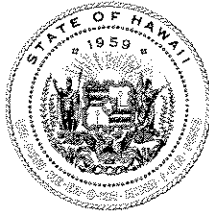
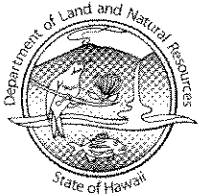


LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

January 26, 2006

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
ROBERT K. MASUDA  
DEPUTY DIRECTOR  
DEAN NAKANO  
ACTING DEPUTY DIRECTOR - WATER  
AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORY PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

Author: LD-KC

MEMORANDUM

TO: Ms. Genevieve Salmonson, Director  
Office of Environmental Quality Control

FROM: Peter T. Young, Chairperson  
Board of Land and Natural Resources

SUBJECT: Finding of No Significant Impact (FONSI) to the Environment for  
548 Kapahulu Avenue, Honolulu, Oahu, Hawaii; TMK (1) 2-7-36:04 and 16

The Department of Land and Natural Resources, Land Division, has reviewed the comments received during the 30-day public review period and the applicant's responses to these comments for the above referenced environmental assessment. Accordingly, we have determined that this project will not have a significant environmental effect and have issued a FONSI determination. Please publish this notice in your next scheduled publication of the Environmental Notice.

We have enclosed a completed OEQC Bulletin Publication Form and four (4) copies of the final environmental assessment.

If you have any questions, please feel free to contact Keith Chun at (808) 587-0431. Thank you.

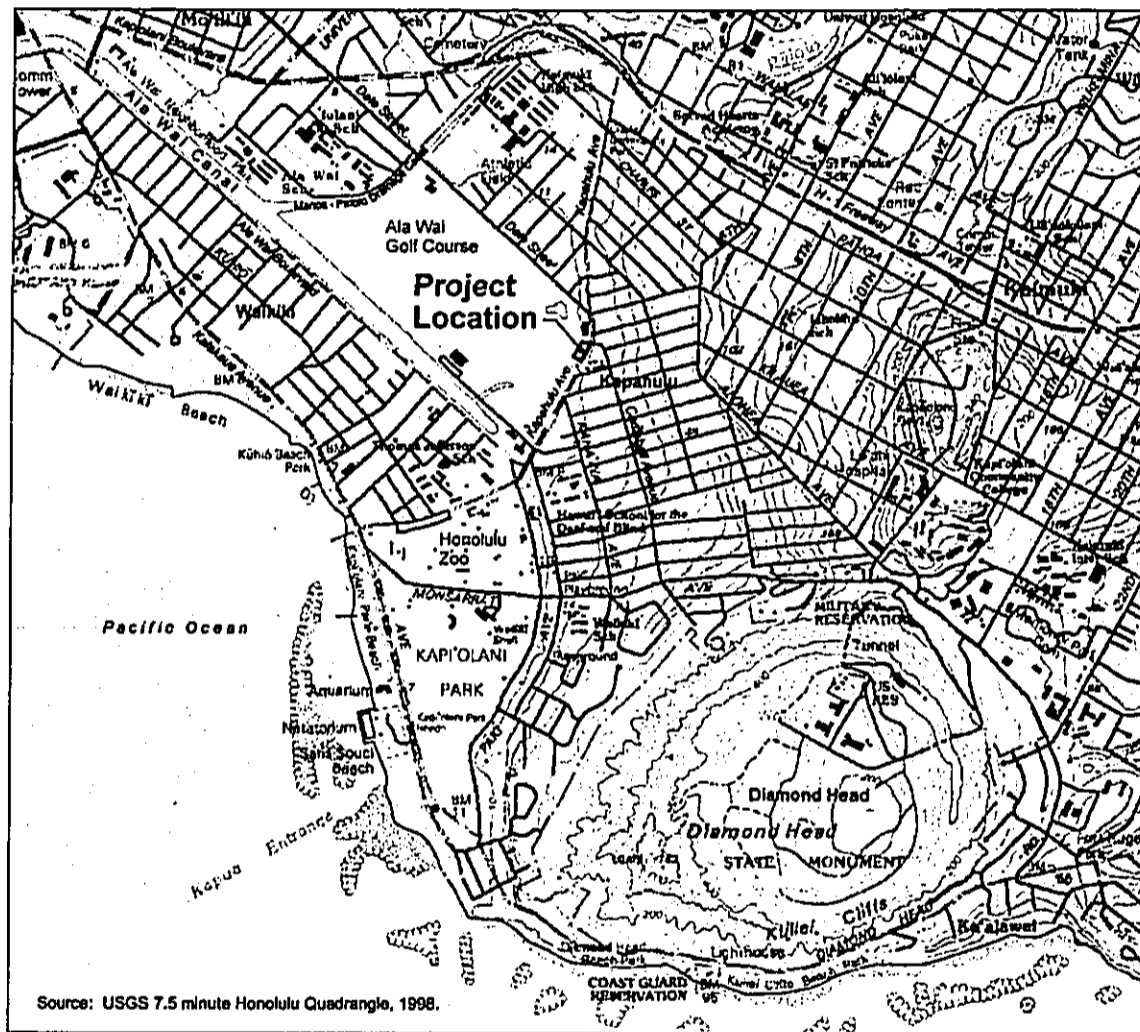
Enclosures

cc: Land Board Member  
Central Files  
District Files

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OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

# KAPAHULU AVENUE ZONE CHANGE

Final Environmental Assessment  
TMK: 2-7-36:4 and 16



January 2006

Prepared for: State of Hawaii, Department of Land and Natural Resources  
Prepared by: Helber Hastert & Fee, Planners

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QUALITY CONTROL

# **KAPAHULU AVENUE ZONE CHANGE**

Final Environmental Assessment

TMK: 2-7-36:4 and 16

January 2006

Prepared for: State of Hawaii, Department of Land and Natural Resources

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## ACRONYMS AND ABBREVIATIONS

BWS	Board of Water Supply
CIP	Capital Improvement Program
CZM	Coastal Zone Management
DEA	Draft Environmental Assessment
DHSD	Diamond Head Special District
DLNR	Department of Land and Natural Resources
DOH	Department of Health
DP	Development Plan
DPPFM	Development Plan Public Facilities Map
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
FONSI	Finding of No Significant Impact
GIS	Geographic Information System
HECO	Hawaiian Electric Company
HRS	Hawaii Revised Statutes
IT&B	Island Triathlon and Bike
KCP	Kapahulu Community Plan
LOS	Level-of-Service
LUO	Land Use Ordinance
mph	miles per hour
NKBA	New Kapahulu Business Association
PIM	Public Infrastructure Map
PUC	Primary Urban Center
ROW	Right-of-Way
SF	square foot (square feet)
SHPD	State Historic Preservation Division
SMA	Special Management Area
TMK	Tax Map Key
v/c	volume-to-capacity

## 1.0 INTRODUCTION

### 1.1 Proposing Agency and Action

The State of Hawaii Department of Land and Natural Resources (DLNR) proposes to rezone a State-owned 24,407 square foot (SF) property in Kapahulu, Oahu, Hawaii from the R-5 Residential District to the B-2 Community Business District (see Figure 1 for general location). After rezoning, the DLNR intends to offer a long-term commercial lease for the property in a public auction.

This environmental assessment (EA) was prepared in compliance with Chapter 343, Hawaii Revised Statutes (HRS), as amended, and the environmental impact statement (EIS) regulations promulgated by Chapter 200 of Title 11, Department of Health (DOH). Since the Proposed Action involves the use of public lands, it is subject to the environmental review process. The purposes of this document are to determine whether the Proposed Action may have a significant impact on the environment and whether an EIS is required.

