional measures to promote the safe and effective handling of storm water runoff. No negative adverse impacts to water quality are anticipated.

#### 4.1.10 FLOOD HAZARD

The project site is within central urban Honolulu, in the lower Liliha/Kapalama area. According to the Federal Emergency Management Agency Flood Insurance Rate Map, the area is designated Zone X, and is determined to be outside the 500-year flood plain (Figure 8).

Because the subject property is outside of the 500-year flood plain, no significant impacts are anticipated and therefore, no mitigation measures are proposed.

#### 4.2 PUBLIC FACILITIES

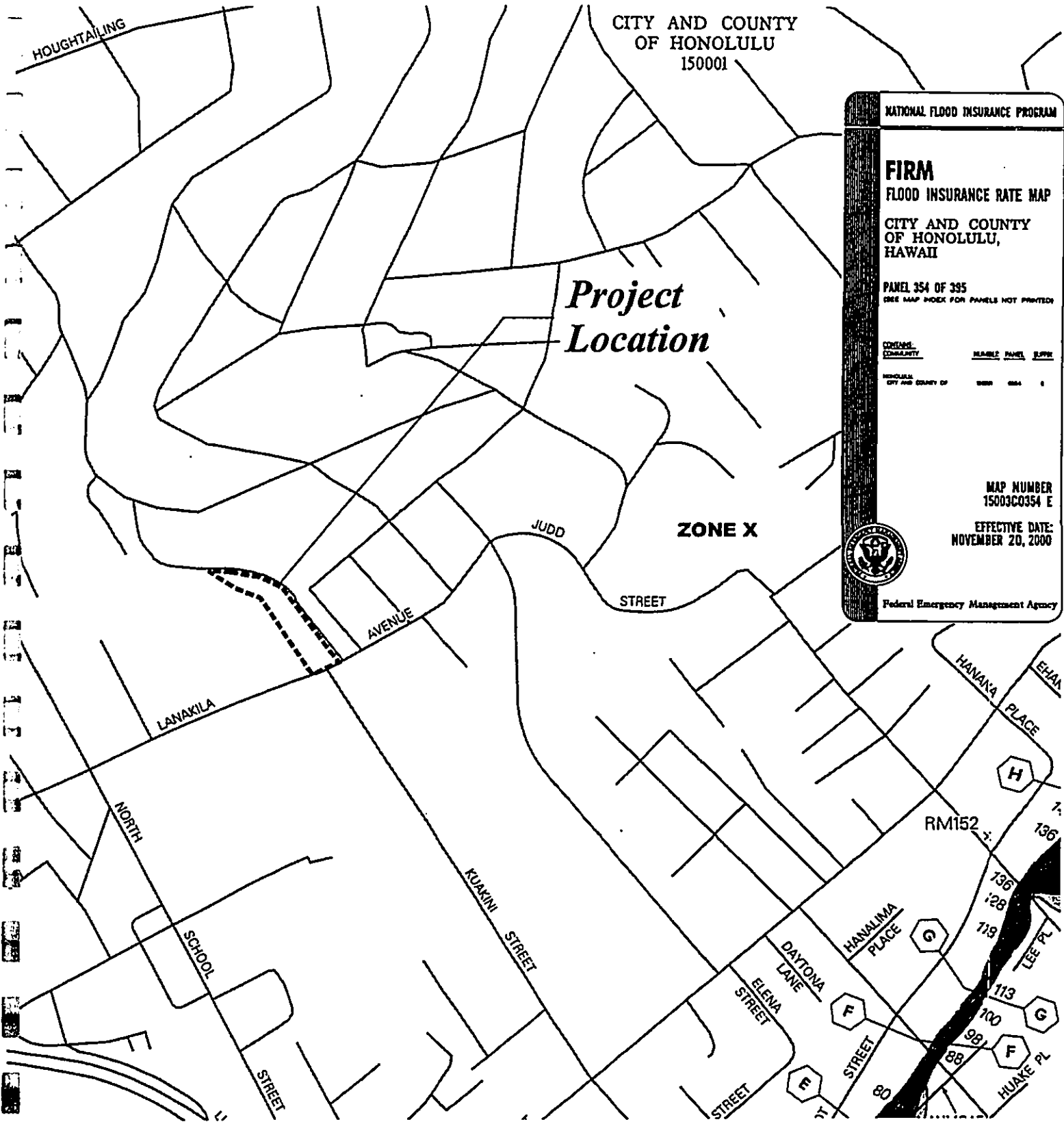
##### 4.2.1. ACCESS

The subject property is currently owned by DLNR and is currently undeveloped. Access to adjacent areas is facilitated by the existing roads, namely Kuakini Avenue, Keola Street and Kuakini Street. The proposed construction activity may temporarily hinder access along Keola Street however the majority of the construction activities will take place within the project site. The project will not result in a permanent loss of access to surrounding properties.

The City & County of Honolulu Department of Design and Construction (DDC), Land Division will need to consult with DLNR regarding acquisition of both properties. No impacts to access are anticipated and therefore no mitigation measures are proposed.

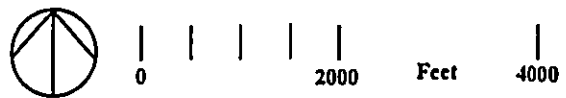
##### 4.2.2 TRAFFIC AND ROADWAYS

The proposed project is designed to realign an existing segment of Kuakini Street to improve traffic circulation and flow. On a short-term basis, the project is expected to impact traffic with the presence of construction machinery, equipment and personnel. Although the majority of work will occur within the project area, there will be some disruption to circulation as the existing Kuakini Street is realigned into its proposed configuration. Measures to minimize disruption to motorists may include, but are not limited to: use of flagmen and/or police to direct traffic flows; and, use of a temporary detour route around the immediate location where the Kuakini Street is realigned. However, this is expected to be temporary and will last only for the short duration of time that is required to complete the integration of the new with the existing Kuakini Street. A preliminary estimate of time for the use of a detour route is approximately 2 weeks.



Zone X is the flood insurance rate zone that corresponds to areas outside the 500-year floodplain. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones.

Figure 8  
Flood Map  
Kuakini Street Extension  
Honolulu, Hawaii



R. M. TOWILL CORPORATION

October 2005

The long-term impact on the road system is expected to be positive and beneficial to the surrounding community. The realigned segment of Kuakini Street will promote a more direct route avoiding the need for eastbound motorists to make a right turn from Kuakini Street at its intersection with Lanakila Street, and then a left turn from Lanakila Avenue onto Keola Street before continuing on to the intersection with Hala Drive. Westbound motorists traveling on Keola Street will similarly not need to execute a right turn at the intersection with Lanakila Avenue and then a left turn back onto Kuakini Street before continuing further west. The new road realignment will instead permit both east and west bound motorists to continue along this project segment of Kuakini Street between the intersections of Lanakila Avenue and Hala Drive.

It is expected that sufficient mitigation will be employed to maintain traffic circulation in the project area. No adverse impacts are anticipated.

**SECTION 5  
RELATIONSHIP TO STATE AND COUNTY  
LAND USE PLANS AND POLICIES**

**5.1 EXISTING LAND USE**

The existing Kuakini Street and vacant parcel are located in an urban area of Honolulu. Land uses within the immediate area are developed single family dwellings, health care facilities, Lanakila Elementary School and a neighborhood park.

**5.2 STATE LAND USE DISTRICT**

The project site is in the State Urban District.

**5.3 PRIMARY URBAN CENTER DEVELOPMENT PLAN**

The project site is in the Primary Urban Center (PUC) Development District and is designated for low density residential use (Ordinance 04-14). On March 27, 2003, the Honolulu City Council approved an amendment to the PUC Development Plan Public Facilities Map to include the subject project as a publicly funded roadway. As noted by the DPP Director's report to the Planning Commission (Appendix 1), [T]he current alignment of streets creates a "bottleneck" condition on Keola Street and Lanakila Avenue during peak traffic hours. The community also felt that the realignment of Kuakini Street provided an opportunity to improve the adjoining remnant parcel of land, which is currently unsightly and poorly utilized. The Liliha/Puunui/ Alewa/Kamehameha Heights Neighborhood Board No. 14 unanimously supported the re-alignment as the Vision Team's priority project at its March 11, 2002 meeting; and again unanimously approved the project as the "first priority for construction" at its November 18, 2002 regular meeting. The proposed street extension is listed as priority item number one on the vision Team's FY 2004 CIP Project/funding worksheet".

**5.4 CITY AND COUNTY OF HONOLULU - ZONING**

The project site is designated R-5, which includes residential zoned, 5,000 square-foot parcels. The proposed activity is consistent with serving the designated land use.

**SECTION 6  
NECESSARY PERMITS AND APPROVALS**

6.1 CITY AND COUNTY OF HONOLULU

Department of Planning and Permitting

Construction Plan Review

Grading Permit

6.2 STATE OF HAWAII

Department of Health

Noise permit

National Pollutant Discharge Elimination System (NPDES) Notice of Intent (NOI)

Form C – Construction Stormwater Permit (if overall project site is 1-acre or more)

## SECTION 7 CULTURAL IMPACT ASSESSMENT

Impacts to cultural resources or practices at the project site are not anticipated. The proposed project involves the extension of Kuakini Street, an existing public road across a vacant parcel owned by the *Department of Land and Natural Resources (DLNR)*. Kuakini Street is a public road in active use by vehicles and pedestrians, and does not support the gathering of flora, fauna, or mineral resources. The vacant DLNR parcel is overgrown with weedy species and is occasionally cleared. The nature of this site suggests little to no use for cultural practices or activities.

In addition:

- Pre-consultation with the community during the Development Plan Public Facilities Map Amendment process did not disclose pre-existing cultural uses or practices at the site. The Map Amendment process however did indicate general community support for the project; and
- There were minimal comments regarding use of the site for cultural practices from the community and governmental agencies.

(See Appendix 1, Attachment C - Public Agency and Community Comments).

**SECTION 8  
AGENCIES, ORGANIZATIONS,  
AND INDIVIDUALS CONSULTED**

As part of the Primary Urban Center (PUC) Development Plan amendment of the Public Facilities Map (City & County of Honolulu Ordinance 03-15), several agencies, organizations and individuals were consulted for comments. Appendix 1 is a copy of the Director's (DPP) Report to the Planning Commission in regards to amending the Public Facilities Map to include the modified Kuakini Street extension.

Letters from agencies and individuals concerning this proposed project are in this report and are referenced in support of this section. Further, the following agencies and individuals were contacted during the process of preparing the Final EA. Comments received during the 30-day comment period are included in Appendix 4, **Comments and Responses to the Draft Environmental Assessment**.

**8.1 CITY AND COUNTY OF HONOLULU**

Board of Water Supply  
Department of Design and Construction, Land Division  
Department of Planning and Permitting  
Department of Transportation Services  
Honolulu Fire Department  
Honolulu Police Department

**8.2 STATE OF HAWAII**

Department of Land and Natural Resources  
Housing and Community Development Corporation of Hawaii  
Lanakila Elementary School  
Office of Environmental Quality Control

**8.3 ELECTED OFFICIALS, ORGANIZATIONS AND INDIVIDUALS**

Councilman Rod Tam, Honolulu City Council  
Francis Nishimura, City and County of Honolulu, Co-Champion, Vision Team No. 12  
Hawaii Electric Company (HECO)  
Lanakila Health Center  
Neighborhood Board No. 14  
State Senator Suzanne Chun Oakland



**SECTION 9  
SUMMARY OF IMPACTS AND  
SIGNIFICANCE DETERMINATION**

**9.1 SHORT TERM IMPACTS**

Short term impacts are expected to be minimal. The construction contractor will need to access the project site from Keola Street, however most of the activity will be contained within the subject property. Noise and engine exhaust will be generated from construction activity and related mobilization of equipment.

Construction equipment is expected to include, but not be limited to a bulldozer, front loader, excavator, grader, dump trucks, crane, concrete delivery trucks, jackhammers and other powered hand tools. All equipment will be muffled in accordance with standard engine operating practices. The work will be limited to weekday daylight hours and engine exhausts will be governed in accordance with applicable state and county regulations. A noise permit will be obtained from the Department of Health prior to construction. Upon project completion, noise and air pollution levels will return to pre-construction levels. No further negative impacts are anticipated.

Dust and associated nuisance problems are expected to be slight to insignificant due to the limited scope and scale of the project. Any fugitive dust will be controlled with regular wetting of the soil by the contractor, as required.

Construction activity will temporarily expose soils on the property. To minimize soil erosion, construction will be done in such a manner as to minimize the exposure time of uncovered soils. Additionally, exposed soils will be covered with PVC sheet plastic or similar material to prevent inadvertent contact and mixing with storm water as well as erection of silt fences and other measures to prevent soil and other construction debris from washing onto adjacent properties.

## 9.2 LONG TERM IMPACTS

The long-term impact on the road system is expected to be positive and beneficial to the surrounding community. The realigned segment of Kuakini Street will promote a more direct route avoiding the need for motorists to make frequent turns at adjoining intersections. The new road realignment will instead permit both east and west bound motorists to continue along Kuakini Street without having to turn between the intersections of Lanakila Avenue and Hala Drive.

Upon completion of work, the project will improve traffic flow and commuter safety. All construction equipment used on-site will be demobilized and all debris and waste materials disposed of at an approved County refuse facility.

It is possible that the proposed roadway extension may increase cut-through traffic on Hala Drive from Makuahine Street. However the proposed project will result in an improved roadway alignment over the current condition. Traffic controls are expected to be sufficient to maintain safety of the roadway.

## 9.3 SIGNIFICANCE CRITERIA

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

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

The proposed project will not result in a loss of natural or cultural resources. Plant cover on the project site consists mainly of weeds that are routinely cleared by State personnel. There are no threatened or endangered species of plants or wildlife that inhabit the project site.

There are no known archaeological sites on the subject property. Furthermore, given the location and history of the subject property, historic sites are not expected to be present.

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

Presently, the subject property is planned for roadway construction. The proposed action does not curtail beneficial uses of the environment.

3. *Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 343, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders*

The proposed project is consistent with the environmental policies, goals and guidelines expressed in Chapter 343, HRS. Potential sources of adverse impacts have been identified and appropriate measures have been developed to either mitigate or minimize potential impacts to negligible levels.

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

The proposed project will not impact the economy or social welfare of the community or state. The roadway extension will improve traffic flow and safety of commuters in the area however, as noted the proposed improvement may promote cut-through traffic on Hala Drive from Makuahine Street.

5. *Substantially affects public health*

Factors affecting public health, including air quality, water quality, and noise levels, are expected to be only minimally affected, or unaffected by the proposed construction activity. Potential impacts will be mitigated in accordance with Department of Health regulations.

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

Due to the nature of the proposed activity, there are no substantial secondary or indirect impacts such as a change in population. The project is a public facility intended to improve traffic congestion and safety of commuters in the lower Liliha/Kapalama area.

7. *Involves a substantial degradation of environmental quality*

Impacts to air and water quality, noise levels, natural resources, and land use associated with the extension of Kuakini Street are anticipated to be minimal. Mitigation measures will be employed as practicable to further minimize potentially detrimental effects to the environment resulting from project activities. The proposed project does not involve substantial degradation of environmental quality.

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

The proposed roadway extension is relatively minor in scope and adverse cumulative impacts on the environment are not anticipated, nor does the proposed project involve a commitment for larger actions on the subject property.

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

There are no threatened or endangered plants or animal species on the subject property.

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

On a short-term basis, ambient air and noise conditions will be affected by construction activities related to the proposed roadway extension, but these are short-term impacts and can be controlled by mitigation measures as described in this Environmental Assessment. Once the project is completed, air and noise in the project vicinity will return to the pre-construction conditions. The roadway surface and landscaping will improve and stabilize the ground conditions of the project site. Therefore the potential for soil erosion will be mitigated.

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

The project area is located within an area determined by the Federal Emergency Management Agency to be outside of the 500 year flood zone. The soil type in the project area has a moderate to severe erosion hazard, however the proposed roadway surface, landscaping and associated improvements will stabilize this ground condition.

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

The Primary Urban Center Development Plan (Ordinance No. 04-14) identifies important views to be protected. From a regional perspective, the proposed project will not obstruct any significant scenic features and viewplanes due to the nature of the proposed activity.

13. *Requires substantial energy consumption*

The proposed roadway extension will not require substantial amounts of electrical energy.

## SECTION 10 FINDINGS

In accordance with the provisions set forth in Chapter 343, Hawaii Revised Statutes, and the significance criteria in Section 11-200-12 of Title 11, Chapter 200, it is anticipated that the project will have no significant adverse impact to water quality, air quality, existing utilities, noise levels, social welfare, archaeological sites, or wildlife habitat. All anticipated impacts will be temporary and will not adversely impact the environmental quality of the area. An Environmental Impact Statement (EIS) will not be required, and that a Finding of No Significant Impact (FONSI) has been issued for this project.

## REFERENCES

City Council, 2003. Primary Urban Center Development Plan Public Facilities Map Amendment (Ordinance No. 03-15). City and County of Honolulu. State of Hawaii.

Department of Land Utilization (currently Department of Planning & Permitting), Subdivision Rules and Regulations. 1989. City & County of Honolulu. State of Hawaii.

Department of Transportation Services, 1976. Traffic Standards Manual. City and County of Honolulu. State of Hawaii.

Department of Planning and Permitting, 2001. Subdivision Street Standards. City and County of Honolulu. State of Hawaii.

Department of Planning and Permitting, 2004. Primary Urban Center Development Plan (Ordinance No. 04-14). City and County of Honolulu. State of Hawaii.

Federal Emergency Management Agency (FEMA), 2000. Federal Insurance Rate Map (FIRM), City and County of Honolulu. Map No. 15003C0354 E.

Hawaii Administrative Rules, Title 11, Chapter 54 – Water Quality Standards. 2000. State of Hawaii.

Hawaii Administrative Rules, Title 11, Chapter 46 – Community Noise Control. 2000. State of Hawaii.

Hawaii Administrative Rules, Title 11, Chapter 55 – Water Pollution Control. 2000. State of Hawaii.

Julian Ng, Inc., 2004. Traffic Report for Kuakini Street Extension Lanakila Avenue to Keola Street. Department of Transportation Services, City and County of Honolulu. State of Hawaii.

U.S. Department of Agriculture, 1972. Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii. U.S. Department of Agriculture, Soil Conservation Service and University of Hawaii Agriculture Experiment Station, Washington, D.C.

# *Appendix 1*

Department of Planning and Permitting Director's Report  
to the Planning Commission,  
Review and Recommendation Pertaining to an Amendment to the Primary  
Urban Center Development Plan Public Facilities Map for the Kuakini Street/  
Lanakila Avenue Traffic Improvements Project  
(aka Modified Kuakini Street Extension),  
February 27, 2003.





**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE 03-15  
BILL 28 (2003)

---

**A BILL FOR AN ORDINANCE**

TO AMEND A PORTION OF THE DEVELOPMENT PLAN PUBLIC FACILITIES MAP FOR THE PRIMARY URBAN CENTER BY ADDING A PUBLICLY FUNDED ROADWAY SYMBOL FOR ADDITIONAL RIGHT-OF-WAY AND NEW STREET FOR THE PROPOSED KUAKINI STREET/LANAKILA AVENUE TRAFFIC IMPROVEMENTS PROJECT (AKA MODIFIED KUAKINI STREET EXTENSION), HONOLULU, OAHU, HAWAII.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION I. Portion of the Development Plan Public Facilities Map for the Primary Urban Center is hereby amended by adding a publicly funded roadway symbol ("R") for additional right-of-way and a new street, site determined, within six years, as shown on the map attached hereto, marked Exhibit A, and by reference made a part hereof.

SECTION II. This public facilities map symbol shall be deleted from the Public Facilities Map by administrative procedure once completion of the facility has been certified in writing by the applicant/agency to the Department of Planning and Permitting and the City Council.

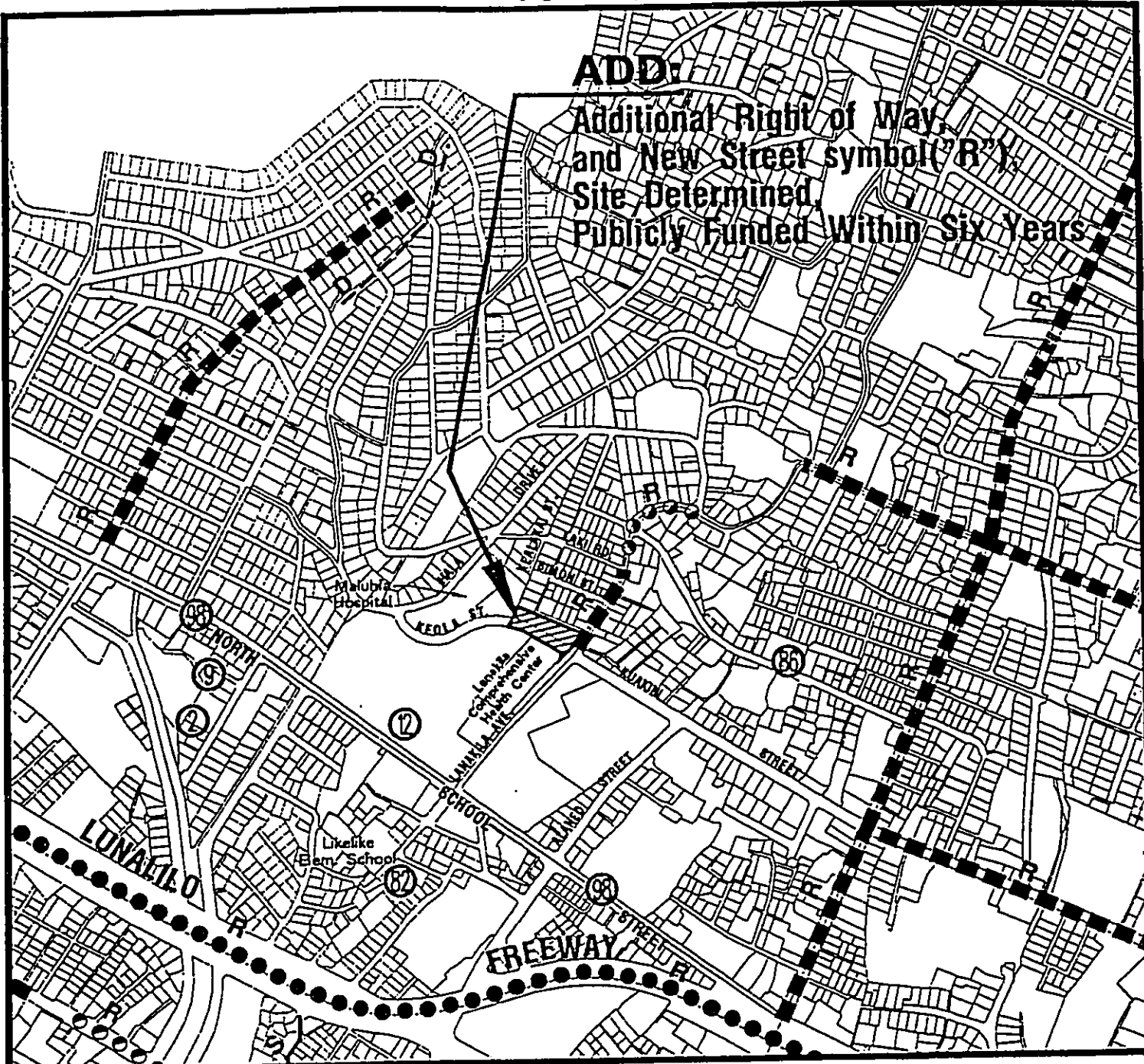
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(D-242/3-12-03)

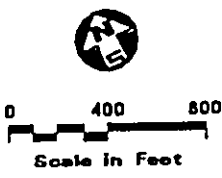
Planning

03 - 15

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*Portion of*  
**DEVELOPMENT PLAN PUBLIC FACILITIES MAP**  
**PRIMARY URBAN CENTER**



PROJECT NAME: Kuakini Street/Lanakila Avenue Traffic Improvements  
(aka Modified Kuakini Street Extension)

APPLICANT: DTS

TAX MAP KEY: 1-6-9 : 1 and Roadway Extension

FOLDER NO.: 2003/DPPFM - 1

LAND AREA: 0.99 ACRES [Approx.]

PREPARED BY: DEPARTMENT OF PLANNING AND PERMITTING  
City and County of Honolulu

PUBLIC HEARING: PLANNING COMMISSION CITY COUNCIL  
3/5/03 MAY 7 2003

ORD. NO. 03 - 15

2003/PF-1

BILL 28 (2003)

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII  
CERTIFICATE

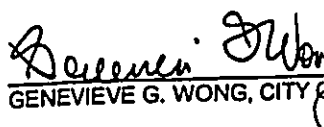
ORDINANCE 03 - 15

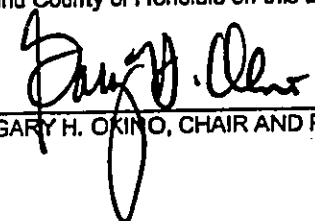
BILL 28 (2003)

INTRODUCTION DATE: MARCH 27, 2003				
INTRODUCED BY: CHAIR GARY OKINO (BY REQUEST)				
<b>1ST READING</b> DATE: 4/16/03 REMARKS: Kobayashi/Cachola - Bill passed 1st reading and referred to Planning. - 8. Exc.: Tam. - 1.		AYE	NO	AE
	CACHOLA	X		
	DELA CRUZ	X		
	DJOU	X		
	GABBARD	X		
	GARCIA	X		
	KOBAYASHI	X		
	MARSHALL	X		
	OKINO	X		
	TAM			E
<b>TOTAL</b>	<b>8</b>	<b>0</b>	<b>1</b>	
<b>2ND READING</b> DATE: 5/7/03 DRAFT: COMMITTEE REPORT:    PZR-126 PUBLIC HEARING DATE: 5/7/03 REMARKS: Marshall/Dela Cruz - Bill passed 2 <sup>nd</sup> reading. - 7. Excused: Cachola, Tam. - 2.  Public hearing held concurrently, closed and referred to Planning.		AYE	NO	AE
	CACHOLA			E
	DELA CRUZ	X		
	DJOU	X		
	GABBARD	X		
	GARCIA	X		
	KOBAYASHI	X		
	MARSHALL	X		
	OKINO	X		
	TAM			E
<b>TOTAL</b>	<b>7</b>	<b>0</b>	<b>2</b>	
<b>3RD READING</b> DATE: 6/4/03 DRAFT: COMMITTEE REPORT:    PCR-168 REMARKS: Marshall/Tam - Bill passed 3rd reading and Findings of Fact approved. - 8. Exc.: Djou. - 1.		AYE	NO	AE
	CACHOLA	X		
	DELA CRUZ	X		
	DJOU			E
	GABBARD	X		
	GARCIA	X		
	KOBAYASHI	X		
	MARSHALL	X		
	OKINO	X		
	TAM	X		
<b>TOTAL</b>	<b>8</b>	<b>0</b>	<b>1</b>	

Referred to: PLANNING  
Reference: D-242-03

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.