### 1.2 Project Summary

*Proposed Action:* Rezone 24,407 SF of land from the R-5 Residential District to the B-2 Business District for the purpose of issuing a long-term commercial ground lease at public auction.

*Proposing Agency/Landowner:* Department of Land and Natural Resources/  
State of Hawaii

*EA Approving Agency:* Department of Land and Natural Resources

*Preparers of Environmental Assessment:* Helber Hastert & Fee, Planners  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

*Location:* 548 Kapahulu Avenue, Honolulu District, Oahu, Hawaii

*Tax Map Key:* Division 1, Zone 2, Section 7, Plat 36, Parcels 04 & 16

*Property Area:* Combined area of approximately 24,407 square feet

*Existing Use:* Temporary vehicle parking, vacant

*Existing State Land Use District:* Urban

*City and County of Honolulu Development Plan:* District Commercial (Not site specific designation, but an illustration of text policies. Includes arterial streets such as Kapahulu Avenue.)

*Existing City & County of Honolulu Zoning:* R-5 Residential; within the Diamond Head Special District



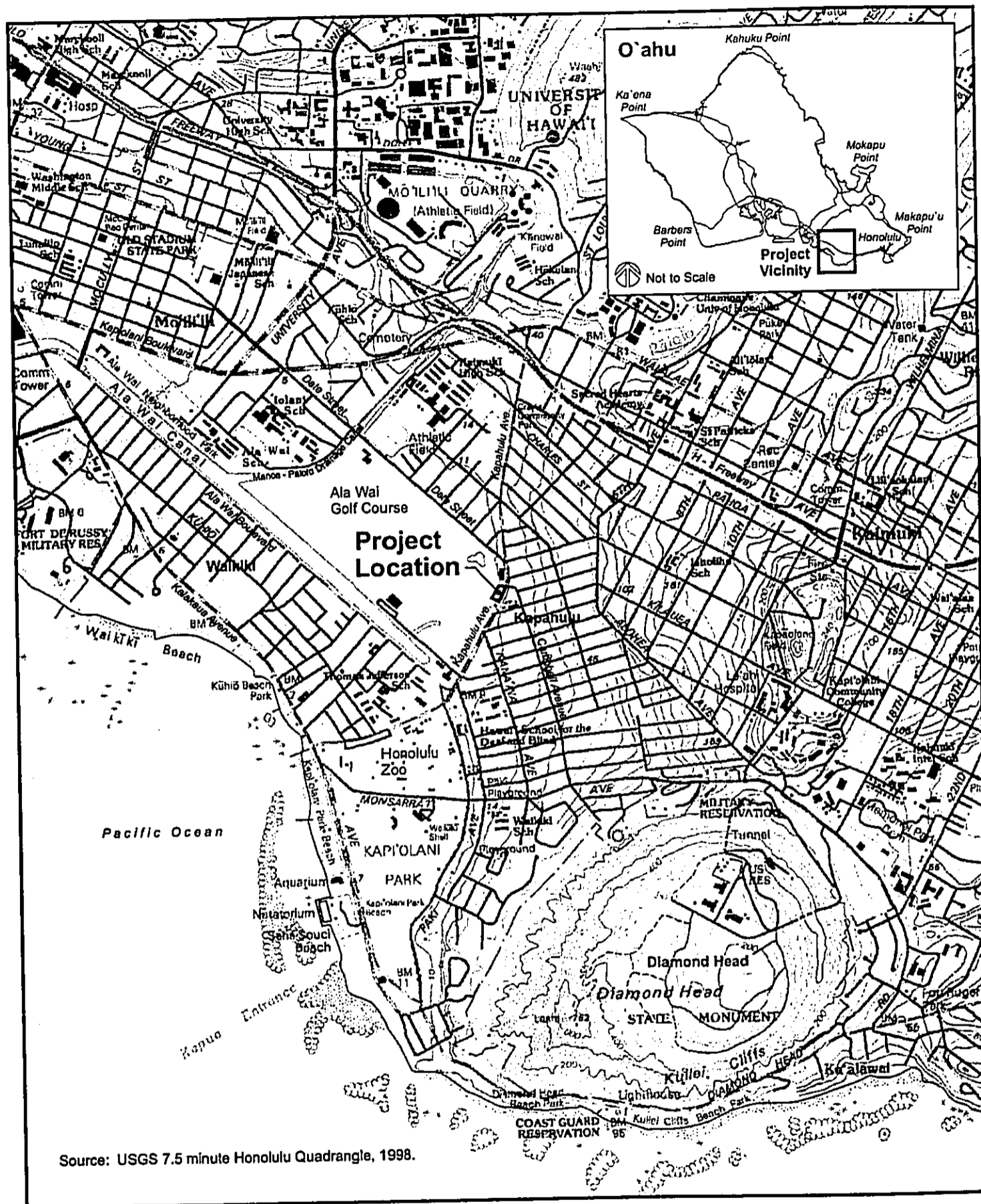
*Trust Land Status:* Section 5(a) lands of the Hawaii Admission Act (i.e., not ceded lands);  
Not part of Department of Hawaiian Home Lands 30% entitlement lands pursuant to the Hawaii State Constitution

### 1.3 Required Permits and Approvals

<u>Agency</u>	<u>Permit</u>
<u>State of Hawaii</u> Department of Health	National Pollutant Discharge Elimination System permit ( <i>potentially required</i> )
Department of Land & Natural Resources	Finding of No Significant Impact (FONSI)
<u>City and County of Honolulu</u> City Council	Zone Change Approval
Department of Planning and Permitting	Subdivision Approval
Department of Planning and Permitting	Building Permit

### 1.4 Determination

Based on the information gathered during preparation of this EA, it is anticipated that the direct, indirect, and cumulative effects of the proposed action will not have a significant adverse effect on the environment; therefore, an EIS will not be required and that a Finding of No Significant Impact (FONSI) will be issued by the approving agency. In accordance with Chapter 343, HRS and Section 11-200, Hawaii Administrative Rules, the DLNR has determined that a FONSI be issued for the Proposed Action. The rationale for this determination is described in Chapter 7.



Kapahulu Avenue Zone Change Environmental Assessment  
**PROJECT LOCATION**  
 Department of Land and Natural Resources

Figure 1



## 2.0 PROPOSED ACTION

### 2.1 Project Description and Location

**Property Location.** The Project Area is located on Kapahulu Avenue, near its intersection with Campbell Avenue. It is surrounded by the Hawaiian Dredging building to the north (*mauka*), the Ala Wai Golf course to the west (*ewa*), and the City and County of Honolulu Board of Water Supply's (BWS) Diamond Head Booster Station to the south (*makai*). Kapahulu Avenue defines the eastern boundary (*kokohead*). The Project Area consists of approximately 24,407 SF and includes two L-shaped undeveloped tax map parcels (Tax Map Key (TMK) numbers 2-7-36:16 and 2-7-36:4; see Figure 2) owned by the State of Hawaii and managed by the DLNR. The Project Area is shown in Figure 3.

The Project Area is one of only a few undeveloped sites along Kapahulu Avenue and is larger than most of the nearby commercial lots and other commercial lots along Kapahulu Avenue. Kapahulu's diverse business district is mostly comprised of two- and three-story commercial buildings on small lots. Eating and drinking establishments are the predominant commercial activities in the district.

**Project Description.** The Proposed Action is to re-zone the Project Area from its current low-density, detached residential zoning (R-5 Residential) to commercial zoning (B-2 Community Business). After zone change approval, DLNR plans to consolidate and resubdivide the Project Area into a single tax parcel. With the change in zoning and subdivision, DLNR intends to offer a long-term commercial ground lease for the property at a public auction. As a result of height limits imposed by the Diamond Head Special District, any development of the Project Area would be limited to 40 feet in height.