  
GENEVIEVE G. WONG, CITY CLERK

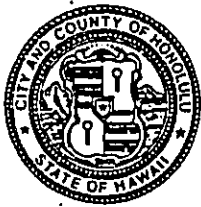
  
GARY H. OKINO, CHAIR AND PRESIDING OFFICER

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU

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

*Rays*

Information Eric Crispin  
Advertisement 2-21-03  
Public Hearing 3-5-03



ERIC G. CRISPIN, AIA  
DIRECTOR  
BARBARA KIM STANTON  
DEPUTY DIRECTOR

JEREMY HARRIS  
MAYOR

2003/DPPFM-1 (rys)

February 27, 2003

TO: CHARLIE RODGERS, CHAIR  
AND MEMBERS OF THE PLANNING COMMISSION

FROM: *Eric G. Crispin*  
ERIC G. CRISPIN, AIA, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

SUBJECT: PRIMARY URBAN CENTER DEVELOPMENT PLAN PUBLIC  
FACILITIES MAP AMENDMENT TO ADD A PUBLICLY FUNDED  
ROADWAY SYMBOL FOR ADDITIONAL RIGHT-OF-WAY AND A  
NEW STREET, SITE DETERMINED, WITHIN SIX YEARS FOR THE  
KUAKINI STREET/LANAKILA AVENUE TRAFFIC  
IMPROVEMENTS PROJECT (a.k.a. MODIFIED KUAKINI STREET  
EXTENSION PROJECT), HONOLULU, OAHU, HAWAII  
TAX MAP KEY: 1-6-9: 1 AND ROADWAY EXTENSION

Transmitted for appropriate action are our report and recommendation for approval of the subject amendment.

The proposed amendment was requested by the Department of Transportation Services (DTS) on behalf of the Nuuanu/Alewa/Punchbowl/Papakolea/Liliha Vision Team No. 12. The proposal is to construct a standard four-leg intersection at Kuakini Street and Lanakila Avenue in the northerly direction to the section of Keola Street connecting to Hala Drive in Liliha. Parcel 1, a vacant remnant lot owned by the State of Hawaii adjoining the existing Keola Street would be landscaped and improved to serve as open space.

Charlie Rodgers, Chair  
and Members of the Planning Commission  
February 27, 2003  
Page 2

The proposed amendment is consistent with the objectives and policies of the General Plan and the Common Provisions of the current Development Plan.

EGC:js

Attachments

cc: Managing Director  
Cheryl D. Soon, Director, Department of Transportation Services  
Department of Design and Construction  
Attn: Acting Director Timothy E. Steinberger and Eugene Lee  
Barry Fukunaga, Director, Department of Enterprise Services  
and Vision Team No. 12 Facilitator  
Francis Nishimura, Project Co-Champion

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DEPARTMENT OF PLANNING AND PERMITTING  
OF THE CITY AND COUNTY OF HONOLULU  
STATE OF HAWAII

IN THE MATTER OF THE APPLICATION ) FILE NO. 2003/DPPFM-1  
 )  
 OF )  
 )  
 CITY AND COUNTY OF HONOLULU )  
 DEPARTMENT OF TRANSPORTATION SERVICES )  
 )  
 )  
 )  
 )

REVIEW AND RECOMMENDATION PERTAINING TO AN AMENDMENT TO  
THE PRIMARY URBAN CENTER DEVELOPMENT PLAN  
PUBLIC FACILITIES MAP FOR THE KUAKINI STREET/LANAKILA  
AVENUE TRAFFIC IMPROVEMENTS PROJECT  
(aka MODIFIED KUAKINI STREET EXTENSION)

I. APPLICATION

A. Basic Information (Project Summary in Attachment A-1)

REQUESTED BY : Department of Transportation Services  
(DTS) on behalf of Vision Team No. 12  
(Nuuanu/Alewa/Punchbowl/Papakolea/and  
Liliha).

LOCATION : At the intersection of Kuakini Street and  
Lanakila Avenue near Lanakila  
Comprehensive Health Center and the  
Lanakila Elementary School in Liliha, Oahu,  
Hawaii (Location Map in Attachment A-2).

TAX MAP KEY : 1-6-9: 1 and roadway extension

LAND AREA : Approximately one acre (includes 0.58 acres  
for TMK: 1-6-9: 1 and the area required for  
a right-of-way for the roadway extension).

LANDOWNER : State of Hawaii

TIMING : Within six years

DEVELOPMENT PLAN  
LAND USE MAP DESIGNATION : Residential (Attachment A-3).

DEVELOPMENT PLAN PUBLIC  
FACILITIES MAP DESIGNATION : No symbols on the proposed project site but adjacent DPPFM symbols are as follows: (1) Lanakila Avenue Improvements (Kuakini/Kunawai), additional right-of-way and new street symbol, beyond six years (Ord. 85-46); (2) Lanakila Avenue Improvements (Kunawai/Tholena), improvements within existing right-of-way, beyond six years (Ord. 81-79) (Attachment A-4).

EXISTING ZONING : R-5 Residential District with a 25-foot height limit (Attachment A-5)

STATE LAND USE DISTRICT : Urban District (Attachment A-6)

EXISTING USE : Vacant Land

B. Proposal: The Department of Transportation Services on behalf of Vision Team No. 12 (Nuuuanu/Alewa/Punchbowl/Papakolea/Liliha) requests the amendment of the Primary Urban Center Development Plan Public Facilities Map (DPPFM) by adding a publicly funded roadway symbol for additional right-of-way and a new street, site determined, within six years. The proposed street extension will address the congestion and safety concerns where Kuakini Street, Lanakila Avenue and Keola Street intersect. The landscaping of the adjoining vacant parcel will provide open space to enhance the surrounding community

The Vision Team requested \$1 million for construction funding in the FY04 CIP Budget. Planning and design funds of \$125,000 and \$1,000, respectively, were previously appropriated in the FY 2003 CIP budget. According to Section 24-1.2(a), ROH as amended, publicly funded facilities must be shown on the public facilities map when construction and/or land acquisition funds are budgeted. This DPPF Map amendment is needed to allow the budgeting of City CIP funds to support the community's request.

C. Background: The surrounding community has been seeking traffic improvements for many years to address the congestion and safety conditions in this area. The current alignment of streets creates a "bottleneck" condition on Keola Street and Lanakila Avenue during peak traffic hours. The community also felt that the realignment of Kuakini Street provided an opportunity to improve the adjoining remnant parcel of land, which is currently unsightly and poorly utilized. The Liliha/Puunui/Alewa/Kamehameha Heights Neighborhood Board No. 14 unanimously supported the re-alignment as the Vision Team's priority project at

its March 11, 2002 meeting; and again unanimously approved the project as the "first priority for construction" at its November 18, 2002 regular meeting. The proposed street extension is listed as priority item number one on the Vision Team's FY 2004 CIP Project/Funding worksheet.

## II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

- A. Description of the Project: The proposal is to construct a standard four-leg intersection at Kuakini Street and Lanakila Avenue by extending Kuakini Street from Lanakila Avenue in the northerly direction to the section of Keola Street connecting to Hala Drive (Attachment B, Photos No. 1 and 2). Parcel 1, a remnant lot owned by the State of Hawaii adjoining the existing Keola Street would be landscaped and improved to serve as open space.

- B. Description of the Site/Surrounding Uses: The right-of-way proposed for the extension and the adjoining Parcel 1 property are both vacant. Access to the project site is from the Kuakiki Street/Lanakila Avenue intersection.

The project site slopes down from Keola Street to Lanakila Comprehensive Health Center (from elevation 110 feet to approximately 85 feet). The area is vacant, except for a monkeypod tree approximately 30 feet tall about mid-way (Attachment B, Photos No. 1 and 3). Two HECO power poles are located along the proposed extension alignment (Attachment B, Photo 3).

The proposed project area is bounded by Lanakila Comprehensive Health Center on the west, the Maluhia Hospital and the Harry and Jeanette Weinberg Senior Residence on the north, and single-family units on the east and south sides. Lanakila Elementary School and Lanakila Park are located south ("makai") of the Lanakila Avenue/Kuakini Street intersection.

- C. Permits/Approvals:

Based on the preliminary information received, a grubbing and grading permit may be required. A formal determination of the required permits/approvals will be made upon completion of the applicable planning, design, and/or engineering studies.

- D. Public Agency Comments (Attachment C): The following public agencies were requested to evaluate the proposed project in terms of their facilities and services:

1. City and County of Honolulu

Board of Water Supply  
Budget and Fiscal Services



Department of Environmental Services  
Department of Facility Maintenance  
Department of Parks and Recreation  
Honolulu Emergency Services Department  
Honolulu Fire Department  
Honolulu Police Department

2. State of Hawaii

Department of Business, Economic Development & Tourism  
Office of Planning  
Department of Education  
Department of Health, Sanitation Branch  
Department of Land and Natural Resources  
Department of Transportation  
Housing and Community Development Corporation of Hawaii  
Office of Environmental Quality Control  
State Historic Preservation (DLNR)

The State Department of Land and Natural Resources on February 5, 2002 informed the Vision Team, through the Honorable Rod Tam, State Senator, that they would "have no objections" conveying both lands to the City and County of Honolulu.

As of this date of the report, comments were received from the Honolulu Police Department in support of the project, and the Board of Water Supply, the Department of Facility Maintenance, the State Office of Planning, and the Department of Accounting and General Services had no objections to the subject amendment. The Honolulu Fire Department, the State Housing and Community Development Corporation of Hawaii (Department of Business, Economic Development and Tourism), Department of Education, and the Office of Environmental Quality Control did not have any comments to offer. The Hawaii Historic Preservation Division (Department of Land and Natural Resources) stated that they believe that "no historic properties will be affected" by the proposed undertaking. Written comments received by the DPP after transmittal of this report to the Planning Commission will be forwarded to the Planning Commission and City Council via separate transmittal.

- E. Community Comments (Attachment C): On February 3, 2003, notices were sent to the Liliha/Puunui/Alewa/Kamehameha Heights (fka Liliha/Kapalama) Neighborhood No. 14, the Kalihi-Palama NB No. 15, the Fort Street Mall and Kalihi-Palama Satellite City Halls (numbers 3 and 8, respectively), the Hawaiian Electric Company (HECO), AIA Honolulu, Construction Industry Legislative Organization, Kalihi Business Association, Kalihi-Palama Community Council, Lanakila Comprehensive Health Center, Legislative Information Service of Hawaii, the Nuuanu/Alewa/Punchbowl/Papakolea/Liliha Vision Team No. 12, Sierra Club, the area elected officials, and to 37 adjacent properties.

The Neighborhood Board No. 14 passed a Resolution at its February 10, 2003 meeting to support the proposed amendment. Letters of support were received from near-by residents. Also included as attachments to a letter from Francis Nishimura, Project Co-Champion, were letters by organizations and petitions from residents sent last year in support of the project. Hawaiian Electric Company, Inc. had no objections to the proposed amendment. Written comments received by the DPP after transmitting this report to the Planning Commission will be forwarded to the Planning Commission and City Council via separate transmittals.

### III. ANALYSIS

- A. Authority: This amendment, initiated by the Director of Planning and Permitting, meets the criteria for independent consideration under the provisions of Section 24-1.13(b)(3), Revised Ordinances of Honolulu 1993, as amended (DP Common Provisions), which state that the following type of amendment may be considered independent of an annual amendment review:

“An amendment to the public facilities map when authorized by the city council by resolution or initiated by the chief planning officer” (now the Director of Planning and Permitting).

- B. Justification: The unsignalized Keola Street/Lanakila Avenue intersection is located less than 30 feet east (“mauka”) of the Kuakini Street/Lanakila Avenue intersection. The merging of traffic from Keola Street and Lanakila Avenue in close proximity to the Kuakini Street intersection could be alleviated by a four-way intersection. The January 1999 Draft Environmental Assessment for the Keola Elderly Housing Project (page 2-3), which was unsuccessfully proposed for this same site, reported the following about the Lanakila Avenue and Kuakini Street intersection:

“Presently, the Lanakila Avenue and Kuakini Street intersection is congested during the peak morning period (defined to be from 7 a.m. to 8 a.m.). Based on observations, the majority of vehicles traveling makai towards School Street have difficulty maneuvering around those turning left because the road is not wide enough. This causes cars to stack up along Lanakila Avenue “mauka” of the intersection with Kuakini Street and often times beyond Keola Road.”

The vision team project co-champion, Mr. Francis Nishimura, reports that the backlog of vehicles on Keola Street during the morning peak period often extends to Maluhia Hospital and provided photographs in his February 17, 2003 letter. The enclosed photographs (Attachment B, Photos 4 to 8) show both of the intersections (Keola/Lanakila and Lanakila/Kuakini).

The proposed extension will provide a straighter alignment to the signalized intersection at Kuakini Street/Lanakila Avenue and allow the easier flow of traffic through the intersection.

The majority of the users of this project are likely to come from among the approximately 20,000 residents within the Neighborhood Board No. 14. Those living on Kamehameha Heights and Alewa Heights could use these roads to travel to destinations eastward.

C. Conformance with Chapter 343 Hawaii Revised Statutes (HRS): The project proposes to use State Lands and City funds for construction, therefore, in accordance with Chapter 343, Hawaii Revised Statutes (HRS) and Subchapter 5 (Title 11, Chapter 200-5), the preparation of a draft Environmental Assessment (EA) Report for the proposed project will be required, and will be the responsibility of the applicant as the implementing agency.

D. Conformance with the General Plan: The proposal conforms with the following objectives and policies of the City's 1992 *General Plan* as cited below:

Chapter V. Transportation and Utilities

Objective A: "To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel."

Policy 5: "Improve roads in existing communities to reduce congestion and eliminate unsafe conditions."

E. Conformance with the Development Plan (DP), Chapter 24 of the Revised Ordinances of Honolulu (ROH): The proposed project site is designated "Residential" on the Primary Urban Center Development Plan Land Use Map.

Article 1 DP Common Provisions: The proposed street extension and realignment conform to the intent of the "Sequencing of public facilities" policy that "Priority shall be given proposals that will correct deficiencies in public facilities ...." cited in the DP Common Provisions.

Conformance with the Primary Urban Center DP Revised Public Review Draft (May 2002):

The proposed project is located in areas designated "Lower-Density Residential: as defined in Section 3.2.3 and in the Land Use Map for the PUC-Central (Appendix A-5). Residential uses encompass most of the established single-family residential neighborhoods in the Honolulu area.

The proposed Kuakini Street extension project will increase the roadway capacity of Keola Street and address one of the challenges cited in Section 3.5.1.2, Automobiles of Chapter 3, Land Use and Transportation.

Provisions to promote walking and bicyclists (such as widening, paving, shade trees and landscaping, bike lanes or shared-use paths) may be incorporated during the Master planning and Design stages to conform with the issues and trends that shape the PUC's transportation system (Sections 3.5.1.4 and 3.5.1.5, Walking and Bicycles, respectively).

The PUC Revised Public Review Draft is currently being prepared by the DPP.

- F. Flood Hazard: The project site is not located in a "flood hazard" district and is not subject to the Flood Hazard District Regulations of Article 9, Section 21-9.10 of the LUO. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) places the project site in Flood Zone X - areas determined to be outside the 500-year flood plain (FIRM Map No. 15003C0354E, Panel 354 of 395, effective November 20, 2000).
- G. Conclusion: The proposed Kuakini Street/Lanakila Avenue Traffic Improvements Project (a.k.a. the Modified Kuakini Street Extension) will address the objectives of the City's *General Plan* and Common Provisions of the current Development Plan, help the City address the community's traffic concerns, and provide an open space beautification area for the nearby communities in a high density urbanized section of Honolulu.

#### IV. RECOMMENDATION


Based on the foregoing findings of fact and analysis, we recommend that the DPPFM amendment be approved. Please review the proposed amendment and forward it, together with your findings and recommendation, through the Mayor to the City Council.

V. ATTACHMENTS

A summary of the proposed amendment, location map, development plan land use and public facilities maps, zoning and state land use maps are provided in Attachments A-1 to A-6. Photographs and a photo key map are included in Attachment B. Copies of the public agency and community comments are provided in Attachment C. The draft bill for an ordinance and map identified as Exhibit A are provided in Attachment D.

Dated at Honolulu, Hawaii, this 27th day of February 2003.

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU  
STATE OF HAWAII

By   
ERIC G. CRISPIN, AIA  
Director of Planning and Permitting

EGC:js  
Attachments

cc: Managing Director  
Cheryl D. Soon, Director, Department of Transportation Services  
Department of Design and Construction,  
Attn: Acting Director Timothy E. Steinberger and Eugene Lee  
Barry Fukunaga, Director, Department of Enterprise Services  
and VT 12 Facilitator  
Francis Nishimura, Project Co-Champion

p:divfunction/dppfm/2003pfm/03pfm1/pcdirpt.doc

**ATTACHMENT A  
(PROJECT SUMMARY AND MAPS)**

DPP Ref. No. 2003/DPPFM-1  
NB Area: Liliha/Kapalama No. 14  
Area: Approximately 1 acre  
(includes 0.58 acres for TMK:  
1-6-9: 1 and area required for a right-  
of-way for the extension).  
TMK: 1-6-009: 001 and roadway  
extension.

DEVELOPMENT PLAN PUBLIC FACILITIES AMENDMENT  
INDEPENDENT CONSIDERATION

Project Title: Kuakini Street/Lanakila Avenue Traffic Improvements (a.k.a. Modified Kuakini Street Extension).

Request: To amend the Primary Urban Center Development Plan Public Facilities Map (PUC DPPFM) by adding a roadway symbol ("R") for additional right-of-way and new street, site determined, publicly funded within six years.

Requested By: Department of Transportation Services for the Community Vision Team No. 12 (Nuuanu/Alewa/Pauoa).

Description of Project: Construction of a "four-leg" intersection at Kuakini Street and Lanakila Avenue by the extension of Kuakini Street from Lanakila Avenue in the northerly direction to connect with the section of Keola Street connecting to Hala Drive. Parcel 1, a remnant lot owned by the State of Hawaii adjoining the existing Keola Street, would be landscaped and improved to serve as open space.

Project Location: At the intersection of Kuakini Street and Lanakila Avenue near Lanakila Comprehensive Health Center and the Lanakila Elementary School in Liliha, Oahu, Hawaii (see attached location map).

Land Ownership: TMK: 1-6-009: 001 and the Kuakini Street Extension area proposed for the project are owned by the State of Hawaii.

Project Cost and Funding: \$1 million requested for construction in the FY 04 CIP Budget.

Basis for Request: To address safety concerns for cars and pedestrians, and to improve the adjoining remnant parcel of land next to the existing Keola Street for landscaped open space to enhance the surrounding community.

Timing: Within six years.

Current Development Plan Public Facilities Map (DPPFM) Designation: No symbols on the proposed project site but the adjacent DPPFM symbols are as follows: (1) Lanakila Avenue

Improvements (Kuakini/Kunawai), additional right-of-way and new street symbol, beyond six years (Ord. 85-46); (2) Lanakila Avenue improvements (Kunawai/Iholena), improvements within existing right-of-way, beyond six years (Ord. 81-79).

Development Plan Land Use Map (DPLUM) Designation: Residential.

Zoning: R-5 Residential District with a 25-foot height limit.

State Land Use Designation: Urban district.

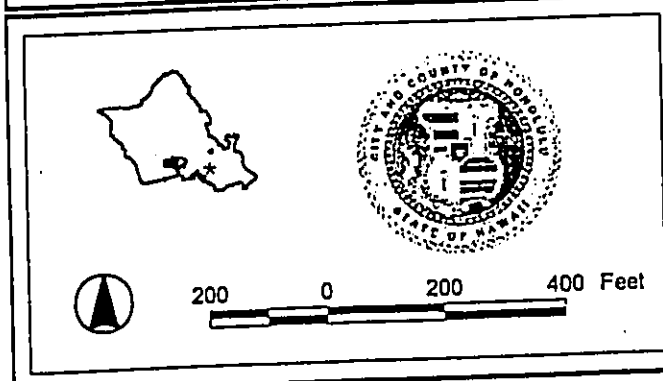
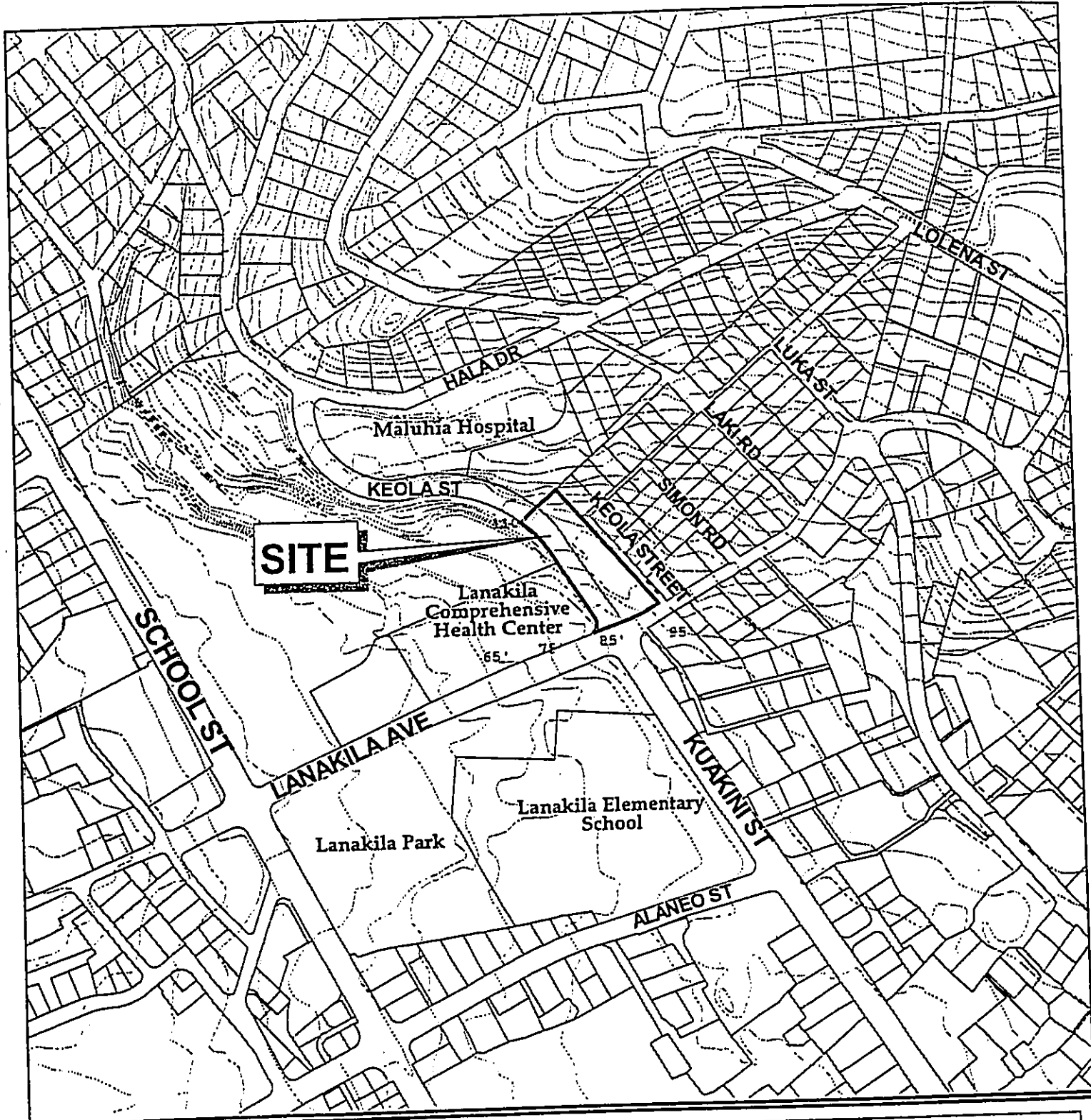
Existing Use: Vacant Land.

Flood Hazard: Not in a flood zone. The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) places the proposed project area in Flood Zone X ("areas determined to be outside the 500-year flood plain).

#### Attachment

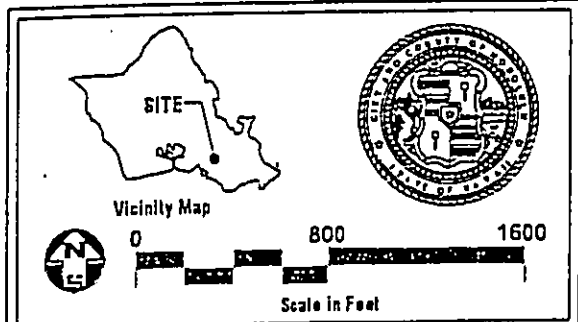
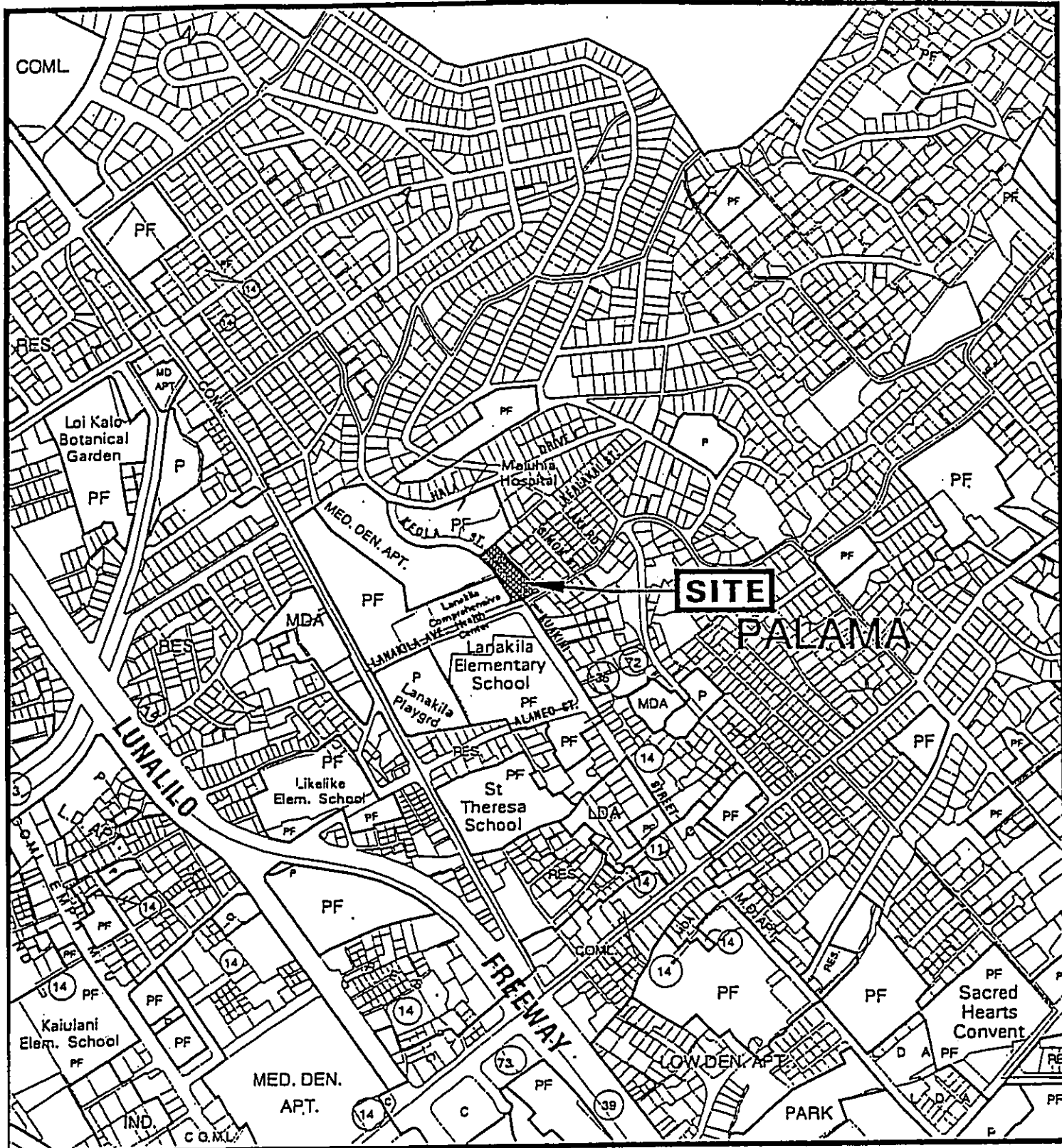
g:\planning\divfunctions\dppfm\2003pfm\03pfm1\kuakinistum.doc





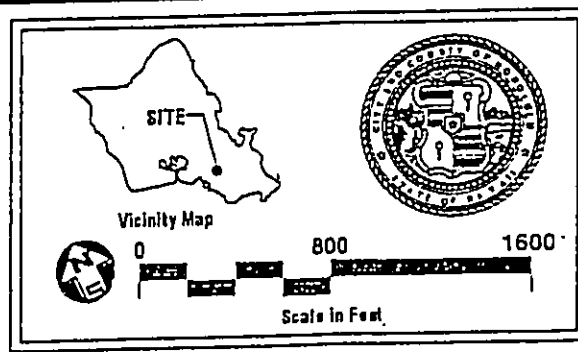
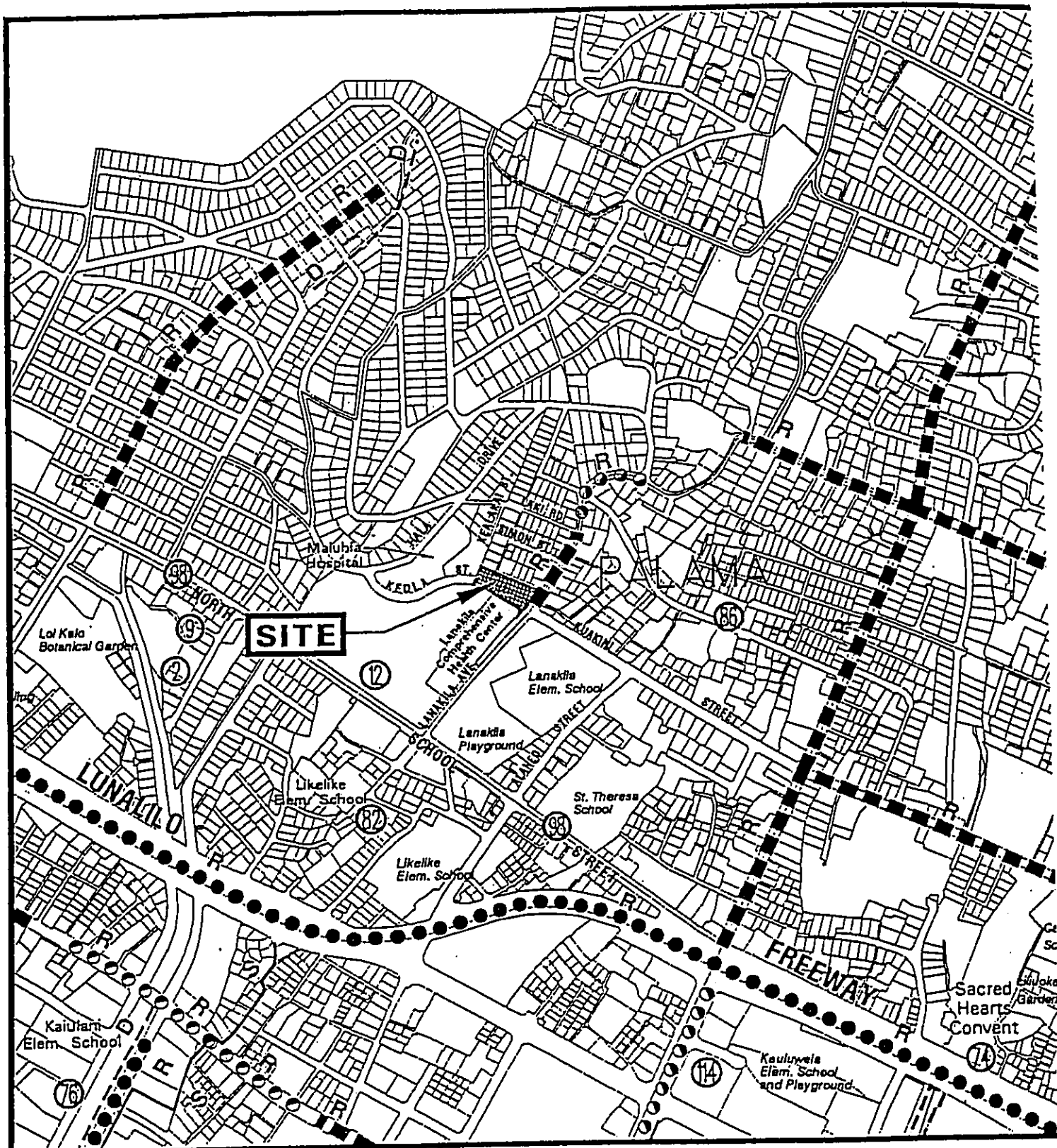
**LOCATION MAP**  
**Kuakini Street/Lanakila Avenue Traffic Improvements**  
 (a.k.a. Modified Kuakini Street Extension)

Folder No. 2003/DPPFM-1  
 Tax Map Key No. 1-6-9:1 and Roadway Extension



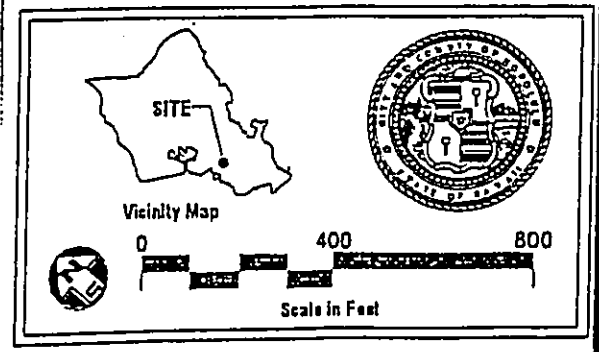
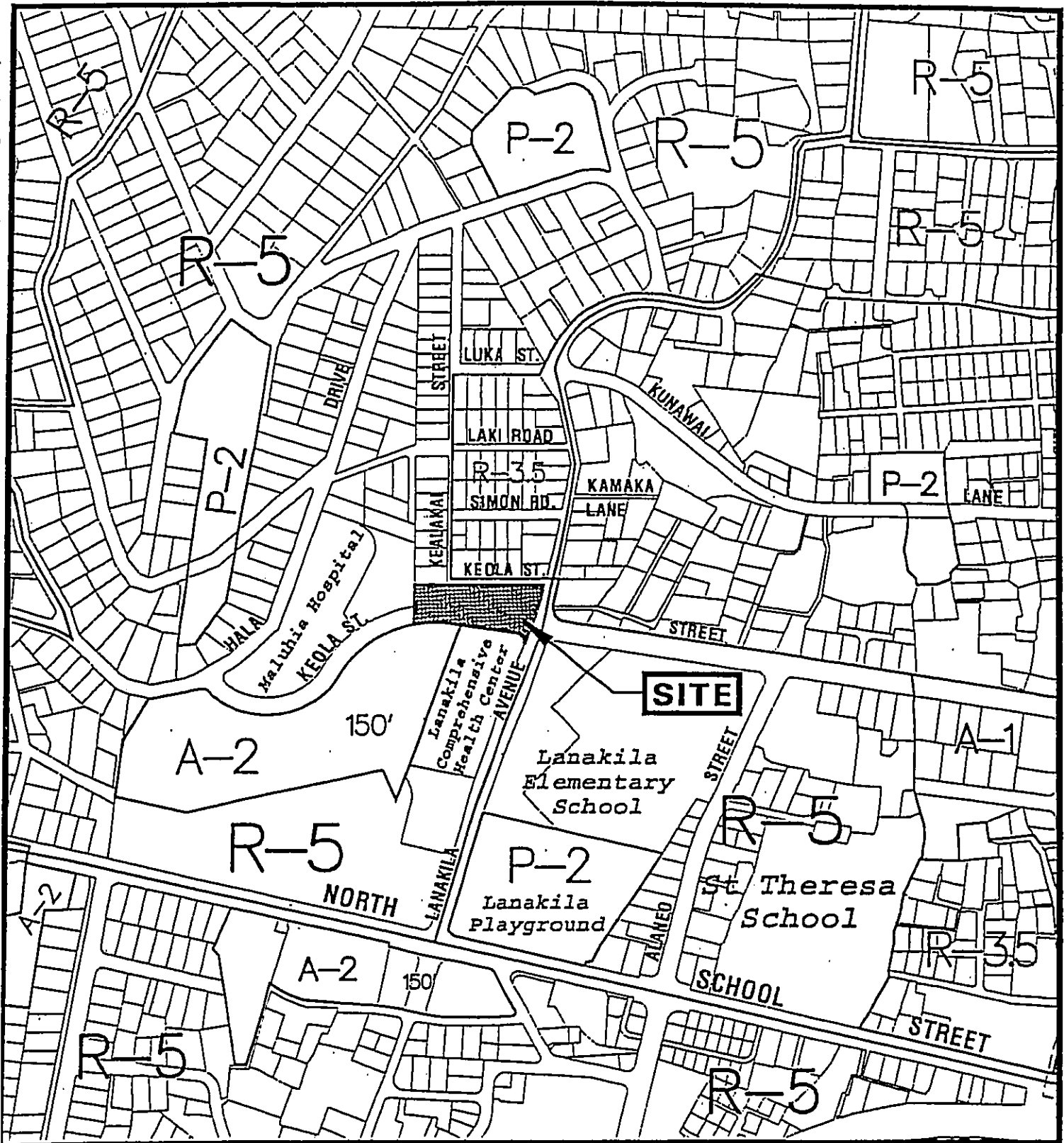
*Portion of*  
**DEVELOPMENT PLAN  
 LAND USE MAP**

FOLDER NO.: 2003/DPPFM - 1  
 TAX MAP KEY: 1-6-9:1 & Roadway Extension  
 DATE PREPARED: February



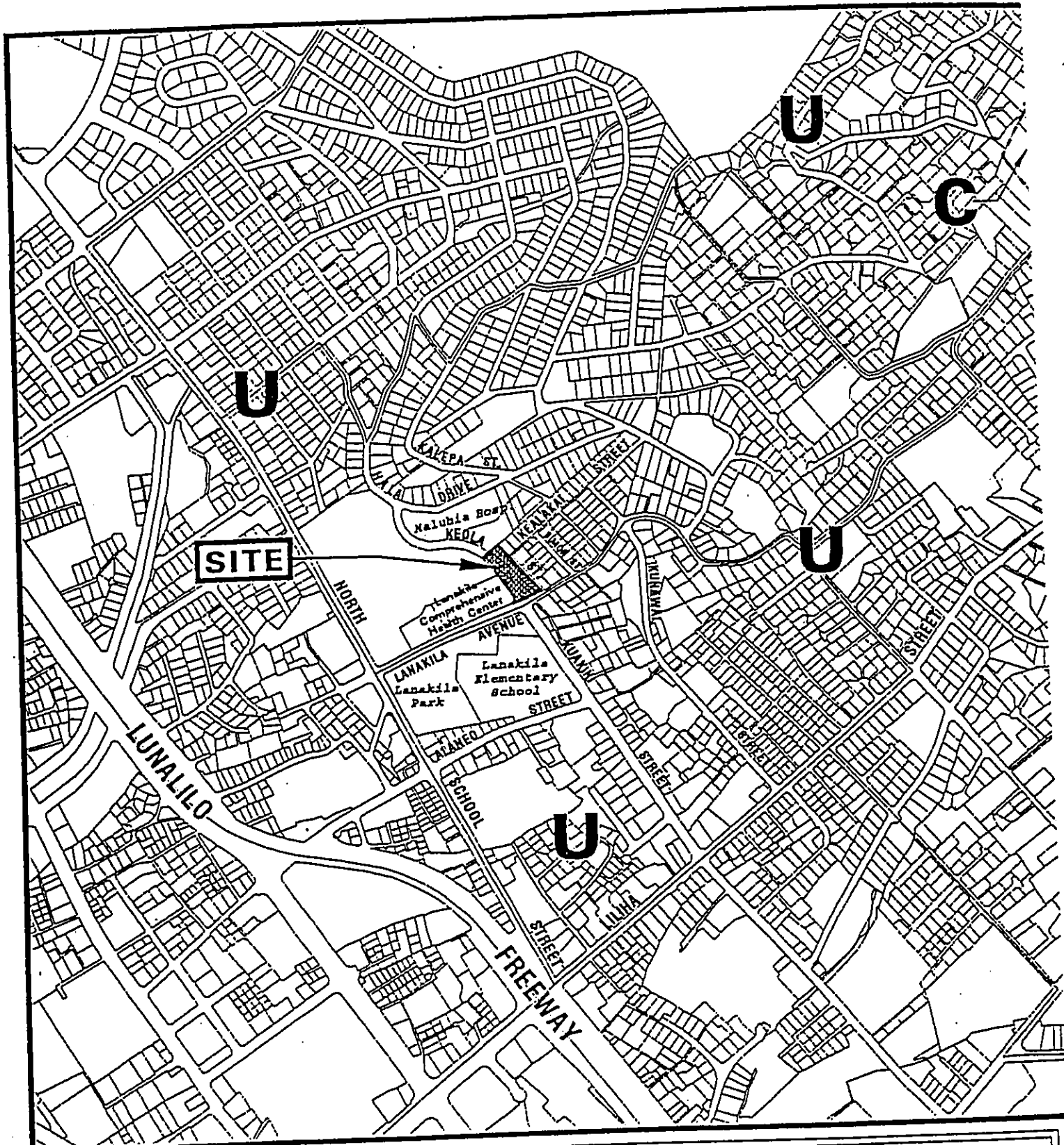
Portion of  
**DEVELOPMENT PLAN  
 PUBLIC FACILITIES**

FOLDER NO.: 2003/DPPFM - 1  
 TAX MAP KEY: 1-6-9:1 & Roadway Extension  
 DATE PREPARED: February



*Portion of*  
**EXISTING ZONING MAP**

FOLDER NO.: 2003/DPPFM - 1  
 TAX MAP KEY: 1-6-9 : 1 & Roadway Extension  
 DATE PREPARED: February



**LEGEND**

A = AGRICULTURAL  
 C = CONSERVATION  
 U = URBAN

Vicinity Map

0 800 1600

Scale in Feet

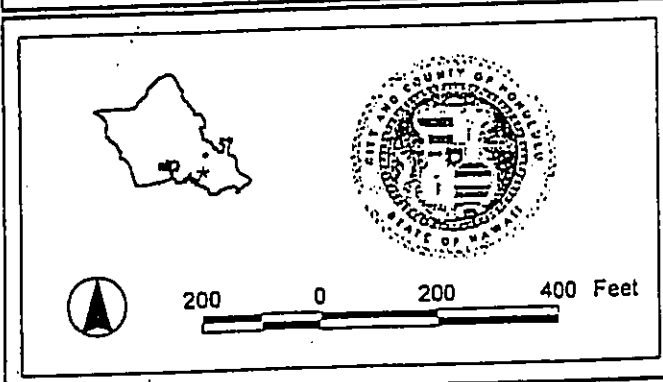
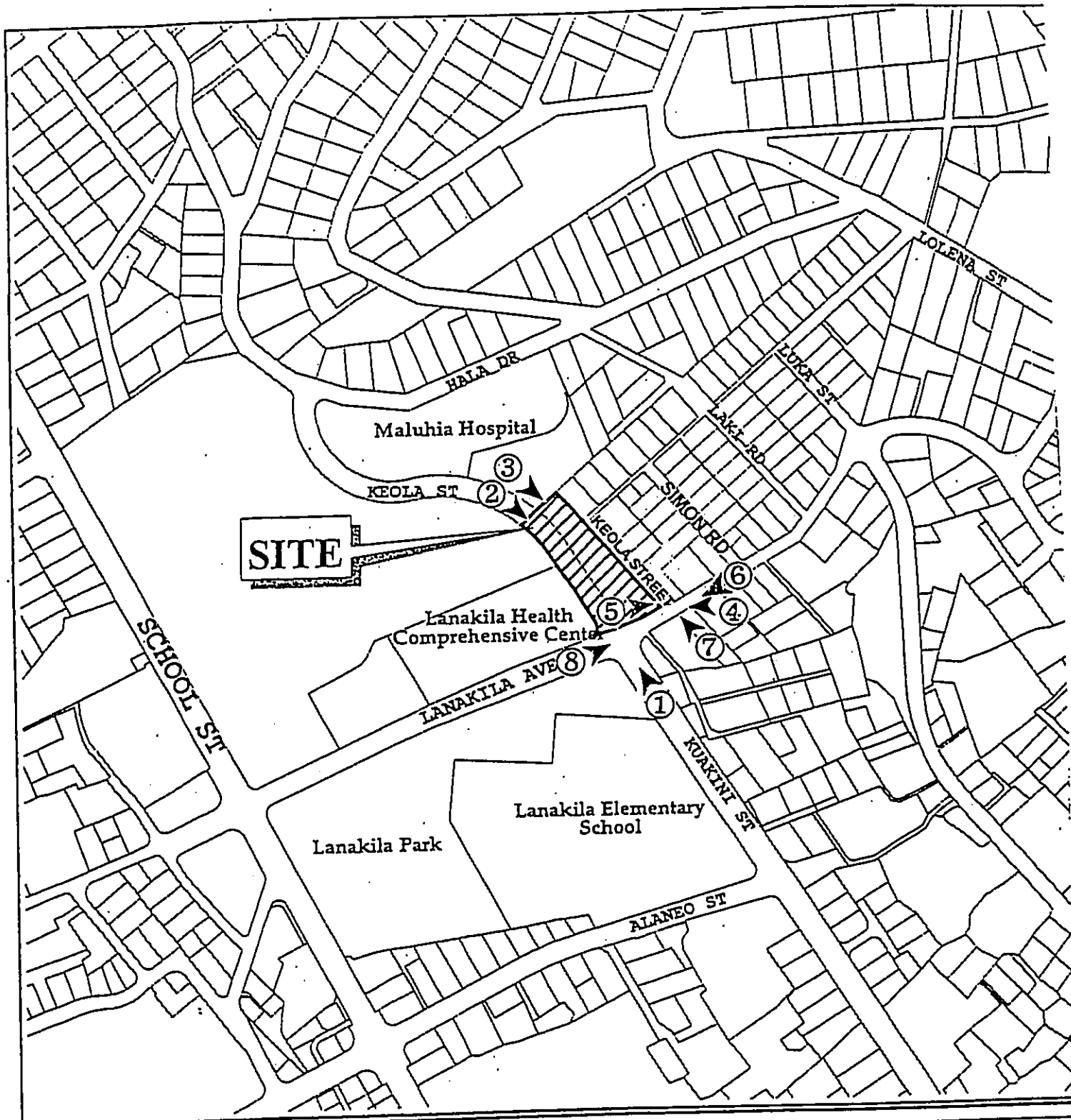
Portion of  
**STATE LAND USE MAP**

FOLDER NO.: 2003/DPPFM - 1

TAX MAP KEY: 1-6-9:1 & Roadway Extension

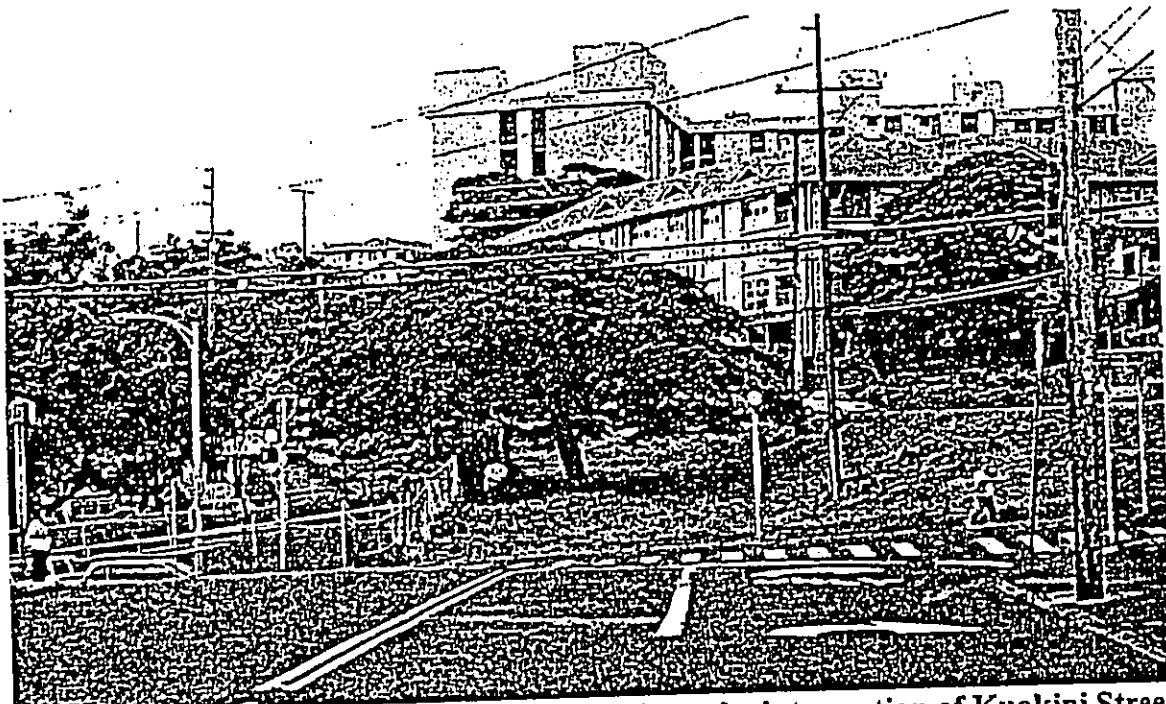
DATE PREPARED: February

**ATTACHMENT B  
(PHOTOGRAPHS AND PHOTO KEY MAP)**

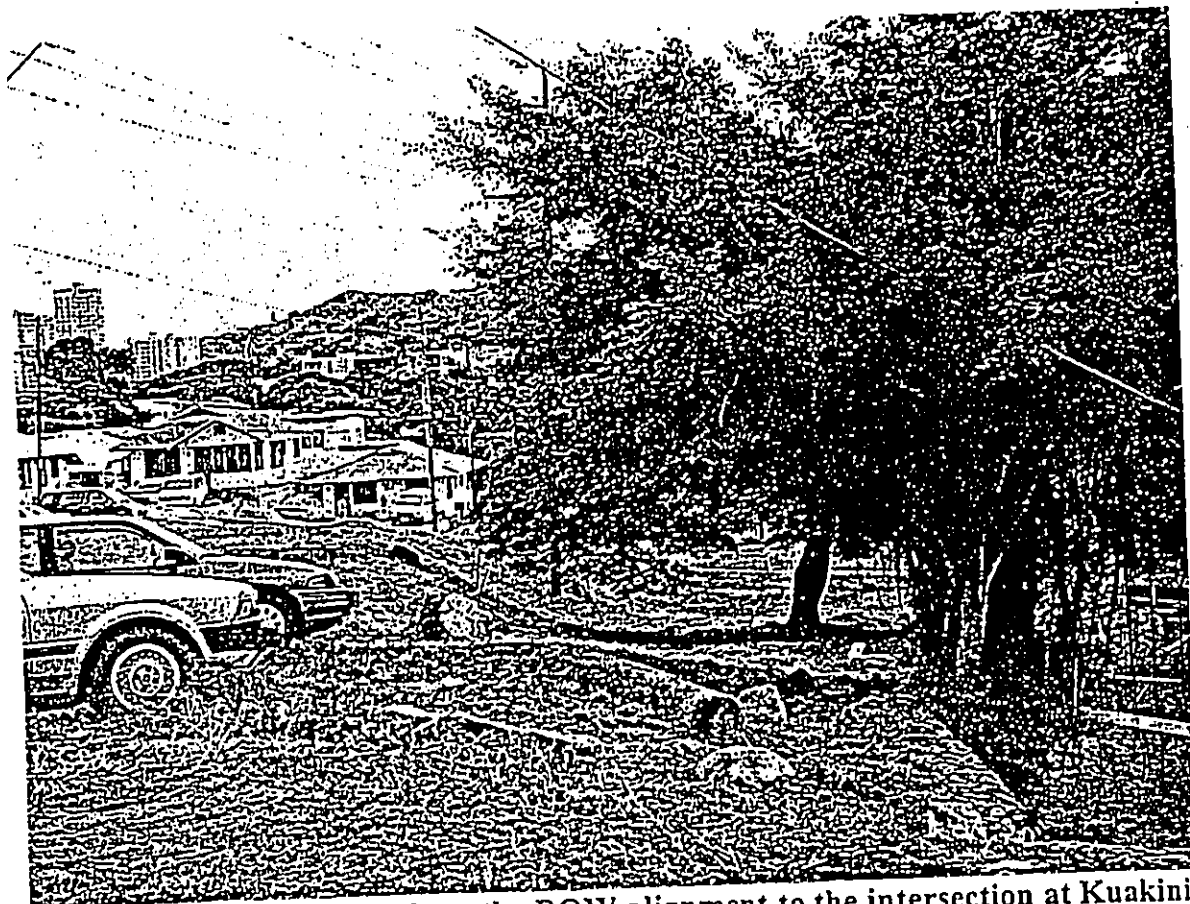


**PHOTO KEY MAP**  
**Kuakini Street/Lanakila Avenue Traffic Improvements**  
 (a.k.a. Modified Kuakini Street Extension)

Folder No. 2003/DPPFM-1  
 Tax Map Key No. 1-6-9:1 and Roadway Extension

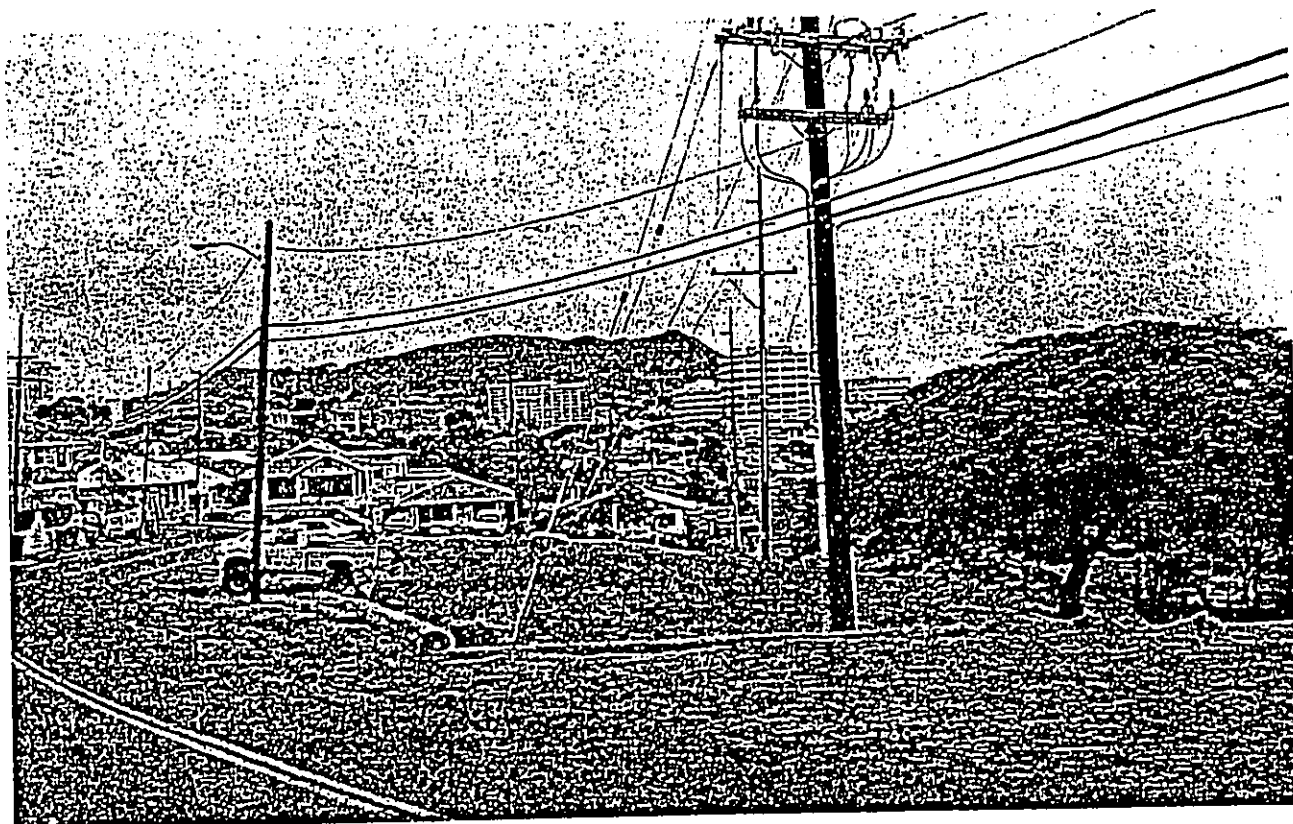


**PHOTO 1:** Access to the proposed ROW from the intersection of Kuakini Street and Lanakila Avenue (view north to Keola and Maluhia Hospital).