Because, by law (HRS 171-14), all disposals of State lands must be done via the public auction process (including issuing ground leases), the actual use that will be developed on the Project Area cannot be known until the completion of the auction. However, Table 1 lists uses that may be permitted in the B-2 Community Business District under the City & County of Honolulu's Land Use Ordinance (LUO).

**Table 1: B-2 Community Business District Permitted Land Uses**

Permitted Uses (P)	
• indoor amusement & recreation	• consulate
• automobile sales	• publishing plant
• business services	• minor repair establishment
• catering	• art galleries/museum
• convenience store	• business colleges/school
• dance/music school	• day-care
• eating establishment	• meeting facility
• financial institution	• public uses & structures
• laboratory	• elementary, intermediate & high school
• medical clinic	• language, vocational school
• office building	• theater
• personal services	• service station
• photographic processing/photography studio	• commercial parking lot/garage
• retail	• broadcasting station

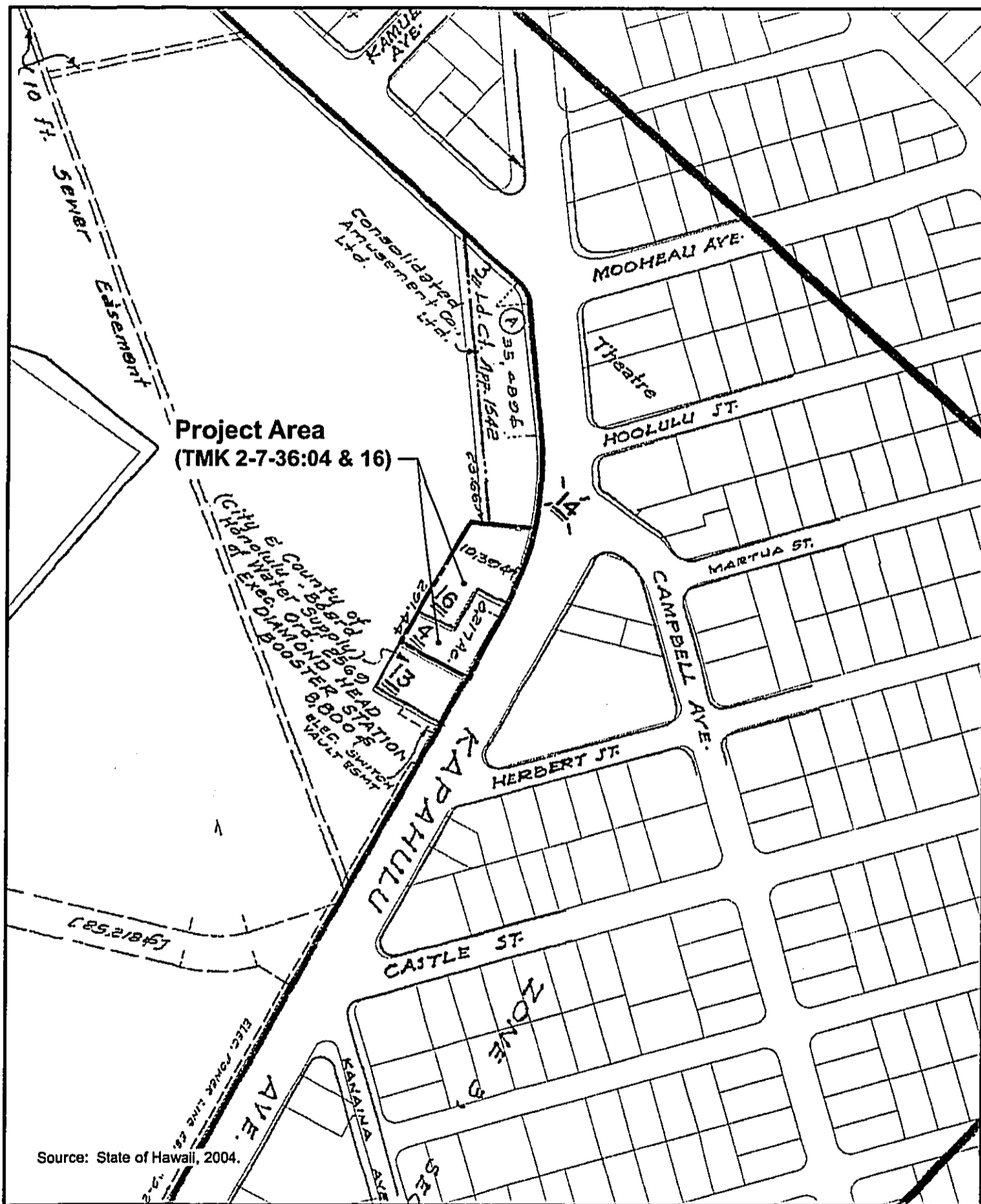
**Table 1: B-2 Community Business District Permitted Land Uses (continued)**

<b>Permitted Uses subject to Article 5 standards (P/c)</b>	
<ul style="list-style-type: none"> <li>• commercial kennel</li> <li>• bar, nightclub, tavern</li> <li>• cabaret</li> <li>• drive-thru facility</li> <li>• home improvement center</li> <li>• self-storage facility</li> </ul>	<ul style="list-style-type: none"> <li>• veterinary facility</li> <li>• food manufacturing/processing</li> <li>• motion picture/TV studio</li> <li>• wholesaling &amp; distribution</li> <li>• mechanized car wash</li> <li>• utility installation, Type A</li> </ul>
<b>Conditional Use Permit required-minor subject to Article 5 standards (Cm)</b>	
<ul style="list-style-type: none"> <li>• marina accessories</li> <li>• outdoor recreation facility</li> <li>• joint use parking</li> <li>• off-site parking</li> </ul>	<ul style="list-style-type: none"> <li>• utility installation, Type B</li> <li>• wind machine</li> <li>• use of historic structure</li> <li>• joint development</li> </ul>
<b>Conditional Use Permit required-major subject to Article 5 standards (C)</b>	
<ul style="list-style-type: none"> <li>• outdoor amusement</li> <li>• helistop</li> </ul>	
<b>Special accessory use subject to Article 5 standards (Ac)</b>	
<ul style="list-style-type: none"> <li>• owner's or caretaker's dwelling</li> <li>• receive-only antenna</li> </ul>	
<b>Plan Review Use (PRU)</b>	
<ul style="list-style-type: none"> <li>• trade/convention center</li> <li>• hospital</li> <li>• prison</li> </ul>	<ul style="list-style-type: none"> <li>• university/college</li> <li>• airport</li> </ul>

Source: City & County of Honolulu, Land Use Ordinance, 1999.

Due to its size, however, many of the uses that may be permitted in the B-2 District are not appropriate or feasible for the Project Area. For the purposes of evaluating potential impacts of the Proposed Action, this EA assumes the highest intensity use of the Project Area, in terms of physical development and impacts generated; i.e., analyzing the impacts of the maximum development that could occur according to the development and design controls of the City and County's LUO. Although the eventual use of the Project Area is currently unknown, the EA analyzes potential impacts using the following assumptions. These assumptions, which include a variety of uses, were deemed to have the greatest potential impacts on the various resource areas evaluated in this EA.