**PHOTO 2:** View south along the ROW alignment to the intersection at Kuakini Street and Lanakila Avenue.

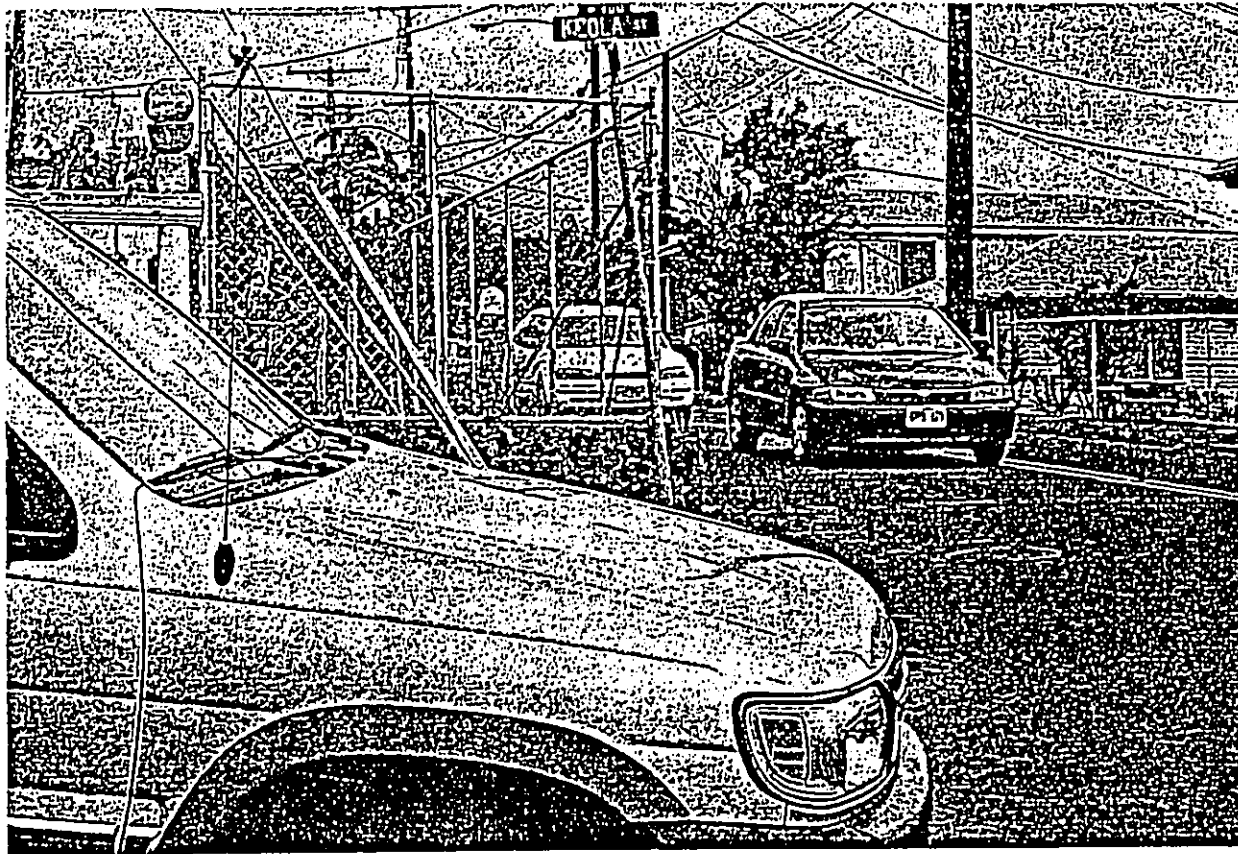




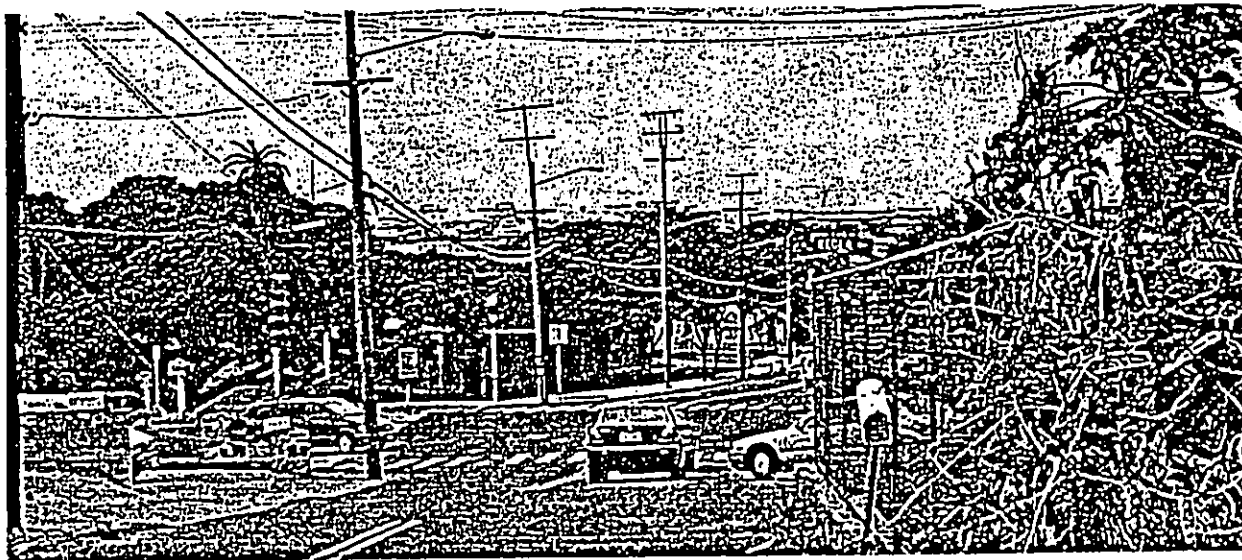
**PHOTO 3:** HECO poles, monkeypod tree and Parcel 1 (view south to Kuakini Street)



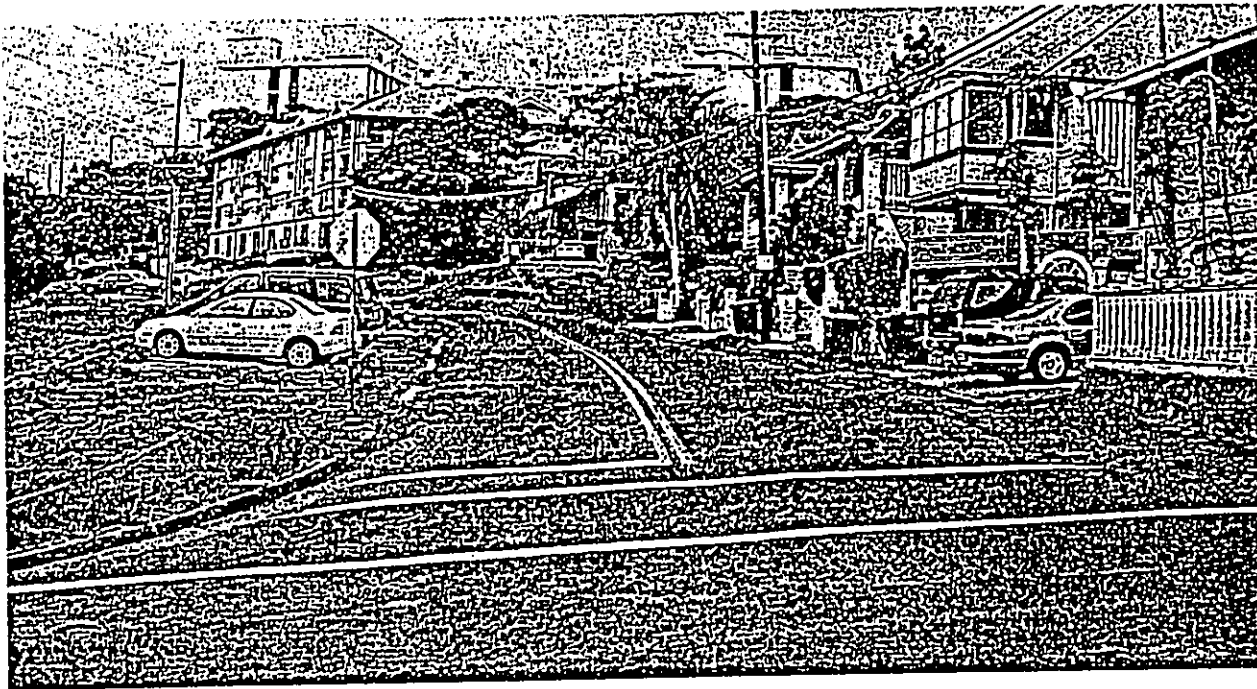
**PHOTO 4:** Vehicles turning right ("makai") from Keola Street onto Lanakila Avenue (view west from Lanakila Avenue).



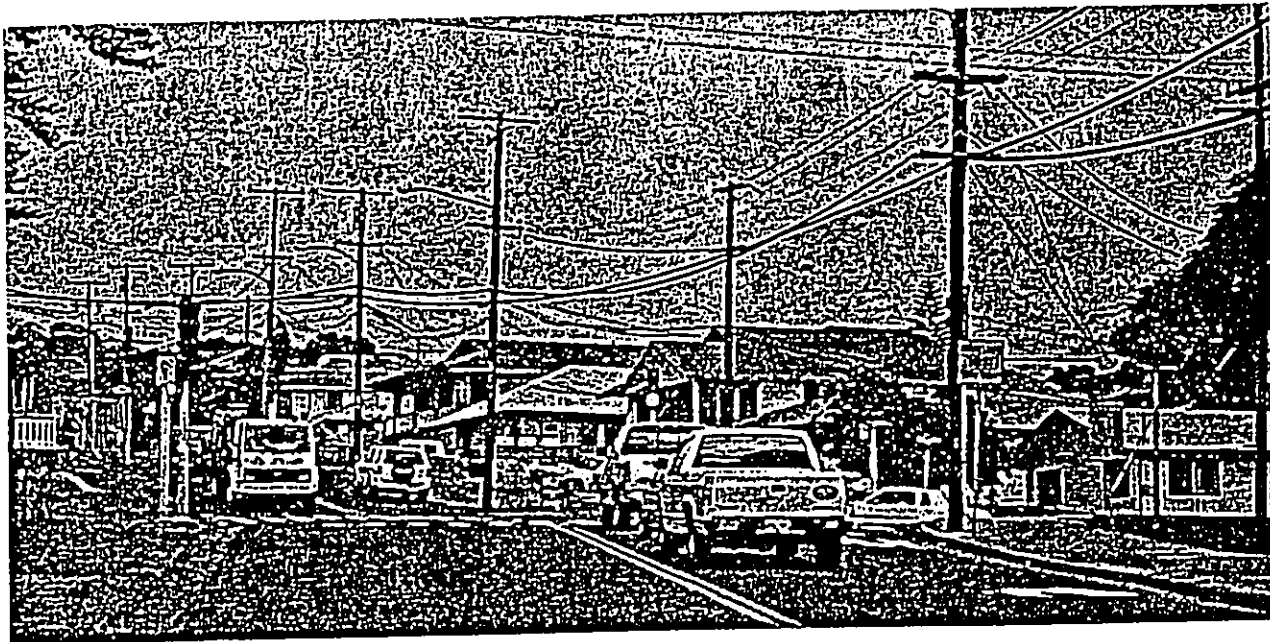
**PHOTO 5:** View east (“mauka”) on Lanakila Avenue from Keola Street



**PHOTO 6:** View from Lanakila Avenue west (“makai”) to the intersection at Kuakini Street and Lanakila Avenue.



**PHOTO 7:** View north toward Maluhia Hospital from Lanakila Avenue up Keola Street.



**PHOTO 8:** View east ("mauka") from Lanakila Avenue toward the intersection at Kuakini Street/Lanakila Avenue.

h:dppfm\2003pfm\03pfm1\KuakiniPhoto2

**ATTACHMENT C  
(PUBLIC AGENCY AND COMMUNITY  
COMMENTS)**



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

P.O. BOX 621  
HONOLULU, HAWAII 96809

AQUACULTURE DEVELOPMENT  
PROGRAM  
AQUATIC RESOURCES  
BOATING AND OCEAN  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND DIVISION  
STATE PARKS  
WATER RESOURCES MANAGEMENT

FEB 5 2002

The Honorable Rod Tam  
State Senator  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813


Dear Senator Tam:

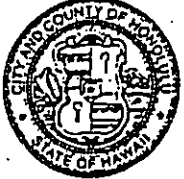
Thank you for your letter dated January 24, 2002 inquiring if the Department would be willing to convey the ownership of State lands consisting of the Proposed Kuakini Street Extension and adjacent vacant property to the City and County of Honolulu for the purpose of improving the intersection at Kuakini Street, Lanakila Avenue and Keola Street.

The Department would have no objections. In the past, the City has indicated it was the landowner's responsibility to obtain funding and construction of the Kuakini Street Extension project before the City will accept the roadway. Unfortunately, City planners laid out the Kuakini Street Extension on the maps. If anything, the building of roads for the betterment of communities would be a City function. We are more than willing to convey ownership to the City.

Please call upon my Land Division staff, Harry Yada at 587-0456 should you have any questions.

Very truly yours,

  
GILBERT COLOMA-AGARAN  
Chairperson



LILIHA/PUUNUI/ALEWA/KAMEHAMEHA HEIGHTS NEIGHBORHOOD BOARD NO: 14

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET, ROOM 400 • HONOLULU, HAWAII 96813  
PHONE: (808) 527-5749 • FAX: (808) 527-5760 • INTERNET: www.co.honolulu.hi.us

RESOLUTION IN SUPPORT OF THE PROPOSED AMENDMENT TO  
THE PRIMARY URBAN CENTER DEVELOPMENT PLAN PUBLIC  
FACILITIES MAP (DPPFM)

2003 FEB 24 PM 11 06  
DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

WHEREAS, the proposed amendment would add a publicly funded "Roadway" symbol @ for additional right - of - way and

WHEREAS, a new street, site determined, within six years to the Primary Urban Center DPPFM

WHEREAS, the project title is the Kuakini Street / Lanakila Avenue Traffic Improvements (a.k.a. Modified Kuakini Street Extension)

WHEREAS, construction of a "four-leg" intersection at Kuakini Street and Lanakila Avenue by the extension of Kuakini Street from Lanakila Avenue in the Direction to connect with the section of Keola Street connecting to Hala Drive

WHEREAS, the Tax Map Key: 1-6-009-001, parcel 1, a remnant lot owned by the State of Hawaii adjoining the existing Keola Street, would be landscaped and improved to serve as open space

BE IT RESOLVED that copies of this Resolution be transmitted to Mayor of the City and County of Honolulu, Managing Director, Director Planning and Permitting, Director of Design and Construction, Members of the City Council, Nuuanu/Punchbowl Neighborhood Board No.12, Kalihi-Palama Neighborhood Board No.15, and Kalihi Valley Neighborhood Board NO. 16

ADOPTED by the Liliha, Puunui, Alewa, Kamehameha Heights Neighborhood Board No. 14 at it's regular meeting on February 10, 2003, by a vote of seven in favor, no oppositions and one abstention 7-0-1

*Teresa L Russell*

Teresa L. Russell, Chair

2/19/03



**BOARD OF WATER SUPPLY**

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



February 21, 2002

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman  
CHARLES A. STED, Vice-Chairman  
JAN M.L.Y. AMII  
HERBERT S.K. KAOPUA, SR.  
DAROLYN H. LENDIO

LARRY J. LEOPARDI, Ex-Officio

CLIFFORD S. JAMILE  
Manager and Chief Engineer

DONNA FAY K. KIYOSAKI  
Deputy Manager and Chief Engineer

TO: ERIC G. CRISPIN, AIA, ACTING DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: RAY SAKAI

FROM: <sup>BU</sup><sub>for</sub> CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER

SUBJECT: YOUR MEMORANDUM OF FEBRUARY 3, 2003 ON THE  
DEVELOPMENT PLAN PUBLIC FACILITIES MAP AMENDMENT  
FOR THE PRIMARY URBAN CENTER-KUAKINI STREET/LANAKILA  
AVENUE TRAFFIC IMPROVEMENTS (a.k.a. MODIFIED KUAKINI  
STREET EXTENSION), LILIHA, OAHU, HAWAII, TAX MAP  
KEY: 1-6-9: 1 AND ROADWAY EXTENSION (2003/DPPFM-1)

We have no objections to the proposed Development Plan Public Facilities Map amendment for the "four-leg" intersection and open lot landscaping. We have the following comments:

1. We have a proposed 24-inch transmission main along Kuakini Street that is scheduled for construction beyond the 6-year CIP. Design and construction of the project should be coordinated to include the planned BWS water main.
2. Construction plans should be submitted for our review of any water facilities that may require relocation and revisions to the design of the proposed transmission main.
3. The existing water system is presently adequate to accommodate the proposed project.
4. The availability of water will be confirmed when the building permit is submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.
5. We recommend the use of drought tolerant/low water use plants and xeriscaping principles for all landscaping. We also recommend the installation of an efficient irrigation system, possibly using drip irrigation. The irrigation system should incorporate moisture sensors to avoid the operation of the system in the rain and if the ground has adequate moisture.

DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

2003 FEB 24 PM 1 42



Mr. Eric G. Crispin  
Page 2  
February 21, 2003

6. If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.
7. We reserve further comments on the proposed development until development plans are formalized.

If you have any questions, please contact George Kuo at 527-5235.

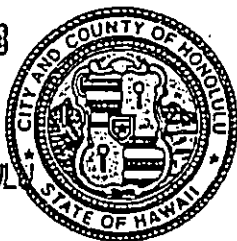


DEPARTMENT OF FACILITY MAINTENANCE  
CITY AND COUNTY OF HONOLULU  
1000 ULUOHIA STREET, KAPOLEI HALE, SUITE 215, KAPOLEI, HAWAII 96707  
TELEPHONE : (808) 692-5054 FAX: (808) 692-5857

2003 FEB 24 PM 1 28

JEREMY HARRIS  
MAYOR

DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU



LARRY J. LEOPARDI, P.E.  
DIRECTOR AND CHIEF ENGINEER

ALVIN K. C. AU  
DEPUTY DIRECTOR

IN REPLY REFER TO:  
DRM 03-120

February 21, 2003

MEMORANDUM

TO: ERIC G. CRISPIN, AIA, ACTING DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING.

FROM: *Larry Leopardi*  
LARRY LEOPARDI, P.E., DIRECTOR AND CHIEF ENGINEER  
DEPARTMENT OF FACILITY MAINTENANCE

SUBJECT: DEVELOPMENT PLAN PUBLIC FACILITIES MAP AMENDMENT  
FOR THE PRIMARY URBAN CENTER (PUC) – KUAKINI STREET/  
LANAKILA AVENUE TRAFFIC IMPROVEMENTS (a.k.a. MODIFIED  
KUAKINI STREET EXTENSION), LILIHA, OAHU, HAWAII, TAX MAP  
KEY: 1-6-9:1 AND ROADWAY EXTENSION

We have no objections to the subject amendment.

The intersection improvements should be designed and constructed to City standards. The City should acquire only that portion of Keola Street within the traffic improvement project. The remainder of Keola Street, to Hala Drive, which is under State jurisdiction, should be retained by the State.

Furthermore, maintenance of the proposed landscaping of the remnant portion of Parcel 1 should be by the Department of Parks and Recreation.

Should you have any questions, please call Charles Pignataro of our Division of Road Maintenance, at extension 6282.

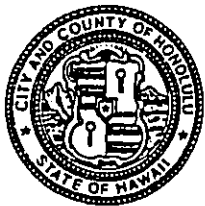
FIRE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

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

2003 FEB 21 AM 8 38

JEREMY HARRIS  
MAYOR

DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU



ATTILIO K. LEONARDI  
FIRE CHIEF

JOHN CLARK  
DEPUTY FIRE CHIEF

February 14, 2003

TO: ERIC G. CRISPIN, AIA, ACTING DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: DEVELOPMENT PLAN PUBLIC FACILITIES MAP AMENDMENT FOR  
THE PRIMARY URBAN CENTER (PUC) - KUAKINI STREET/LANAKILA  
AVENUE TRAFFIC IMPROVEMENTS (a.k.a. MODIFIED KUAKINI  
STREET EXTENSION), LILIHA, OAHU, HAWAII,  
TAX MAP KEY: 1-6-9: 1 AND ROADWAY EXTENSION

In response to your memorandum of February 3, 2003, we have reviewed the subject material provided and foresee no adverse impact to fire department facilities or services. Fire protection services provided from the Kuakini, Central, Nuuanu, and Kalihi Kai Fire Stations are adequate.

Access for fire apparatus, water supply, and building construction shall be in conformance with existing codes and standards.

Should you have any questions, please call Fire Captain Ronald Johnson of our Administrative Services Bureau at 831-7730.

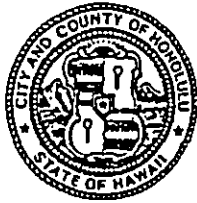
A handwritten signature in cursive script that reads "Attilio K. Leonardi".

ATTILIO K. LEONARDI  
Fire Chief

AKL/RWJ:cn

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

JEREMY HARRIS  
MAYOR



LEE D. DONOHUE  
CHIEF

GLEN R. KAJIYAMA  
PAUL D. PUTZULU  
DEPUTY CHIEFS

OUR REFERENCE KS-DK

February 18, 2003

2003 FEB 21 AM 8 37  
DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

TO: ERIC G. CRISPIN, AIA, ACTING DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

FROM: LEE D. DONOHUE, CHIEF OF POLICE  
HONOLULU POLICE DEPARTMENT

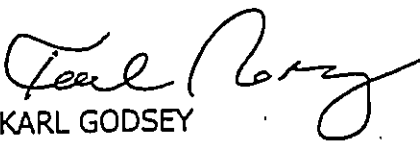
SUBJECT: DEVELOPMENT PLAN PUBLIC FACILITIES MAP AMENDMENT FOR THE PRIMARY  
URBAN CENTER (PUC) - KUAKINI STREET/LANAKILA AVENUE TRAFFIC  
IMPROVEMENTS (a.k.a. MODIFIED KUAKINI STREET EXTENSION), LILIHA,  
OAHU, HAWAII, TAX MAP KEY: 1-6-9: 1 AND ROADWAY EXTENSION

Thank you for the opportunity to review and comment on the subject project.

The Honolulu Police Department supports the planned improvements as it should improve traffic safety and the morning traffic congestion in the area. During its construction, this project may have a negative impact on calls for police services in the area because of dust, noise, and traffic complaints. However, when it is completed, there should be negligible impact.

If there are any questions, please call Major Kevin Shigemitsu of District 5 (Kalihi) at 529-3156.

LEE D. DONOHUE  
Chief of Police

By   
KARL GODSEY  
Assistant Chief of Police  
Support Services Bureau

LINDA LINGLE  
GOVERNOR



ROBERT J. HALL  
ACTING EXECUTIVE DIRECTOR

STATE OF HAWAII

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM  
HOUSING AND COMMUNITY DEVELOPMENT CORPORATION OF HAWAII  
677 QUEEN STREET, SUITE 300  
Honolulu, Hawaii 96813  
FAX: (808) 587-0600

02:PEO/44

February 18, 2003

2003 FEB 21 AM 11 05  
DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

Mr. Eric G. Crispin, AIA  
Acting Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Mr. Crispin:

Subject: Development Plan Public Facilities Map Amendment  
for the Primary Urban Center – Kuakini Street/Lanakila Avenue  
Traffic Improvements (a.k.a. Modified Kuakini Street Extension),  
Liliha, Oahu, Hawaii, Tax Map Key: 1-6-9: 1 and Roadway Extension

Thank you for the opportunity to review the proposed amendment to the Primary Urban Center Development Plan Public Facilities Map requested by the Department of Transportation Services to add a publicly funded "Roadway" symbol for additional right-of-way and a new street, site determined, within six years, to the Primary Urban Center. We have no comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Hall".

Robert J. Hall  
Acting Executive Director

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

PATRICIA HAMAMO  
SUPERINTENDENT

2003 FEB 18 PM 3 33

DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

OFFICE OF BUSINESS SERVICES

February 14, 2003

Mr. Eric G. Crispin, Acting Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawai'i 96813

Dear Mr. Crispin:

Subject: Amendment to the Primary Urban Center  
Development Plan Public Facilities Map  
Liliha, Oahu, TMK: 1-6-9:1 and Roadway Extension

The Department of Education (DOE) has reviewed the description of a proposed amendment to the Primary Urban Center Development Plan Public Facilities Map to add a "Roadway" symbol for an extension of Kuakini Street across Lanakila Avenue to join Keola Street.

The DOE has no comment on the extension of the road or the amendment to the map.

Thank you for this opportunity to review your plans.

Should you have any questions, please call Ms. Heidi Meeker of our branch at 733-4862.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Raynor M. Minami".

Raynor M. Minami, Director  
Facilities and Support Services Branch

RMM:hy

LINDA LINGLE  
GOVERNOR OF HAWAII



PETER T. YOUNG, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCES MANAGEMENT

DEPUTY  
ERNEST Y. W. LAU

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
KAKUHIHEWA BUILDING, ROOM 555  
601 KAMOKILA BOULEVARD  
KAPOLEI, HAWAII 96707

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

HAWAII HISTORIC PRESERVATION  
DIVISION REVIEW

Log #: 31698  
Doc #: 0302EJ18

Applicant/Agency: Eric G. Crispin, Acting Director  
Department of Planning and Permitting  
Address: City & County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

SUBJECT: Chapter 6E-8 Historic Preservation Review - Development Plan Public  
Facilities Map Amendment for the Primary Urban Center (PUC) - Kuakini  
Street/Lanakila Avenue Traffic Improvements, Liliha, O'ahu

Ahupua'a: Liliha  
District, Island: Kona, O'ahu  
TMK: (1) 1-6-009:001 and Roadway Extension

2003 FEB 21 PM 3 35  
DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

1. We believe there are no historic properties present, because:
- a) intensive cultivation has altered the land
  - b) residential development/urbanization has altered the land
  - c) previous grubbing/grading has altered the land
  - d) an acceptable archaeological assessment or inventory survey found no historic properties
  - e) other: Improvements will take place within existing roadways and previously altered lands.

2. This project has already gone through the historic preservation review process, and mitigation has been completed \_\_\_\_.

Thus, we believe that "no historic properties will be affected" by this undertaking

Staff: Elaine H. Jourdane Date: 2/12/03  
Title: Elaine H. Jourdane, Assistant Archaeologist, O'ahu Island Phone (808) 692-8027

P. Holly McEldowney Date: 02/14/03  
P. Holly McEldowney, Acting Administrator, State Historic Preservation Division

LINDA LINGLE  
~~SECRETARY OF STATE~~  
GOVERNOR



GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENT QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4186

February 18, 2003

Mr. Eric G. Crispin  
Acting Director  
Department of Planning & Permitting  
City & County of Honolulu  
650 S. King Street  
Honolulu, HI 96813

2003 FEB 21 PM 3 36  
DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

Subject: Development Plan Public Facilities Map Amendment for  
The Primary Urban Center - Kuakini Street/Lanakila  
Avenue Traffic Improvements, Liliha, Oahu

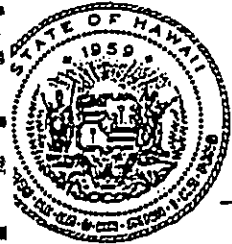
Dear Mr. Crispin,

We have received the description of the subject project provided  
by your letter dated February 3, 2003 and have no comments.

Thank you for the opportunity to review your request and should  
you have any questions, please feel free to call our office at  
586-4185.

Sincerely,

*Genevieve Salmonson*  
Genevieve Salmonson  
Director



DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM

OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

LINDA LINGLE  
GOVERNOR

MARY LOU KOBAYASHI  
ACTING DIRECTOR  
OFFICE OF PLANNING

Telephone: (808) 587-2846  
Fax: (808) 587-2824

Ref. No. P-9986

February 21, 2003

Mr. Eric G. Crispin, AIA, Acting Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

2003 FEB 26 AM 8 38  
DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

Subject: Development Plan (DP) Public Facilities Map Amendment for the Primary  
Urban Center (PUC) – Kuakini Street/Lanakila Avenue Traffic Improvements  
(a.k.a. Modified Kuakini Street Extension), Liliha, Oahu, Hawaii,  
TMK: 1-6-9: 1 and Roadway Extension

Dear Mr. Crispin:

The Office of Planning has reviewed the summary description of the proposed amendment to the PUC Development Plan Public Facilities Map requested by the City and County's Department of Transportation Services for the Nuuanu/Alewa/Pauoa Community Vision Team.

The Office checked with the Department of Accounting and General Services (DAGS), Public Works Division's Planning Branch to determine if the Kuakini Street Extension would impact on any state projects. DAGS indicated there would be no impact.

Therefore, the Office of Planning has no objection to the proposed change to the PUC DP Public Facilities Plan Map.

Thank you for the opportunity to comment. If you have questions, please call Mary Alice Evans at 587-2802.

Sincerely,

*Mary Lou Kobayashi*

Mary Lou Kobayashi  
Acting Director

c: Anthony Ching, LUC  
Maurice Kaya, ERTD



Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840-C



February 20, 2003

2003 FEB 24 PM 3 39  
DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

Mr. Eric G. Crispin, AIA  
Director of Planning and Permitting  
City & County of Honolulu  
650 South King St.  
Honolulu, Hawaii 96813

Dear: Mr. <sup>Eric</sup> Crispin

Subject: Proposed Development Plan Public Facilities Map amendment  
for the Primary Urban Center – Kuakini Street/Lanakila Ave  
Traffic Improvements, Honolulu, Hawaii, 2003/DPPFM-1 (RS)

Thank you for the opportunity to comment on the subject Public Facilities Map Amendment. Hawaiian Electric Company (HECO) has no objections to the proposed amendment. Should HECO have existing easements and facilities on the subject property, we will need continued access for maintenance of our facilities.

We appreciate your efforts to keep us apprised of your projects in the planning process. As this Kuakini Street/Lanakila Ave Traffic Improvements project comes to fruition, please continue to keep us informed. Further along in your design, we will be better able to evaluate the effects on our system facilities.

If you have any questions, please call Rouen Liu at 543-7245.

Sincerely,

Ken T. Morikami  
Director, Project Management Division

WINNER OF THE EDISON AWARD  
FOR DISTINGUISHED INDUSTRY LEADERSHIP



914 Keola Street  
Honolulu, Hawaii 96817

2003 FEB 21 PM 2 43

February 18, 2003

DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> floor  
Honolulu, Hawaii 96813

Re: Development Plan Public Facilities Map Amendment for the Primary Urban Center (PUC) – Kuakini Street/Lanakila Avenue traffic Improvements (a.k.a. Modified Kuakini Street Extension), Liliha, Oahu, Hawaii, Tax Map Key: 1-6-9:1 and Roadway Extension Ref. No. 2003/DPPFM-1(RS)

Gentlemen:

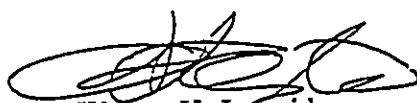
The Modified Kuakini Street Extension project is a grass roots effort by the community to fulfill a long awaited project that was conceptualized over twenty (20) years ago.

The construction of this four way intersection at Kuakini Street and Lanakila Avenue is strongly supported by the over 3,000 signatures on petitions that were submitted to the Neighborhood Board # 14 and to City Council. The idea of a scaled down Kuakini Extension into the Modified Kuakini Street Extension was embraced by the residents along the affected roadway and in the surrounding area and the Vision Team # 12, who endorsed it at their number one priority project in 2002.

The members of Neighborhood Board No. 14 have reinforced their support of this project in March 2002, November 2002 where they passed a motion to adopt a traffic master plan with the Modified Kuakini Street Extension as the first priority for construction and more recently, in February 2003, with a resolution to place the symbol on the DPPFM map.

I hope that this information will help in the approval of this necessary traffic safety project.

Sincerely,



Wayne K. Leonida  
Resident

February 17, 2003

2003 FEB 21 PM 2 46

Eric Crispin  
Director, Planning & Permit Department  
Honolulu Municipal Building  
650 South King Street 7th Floor  
Honolulu, Hawaii 96813

DEPT OF PLANNING  
and PERMITTING  
CITY & COUNTY OF HONOLULU

Dear Mr. Crispin:

Subject: Modified Kuakini Street Extension  
Reference #2003/DPP FM

I recently received a letter from the planning and permit department regarding the progress of the modified Kuakini Street extension project. It mentioned that the Kuakini street extension is still active and progressing forward. This note is to notify you that I, for one, strongly favor the Kuakini Street extension and looking forward to this becoming a reality.

The completion of the extension will surely ease the driving layout at this intersection and will greatly improve our concept of a normal intersection design. Additionally, it will greatly reduce or eliminate many of the automobile accidents that have occurred here in the past and present. Foremost among the many positives resulting from this extension, I believe, will be the creation of an enhanced safety environment for both our pedestrians and vehicle drivers.

Sincerely,



Tom C. Oshiro  
925 Simon Road  
Honolulu, HI 96817-2114254

February 19, 2003

Eric Crispin, Acting Director  
Department of Planning and Permitting  
650 South King Street  
Honolulu, Hawaii 96813

DEPT. OF PLANNING  
& PERMITTING  
C & C OF HONOLULU

03 FEB 20 AM 9:30

RECEIVED

Dear Mr. Crispin,

Subject: Ref. No. 2003/DPPFM-1 (RS)

There is clear support for this needed safety improvement. The sentiment of the residents has not wavered since their earlier testimony to the City Council, and they wish to re-submit some of their 125 letters of support for consideration at this time. Testimony has been reaffirmed and enclosed for your review.

Instead of mailing letters individually, this reaffirmed testimony is being submitted in this manner to meet the February 19, 2003 deadline.

Sincerely,

Francis Nishimura

Francis Nishimura  
Vision Team 12 Co-Champion  
Modified Kuakini Street Extension Project

926 Keola Street  
Honolulu, Hawaii 96817

Feb 19, 2003

I AM STILL IN FULL SUPPORT IN THIS SAFETY IMPROVEMENT.

*Greg Funakoshi*

RECEIVED

March 17, 2002

Council Chair John DeSoto  
Honolulu City Council  
530 South King Street  
Honolulu, Hi.  
96813

'03 FEB 20 AM 9:32

DEPT. OF PLANNING  
& PERMITS  
CITY OF HONOLULU

Re: Bill no. 20

Project no. 1996306

Subject: Modified Kuakini Extension Project

Mr. DeSoto,

I am writing to you to say that I fully support the proposed Modified Kuakini Extension Project. I was born and raised in Kalihi and have noticed the increase of both traffic and safety problems in this area. Senior citizens and children commonly use this dangerous intersection. This was an area where my friends and I frequented and rode our bikes and skateboards at when we were younger. I do not let my children enjoy this activity near that area even one generation later.

Traffic will not get better as time goes on. More people and cars will be using these roads. We should make them safer as soon as we can. I hope that we do not have to wait for a debilitating accident to occur before this simple modification will be implemented.

I would also like to thank you and the Council on passing and installing the traffic light on the corner of Hala Drive and Houghtailing Street. We had forbid our daughters from playing at their friend's house on the corner due to the danger. I had seen several cars go through the fence and actually hit the house. I can honestly say that accidents have become rare (there still is an occasional fender-bender now and then) at this intersection since the traffic light has been installed. That is a 99% improvement in my book!

Sincerely,

*Greg Funakoshi*

Greg Funakoshi  
1413 Hala Drive  
Honolulu, Hi.  
96817

RECEIVED

Satsuki Higa  
931-A Simon Rd.  
Hon HI 96817

February 19, 2003

FEB 20 11 09:32

I am in full support of this project

DEPT. OF PUBLIC WORKS  
OFFICE OF THE CITY ENGINEER  
C & C OF HONOLULU  
Satsuki Higa

March 17, 2002

The Honorable John DeSoto  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, HI 96813

Re: Bill no. 20  
Project no. 1996306

Mr. DeSoto,

I am in favor of the traffic improvement and beautification at Kuakini Street and Lanakula Avenue intersection (modified Kuakini Street Extension).

A standard four leg intersection would increase safety for both vehicles and pedestrians, many who are school children and elderly.

Thank you,

Satsuki Higa

RECEIVED

2/19/03

'03 FEB 20 AM 9:31

Spencer Higa

931A Simon Road

Honolulu, Hawaii 96817

Still in support or project.

DEPT. OF PLANNING  
& COMMUNITY DEVELOPMENT  
& C OF HONOLULU

March 17, 2002

The Honorable John DeSoto  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, Hawaii 96813

Re: Bill no. 20  
Project no. 1996306

Mr. DeSoto,

Please support the Modified Keolu Street Extension project located at the corner of Keolu Street and Lanalila Avenue. TMK: 1-6-09:01

The daily morning traffic jam in this neighborhood would be greatly reduced with a standard four way intersection.

Many facilities and places of employment would benefit from this project. Here are a few that our family is connected with ... -

Keolu Medical Plaza - wife works

Lanalila Multi-Purpose Senior Center - mother and father in law use facility

Lanikai District Park - our children walk to park

Good Shepherd Lutheran Church - visit the Pastor

Maluhia Hospital - visit relatives

Mahalo for allowing me the opportunity to voice my concerns and favoring this project.

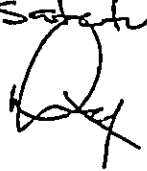
Spencer Higa

RECEIVED

'03 FEB 20 AM 9:31

DEPT. OF PLANNING  
& PERMITTING  
C & C OF HONOLULU  
March 17, 2002

David M. Ing  
816 N. Judd St.  
Honolulu, HI 96817  
(808) 842-0787

FEB 19, 2003  
I'm still in full support  
of this safety project  


Council Chair John DeSoto  
Honolulu City Council  
530 S. King St.  
Honolulu, HI 96813

Re: Bill no. 20  
Project no. 1996306

Re: Modified Kuakini Street Extension Plan

Dear Council Chair John DeSoto,

I urge you to support the City and County of Honolulu Visioning Team No. 12's designated priority project, the Modified Kuakini Street Extension Plan. This project will create a standard four-way intersection at Kuakini Street and Lanakila Avenue. The current configuration is a misaligned intersection involving three roadways - Kuakini Street, Lanakila Avenue and Keola Street. This creates a very hazardous situation for pedestrians and motorists. As a long time resident of the area and daily user of this intersection, I have witnessed many accidents, near misses and traffic jams. I see this situation getting worse as more and more people use this intersection.

Thank you very much for your time. Again, I am asking for your support for the Modified Kuakini Street Extension Plan. It will make a very dangerous intersection safer for all users, especially the seniors from the Lanakila Senior Center and the school children from Lanakila Elementary School.

Sincerely,

  
David M. Ing



PETER KWONG  
931 SIMON ROAD  
HONOLULU, HAWAII 96817

RECEIVED FEB. 19, 2003  
I am still in  
FULL SUPPORT of this  
Project!!! *[Signature]*

March 19, 2002

DEPT. OF PLANNING  
& PERMITS  
C & C OF HONOLULU

Honorable John DeSoto  
City Council Chairperson  
City & County of Honolulu  
530 South King Street  
Honolulu, Hawaii 96813

Re: Bill no. 20  
Project no. 1996306

RE: Modification to correct Kuakini-Lanakila intersection

Dear Councilman DeSoto,

I am writing this letter to state my support for the proposal to modify the current intersection intersecting at Lanakila Avenue and Kuakini Street. As a resident of this area, I know this modification will benefit the entire Lanakila neighborhood in the areas of traffic safety, convenience and reduce traffic congestion. In addition to the above mentioned, the children who are, and will be attending, Lanakila Elementary School will benefit the most from this intersection modification because this traffic intersection is one of the two major traffic intersection used by the school. And I am sure you will agree with me that the safety of our children should be one of our main concerns in Hawaii. It is with these reasons in mind that I am voicing my support for this modification of the Lanakila-Kuakina intersection modification.

Sincerely,

*[Signature]*  
Peter Kwong

Re: Bill no. 20

Project no 199 RECEIVED

Council Chair John De Soto  
Honolulu City Council  
530 South King St.  
Honolulu HI 96813

Feb 19, 2003

Still full support!!

Henry R. Kuwaye

March 19<sup>th</sup>, 2002

'03 FEB 20 AM 9:32

DEPT. OF PLANNING  
& PERMITTING  
C & C OF HONOLULU

Re: Modified Kuakini Street Extension

Dear Council Chair De Soto:

I am definitely in favor of the modified Kuakini St. extension. The intersection of Kuakini St. and Lanakila Ave. is heavily used, especially during morning and afternoon peak hours. Trying to exit from Keola Rd. onto Lanakila Ave. is extremely dangerous, since cars coming down Lanakila Ave. tend to speed, creating an even more hazardous traffic situation. I use Keola Rd. almost daily to get to Kamehameha Shopping Center and other areas in vicinity. Many residents of lower Alewa, Kamehameha Heights, and surrounding areas use Keola Rd. as a "feeder" street to get to town and to nearby Lanakila Multipurpose Center and Lanakila School, all on Lanakila Ave.

The Kuakini Street Extension will alleviate the need to use Keola Rd. as a feeder street to get onto Lanakila Ave. Please give high priority to this project and approve immediate funding to prevent major traffic accidents in the future.

Thank you,



Henry R. Kuwaye  
2152 Mason Pl.  
Honolulu, HI 96817

Re: Bill no. 20  
Project no. 1996306

March 19<sup>th</sup>, 2002

Council Chair John De Soto  
Honolulu City Council  
530 South King St.  
Honolulu HI 96813

*Feb. 19, 2003*

*Still in full support.  
The need is still there.*

*Nora N. Kuwaye*

Re: Modified Kuakini Street Extension

Dear Council Chair De Soto;

There is an urgent need to approve funding for the modified Kuakini Street Extension project, due to the extremely hazardous traffic conditions that the intersection of Kuakini St. and Lanakila Ave. creates:

1. Several unaligned "T"-intersections are in the vicinity of the intersection itself.
2. Traffic coming down Lanakila Ave. zooms downhill, making it dangerous to exit onto Lanakila Ave.
3. The intersection is heavily used by cars and pedestrians of both the surrounding areas and cars coming in from the windward side.
4. Keola Rd. is used as a feeder road to get onto Lanakila Ave, and to turn left on Lanakila from Keola Rd. is quite an ordeal. Our daughter had a minor accident turning left on Lanakila Ave. from Keola Rd. several years ago, and to this day is traumatized by the experience.
5. Lanakila School, Lanakila Park, Lanakila Health Center, Lanakila Multipurpose Center are all in immediate surround<sup>ing</sup> areas—all on Lanakila Ave., Maluhia Home employees and visitors as well as Weinberg Building residents are also users of Keola Rd.

I support this project 100% and request immediate funding for this modified extension.

Thank you,

*Nora N. Kuwaye*  
Nora N. Kuwaye  
2152 Mason Pl.  
Honolulu, HI 96817

03/19/02  
DEPT. OF PLANNING  
HONOLULU

RECEIVED

FEB. 19, 2003  
I am still in support of  
this project.  
*John H. Nishimura*

RECEIVED

March 15, 2002

'03 FEB 20 AM 9:31

The Honorable John DeSoto, Chair  
Honolulu City Council  
530 South King Street  
Honolulu, Hawaii 96813

DEPT. OF PLANNING  
& PERMITTING  
CITY & COUNTY OF HONOLULU  
Re: Bill No. 20  
Project no. 1996306

Re: The Modified Kuakini Street Extension

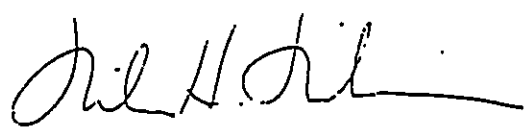
Dear Council Chair DeSoto,

This is to show my strong support for the Modified Kuakini Street Extension. The very dangerous situation at the intersection of Kuakini Street, Lanakila Avenue, and Keola Street has been a great concern of mine, as well as the majority of the residents in this area for many years. Visitors to the many public facilities and institutions located nearby are also endangered. School children and senior residents on route to schools, churches and recreational facilities, as pedestrians or as occupants of vehicles are my greatest concern.

The community has made efforts to correct this traffic hazard for decades. Now, with the support of Neighborhood Board No. 14, our State representatives, various community groups, Union organizations and City & County emergency groups, it appears there is a good chance of finally having this much needed improvement come to fruition.

I wish to ask you and your City Council Members to please support this very important project, for the safety of the residents and visitors in this area.

Sincerely,



Miles H. Nishimura  
1464 Ala Iolani Street  
Honolulu, Hawaii 96819

Feb. 19 2003  
Still in full support  
of this project

Mr. Henry Pang  
828-A Judd Street  
Honolulu, Hawaii 96817

March 18, 2002

RECEIVED

03 MAR 20 AM 9:32

DEPT. OF PLANNING  
& PERMITTING  
C & C OF HONOLULU

Council Chair John DeSoto  
City and County of Honolulu  
City Hall  
Honolulu, Hawaii 96813

Re: Bill no. 20  
Project no. 1996306

Dear Council Chair DeSoto:

RE: MODIFIED KUAKINI STREET EXTENSION PROJECT

This is written to voice my support for the Modified Kuakini Street Extension Project. This project was unanimously approved by the Liliha Neighborhood Board at its March 11<sup>th</sup> meeting which had many concerned residents in attendance. Essentially, the residents want the present hazardous condition at the intersection of Lanakila Avenue, Kuakini Street and Keola Street corrected.

The many users of this intersection, whether they are motorists or pedestrians, have always had difficulty because of the current configuration that creates an unsafe condition.

- It is very difficult to enter Lanakila Avenue from Keola Street in both directions. When turning left, you have to nose the car dangerously into Lanakila Avenue for visibility of oncoming cars. When turning right, the distance to the traffic light is short and cars traveling down Lanakila Avenue are doing so on a slope that is difficult to maintain control of the car when braking suddenly if a car from Keola Street suddenly turns onto Lanakila Avenue.
- Cars traveling up Lanakila Avenue turning left into Keola Street also experience difficulty turning. The car turning left stalls traffic up Lanakila Avenue because the distance from the traffic light to Keola Street is very short.
- School age kids, seniors, and residents in general along Lanakila Avenue up to Judd Street do not have proper sidewalks with which to walk on. It is hazardous for pedestrians on Lanakila Avenue and Keola Street as they have to jay walk, walk along the road, or walk through the vacant unimproved space where the extension is proposed.

I have lived in the area of the proposed modification (200 yards away) for more than fifty years. I have seen growth in the surrounding area such as: new or expanded schools, district park, churches, hospitals, health and human services, senior housing and related services, low income housing, emergency response services, businesses, organized labor organizations, and single family and multi-family dwellings. Along with these expansions and additions are the increase in motorists and pedestrians that use this badly configured and hazardous intersection, especially during peak hours.

I am actively engaged in obtaining signatures of support for a petition to correct this hazardous intersection. Many of the petitioners would like to see the proposed Kuakini extension be treated with the highest urgency. Safety for pedestrians and motorists are our primary concern. Your support and priority funding for the proposed modification to Kuakini Street and Lanakila Avenue is very much appreciated.

Thank you for this opportunity to address this extremely important safety issue

Sincerely,



Henry Pang  
Senior Citizen & Concerned Resident

2/19/03  
I'm in full support of this project.  
Henry Sato

RECEIVED

March 17, 2002

Council Chair John E. Sato

City Council

530 South King Street

Honolulu, Hawaii 96813

Dept. of Planning

C & C OF HURAI Bill no. 20

Project no. 199630C

Re: The Modified Kuakini Street Extension

Dear Council Chair E. Sato,

I fully support the Modified Kuakini Street Extension to correct the existing hazardous intersections. Many children going to and from school cross the streets at the intersections. Driving through the intersections in the heavy traffic is dangerous because of the misaligned Keola St.

Sincerely,  
Henry Sato

Henry Sato

1418 Hala Dr.

Honolulu 96817

WEDNESDAY, 2/19/2003

I'm still in full support of this project

Isaac H. Sato

'03 FEB 20 AM 9:31

Tuesday, March 19, 2002

Council Chair John Pesoto  
City Council  
530 South King Street  
Honolulu, Hawaii 96813

DEPT. OF PLANNING  
& PERMITTING  
C & C OF HONOLULU

Re: Bill no. 20  
Project no. 199630

Subject: The Modified Kuakini Street Extension  
Dear Council Chair Pesoto,

I fully support the Modified Kuakini Street Extension to correct the present, hazardous situation for both motorists and pedestrians because I myself have been in an accident (automobile) on Lanakila Avenue and Keda Str.

Sincerely,  
Isaac H. Sato  
Isaac H. Sato  
1418 Hala Drive  
Honolulu, Hawaii 96817

TUE 17, 2002

Sentiments have not changed  
Kay N. Yamada

RECEIVED

'03 FEB 20 AM 9:32

Mar. 18, 2002

Council Chair John Desoto  
City Council  
530 S. King Street  
Honolulu, HI 96813

Re: Bill no. 20  
Project no. 1996306

Re: The Modified Keekini Extension

Dear Council Chair Desoto,

We, in the Kalahehi area, strongly support the modified Keekini extension. The daily traffic congestion at the present corner of Keele and Lanai is hazardous to the many vehicles, the elderly and school children of Lanai Elementary.

The Honolulu bound traffic from the windward side (Kaneohe) has increased tremendously and they, too, are in full support of this project.

Your expeditious attention to this matter would be appreciated by all of us concerned.

Sincerely,  
Kay N. Yamada

Kay N. Yamada  
2776-E Kalihii Street  
Hon, HI 96819



RECEIVED

February 19, 2003

We're still in full support of this needed improvement

'03 FEB 20 AM 9:32

DEPT. OF PLANNING  
& ZONING  
C & C OF HONOLULU

March 17, 2002

John DeSoto, Chair  
City Council  
530 South King Street  
Honolulu HI 96813

Re: Bill no. 20  
Project no. 199C30C

Re: Modified Kuakini Street Extension

Council Chair DeSoto:

I believe that we need the Modified Kuakini Street Extension because it will be safer for children and senior citizens to cross the intersection at Lanakila and Kuakini.

*Ethel Yamakawa*  
Mrs. Ethel Yamakawa  
736 N. Kuakini Street  
Honolulu, HI 96817

- Jimmy Chiu  
944 Kaloa Ct PL

CA

J. B. Louie Bright

ELVINI LIKE  
1747 LANAKILA

FEB 18 '03 7:37

PAGE.001

RECEIVED

FEB 18 PM 12:01

DEPT. OF PLANNING  
& PERMITTING  
C & C OF HONOLULU

Modified Kuakini Street Extension  
Reference 2003/DPPFM-1 (RS)  
February 18, 2003

Eric Crispin, Acting Director  
City + County of Honolulu  
650 South King Street, 17th Floor  
Honolulu, HI 96813

Mr. Crispin,

I am in favor of the Kuakini Street/Lanakila Avenue Traffic Improvements (a.k.a. Modified Kuakini Street Extension). I hope this project will be completed as soon as possible. I live at the intersection of Kuakini and Lanakila and have witnessed many near accidents involving motorists and pedestrians.

I believe that the Modified Kuakini Street Extension will improve the flow of traffic and help eliminate the hazardous conditions that exist at the present time.

Thank you,

Linda Yamakawa  
Linda Yamakawa  
Resident  
736 N. Kuakini Street

February 17, 2003

Eric Crispin, Acting Director  
Department of Planning & Permitting  
650 S. King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Mr. Crispin,

Subject: DPP Reference No. 2003/ DPPFM-1

I wish to provide testimony in support of the proposed Modified Kuakini Street Extension. This safety improvement would correct a defective and hazardous traffic condition which presently places at undue risk both motorists and pedestrians, many of whom are seniors and school children.

The misaligned intersection formed by Kuakini Street, Lanakila Avenue and Keola Street is heavily utilized and is clearly recognized as a hazard, not only by residents in the neighborhood, but also by thousands throughout the community who visit the many facilities and institutions in the area which include, among others, Maluhia Hospital, the Weinberg Senior Residence, Lanakila Health Center, Lanakila Elementary School, Lanakila Multi-Purpose Senior Center and Lanakila District Park. Poor sight distance and difficulty in maneuvering through the tight misalignment in heavy vehicular and pedestrian traffic are significant factors in many accidents which occur at the site.