Category	Assumption
Building Footprint:	13,400 SF
Building Height:	40 feet
No. of Floors:	2 levels parking, 2 13,400-SF floors of office/commercial space (26,800 SF total)
Floor Area Ratio:	1.10
Parking Stalls:	67
Vehicle Trip Generation:	Drive-in / Convenience Store (Medical Office Building land use also analyzed in traffic study)
Public Utilities Usage:	Restaurant
Vehicular Access:	Two access points (one-way in, one-way out) from Kapahulu Avenue

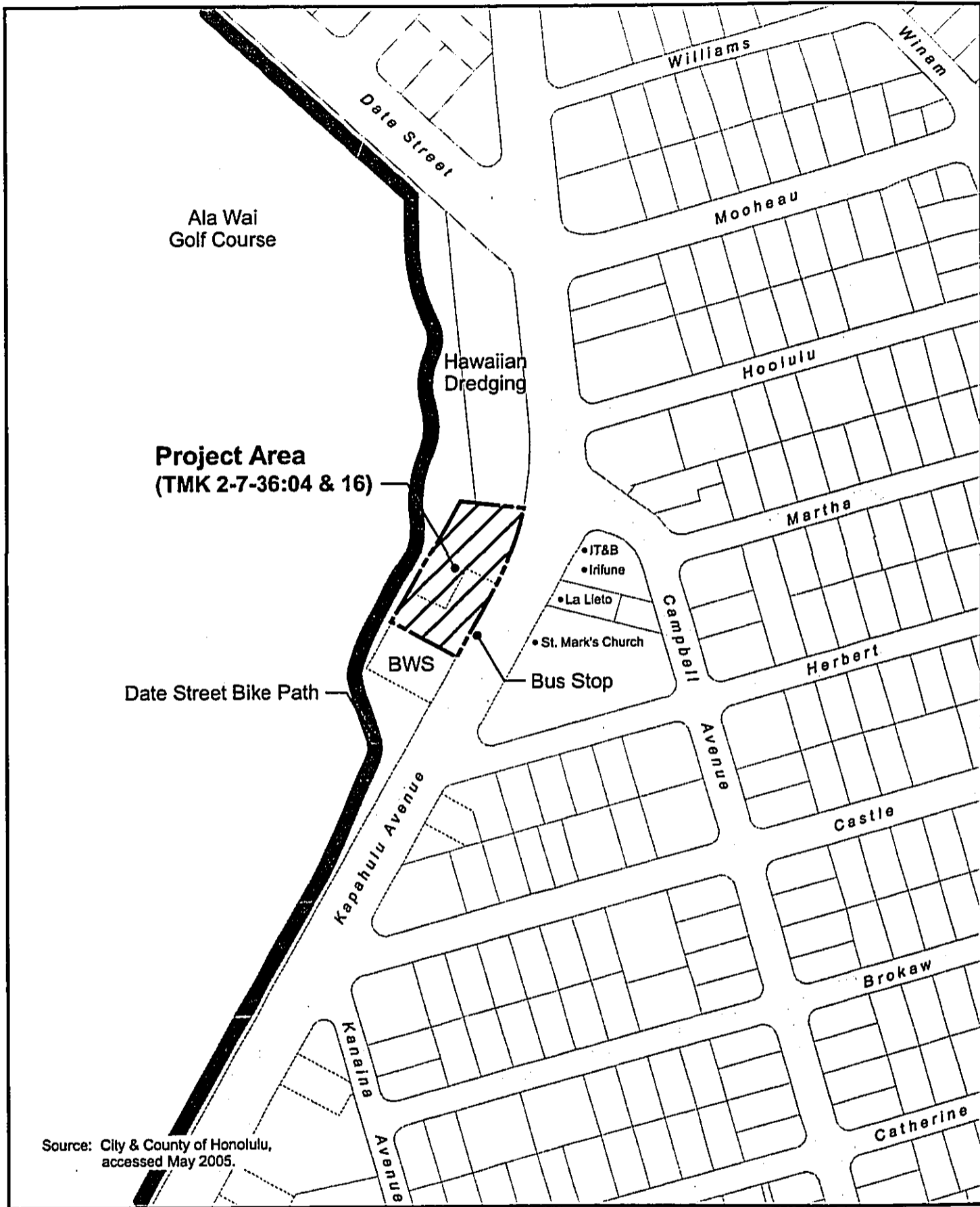


Source: State of Hawaii, 2004.

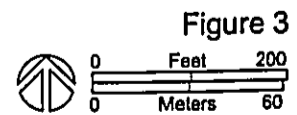
**Kapahulu Avenue Zone Change Environmental Assessment**  
**TAX MAP**  
 Department of Land and Natural Resources

Figure 2





Kapehulu Avenue Zone Change Environmental Assessment  
**PROJECT AREA**  
 Department of Land and Natural Resources



**Recent Land Use.** The Project Area was formerly set aside for use by the State of Hawaii DOH by Executive Order (EO) 1296 (dated December 6, 1948). The EO mandated the property's use for health purposes. DOH constructed and operated the Kapahulu Health Center on the Project Area until the facility was destroyed by fire in 1996. DOH elected not to reconstruct the facility and the Project Area was subsequently withdrawn from EO 1296 and returned to DLNR pursuant to EO 3906 (dated March 4, 2002).

There has been little interest or demand for the Project Area for use under its current R-5 zoning. As such, DLNR issued separate 30-day revocable permits to Hawaiian Dredging Construction Company and the New Kapahulu Business Association (NKBA), which allow these entities to use portions of the Project Area for parking on an interim basis until DLNR determined a long-term use for the Project Area.

The two parcels that make up the Project Area are separated with concrete barriers. Figure 4, an aerial photograph of the Project Area, illustrates the portions of the Project Area used by the two permit-holders. The *mauka* L-shaped parcel (TMK 2-7-36:16) has an area of 10,394 SF. Hawaiian Dredging Construction Company (hereinafter referred to as "Hawaiian Dredging") has been allowed to use the area under conditions of a month-to-month revocable permit for employee and visitor parking since 1998. Access to this parcel is via a driveway at the signalized intersection of Kapahulu Avenue and Campbell Avenue. This driveway is on the adjacent parcel (TMK 2-7-36:03), owned by Okada Trucking Company, Ltd., the site of Hawaiian Dredging's office building.

A rectangular 6,768-SF portion of the *makai* L-shaped parcel (TMK 2-7-36: por. 04) is encumbered by a month-to-month revocable permit to the NKBA, a non-profit, non-incorporated organization. The NKBA has held the permit for use of this portion of the Project Area on a month-to-month basis for visitor parking since 1998. The NKBA is made up of Irifune Restaurant, Island Triathlon & Bike, La Lieto Pasto's Restaurant, and St. Mark's Episcopal Church, which are all located on the east (kokohead) side of Kapahulu Avenue, opposite the Project Area.

The middle one-third of the Project Area's Kapahulu Avenue frontage is unpaved and vacant. This 7,245-SF portion of the Project Area is set off from the two permitted parking areas by concrete barriers. The State of Hawaii retains control of this area.

Site photographs are included in Figure 5.

## **2.2 Purpose and Need for Proposed Action**

DLNR manages over 1.3 million acres of public lands, which are held in public trust for the benefit of, *inter alia*, the general public. These public lands include a broad spectrum of public uses and facilities, including, but not limited to, public parks, beaches, forest reserves, hiking trails, aquatic and marine resources, boating facilities, conservation lands, and related public programs. DLNR's management philosophy calls for a relatively small percentage of public lands with income producing potential (such as the Project Area) to be used to generate revenues to support and fund DLNR's management of the majority of these public lands, facilities, and programs. This philosophy is similar to those employed by other major land trusts, which utilize a portion of their lands for revenue generating purposes to support the missions and purposes of their respective trusts.