The City and County of Honolulu's Vision Team No. 12 has designated, as its top priority, a proposal to mitigate this hazard by constructing a short extension of Kuakini Street for the purpose of completing a standard four- leg intersection through which the major flow of traffic could more safely pass. An earlier proposal of greater magnitude, the Proposed Kuakini Street Extension, which, in effect, would have similarly mitigated this hazard, has been on the City's Detailed Land Use Map for decades, waiting to be implemented while traffic volume and the hazard have only increased. That proposal has now been modified substantially to facilitate the implementation of this necessary remedy by making it affordable and by minimizing any impact to the surrounding area.

Many City and State officials are fully aware of the safety concerns and have already agreed that the most appropriate remedy is indeed the completion of a standard four-leg intersection, as proposed. The Department of Land and Natural Resources, which owns the land on which the proposed extension would pass, has already acknowledged the necessity to correct the hazard and has indicated its willingness to convey the property to the City for this specific safety improvement.

The need for the Modified Extension is clear. Vision Team No. 12 has designated this project as their top priority for implementation. Neighborhood Board

DEPT. OF PLANNING & PERMITTING  
C & C OF HONOLULU

03 FEB 18 PM 1:34

RECEIVED

No. 14 supports this traffic safety improvement as our community's first priority for construction. Most importantly, there is clear support in the community for this necessary remedy. A petition with some 3,000 signatures and more than 125 letters in support of this project are on file with the City Council. A few of these letters and other materials have been enclosed for your review.

The Modified Kuakini Street Extension has been established as our community's priority project, and all necessary steps toward implementation should be expedited to ensure the safety of the public.

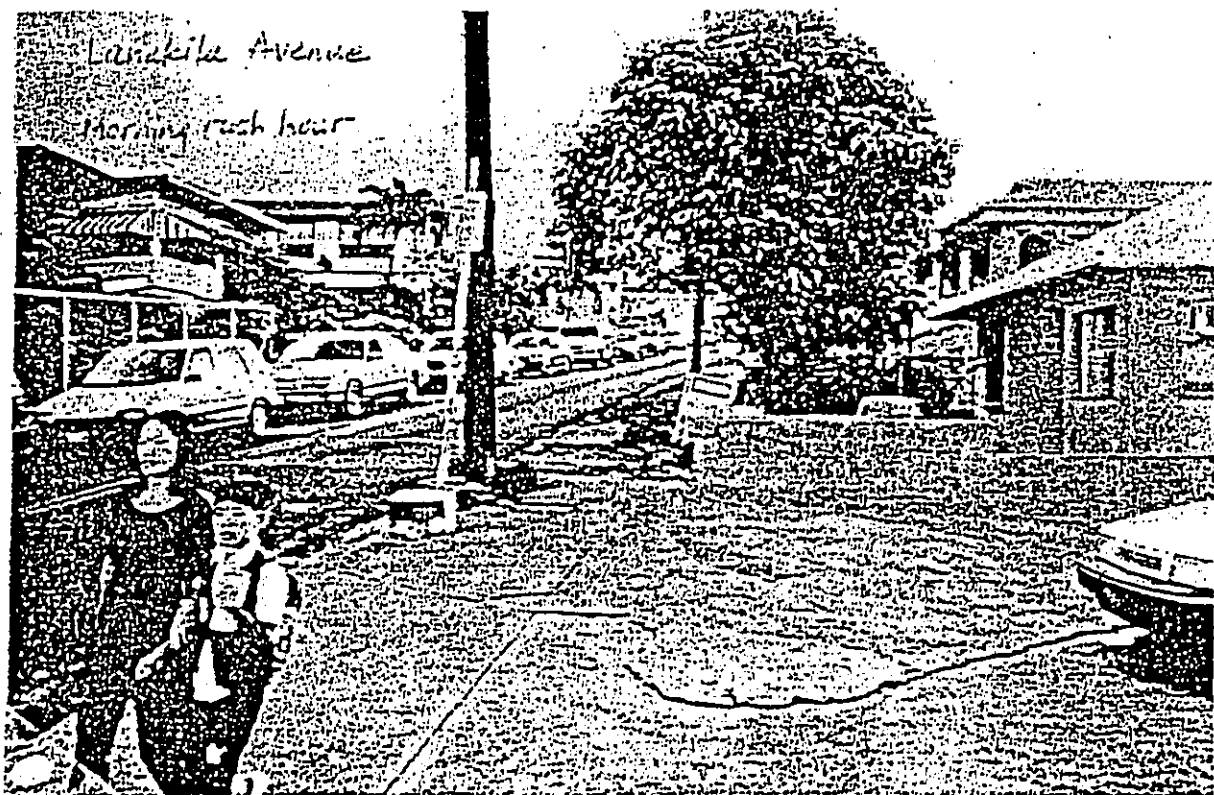
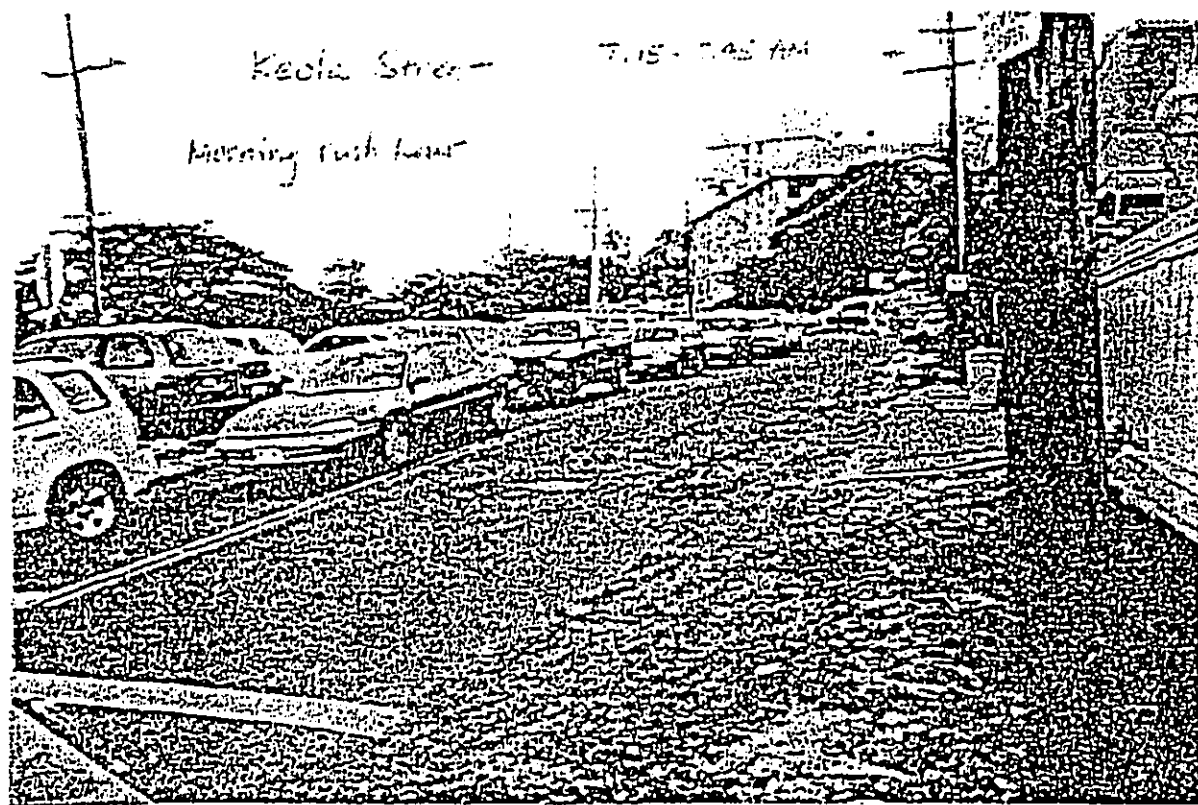
Sincerely,

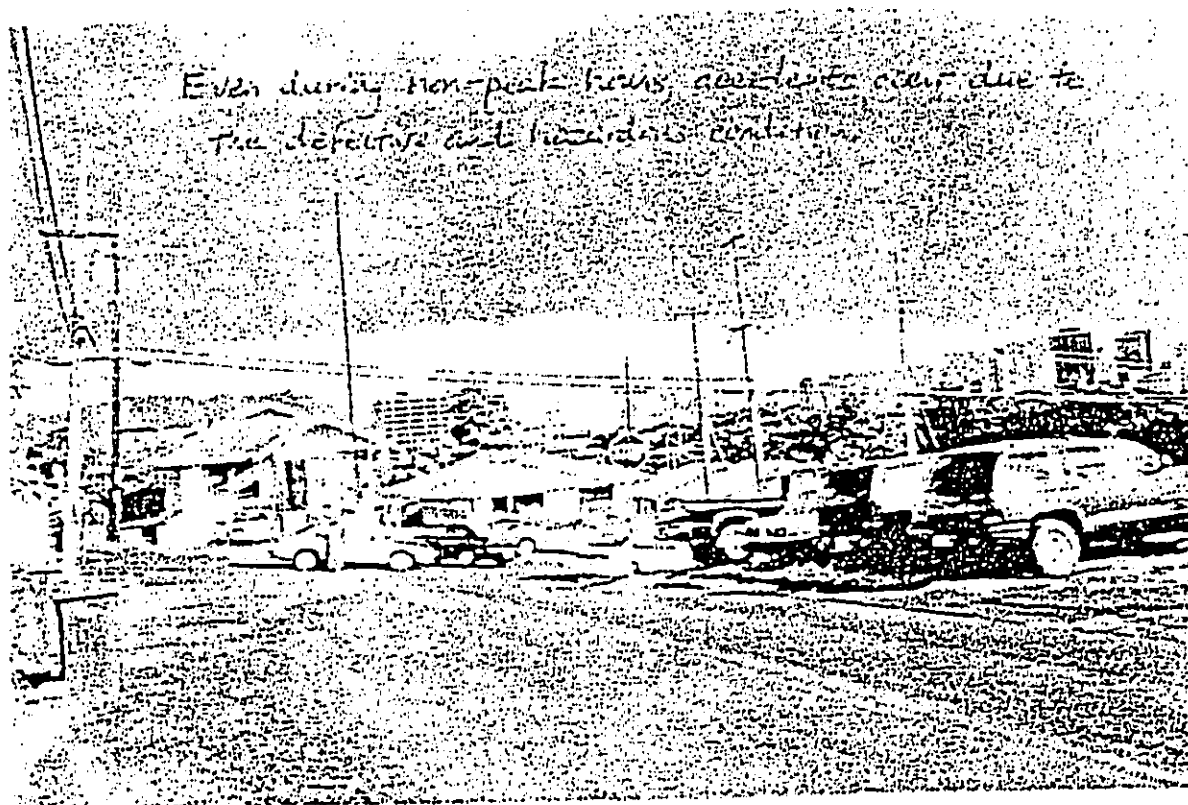
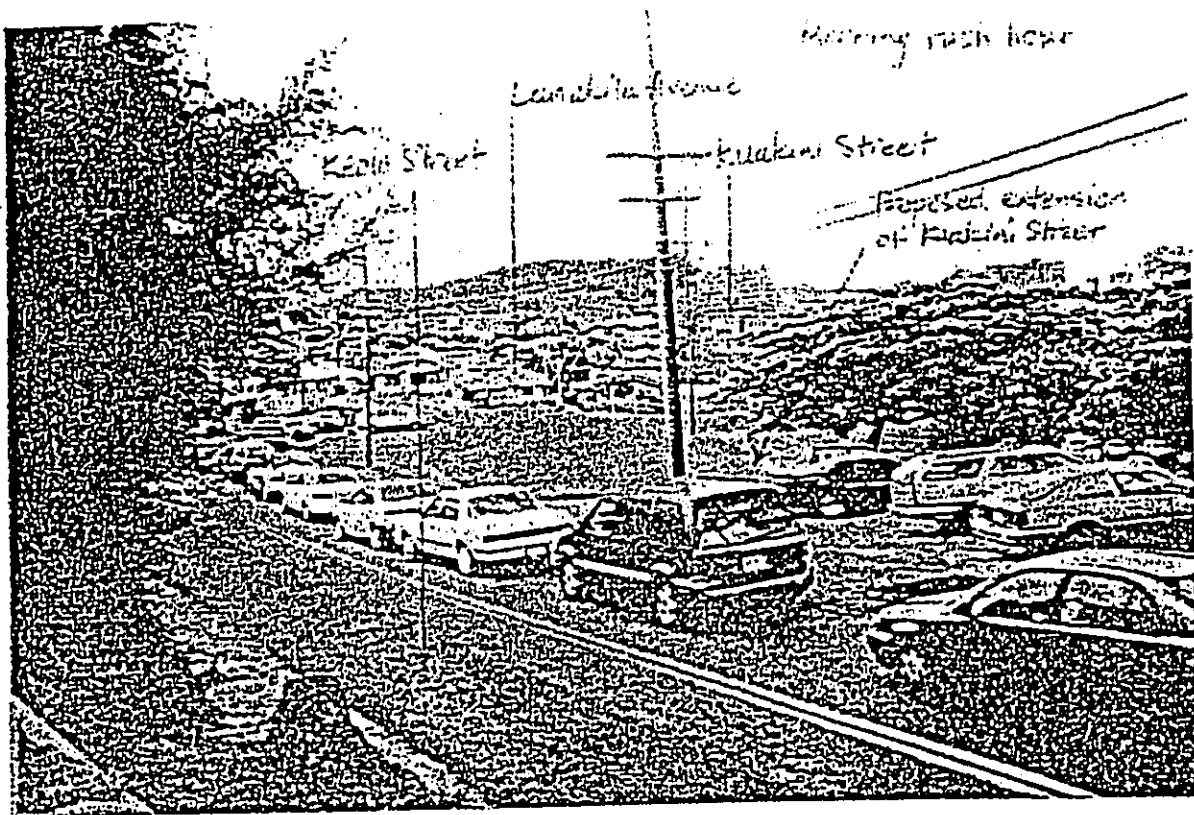
*Francis Nishimura*

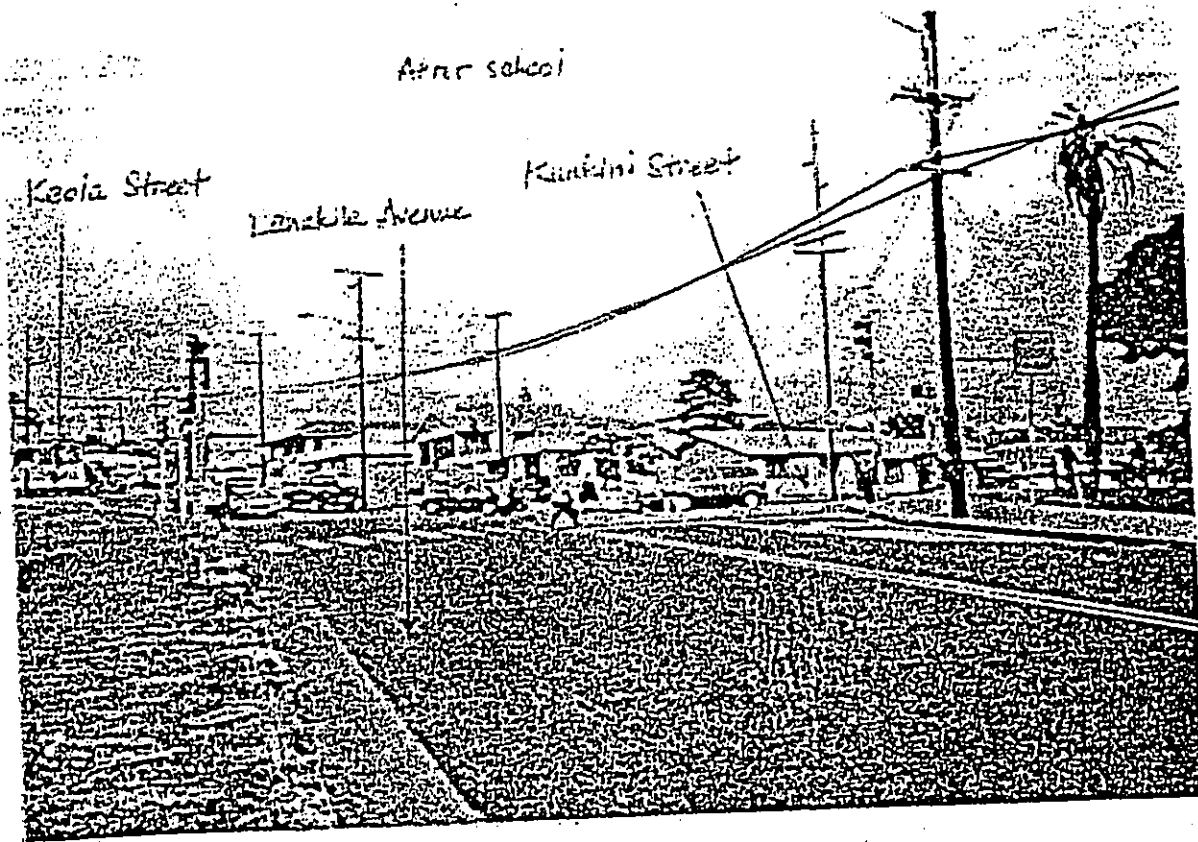
Francis Nishimura  
Vision Team 12 Co-Champion  
Modified Kuakini Street Extension Project

926 Keola Street  
Honolulu, Hawaii 96817

Enclosures







**ATTACHMENT D  
(DRAFT BILL FOR AN ORDINANCE)**





**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE \_\_\_\_\_

BILL \_\_\_\_\_

---

**A BILL FOR AN ORDINANCE**

TO AMEND A PORTION OF THE DEVELOPMENT PLAN PUBLIC FACILITIES MAP FOR THE PRIMARY URBAN CENTER BY ADDING A PUBLICLY FUNDED ROADWAY SYMBOL FOR ADDITIONAL RIGHT-OF-WAY AND NEW STREET FOR THE PROPOSED KUAKINI STREET/LANAKILA AVENUE TRAFFIC IMPROVEMENTS PROJECT (AKA MODIFIED KUAKINI STREET EXTENSION), HONOLULU, OAHU, HAWAII.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION I. Portion of the Development Plan Public Facilities Map for the Primary Urban Center is hereby amended by adding a publicly funded roadway symbol ("R") for additional right-of-way and a new street, site determined, within six years, as shown on the map attached hereto, marked Exhibit A, and by reference made a part hereof.

SECTION II. This public facilities map symbol shall be deleted from the Public Facilities Map by administrative procedure once completion of the facility has been certified in writing by the applicant/agency to the Department of Planning and Permitting and the City Council.



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE \_\_\_\_\_

BILL \_\_\_\_\_

SECTION III. This Ordinance shall take effect upon its approval.

INTRODUCED BY:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Councilmembers

DATE OF INTRODUCTION:

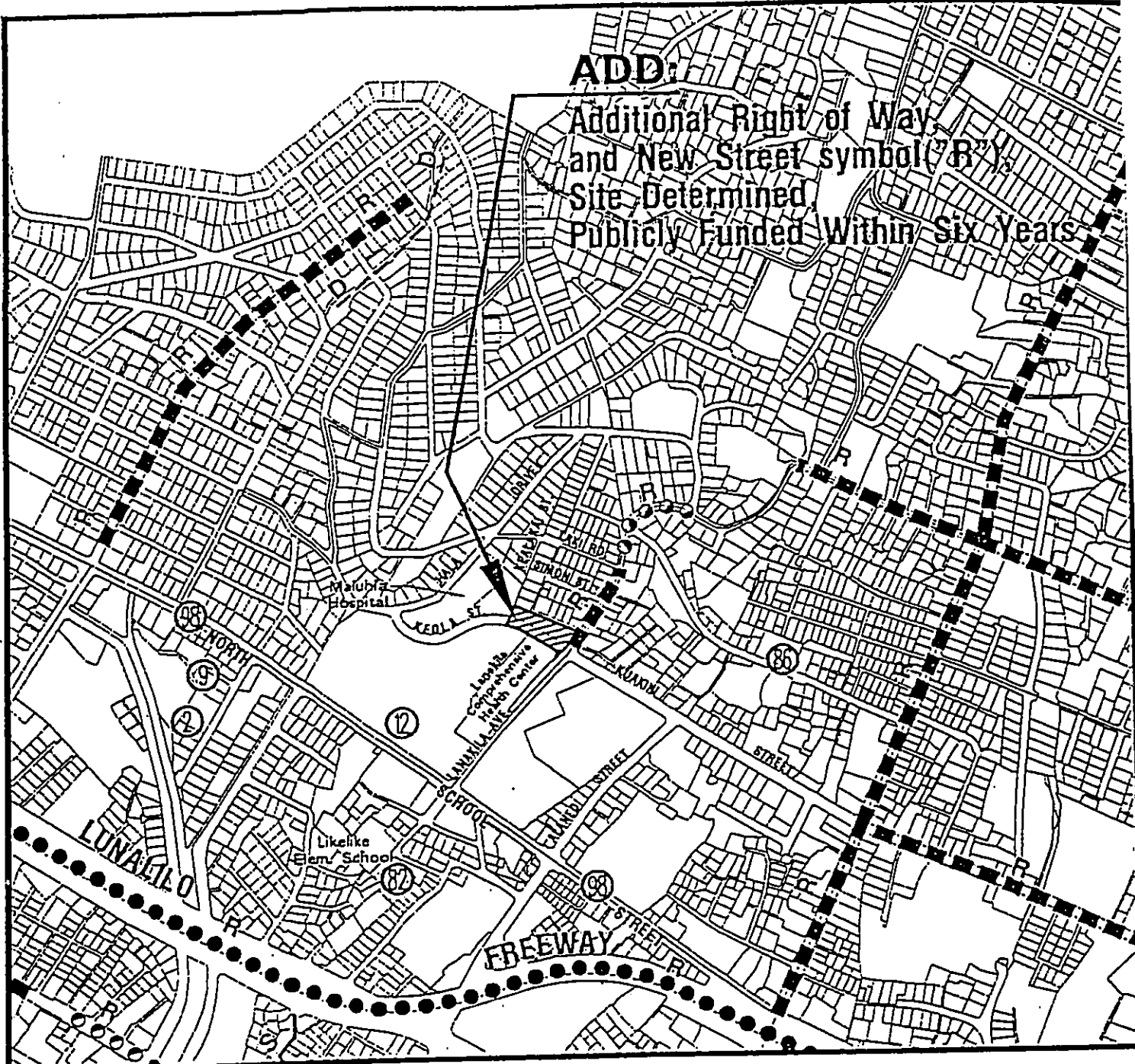
\_\_\_\_\_  
Honolulu, Hawaii

APPROVED AS TO FORM AND LEGALITY:

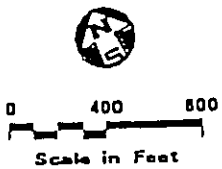
\_\_\_\_\_  
Deputy Corporation Counsel

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2003.

\_\_\_\_\_  
JEREMY HARRIS, MAYOR  
City and County of Honolulu



Portion of  
**DEVELOPMENT PLAN PUBLIC FACILITIES MAP**  
**PRIMARY URBAN CENTER**



PROJECT NAME: Kuakini Street/Lanakila Avenue Traffic Improvements  
(aka Modified Kuakini Street Extension)

APPLICANT: DTS

TAX MAP KEY: 1-6-9 : 1 and Roadway Extension

FOLDER NO.: 2003/DPPFM - 1

LAND AREA: 0.99 ACRES [Approx.]

PREPARED BY: DEPARTMENT OF PLANNING AND PERMITTING  
City and County of Honolulu

PUBLIC HEARING: PLANNING COMMISSION CITY COUNCIL

2003/PF-1

ORD. NO.

EFF. DATE:

EXHIBIT A

BILL

## *Appendix 2*

Comment Letter from Council Member Rod Tam, Chair,  
Public Works & Economic Development Committee  
September 20, 2004.



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU

**Facsimile Transmission**

---

**FROM:** Claude Uehara  
**Fax Number:** (808) 550-6683  
**Voice Phone:**

**TO:** Brian Takeda  
**Company:**  
**Fax Number:** 8421937  
**Voice Phone:**

**Fax Notes:**

---

Brian,  
Signed copy in the mail.  
Claude Uehara

---

Number of pages including this cover sheet: 02

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**ROD TAM**  
COUNCILMEMBER DISTRICT VI  
CHAIR, COMMITTEE ON PUBLIC WORKS & ECONOMIC DEVELOPMENT  
(808) 547-7006  
(808) 523-4220 (fax)  
e-mail: rtam@co.honolulu.hi.us

September 20, 2004

Brian Takeda, Project Coordinator  
R.M. Towill  
420 Waiakamilo Rd., #411  
Honolulu, Hawaii 96817

Dear Mr. Takeda:

Thank you for recognizing the importance of this safety project and requesting my input on its necessity for the community.

The Kuakini Street/Lanakila Ave Extension project has been on the communities priority list for many years. As a State Senator representing the area, I tried to facilitate the construction of this project only to learn that the City was unwilling to fund the cost of the project instead leaving that responsibility to the State. This stalemate lasted until last year when I, as the newly elected councilman to the district, was able to include \$1 million in construction funding into the FY2003/2004 City budget. I also got assurances from the State, the owner of the land, that they are willing to convey the land to the City for this project.

Safety is the number one reason for the construction of this project, as stated by the residents and the community on numerous occasions. The current T intersection is utilized heavily by the children and parents going to and from Lanakila Elementary School, the senior citizens of the Lanakila Multi-purpose Senior Center, clients of the Lanakila Health Center and users of Lanakila District Park. These four heavily utilized facilities make it imperative that the Kuakini Street Extension be completed expeditiously and the intersection be made safer for everyone.

I look forward to working with the community, the city administration and the consultants to expedite the completion of this important project. If you have any questions regarding this matter, please do not hesitate to contact me at 547-7006.

Sincerely,

Rod Tam  
Chairman, Public Works & Economic Development Committee

*Appendix 3*

Traffic Report for Kuakini Street Extension Lanakila Avenue to Keola Street.

Julian Ng, Inc.

June 2004.

**Traffic Report for Kuakini Street Extension  
Lanakila Avenue to Keola Street**

**June 2004**

**Prepared for:  
City and County of Honolulu  
Department of Transportation Services**

**Prepared by:  
Julian Ng, Inc.  
P. O. Box 816  
Kaneohe, HI 96744**



## Table of Contents

	<u>Page</u>
Traffic Report .....	1
<b>List of Figures</b>	
1 – Project Location .....	1
2 – Existing Peak Hour Traffic Volumes .....	4
3 – Traffic Volumes with Project (no growth in volumes) .....	6
4 – Future Traffic Assignments .....	7
<b>List of Tables</b>	
1 – Comparison of Traffic Count Data .....	3
2 – Existing Levels of Service .....	4
3 – Recent Accident History .....	5
4 – Levels of Service, Existing Volumes with Kuakini Street Extension .....	6
5 – Levels of Service, 135% of Existing Volumes with Kuakini Street Extension .....	7
Appendices .....	following 7
A – Vehicular Counts	
B – Pedestrian Counts	

**Traffic Report for Kuakini Street Extension  
Lanakila Avenue to Keola Street**

**June 2004**

The City and County of Honolulu is proposing to extend Kuakini Street from its current terminus at Lanakila Avenue a distance of approximately 600 feet in the northwest (ewa)

direction to tie into the existing Keola Street. The portion of Keola Street between the proposed connection and Lanakila Avenue will be converted to a local street to serve abutting properties. The extension of Kuakini Street would replace the existing situation, in which there are two closely-spaced "T"-intersections on Lanakila Avenue, with a single cross-intersection.