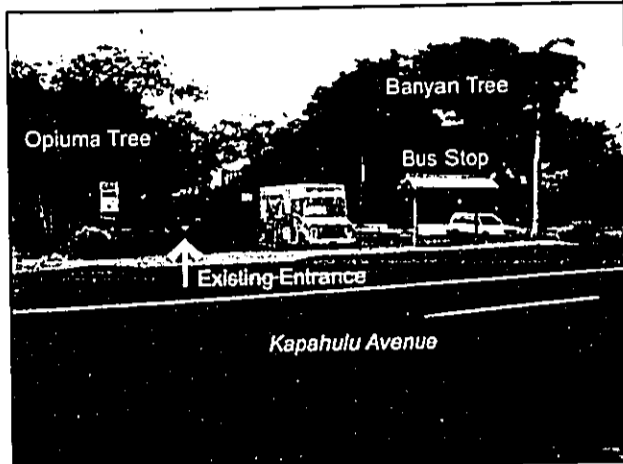


Kapahulu Avenue Zone Change Environmental Assessment  
**AERIAL PHOTOGRAPH**  
Department of Land and Natural Resources

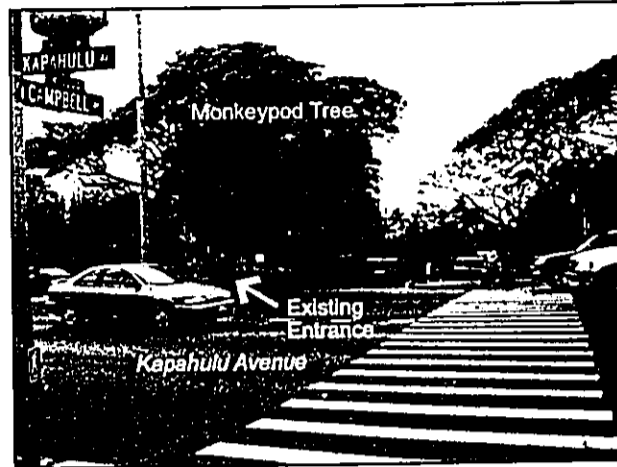
Figure 4  
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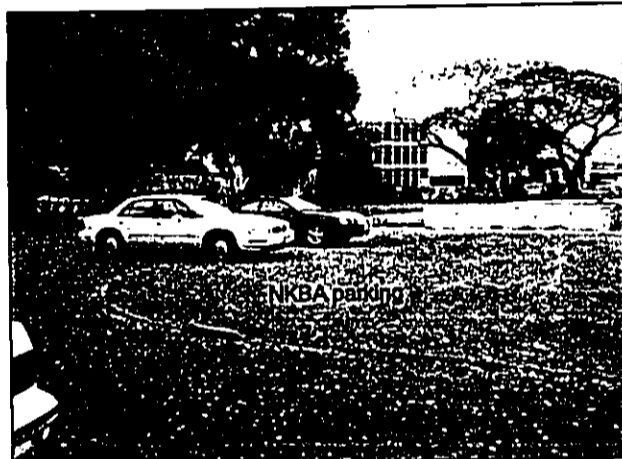
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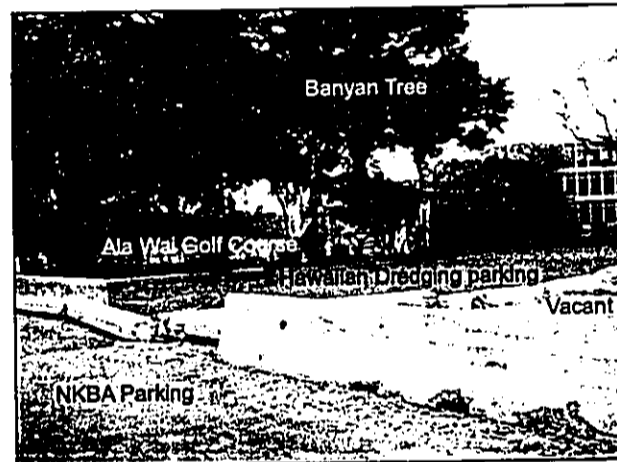
1 Entrance to NKBA lot.



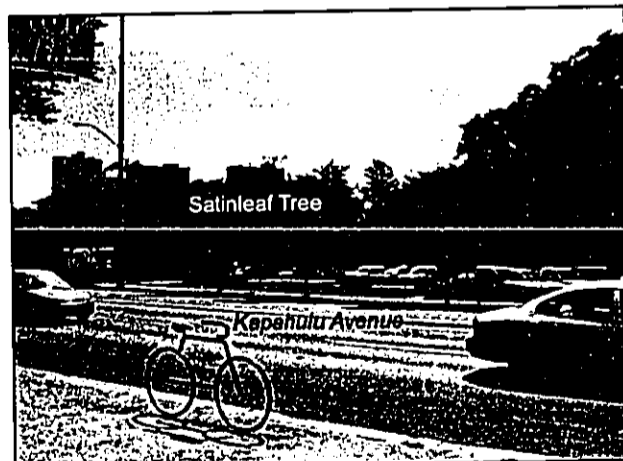
2 Entrance to Hawaiian Dredging lot.



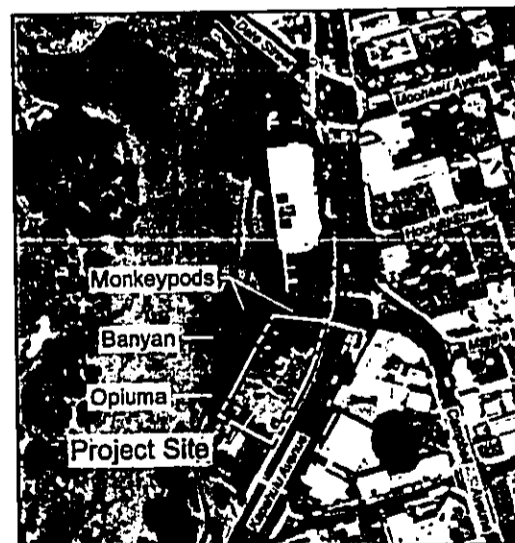
3 View from makai boundary.



4 View from ewa boundary.



5 View from Kapahulu Avenue (West).



6 Aerial Photo

Sources: Photos 1-4: Helber Hastert & Fee, Planners, April 28, 2005.  
 Photo 5: DLNR, 2003.  
 Photo 6: City & County of Honolulu, accessed May 2005.

DLNR's decision to rezone the Project Area to increase the revenues generated to the State is supported by an independent market study, which determined the highest and best use of the Project Area to be commercial use (John Child & Co., 2003) and estimated the potential annual market rent for an initial 10-year period, under B-2 Community Business zoning to be from \$148,000 to \$156,000. This is approximately a ten-fold increase in the revenues now realized by the State of Hawaii by leasing the property to private entities for at-grade parking.

### **3.0 AFFECTED ENVIRONMENT**

#### **3.1 Physical Environment**

##### **3.1.1 Topography**

The topography of the Project Area is relatively level and ranges in elevation from ten to eleven feet above mean sea level. The property is highest at the *mauka*/kokohead corner (Hawaiian Dredging access) and slopes downwards at the *makai* and *ewa* boundaries. The Project Area is generally covered by asphalt pavement except for the grassy section fronting Kapahulu Avenue that is not used for parking.

##### **3.1.2 Soils**

According to the U.S. Department of Agriculture Soil Conservation Service, soil on the Project Area is Ewa silty clay loam (EmA) of the Ewa Series. This soil is moderately shallow, has a depth of 20-50 inches to coral limestone, and a slope of 3 to 6 percent. In general, these soils have a slow runoff potential, and the erosion hazard is no more than slight (USDA, 1972).

The University of Hawaii Land Study Bureau's (LSB) Detailed Land Classification--Island of Oahu classifies land type for all lands other than urban. Land type classifications are provided for an overall crop productivity rating, with and without irrigation, and for selected crop productivity ratings for seven crops. Overall LSB ratings range from A to E, with A representing the class of highest productivity and E the lowest. The Project Area is designated as Urban on the LSB maps (Baker, 1972).

There are no known releases of petroleum, hazardous substances, pollutants, or contaminants on the site. Prior to the termination of the existing revocable permits, the permit-holders are required to conduct a Phase 1 Hazardous Waste Evaluation and conduct complete abatement and disposal, if necessary, satisfactory to the standards required by the Federal Environmental Protection Agency (EPA), the State DOH, and the DLNR.

##### **3.1.3 Surface Water**

There are no perennial streams at the Project Area or in its vicinity. The closest surface water feature is the Ala Wai Canal, approximately 2,000 feet (0.38 mile) from the Project Area. The Project Area is approximately 4,000 feet (0.75 mile) inland of the Pacific Ocean.

##### **3.1.4 Natural Hazards**

According to the Federal Emergency Management Agency Flood Insurance Rate Map, (Map No. 15003C0370, November 20, 2000), the Project Area lies in Zone X, which denotes areas outside the 500-year floodplain.

Based on maps prepared for the Oahu Civil Defense Agency, the Project Area is located outside of the tsunami evacuation zone.

### 3.1.5 Air Quality

Ambient air quality pertains to the purity of the general outdoor atmosphere, external to buildings, to which the general public has access. The U.S. EPA has established national ambient air quality standards for six criteria pollutants: carbon monoxide, nitrogen dioxide, lead, ozone, and particulate matter. In addition to these pollutants, the State of Hawaii has an ambient air standard for hydrogen sulfide. State air quality standards are generally more stringent than national standards.

The State DOH collects data on selected pollutants from a statewide network of monitoring stations. There are nine air quality monitoring stations on the Island of Oahu. The University monitoring station is nearest the Project Area, approximately 1.45 miles to the northwest. The University station is located on South King Street in a largely commercial area with shopping centers, restaurants and shops. This station collects and monitors carbon monoxide samples.

In 2003, the University station recorded average carbon monoxide levels that were well within the more stringent State standards. In 2003, the State of Hawaii was in attainment for all federal ambient air quality standards.

### 3.1.6 Noise

Traffic flow along Kapahulu Avenue is the dominant source of noise in the Project Area. Kapahulu Avenue serves as a primary transportation corridor linking east Waikiki to the H-1 Freeway as well as facilitating traffic movement between the surrounding residential neighborhoods. Tour buses, city buses, delivery trucks, motorcycles, and cars travel along this heavily-used route. Other sources of noise at the Project Area include mechanical equipment on both Hawaiian Dredging and BWS Diamond Head Booster Station parcels, motorized golf carts from the adjacent Ala Wai Golf Course, and distant sirens, birds, and wind through the trees. Existing noise levels at the site are consistent with similar urban environments located along major thoroughfares.

## 3.2 Biological Resources

The Project Area is predominantly covered by asphalt and concrete traffic barricades. Vegetation is mostly scattered on the edges of the property. There are several large monkey pod (*Samanea saman*) and banyan trees (*Ficus benghalensis*) on the *mauka* and *ewa* portions of the site. Some smaller trees (*Opiuma*, *Pithecellobium*; Haole Koa, *Leucaena glauca*), groundcover (*Ruiella*, *Ruiella* sp.) and vines (sandpaper vine, *Petrea volubilis*; Ivy gourd, *Coccinia grandis*) grow along the chain-link fence to the rear of the property. There is a Royal palm (*Roystonea regia*) in the dry, grassy section fronting Kapahulu Avenue. The botanical resources on the site are mostly introduced species. The major trees on the site are identified in Figure 5.

Avian species typically found in urbanized areas of Honolulu are likely to occur in the Project Area. They include common mynas (*Acridotheres tristis*), Spotted dove (*Streptopelia chinensis*), Zebra dove (*Geopelia striata*), House finch (*Carpodacus mexicanus*), English sparrow (*Passer domesticus*), Java sparrows (*Padda oryzivora*), and pigeons (*Columba livia*). Mammal species common in urban Honolulu include mongoose (*Herpestes auropunctatus*), rats (*Rattus* sp.), house mouse (*Mus musculus*), domesticated cats (*Felis catus*), and domesticated dogs (*Canis familiaris familiaris*).

There are no known rare, threatened or endangered species in the Project Area.

### 3.3 Cultural Resources

The Project Area has been in urban use for decades, formerly as the site of the Kapahulu Health Center. The State of Hawaii DLNR Historic Preservation Division (SHPD) has indicated that because previous earthwork and urbanization have altered the land, historic properties are unlikely to be present at the Project Area.

Several agencies and organizations<sup>1</sup>, including the current permit-holders and an adjacent landowner, were asked to provide information on whether any cultural practices (by Native Hawaiians or other cultural group) were currently taking place on the Project Area. These agencies and organizations were also asked for references of others who might be familiar with any such practices. No practices or other references were identified and none are known to occur on the Project Area.

### 3.4 Infrastructure and Public Services

#### 3.4.1 Transportation Systems

A traffic impact study was prepared by SSFM International to evaluate the existing conditions of traffic facilities in the vicinity and potential impacts of the Proposed Action. Information from this study is summarized below. The full report is contained in Appendix A.

#### *Roadways*

The main existing roadway facilities serving the Project Area are: 1) Kapahulu Avenue, 2) Date Street and Mooheau Avenue, and 3) Campbell Avenue. The intersections studied that are associated with these roadways are: 1) Kapahulu Avenue with Date Street and Mooheau Avenue; and 2) Kapahulu Avenue with Campbell Avenue.

Kapahulu Avenue is the only major roadway providing vehicular access to the Project Area. Kapahulu Avenue is a City-owned and maintained two-way collector street generally running in a *mauka-makai* (north-south) direction. This collector street serves as one of the major roadways providing vehicular access between the H-1 (Lunalilo) Freeway and Waikiki, and has many intersections present along this roadway.

In the vicinity of the project site, Kapahulu Avenue is generally a four-lane, two-way, undivided City collector street. However, between the intersections of Date Street/Mooheau Avenue and Campbell Avenue, this roadway is actually six-lanes wide with the two center lanes (one in each direction of travel) functioning as left-turn storage lanes. Kapahulu Avenue has a posted speed limit of 25 miles per hour (mph) in the area.

Date Street is a four-lane, two-way, undivided City collector street that runs in an east-west direction from the Kapahulu Avenue intersection toward the Moliili community along the Ala Wai Golf Course. Mooheau Avenue is a two-lane, two way local street that runs in a west-east direction from Kapahulu Avenue across of Date Street. The posted speed limit for these roadways is 25 mph.

<sup>1</sup> DLNR Historic Preservation Division, Office of Hawaiian Affairs, New Kapahulu Business Association, Hawaiian Dredging Construction Co., Okada Trucking, Ltd., Diamond Head/Kapahulu/St. Louis Neighborhood Board #5, and Waikiki Neighborhood Board #9.

Campbell Avenue is a two-lane, two way City collector street that runs in a northwest-southeast direction from the Kapahulu Avenue intersection toward the residential areas of Kapahulu and Kaimuki. The posted speed limit for this road is 25 mph.

There is no road widening setback along the Kapahulu Avenue frontage of the Project Area (City and County of Honolulu, May 25, 2005).

### **Intersections**

The traffic impact study considered two signalized intersections (Kapahulu Avenue with Date Street/Mooheau Avenue and Kapahulu Avenue with Campbell Avenue) and one unsignalized intersection (Kapahulu Avenue with the existing Project Area driveway). The operations of these intersections are described below.

The intersection of Kapahulu Avenue with Date Street/Mooheau Avenue is a signalized, four-leg intersection. Separate left-turn storage lanes are provided on Kapahulu Avenue for both north- (to H-1 Freeway) and south-bound (to Waikiki) vehicles. A separate right-turn lane for southbound vehicles is provided at this intersection while a shared through and right-turn lane is provided for northbound vehicles.