The project is located north of downtown Honolulu in a residential area. An elementary school is located to the south, single-family dwellings are located to the north and east, and low-rise State offices are located to the west. Figure 1 shows the project location.

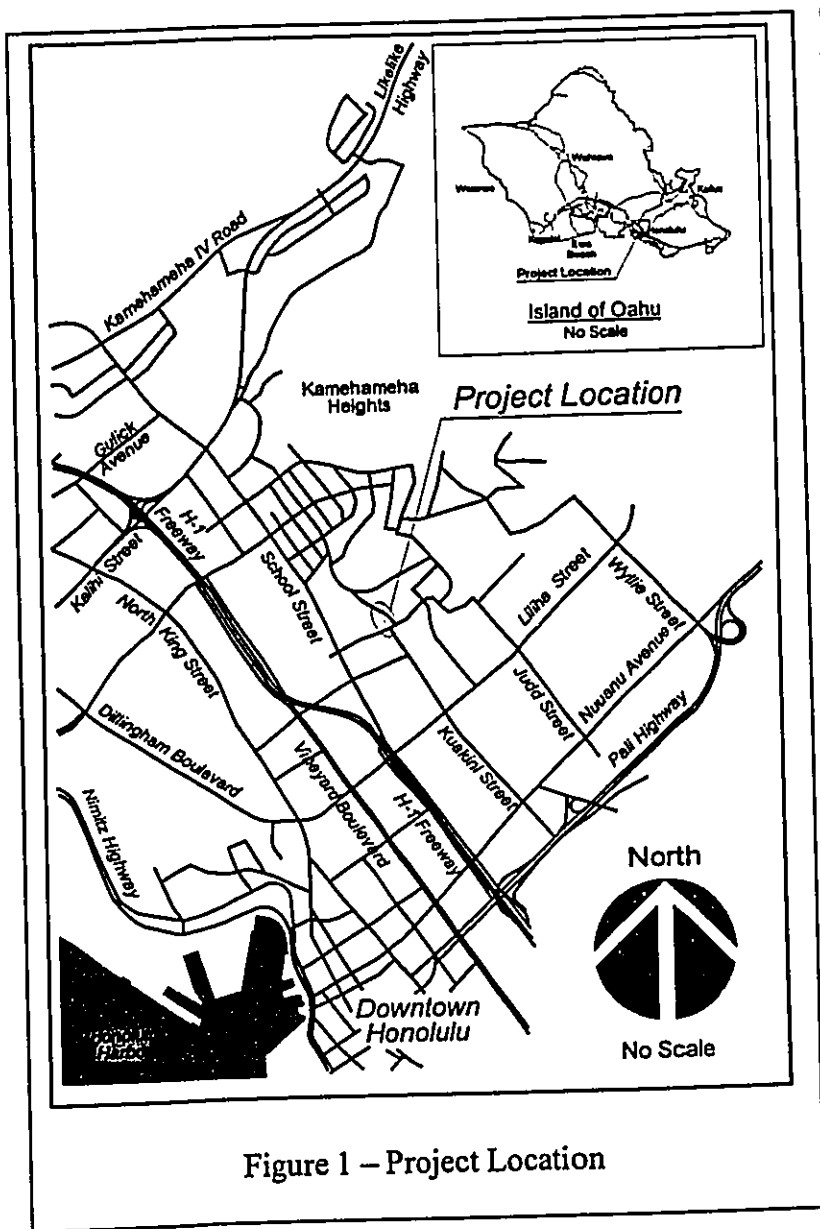


Figure 1 – Project Location

Kuakini Street is a collector that runs in a southeast-to-northwest orientation within a 68-foot right-of-way. The street has sidewalks and is 50 feet wide between curbs, providing one lane in each direction for the movement of traffic with parallel parking generally permitted on both sides of the street. Parking restrictions at intersections provide a second lane, used primarily by traffic turning right onto side streets. Traffic signals control several intersections along Kuakini Street, including Liliha Street, Alaneo Street, and Lanakila Avenue.

Keola Street is a two-lane minor street that connects Hala Drive with Lanakila Avenue, generally hugging the side of a hill. Parking along the sides of Keola Street occurs off of the pavement in areas where the roadside is level. Near Lanakila Avenue, Keola Street provides access to several driveways serving single family dwellings. Three-way intersections at both ends of Keola Street have stop signs controlling Keola Street traffic. Keola Street is 24 feet wide at Lanakila Avenue..

Lanakila Avenue is a two-lane City collector providing access to an older residential area served primarily by narrow streets. Southwest (makai) of its intersection with Kuakini Street, Lanakila Avenue is 40 feet wide between curbs with sidewalks on both sides of the street. While the street is typically one lane for traffic in each direction with curbside parking permitted, a second lane for right turns only is provided at the approach to Kuakini Street. To the northeast (mauka), Lanakila Avenue is narrower, providing one lane for traffic in each direction with no parking; between Kuakini Street and Keola Street, Lanakila Avenue is about 30 feet wide; mauka of Keola Street, its width is approximately 22 feet. An asphalt sidewalk is provided on the southeast side of the street.

The intersection of Lanakila Avenue and Kuakini Street is controlled by a traffic signal system operating with two phases. Left turns are made across oncoming traffic and the parallel pedestrian crossing. Approximately 120 feet to the northeast, Keola Street intersects with Lanakila Avenue; the Keola Street approach is controlled by a stop sign and single lane on the approach serves right turn and left turn traffic.

Traffic count data from a Department of Transportation Services count taken in April 1995 showed a 24-hour total of 12,521 vehicles for all of the approaches to the intersection of Kuakini Street and Lanakila Avenue. The highest total of the volumes entering the

intersection in the AM Peak Hour was 1,183 vehicles per hour between 7:00 AM and 8:00 AM. The highest entering volume in the PM Peak Hour was 1,051 vehicles per hour between 3:45 PM and 4:45 PM.

Manual traffic counts taken during peak periods on two days in March 2004 with school in session were used to develop traffic assignments for existing conditions. Table 1 compares the peak hour approach volumes from the 1995 count with those from the manual counts. The count data are shown in Appendices A and B.

Table 1 – Comparison of Traffic Count Data

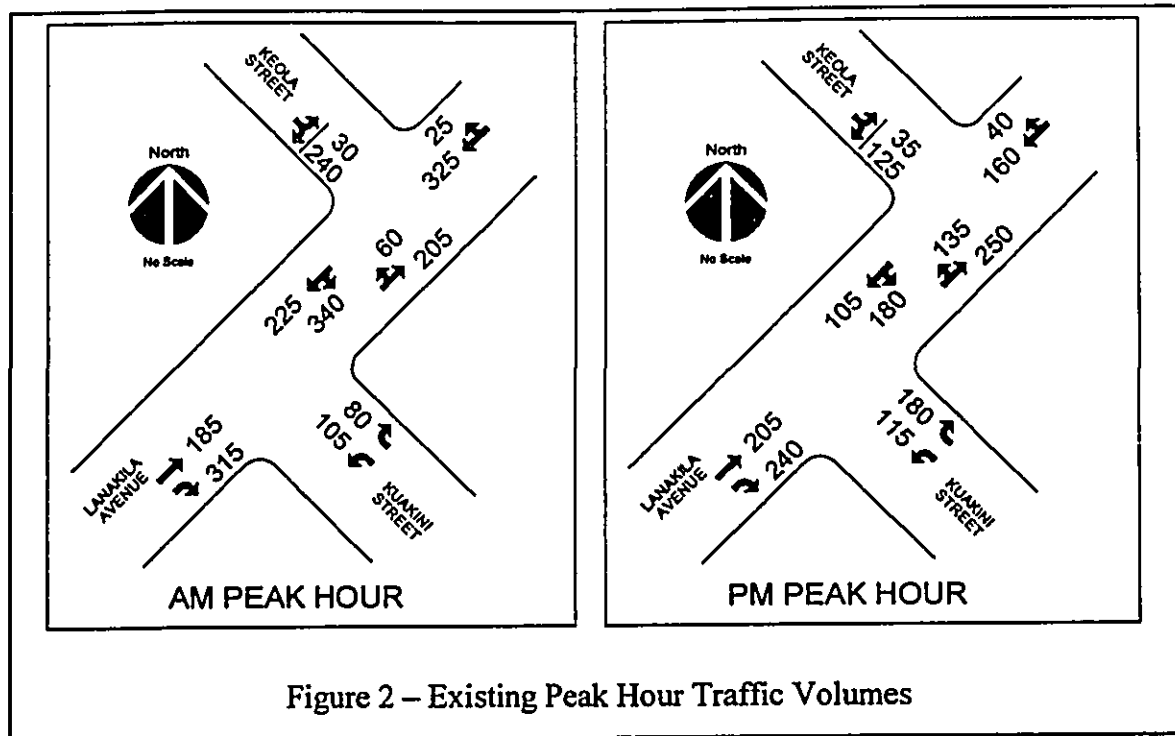
Date counts taken	Peak hour	Approach to Kuakini St./Lanakila Ave.			
		southwest	northeast	northwest	total
April 1995	7:00AM-8:00 AM	525	471	187	1,183
March 17, 2004	6:45AM-7:45 AM	565	503	184	1,252
March 18, 2004	7:00AM-8:00 AM	563	466	187	1,216
April 1995	3:45PM-4:45 PM	324	431	296	1,051
March 16, 2004	4:00PM-5:00 PM	287	431	287	1,005
March 17, 2004	4:00PM-5:00 PM	294	442	298	1,034

Peak hour traffic volumes at the intersection have not changed significantly since 1995. Existing daily traffic entering the intersection of Kuakini Street and Lanakila Avenue, therefore, is estimated to be similar to 1995, or approximately 12,500 vehicles per day. Existing peak hour traffic volumes at the Lanakila Avenue intersections with Kuakini Street and with Keola Street are shown in Figure 2.

Capacity analyses were done using the procedure described in the *Highway Capacity Manual*. The analyses provide estimates of the volume-to-capacity ratio and average delay for traffic in each lane. An overall average for the intersection is also calculated and the delays are related to a "level of service". Level of Service C describes average delays and is considered acceptable for rural conditions and Level of Service D is considered acceptable for urban conditions. Criteria for levels of service are:

	Average delay per vehicle (seconds)					
	≤ 10	> 10 and ≤ 15	> 15 and ≤ 25	> 25 and ≤ 35	> 35 and ≤ 50	> 50
Unsignalized	≤ 10	> 10 and ≤ 15	> 15 and ≤ 25	> 25 and ≤ 35	> 35 and ≤ 50	> 50
Signalized	≤ 10	> 10 and ≤ 20	> 20 and ≤ 35	> 35 and ≤ 50	> 50 and ≤ 80	> 80
Level of Service	A	B	C	D	E	F

Reference: *Highway Capacity Manual 2000*



The analysis of the signalized intersection of Kuakini Street and Lanakila Avenue show overall Level of Service C in the AM Peak Hour and overall Level of Service B in the PM Peak Hour. Table 2 shows the results of the analyses.

Table 2 – Existing Levels of Service

Street	movement	AM Peak Hour			PM Peak Hour						
		V/C	ADPV	LOS	V/C	ADPV	LOS				
<b>Unsignalized Intersection</b>											
Keola Street	shared lane (stop sign)	0.87	25.9	C	0.25	12.3	B				
Lanakila Avenue	left turn to Keola Street	0.06	8.4	A	0.45	10.8	B				
<b>Signalized Intersection</b>											
street	direction	lane	V/C	ADPV	LOS	V/C	ADPV	LOS			
Lanakila Avenue	Southwest	shared lane	0.90	31.9	C	0.67	21.6	C			
	Northeast	through lane	0.20			10.3			B	13.8	B
		right turn lane	0.43								
Kuakini Street	Northwest	left turn lane	0.21	18.4	B	0.17	12.4	B			
		right turn lane	0.18			0.31					
<b>Overall, Kuakini and Lanakila</b>			<b>0.65</b>	<b>21.3</b>	<b>C</b>	<b>0.49</b>	<b>15.6</b>	<b>B</b>			

V/C = volume/capacity ratio  
ADPV = average delay per vehicle (seconds)  
LOS = level of service

Table 3 shows the recent crash (accident) history at the two intersections.

Table 3 – Recent Accident History

Intersection	Major Accidents		
	2001	2002	2003
Lanakila Avenue and Keola Street	2	1	0
Lanakila Avenue and Kuakini Street	1	1	2

Source: City and County of Honolulu, Department of Transportation Services

For an estimated average daily traffic of 13,000 entering the two intersections, the crash rate is 0.49 per million entering vehicles. Based on department criteria, this rate is not that severe that a modification to the intersection is needed.

**Proposed Project:** The extension of Kuakini Street and its connection to Keola Street will in effect move most of the traffic from Keola Street to the Kuakini Street extension. Existing “Z” shaped movements (right turn from Keola Street to Lanakila Avenue followed by a left turn to Kuakini Street, and the opposite movement) will become through movements on Kuakini Street. Single lanes would be provided for each direction of travel on the Kuakini Street extension. Figure 4 shows the existing peak hour traffic reassigned at a single intersection. Table 3 shows the results of the intersection analysis for these volumes.

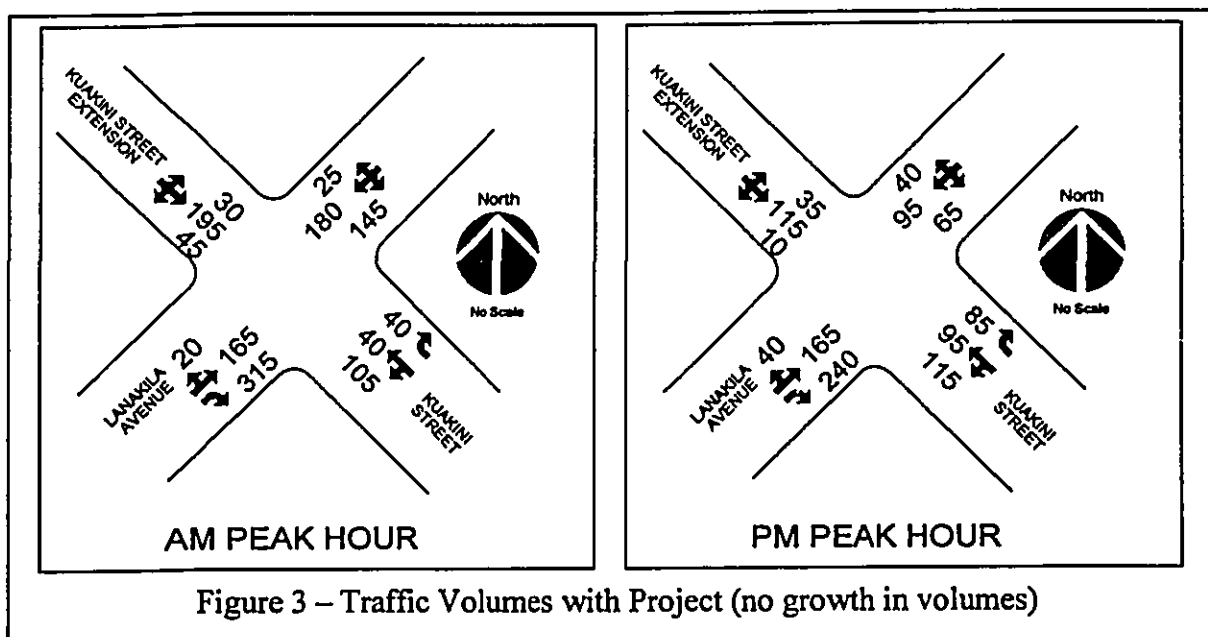


Table 4 –Levels of Service, Existing Volume with Kuakini Street Extension

			AM Peak Hour			PM Peak Hour		
	direction	Lane	V/C	ADPV	LOS	V/C	ADPV	LOS
Lanakila Avenue	southwest	shared lane	0.54	15.0	B	0.34	13.4	B
	northeast	through lane	0.24	12.5	B	0.32	14.0	B
right turn lane		0.49	0.44					
Kuakini Street	northwest	left turn lane	0.41	19.2	B	0.41	13.6	B
		right turn lane	0.08			0.15		
	southeast	shared lane	0.48	20.1	C	0.25	12.3	B
<b>overall</b>			<b>0.52</b>	<b>15.7</b>	<b>B</b>	<b>0.42</b>	<b>13.5</b>	<b>B</b>

V/C = volume/capacity ratio  
 ADPV = average delay per vehicle (seconds)  
 LOS = level of service

While there are no reasons to expect that traffic volumes at the new intersection would increase, a future condition in which volumes are higher was evaluated to determine the potential impact of increased traffic on the intersection. Figure 4 shows the peak hour turning movements if existing volumes were increased by 35% (the equivalent of 20 years of increases at an average rate of 1.5% per year) and Table 4 shows the results of the analyses.

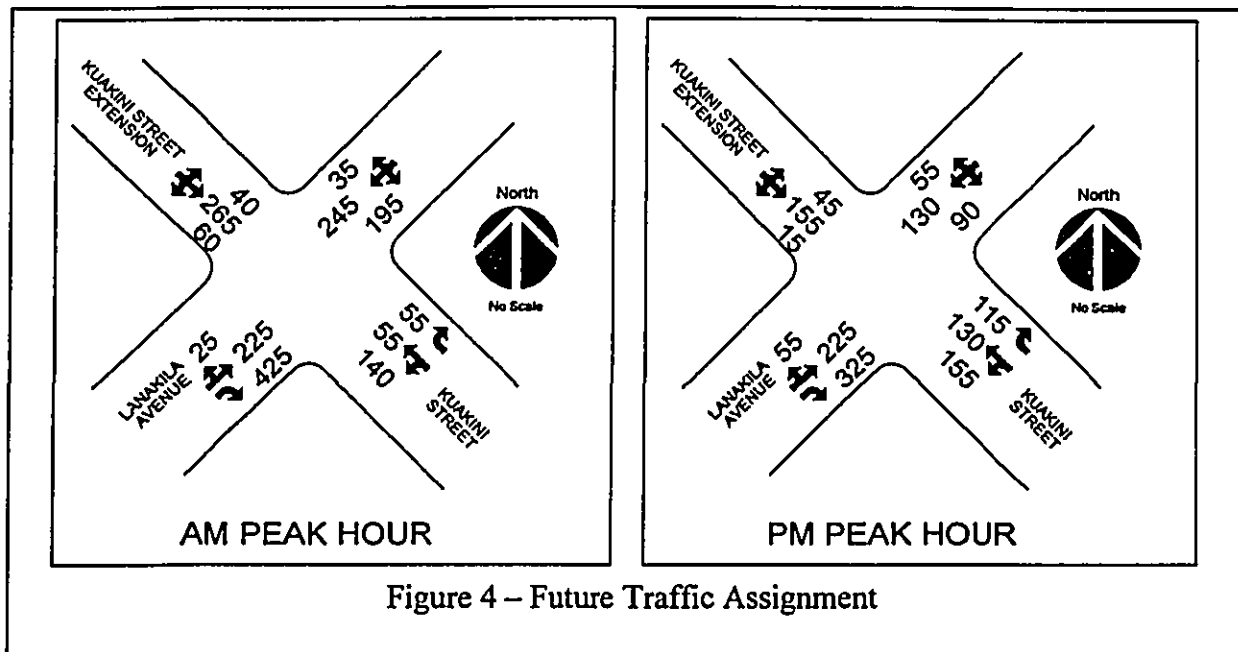


Figure 4 – Future Traffic Assignment

Table 5 –Levels of Service, 135% of Existing Volume with Kuakini Street Extension

	direction	Lane	AM Peak Hour			PM Peak Hour		
			V/C	ADPV	LOS	V/C	ADPV	LOS
Lanakila Avenue	southwest	shared lane	0.84	27.9	C	0.54	16.9	B
	northeast	through lane	0.32	15.1	B	0.46	16.5	B
right turn lane		0.64	0.57					
Kuakini Street	northwest	left turn lane	0.70	28.6	C	0.57	16.1	B
		right turn lane	0.11			0.20		
	southeast	shared lane	0.65	24.2	C	0.35	13.3	B
<b>overall</b>			<b>0.78</b>	<b>22.3</b>	<b>C</b>	<b>0.58</b>	<b>16.0</b>	<b>B</b>

V/C = volume/capacity ratio  
ADPV = average delay per vehicle (seconds)  
LOS = level of service

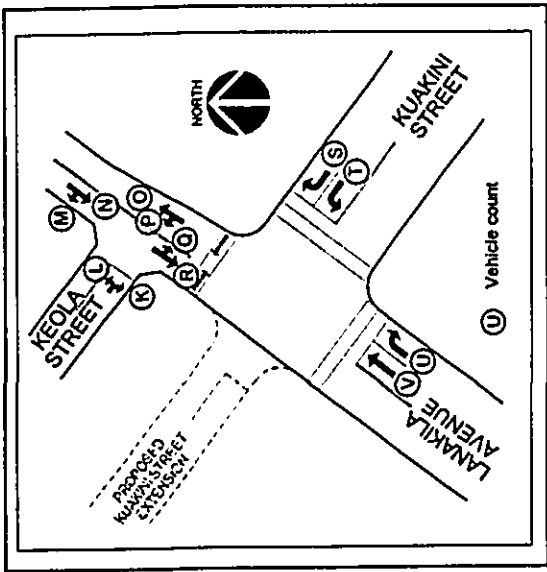
A single lane in each direction would be sufficient for the extension of Kuakini Street to the northwest with a new connection with Keola Street. Existing approach laneage on the southwest leg of Kuakini Street and on the Lanakila Avenue approaches will be adequate.

The traffic signal would require additional heads for vehicular traffic approaching on the new southeastbound leg of the intersection and pedestrian signal heads for the new crosswalk across the new traffic lanes. The signal can continue to be operated with two phases.



APPENDIX A - VEHICULAR COUNTS

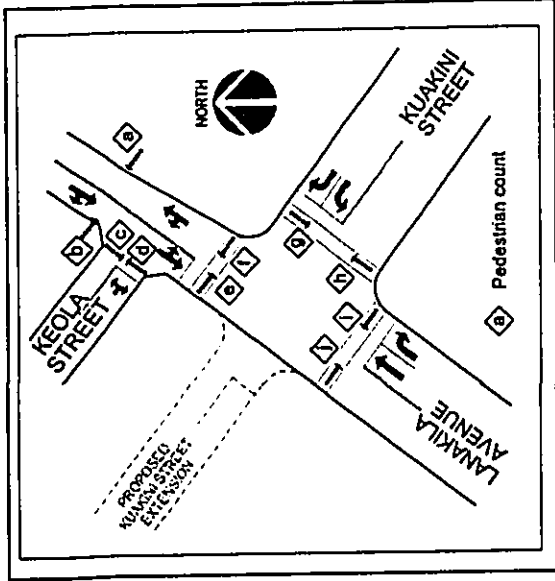
Vehicular Counts	Keola Street and Lanakila Avenue					Kuakini Street and Lanakila Avenue					Other			
	K	L	M	N	O	P	Q	R	S	T	U	V	K>Q	S>P
March 16, 2004														
03:00 PM - 03:15 PM	26	11	12	43	59	22	29	37	38	31	57	51	22	17
03:15 PM - 03:30 PM	31	6	5	38	41	21	30	43	25	26	37	32	29	14
03:30 PM - 03:45 PM	27	7	11	42	43	22	42	66	43	35	57	47	24	22
03:45 PM - 04:00 PM	30	4	8	39	35	30	16	35	32	26	37	20	30	27
04:00 PM - 04:15 PM	23	5	11	38	48	30	29	52	51	43	48	52	25	25
04:15 PM - 04:30 PM	42	8	11	24	59	24	15	40	26	21	52	49	34	18
04:30 PM - 04:45 PM	30	7	8	44	55	34	34	39	51	28	58	49	28	27
04:45 PM - 05:00 PM	33	9	10	37	57	36	35	43	42	25	54	50	29	24
03:00 PM - 05:00 PM	242	57	76	305	397	219	230	355	308	235	400	350	221	174
March 17, 2004														
06:30 AM - 06:45 AM	45	5	7	59	43	13	48	67	15	17	69	47	39	11
06:45 AM - 07:00 AM	68	9	7	71	50	10	39	88	17	23	85	45	49	5
07:00 AM - 07:15 AM	57	3	4	82	53	16	52	86	22	21	80	42	48	11
07:15 AM - 07:30 AM	58	4	9	90	38	14	59	86	13	28	77	45	46	6
07:30 AM - 07:45 AM	56	12	7	83	46	21	73	82	28	32	74	40	52	18
07:45 AM - 08:00 AM	37	5	7	57	44	13	51	61	23	24	57	35	41	11
08:00 AM - 08:15 AM	36	2	7	37	46	20	43	42	33	31	79	34	30	15
08:15 AM - 08:30 AM	33	9	1	34	70	15	39	44	21	27	70	33	31	12
08:30 AM - 08:30 AM	390	49	49	513	390	122	404	556	172	203	591	321	336	89
March 17, 2004														
03:00 PM - 03:15 PM	31	8	5	34	63	23	32	38	42	44	47	56	24	21
03:15 PM - 03:30 PM	22	5	2	44	58	27	25	36	37	25	35	38	19	22
03:30 PM - 03:45 PM	31	6	12	62	54	25	46	52	53	37	47	38	31	24
03:45 PM - 04:00 PM	41	8	8	34	39	29	26	49	36	35	55	28	35	23
04:00 PM - 04:15 PM	32	3	13	45	49	32	32	50	50	24	50	36	30	24
04:15 PM - 04:30 PM	33	5	5	30	47	25	22	42	37	36	61	51	27	19
04:30 PM - 04:45 PM	31	10	12	47	49	39	39	47	45	26	62	39	32	29
04:45 PM - 05:00 PM	30	16	12	36	57	37	19	43	49	31	67	49	28	22
03:00 PM - 05:00 PM	251	61	69	332	416	237	241	357	349	258	424	335	226	184
March 18, 2004														
06:30 AM - 06:45 AM	58	10	6	75	32	10	62	88	10	13	84	41	47	6
06:45 AM - 07:00 AM	67	3	6	55	46	14	33	69	14	18	69	41	52	7
07:00 AM - 07:15 AM	50	6	8	89	44	12	67	96	20	22	63	45	40	13
07:15 AM - 07:30 AM	53	7	4	82	40	15	55	80	17	21	95	34	35	8
07:30 AM - 07:45 AM	56	4	4	64	42	16	60	82	26	31	74	38	46	14
07:45 AM - 08:00 AM	45	7	9	59	44	19	52	71	22	28	64	40	35	11
08:00 AM - 08:15 AM	46	4	9	42	47	11	49	43	22	35	72	47	26	11
08:15 AM - 08:30 AM	41	4	6	42	31	13	38	44	20	20	74	25	31	11
06:30 AM - 08:30 AM	416	45	52	508	326	110	416	573	151	188	595	311	312	81



Source: Parsons Brinckerhoff Quade & Douglas, Inc.

APPENDIX B - PEDESTRIAN COUNTS

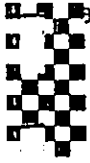
Pedestrian Counts	Keola Street and Lanakila Avenue					Kuakini Street and Lanakila Avenue				
	a	b	c	d	e	f	g	h	i	j
March 16, 2004										
03:00 PM - 03:15 PM	1		1	1		1	10	9	6	5
03:15 PM - 03:30 PM				1		1	4	15	6	
03:30 PM - 03:45 PM	1	1		2		1	1	6	1	
03:45 PM - 04:00 PM		1		1	1		6	6	1	
04:00 PM - 04:15 PM							4	2	3	
04:15 PM - 04:30 PM				1	1		1	4		1
04:30 PM - 04:45 PM							3	3		
04:45 PM - 05:00 PM	2	2	1	5	2	3	30	61	18	6
03:00 PM - 05:00 PM										
March 17, 2004										
06:30 AM - 06:45 AM	1		2			3	2	1	2	8
06:45 AM - 07:00 AM			2			5	3			12
07:00 AM - 07:15 AM			1		1	3	4	4	3	9
07:15 AM - 07:30 AM					2	1	25	10	3	1
07:30 AM - 07:45 AM			3				10	9	3	
07:45 AM - 08:00 AM			1		2	1	13	1	3	
08:00 AM - 08:15 AM	3				2		4	1	3	1
08:15 AM - 08:30 AM			1			2	3			
08:30 AM - 08:45 AM	4	0	10	0	5	15	64	15	13	31
06:30 AM - 08:30 AM										
March 17, 2004										
03:00 PM - 03:15 PM	1		2			1	2	10	7	1
03:15 PM - 03:30 PM			1		1	1	3	8	1	1
03:30 PM - 03:45 PM	1	1		2			2		1	
03:45 PM - 04:00 PM				1			4	4	1	2
04:00 PM - 04:15 PM		3		3			5	6		
04:15 PM - 04:30 PM			1	1			5	8		
04:30 PM - 04:45 PM	2	1		1			1	4		
04:45 PM - 05:00 PM		1				1	1			
03:00 PM - 05:00 PM	4	6	4	8	2	3	22	40	10	4
March 18, 2004										
06:30 AM - 06:45 AM			1			5	2	2	1	3
06:45 AM - 07:00 AM			2		1	2	8	2		11
07:00 AM - 07:15 AM	2	1	3	1	3	2	5	18	1	12
07:15 AM - 07:30 AM				2	5	2	22	7	5	12
07:30 AM - 07:45 AM					1	2	7	4	3	
07:45 AM - 08:00 AM			1			1	3			1
08:00 AM - 08:15 AM	2		2	1		1	1	1		
08:15 AM - 08:30 AM			9	4	10	13	65	10	13	39
06:30 AM - 08:30 AM	4	1	9	4	10	13	65	10	13	39



Source: Parsons Brinckerhoff Quade & Douglas, Inc.

## *Appendix 4*

Comments and Responses to the Draft Environmental Assessment



LINDA LINGLE  
GOVERNOR OF HAWAII



GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4186  
E-mail: oeqc@health.state.hi.us

August 23, 2005

Edward Hirata  
Department of Transportation Services  
650 South King St. 3<sup>rd</sup> floor  
Honolulu, Hawaii 96813

Attn: Darin Mar

Dear Mr. Hirata:

Subject: Draft Environmental Assessment (EA) for **Kuakini Street Extension**

We have the following comments to offer:

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

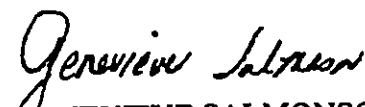
**Safety:** Will there be a staging area on site for construction equipment? How will you prevent theft or vandalism of construction property? How will you assure pedestrian safety during construction?

**Construction noise:** Notify neighbors regarding construction noise, especially prior to jackhammer use.

**Cultural impacts analysis:** In the final EA indicate how you arrived at your conclusion of lack of impacts to current cultural practices and to cultural resources.

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

Sincerely,

  
GENEVIEVE SALMONSON  
Director

c: Brian Takeda, RM Towill

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



R. M. TOWILL CORPORATION  
SINCE 1930

Planning  
Engineering  
Environmental Services  
Photogrammetry  
Surveying  
Construction Management

October 12, 2005

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

Dear Ms. Salmonson:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated August 23, 2005, concerning the subject project. We have prepared the following in response to your comments (*italicized* for reference):

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

The Final EA will be produced on two-sided paper.

2. *Safety: Will there be a staging area on site for construction equipment? How will you prevent theft or vandalism of construction property? How will you assure pedestrian safety during construction?*

A staging area will be located either on-site or at the contractor's base yard. The location of the staging area will be determined by the construction contractor upon selection. The contractor will also determine the best course of action to prevent theft or vandalism of construction equipment. This may include use of security services or moving equipment at the end of the work day to the contractor's off-site base yard.

Much of the construction work will be within the project site and is not expected to affect pedestrian traffic near the site. However, during construction periods when pedestrian and vehicular traffic may be affected, off-duty policemen or crossing guards may be employed to ensure pedestrian and vehicular traffic safety.

Ms. Genevieve Salmonson  
October 12, 2005  
Page 2 of 2

3. Construction Noise: *Notify neighbors regarding construction noise, especially prior to jackhammer use.*

As required, the construction contractor will obtain a Community Noise Permit from the Noise Radiation and Indoor Air Quality branch of the Department of Health (DOH) prior to start of work. In accordance with DOH requirements, surrounding neighbors will be provided with notification of construction activities generating noise, including use of jackhammers between the hours of 9:00 AM and 5:00 PM, Monday through Friday.

4. Cultural impacts analysis: *In the final EA indicate how you arrived at your conclusion of lack of impacts to current cultural practices and to cultural resources.*

The conclusion of no adverse impacts to cultural practices or resources is based on the following: (1) the project site is within an open urbanized area that is overgrown with introduced weedy species. The unkempt nature of the site suggests little to no use for cultural practices or activities; (2) pre-consultation with the community during the Development Plan Public Facilities Map Amendment process did not disclose pre-existing cultural uses or practices at the site. The Map Amendment process however did indicate general community support for the project; and (3) there were minimal comments regarding use of the site for cultural practices from the community and governmental agencies. Documentation of comments is provided in the Final EA, Appendix 1, Attachment C - Public Agency and Community Comments.

We appreciated the time you have taken to review and provide useful comments to the subject Draft EA. Should you have any further comments, please do not hesitate to contact the undersigned at 842-1133.

Sincerely,

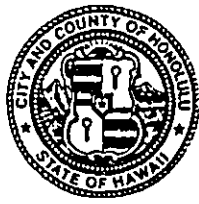


Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services

POLICE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**  
801 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111  
<http://www.honolulu.gov>  
<http://www.honolulupd.org>  
[www.honolulu.gov](http://www.honolulu.gov)

MUF1 HANNEMANN  
MAYOR



BOISSE P. CORREA  
CHIEF

GLEN R. KAJIYAMA  
PAUL D. PUTZULU  
DEPUTY CHIEFS

OUR REFERENCE **BS-KP**

August 25, 2005

TO: EDWARD Y. HIRATA, DIRECTOR  
DEPARTMENT OF TRANSPORTATION SERVICES

ATTENTION: DARIN MAR, PLANNING STUDIES BRANCH

FROM: BOISSE P. CORREA, CHIEF OF POLICE  
HONOLULU POLICE DEPARTMENT

SUBJECT: KUAKINI STREET EXTENSION; TMK: (1) 1-6-009: 001 AND  
ROADWAY EXTENSION

Thank you for the opportunity to review and comment on the subject project.

This project should have no significant impact on the facilities or operations of the Honolulu Police Department.

If there are any questions, please call Major Susan Ballard of District 5 at 529-3156 or Mr. Brandon Stone of the Executive Bureau at 529-3644.

BOISSE P. CORREA  
Chief of Police

By  
KARL GODSEY  
Assistant Chief of Police  
Support Services Bureau

cc: Ms. Genevieve Salmonson  
OEQC

✓ Mr. Brian Takeda  
R.M. Towill Corporation

*Serving and Protecting with Aloha*

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



**R. M. TOWILL CORPORATION**  
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Environmental Services  
Photogrammetry  
Surveying  
Construction Management

October 12, 2005

Boisse P. Correa, Chief of Police  
Honolulu Police Department  
City and County of Honolulu  
801 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chief Correa:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated August 25, 2005, concerning the subject project. We have prepared the following in response to your comments:

We acknowledge that the proposed project should have no significant impact on the facilities and operations of the Honolulu Police Department.

We appreciated your review of the Draft EA for the subject project. Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,

Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services





The Senate  
State of Hawaii

STATE CAPITOL  
HONOLULU, HAWAII 96813

September 2, 2005

Mr. Darin Mar  
City and County of Honolulu  
Department of Transportation Services  
650 South King Street  
Honolulu, HI 96813

Re: Kuakini Street Extension

Dear Mr. Mar:

I am writing to express support for the proposed Kuakini Street Extension Project (HRS 343 DEA). The project was approved in 2003 (City and County of Honolulu Ordinance 03-15) and added into the Primary Urban Center Development Plan Public Facilities Map.

It is my understanding from a recent environmental notice that the project proposes to extend Kuakini Street from its present terminus at Lanakila Avenue a distance of approximately 600 feet in the northwest direction to tie into Keola Street. This will provide a straightened and more direct alignment to the intersection at Kuakini Street and Lanakila Avenue and result in a more efficient flow of traffic through the intersection.

This is something that constituents in my community have wanted for many years now. I hope the project will receive your positive consideration and move forward accordingly.

Sincerely,

A handwritten signature in cursive script that reads "Suzanne Chun Oakland".

Suzanne Chun Oakland  
Senator, 13th District

cc: R.M. Towill Corporation  
Office of Environmental Quality Control

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



R. M. TOWILL CORPORATION  
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Planning  
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Photogrammetry  
Surveying  
Construction Management

October 12, 2005

State Senator Suzanne Chun Oakland  
13th Senatorial District  
Hawaii State Capitol, Room 226  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Senator Chun Oakland:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 2, 2005 expressing support for the proposed project. We appreciated the time you have taken to review this document.

Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,

Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services

**BOARD OF WATER SUPPLY**

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



September 8, 2005

MUFI HANNEMANN, Mayor

RANDALL Y. S. CHUNG, Chairman  
HERBERT S. K. KAOPUA, SR.  
SAMUEL T. HATA  
ALLY J. PARK

RODNEY K. HARAGA, Ex-Officio  
LAVERNE HIGA, Ex-Officio

DONNA FAY K. KIYOSAKI  
Deputy Manager and Chief Engineer

Mr. Darin Mar  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Mar:

Subject: The Draft Environmental Assessment for the Kuakini Street Extension,  
TMK: 1-6-9:1 and Roadway Right-of-way.

Thank you for the opportunity to comment on the subject document.

Our comments of February 21, 2003, which are included in the document, are still applicable.

If you have any questions, please contact Joseph Kaakua at 748-5443.

Very truly yours,

KEITH S. SHIDA  
Principal Executive  
Customer Care Division

cc: Office of Environmental Quality Control  
Mr. Brian Takeda, R.M. Towill Corporation

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



R. M. TOWILL CORPORATION  
SINCE 1930

Planning  
Engineering  
Environmental Services  
Photogrammetry  
Surveying  
Construction Management

October 12, 2005

Mr. Keith S. Shida, Principal Executive  
Customer Care Division  
Board of Water Supply  
City and County of Honolulu  
630 South Beretania Street  
Honolulu, Hawaii 96843

Dear Mr. Shida:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 8, 2005, concerning the subject project.

You stated that your comments in your letter to the Department of Planning and Permitting dated February 21, 2003, for the Development Plan Public Facilities Map Amendment for the Primary Urban Center – Kuakini Street/Lanakila Avenue Traffic Improvements (a.k.a. Modified Kuakini Street Extension) are still applicable to the proposed Kuakini Street Extension and that the Board of Water Supply (BWS) has no objections to the proposed project.

We have prepared the following responses to your other comments (referenced in *italics*):

1. *We have a proposed 24-inch transmission main along Kuakini Street that is scheduled for construction beyond the 6-year CIP. Design and construction of the project should be coordinated to include the planned BWS water main.*

The project will be coordinated with BWS (through plan review) to ensure that the design and construction is consistent with the BWS transmission main.

Mr. Keith S. Shida  
October 12, 2005  
Page 2 of 3

2. *Construction plans should be submitted for our review of any water facilities that may require relocation and revisions to the design of the transmission main.*

Construction plans will be submitted to BWS for review and approval as part of the building permit process.

3. *The existing water system is presently adequate to accommodate the proposed project.*

We acknowledge adequacy of the existing water system.

4. *The availability of water will be confirmed when the building permit is submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.*

As required, the applicant will pay for Water System Facilities Charges for resource development, transmission, and daily storage.

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

Use of drought tolerant/ low water use plants, xeriscaping, and a water-efficient irrigation system will be considered in the design of the proposed project.

6. *If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.*

If a three-inch or larger meter is required, the construction drawings showing the installation of the meter will be submitted for your review and approval.

7. *We reserve further comments on the proposed development until development plans are formalized.*

We acknowledge that you reserve further comments until the development plans are formalized.

Mr. Keith S. Shida  
October 12, 2005  
Page 3 of 3

We appreciated your review of the Draft EA for the subject project. Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,



Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services

FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

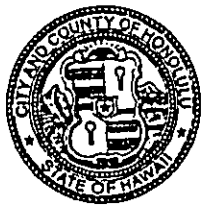
3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869  
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: www.honolulufire.org



ATTILIO K. LEONARDI  
FIRE CHIEF

JOHN CLARK  
DEPUTY FIRE CHIEF

MUFI HANNEMANN  
MAYOR



September 8, 2005

TO: EDWARD Y. HIRATA, DIRECTOR  
DEPARTMENT OF TRANSPORTATION SERVICES

ATTENTION: DARIN MAR  
PLANNING STUDIES BRANCH

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)  
KUAKINI STREET EXTENSION

We received a letter from Brian Takeda of R.M. Towill Corporation requesting that our comments on the above-mentioned DEA be sent to you.

Please refer to our memorandum to the Department of Planning and Permitting dated February 14, 2003, which is included in the DEA. The Honolulu Fire Department has no additional comments.

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

Handwritten signature of Attilio K. Leonardi in cursive.

ATTILIO K. LEONARDI  
Fire Chief

AKL/SK:bh

cc: Ms. Genevieve Salmonson, Director  
State of Hawaii, Department of Health, Office of Environmental Quality Control  
Mr. Brian Takeda, R.M. Towill Corporation

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



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Construction Management

October 12, 2005

Mr. Attilio K. Leonardi, Fire Chief  
Honolulu Fire Department  
City and County of Honolulu  
3375 Koapaka Street, Suite H425  
Honolulu, Hawaii 96819

Dear Chief Leonardi:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 8, 2005, concerning the subject project. We have prepared the following in response to your comments:

In reference to your Memorandum to the Department of Planning and Permitting dated February 14, 2003, the proposed Kuakini Street extension will be designed in compliance with codes and standards for access for fire apparatus, water supply and building construction.

We further acknowledge that the Fire Department (1) does not anticipate any adverse impacts resulting from the proposed project, and (2) fire protection services provided by the Kuakini, Central, Nuuanu and Kalihi Kai Fire Stations will be adequate to service the proposed project.

We appreciated your review of the Draft EA for the subject project. Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,

Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services



September 12, 2005

Darin Mar  
C+L Department of Transportation Services  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Mar,

Re: Modified Kuakini Street Extension (HRS 343 DEA)

As the community coordinator of the proposed Modified Kuakini Street Extension, I want to thank you for the opportunity to comment on the Draft Environmental Assessment for this project. Those in our community with whom we discussed this matter expressed their wholehearted support of the preferred alternative.

The proposed traffic improvement is needed to relieve long-standing congestion and safety concerns and, as you are aware, the Extension project proposed decades ago to remedy the situation has now been modified to make it more affordable and to minimize impact to the surrounding community.

The modified proposal has been open for discussion at Neighborhood Board No. 14 for the past four years and has been supported by the Board repeatedly. It has appeared on the Board's Agenda every month for more than a year now, has been presented at various public meetings, has been featured in various community newsletters and has even been publicized in a front page news article recently. Throughout this period, there has been nothing but support from the public for what your department has now confirmed to be the preferred alternative.

After due consideration to all who may be concerned, and in view of your traffic findings and the appropriate measures developed to minimize potential impacts, we too feel that this project will have no significant adverse impact on the environment.

Sincerely yours,

Francis Nishimura

Francis Nishimura  
926 Keolu Street  
Honolulu, Hawaii 96817

cc: DEQC  
R M. Towill Corporation

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



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October 12, 2005

Mr. Francis Nishimura  
926 Keola Street  
Honolulu, HI 96817

Dear Mr. Nishimura:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

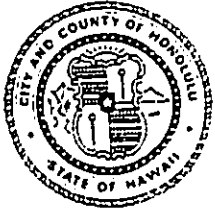
On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 12, 2005, concerning the subject project. We appreciate your support and recognize your efforts and those of others in the community throughout this long process that have helped to bring this project to fruition.

Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,

Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII 96813-3065 / TELEPHONE 547-7000

ROD TAM  
COUNCILMEMBER DISTRICT VI  
CHAIR, COMMITTEE ON PUBLIC WORKS & ECONOMIC DEVELOPMENT  
(808) 547-7006  
(808) 523-4220 (fax)  
e-mail: rtam@honolulu.gov

September 14, 2005

Darren Mar  
Department of Transportation Services  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, HI 96813

Dear Mr. Mar:

*Darren*

For many years now as a State Legislator and now as a City Councilman, I have worked with the residents to see that the Kuakini Street Extension project is completed for the safety of the community and those driving and walking through it.

In 2003 I placed \$1 million in CIP funding for this project into the City's budget only to see those funds lapse due to Mayor Jeremy Harris' administrations inefficiency and irresponsibility. In 2005 I once again included \$1.5 million in CIP construction funding for the FY06 City budget to get this project completed. I have received assurances from Mayor Hannemann and his Director of Transportation Services that should funding become available they will support the project. Since that funding is now in place, I see no reason why this project cannot move forward expeditiously.

I am therefore submitting my whole-hearted support for the Kuakini Street Extension project on behalf of all the residents and the community who have waited far too long for this safety project to finally be completed. Please do not hesitate to contact my office if I can be of any assistance in expediting the progress of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Rod Tam", is written over the word "Sincerely,".

Rod Tam  
Councilmember District VI  
Chair, Committee on Public Works and Economic Development

Cc: R.M. Towill Corporation  
State Office of Environmental Quality Control

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



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October 12, 2005

Councilmember Rod Tam, District VI  
City Council  
City and County of Honolulu  
530 S. King Street, Room 202  
Honolulu, Hawaii 96813

Dear Councilmember Tam:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 14, 2005, expressing your continued support for the subject project. Your effort to secure funding for this important community project is greatly appreciated.

Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,

Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services

Oct 04 05 10:17a C & C DTS Traffic Div 8085234621

P.2  
72-100500

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU  
850 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 523-4564 • Fax: (808) 523-4567  
Web site: [www.honolulu.gov](http://www.honolulu.gov)

RECEIVED

05 SEP 19 8:12

MUFI HANNEMANN  
MAYOR



WAYNE M. HASHIRO, P.E.  
DIRECTOR

DIRECTOR'S OFFICE  
TRANSPORTATION SERVICES  
EUGENE C. LEE, P.E.  
DEPUTY DIRECTOR

September 16, 2005

Mr. Darin Mar  
Department of Transportation Services  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Mar:


Subject: Draft Environmental Assessment  
Kuakini Street Extension  
Oahu, Hawaii  
TMK: (1) 1-6-009:001 and Roadway Right-of-way

Thank you for inviting us to submit our comments regarding the above Draft Environmental Assessment.

The Department of Design and Construction (DDC) recommends that the Curb Ramp Transition Plan (resulting from the Court Consent Decree) require the installation of ADA compliant ramps at this location. The DDC has deferred the curb ramp construction because of this project.

Should you have any questions, please contact Gregory Sue of our Civil Division, at 527-6304.

Very truly yours,

  
for WAYNE M. HASHIRO, P.E.  
Director

WMH:lt (117412)

c: DDC Civil Division

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



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October 12, 2005

Mr. Wayne M. Hashiro, Director  
Department of Design and Construction  
City and County of Honolulu  
650 South King Street, 11<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Director Hashiro:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

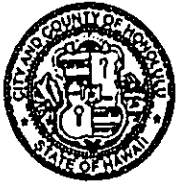
On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 16, 2005, concerning the subject project. We acknowledge that the Department of Design and Construction (DDC) states that the Curb Ramp Transition Plan requires the installation of ADA-compliant curb ramps. The design and construction of the proposed project will meet this requirement in accordance with law.

We appreciated your review of the Draft EA for the subject project. Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,

Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services



LILIHA/PUUNUI/ALEWA/KAMEHAMEHA HEIGHTS NEIGHBORHOOD BOARD NO. 14

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET, ROOM 400 • HONOLULU, HAWAII 96813  
PHONE: (808) 527-5749 • FAX: (808) 527-5760 • INTERNET: www.co.honolulu.hi.us

Monday, September 19, 2005

Mr. Darin Mar  
Department of Transportation Services  
650 South King Street  
Honolulu, Hawai'i 96813

Dear Mr. Mar:

RE: The Kuakini Extension Project – Draft Environmental Assessment (DEA)

On Monday, September 12, 2005, Neighborhood Board No. 14 voted unanimously to support the following:

1. the "Findings", Section 10 of the DEA, page 33 which reads in part:

In accordance with the provisions set forth in Chapter 343, Hawaii Revised Statutes, and the significant criteria in Section 11-200-12 of Title 11, Chapter 200, it is anticipated that the project will have no significant adverse impact to water quality, air quality, existing utilities, noise levels, social welfare, archaeological sites, or wildlife habitat. . .

2. the "Preferred Alternative", Section 3.5, page 14 which reads:

The preferred alternative involves the extension of Kuakini Street to connect directly with Hala Drive. The western segment of Keola Street closest to Lanakila Avenue will be converted into a driveway to provide access to adjacent properties. This is the only alternative that conforms to the City & County's roadway standards.

It is our understanding that the Board of the Department of Land and Natural Resources, which oversees the Department of Land and Natural Resources, has voted to transfer the property in question to complete this project.

Our Board continues its support for this project. If you have any questions, please feel free to contact me.

Sincerely yours,

*Sesnita A. D. Moepono*  
SESNITA A.D. MOEPONO, Chair

cc: OEQC and R.M. Towill Corp.



420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



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October 12, 2005

Ms. Sesnita A. D. Moepono, Chair  
Neighborhood Board No. 14  
c/o Neighborhood Commission  
530 South King Street, Room 400  
Honolulu, Hawaii 96813

Dear Chairperson Moepono:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 19, 2005, concerning the subject project. We acknowledge that on September 12, 2005, the Neighborhood Board No. 14 voted unanimously to support the proposed project.

The City has since coordinated with the State Department of Land and Natural Resources for the transfer of the affected properties to allow construction of the roadway extension.

We appreciate the continued support of you and the Board for this important community project.

Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,

Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services



LINDA LINGLE  
GOVERNOR



STEPHANIE AVEIRO  
EXECUTIVE DIRECTOR

PAMELA Y. DODSON  
EXECUTIVE ASSISTANT

**STATE OF HAWAII**  
DEPARTMENT OF HUMAN SERVICES  
HOUSING AND COMMUNITY DEVELOPMENT CORPORATION OF HAWAII  
677 QUEEN STREET, SUITE 300  
Honolulu, Hawaii 96813  
FAX: (808) 587-0600

IN REPLY REFER TO:  
05:PEO/164

September 21, 2005

Mr. Darin Mar  
Department of Transportation Services  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Mar:

Re: Draft Environmental Assessment for the Proposed Kuakini Street Extension

The Housing and Community Development Corporation of Hawaii (HCDCH) owns the property adjacent to and immediately south of the proposed project area (TMK: 1-6-009:003). As shown on the TMK Map on page 4 of the Draft Environmental Assessment, the "Lanakila Emergency Homes" is Puahala Homes, a state low income housing complex for families consisting of 128 apartment units.

Families residing in Puahala Homes will be adversely impacted during the construction of the project. Every effort should be made to mitigate construction-related impacts such as noise, dust and storm water runoff. Measures should also be employed to ensure the health and safety of Puahala residents upon opening of the Kuakini Street extension.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Stephanie Aveiro".

Stephanie Aveiro  
Executive Director

c: Office of Environmental Quality Control  
Brian Takeda, R.M. Towill Corporation

420 Waiakamilo Road  
Suite 411  
Honolulu Hawaii 96817-4950  
Telephone 808 842 1133  
Fax 808 842 1937  
eMail rmtowill@hawaii.rr.com



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October 12, 2005

Ms. Stephanie Aveiro, Executive Director  
Housing and Community Development Corporation of Hawaii  
Department of Human Services  
State of Hawaii  
677 Queen Street, Suite 300  
Honolulu, Hawaii 96813

Dear Director Aveiro:

**Draft Environmental Assessment (EA)  
Kuakini Street Extension**

On behalf of the Department of Transportation Services, City and County of Honolulu, thank you for your letter dated September 21, 2005, concerning the subject project. We have prepared the following in response to your comments:

We acknowledge that the Housing and Community Development Corporation of Hawaii (HCDH) owns the property (Tax Map Key: 1-6-009:003) adjacent to and immediately south of the proposed project area. The property contains the Puahala Homes, a State housing complex for families consisting of 128 apartment units.

In regard to construction-related impacts, such as noise, dust and storm water runoff, please refer to sections 4.1.7 – Noise, 4.1.8 – Air Quality and 4.1.9 – Water Quality in the EA for the proposed mitigation measures.

Construction-related impacts are expected to be temporary and restricted to daytime hours. Upon completion of work, conditions will return to pre-existing background levels, if not better based on improved roadway conditions. Mitigation measures for construction-related noise include:

- All equipment will be properly muffled in accordance with regulations of the State and City & County of Honolulu, engine operating practices.
- All combustion and air-powered equipment will be maintained in proper working order.

Ms. Stephanie Aveiro

October 12, 2005

Page 2 of 2

- Work will be limited to weekdays during daylight hours between 8:30 am and 3:30 pm. No work will be scheduled on federal or state holidays.
- The contractor will secure a noise permit from the State Department of Health prior to the initiation of the roadway construction.

Dust levels are anticipated to be improved based on construction of a new paved roadway and landscaping on the open area that currently contains only weedy species. The roadway extension is expected to improve traffic conditions in the area thereby reducing the length of time vehicles are idling waiting to get on Lanakila Avenue. Vehicles produce more pollution when they are idling.

Construction storm water runoff associated with the roadway extension will be permitted, as required, under the National Pollutant Discharge Elimination System (NPDES) program administered by the State DOH, Clean Water Branch (CWB). Best Management Practices (BMPs) will be reviewed and approved by the CWB.

Concerning the health and safety of Puahala Homes residents, the roadway will be designed and constructed to meet City and County of Honolulu traffic standards. All necessary safety requirements will be followed to ensure public safety.

We appreciated your review of the Draft EA for the subject project. Should you have any further comments, please contact the undersigned at 842-1133.

Sincerely,



Brian Takeda  
Project Coordinator

cc: Mr. Darin Mar, Department of Transportation Services