The Date Street leg of this intersection consists of a separate left-turn storage lane, a shared through and right-turn lane, and a separate right-turn lane. The Mooheau Avenue leg consists of a separate left-turn storage lane and a shared through and right-turn lane.

The intersection of Kapahulu Avenue with Campbell Avenue is a signalized, three-leg T-intersection. A separate left-turn storage lane is provided along Kapahulu Avenue for southbound (to Waikiki) vehicles turning onto Campbell Avenue. The Campbell Avenue leg to this intersection consists of a separate left-turn lane and a right-turn, yield-controlled lane.

There is also an existing driveway located directly across from Campbell Avenue which leads into and out from the Hawaiian Dredging property. Vehicles use this driveway to enter and exit from the parking under the office building and to enter the Project Area (parcel 16) which is used as additional parking for Hawaiian Dredging. This intersection has a signal light for vehicles exiting from the driveway during the Campbell Avenue left-turn movement. As a result, the intersection essentially functions as a signalized, four-leg intersection.

Access into and out of the *makai* parcel of the Project Area is through an existing driveway along Kapahulu Avenue. This driveway is paved but not striped near the entrance. The *mauka* parcel does not have direct vehicular access to Kapahulu Avenue and is accessed from a driveway that serves the neighboring Hawaiian Dredging site.

### **Levels of Service**

The traffic impact study used the Level-of-Service (LOS) concept to describe the operational conditions of the study intersections. LOS is a qualitative measure of the effect of factors such as space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort

and convenience.<sup>1</sup> Volume-to-capacity, or v/c ratio, is a measure of indicating the relative traffic demand to the roadway's capacity.<sup>2</sup>

Manual traffic counts of the study intersections were taken during the morning and afternoon peak commuter periods (7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM) on Friday, May 6, 2005. The counts showed the morning peak hour occurs from 7:15 to 8:15 AM and the afternoon peak hour from 5:00 to 6:00 PM. In general, afternoon peak period traffic volumes were busier than the morning peak period.

**Kapahulu Avenue Intersection with Date Street/Mooheau Avenue.** Currently, the intersections of Kapahulu Avenue with Campbell Avenue and with Date Street/Mooheau Avenue both operate at fairly good levels of service (LOS C or better) during both morning and afternoon peak hours. At the Date Street/Mooheau Avenue intersection, northbound (*mauka*) vehicles along Kapahulu Avenue making left-turns experience LOS E and F conditions during morning and afternoon peak hours, respectively. All of the other movements along Kapahulu Avenue operate at good levels with LOS B or higher. Table 2 summarizes the existing levels of service at the intersections analyzed.

Eastbound vehicles traveling from Date Street also experience acceptable levels of service for all movements at this intersection during both peak hours with most operating at LOS C or better. Vehicles waiting to enter a parking lot on *makai* side of Mooheau Avenue near its intersection with Kapahulu Avenue frequently delay the movement along Mooheau Avenue, especially during the afternoon peak period.

Westbound vehicles from Mooheau Avenue making left-turns onto Kapahulu Avenue experience LOS F conditions during both peak hours. The other movements from this roadway experience LOS C conditions during both peak hours.

**Kapahulu Avenue with Campbell Avenue.** At the intersection with Campbell Avenue, vehicles along Kapahulu Avenue experience LOS C or better conditions during both morning and afternoon peak periods. Westbound vehicles making left-turns from Campbell Avenue onto Kapahulu Avenue experience LOS F during the morning peak hour, but LOS D during the afternoon peak hour.

**Kapahulu Avenue with Existing Driveway.** Due to the low number of vehicles making left-turns into this driveway, the movements into the *makai* parcel of the Project Area currently operates well, with LOS A during both morning and afternoon peak hours. There were no cars observed exiting this driveway during the peak hours. However, vehicles making left-turns exiting this driveway are likely to experience long delays due to the high through volumes along Kapahulu Avenue.

<sup>1</sup> There are six levels-of-service, A through F, that relate to the driving conditions from best to worst, respectively. LOS "D" is generally considered acceptable for intersections in urbanized areas.

<sup>2</sup> A v/c ratio of 0.50 indicates that the traffic demand is utilizing 50 percent of the roadway's capacity. A v/c ratio in excess of 1.00 indicates that the traffic demand exceeds the capacity of the roadway.

**Table 2  
Existing Conditions (2005) at Analyzed Intersections**

Intersection and Movement	Morning Peak Hour		Afternoon Peak Hour	
	V/C Ratio <sup>a</sup>	LOS <sup>b</sup>	V/C Ratio	LOS
<b>Kapahulu Avenue with Date Street/Mooheau Avenue</b>				
<u>Kapahulu Avenue</u>				
Northbound ( <i>Mauka</i> ) Left-Turn	1.04	E	1.30	F
Northbound Through & Right-Turn	0.52	A	0.60	A
Southbound ( <i>Makai</i> ) Left-Turn	0.31	B	0.23	B
Southbound Through & Right-Turn	0.53	A	0.58	B
<u>Date Street</u>				
Eastbound Left-Turn	0.21	C	0.31	C
Eastbound Through	0.62	C	0.84	D
Eastbound Right-Turn	0.55	C	0.76	C
<u>Mooheau Avenue</u>				
Westbound Left-Turn	1.01	F	1.12	F
Westbound Shared Through & Right-Turn	0.65	C	0.36	C
<b>Overall Intersection LOS</b>		<b>C</b>		<b>C</b>
<b>Kapahulu Avenue with Campbell Avenue</b>				
<u>Kapahulu Avenue</u>				
Northbound Through & Shared Right-Turn	0.66	B	0.70	B
Southbound Left-Turn	0.49	B	0.73	C
Southbound Through	0.69	A	0.72	A
<u>Hawaiian Dredging Driveway</u>				
Eastbound Shared Left-Turn/Through/Right-Turn	0.01	C	0.08	C
<u>Campbell Avenue</u>				
Westbound Left-Turn	1.01	F	0.72	D
Westbound Right-Turn	0.25	C	0.14	C
<b>Overall Intersection LOS</b>		<b>C</b>		<b>B</b>
<b>Kapahulu Avenue with Existing Driveway</b>				
<u>Kapahulu Avenue</u>				
Northbound ( <i>Mauka</i> ) Left-Turn	0.01	A	0.02	A
<u>Existing Driveway</u>				
Eastbound Shared Left & Right-Turn	n/a	n/a	n/a	n/a

**NOTES:**

- (a) V/C denotes the ratio of volume to capacity.
- (b) LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual.

**Public Transportation**

The Project Area is served by TheBus routes #3 and #14, each of which traverse, in part, the *makai* stretch of Kapahulu Avenue. There is a bus stop directly in front of the property for *makai*-bound buses (see Figure 3 for approximate location).

**3.4.2 Parking**

Currently, most of the Project Area is leased on a month-to-month basis for temporary parking use by two private entities: Hawaiian Dredging (*mauka* parcel) and the New Kapahulu Business Association (*makai* parcel). The parking is restricted to employees and customers of these entities. The Project Area is not a public municipal parking lot and parking by the general public is not permitted.



It was never DLNR's intent for the current parking arrangement to be on a long-term basis, as evidenced by the fact that the existing revocable permits for the Project Area are on month-to-month terms and terminable at any time with 30 days notice. Rather, parking was allowed as an interim use until DLNR determined an appropriate long-term use for the Project Area. The City and County of Honolulu has acknowledged the temporary nature of this use. In its *Kapahulu Community Plan (KCP)*, the City and County of Honolulu notes that "as a temporary measure to meet the demand for off-street parking, the State of Hawaii has allowed Hawaiian Dredging Company and other smaller businesses in the vicinity to make interim use of the lot formerly occupied by the Kapahulu Health Center" (PlanPacific 2001, p. 3-11) (emphasis added).

The *mauka* parcel contains parking for approximately 30 vehicles and is used by Hawaiian Dredging's employees and guests. This parking area is not usually fully utilized. The area is secured with a locked gate after office hours and on weekends. Hawaiian Dredging employs approximately 80 persons at its Kapahulu offices and provides parking on-site for 76 vehicles (some tandem stalls) in addition to the parking area leased from DLNR.

The *makai* parcel could accommodate parking for about 20 vehicles, although few of the stalls are marked. Although the NKBA is a non-profit, non-incorporated organization, it is comprised of both commercial enterprises and non-profit organizations in the Project Area vicinity. The *makai* parcel parking is technically shared by and under the management responsibility of Irifune Restaurant, Island Triathlon and Bike (IT&B), La Lieto Pasto's Restaurant, and St. Mark's Episcopal Church. All of these entities are located across Kapahulu Avenue from the Project Area. IT&B's customers generally utilize this parking area during the day and patrons of the two restaurants use it in the evenings. St. Mark's Church's members and visitors typically use the parking area on Sundays. This parking area is not secured and access is not controlled by the permit-holders. Vandalism in the form of graffiti and abandoned trash is a common problem on this site, most likely because it lacks an on-site physical presence and is not secured during off hours.

According to the *Kapahulu Community Plan* (PlanPacific 2001), there are approximately 49 on-street parking spaces along Kapahulu Avenue from Date Street to Paki Avenue. Using the on-street parking calculation methodology presented in the *Kapahulu Community Plan*, an estimated 24 on-street parking spaces could be available on the following streets in the vicinity of the Project Area: Mooheau, Hoolulu, Martha, Herbert, Castle, and Brokaw<sup>1</sup>. These streets were included because at least 400 linear feet of each street are located within a five-minute walk (1,000-feet or <0.2 mile) of the intersection of Kapahulu Avenue and Campbell Avenue.

Because Kapahulu is a community consisting of both residential and commercial uses, and the commercial uses serve a wider population than their immediate neighborhood, there is a high demand for on-street parking in the area. Kapahulu residents within the immediate vicinity of the business corridor enjoy the convenience of "in-town" living, with its numerous dining, retail, entertainment, and service establishments; recreational opportunities; and transportation alternatives. Due to the greater unit values of land in urban commercial areas, the benefits of urban amenities and services are often offset by higher density development. This higher density development results in the reduced supply of and greater competition for free or low-fee parking.

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<sup>1</sup> The *Kapahulu Community Plan* methodology estimates four (4) parking spaces for each side street and includes a factor to account for driveways and on-street parking used by area residents.

In Kapahulu, this situation is compounded by the development pattern of the commercial area, in which older establishments did not have to meet off-street parking requirements when the buildings were first developed. In short, a large percentage of development in the area occurred prior to 1969, before "modern" zoning (and parking) standards were first adopted. As a result, many businesses and residential developments do not meet the LUO's off-street parking requirements. (Note: The DLNR has never authorized the Project Area's permit-holders to use the subject property to fulfill their off-street parking requirements.) As properties in the area are redeveloped, the new developments will be required to provide off-street parking facilities in accordance with current LUO requirements. Therefore, new development projects in the Kapahulu area, including the proposed development of the DLNR site, will help alleviate the parking situation caused by the old-non-conforming uses. If, however, re-development in Kapahulu is not allowed to occur, these parking shortages will continue.

In seeking to find possible solutions to the on-street parking situation, the City and County of Honolulu Vision Team 17 commissioned the *Kapahulu Community Plan*, which identified two sites in Kapahulu for the possible development of municipal parking lots. The "Mauka Parking Lot" was on Kapahulu Avenue at the site of the former Love's Bakery, which is now planned for development as a Safeway supermarket.

The "Makai Parking Lot" was identified on the *ewa-makai* corner of the Kapahulu Avenue-Date Street intersection, behind the Hawaiian Dredging building, on a portion of the Ala Wai Golf Course (Note: *this site is not part of the Project Area*). As planned, this parking facility could accommodate 150 to 160 vehicles and was intended to primarily serve the surrounding Kapahulu business district. However, this proposal posed several challenges, including the following requirements or modifications that would be necessary to implement this proposal:

- Additional access from Date Street to the parking facility
- Modifications to the alignment of Hole 3 of the Ala Wai Golf Course and relocation of its tee box
- Relocation of Hawaiian Dredging's mechanical equipment and possible relocation of mature trees
- An easement on the Hawaiian Dredging site to allow shared use of the parking lot driveway to provide direct access to Kapahulu Avenue

At this time, the City and County of Honolulu does not have plans to pursue construction of the proposed "Makai Parking Lot", notwithstanding the fact that the parking lot is proposed for lands already under the City's control, thus not requiring any acquisition of lands by the City.

In 1987, the City Council placed a "Government Building" symbol on the Project Area on the Primary Urban Center (PUC) Development Plan Public Facilities Map (DPPFM). This symbol represented a parking facility and was required for the City Council to appropriate funding for any project to implement construction of the parking facility. In 2004, the City Council adopted the PUC Public Infrastructure Map (PIM), which superseded the PUC DPPFM. The PUC PIM included a "Parking Facility" symbol (#098) on the Project Area. Like the former DPPFMs, a symbol on the PIM is required before the City Council can appropriate funds for the project. Although this symbol has been on City and County public facilities and/or public infrastructure maps for almost 20 years, no funds have been appropriated for the acquisition and/or construction of a municipal parking facility on the Project Area. The City and County of Honolulu has no current plans to pursue implementation of this project, as it is not included in its FY2006 capital improvement program budget (City and County of Honolulu, June 22, 2005).

### 3.4.3 Potable Water

The Project Area is served by a 180 service level system and includes two storage reservoirs at sites designated as the Diamond Head 180 Reservoir (3.5 million gallons) and Waahila 180 Reservoir (4.0 million gallons). The "180" refers to the spillway elevation and is commonly used to serve customers in lower elevations.

A 24/30-inch water main running along Kapahulu Avenue, Kanaina Avenue, Kaunaoa Street, and Campbell Avenue transmits water from the Diamond Head Booster Station to the Diamond Head 180 Reservoir. Individual households and business establishments in the vicinity of the Project Area are served by transmission mains and distribution lines from the Diamond Head 180 Reservoir.

### 3.4.4 Wastewater

Typical collector sewer (gravity) lines in Kapahulu extend *makai* from the H-1 Freeway along 6<sup>th</sup> Avenue. High capacity sewer (gravity) lines run on Date Street, Kapahulu Avenue (*makai* of Campbell Avenue), and Leahi Avenue. Wastewater from Kapahulu is routed to the Beach Walk wastewater pump station in Waikiki. (Plan Pacific, Inc. 2001)

An 8-inch wastewater gravity main is located in the Kapahulu Avenue right-of-way (ROW) fronting the Project Area.

### 3.4.5 Storm Drainage

Currently, there are no storm drain inlets within the Project Area and ponding can occur in low points within the property. There is a major storm drain line within the Kapahulu Avenue ROW, which eventually flows into the Ala Wai Canal. Stormwater from the canal flows out to the ocean at the Ala Wai Yacht Harbor.

### 3.4.6 Electrical Power

Hawaiian Electric Company (HECO) provides electrical power service to the Project Area. In the vicinity of the Project Area, the electrical distribution system is underground, within the Kapahulu Avenue ROW. There is an existing large utility pole along the Kapahulu Avenue frontage of the Project Area, within the City's ROW. It is unused by HECO, but now supports a City street light. There are several other similar large utility poles *makai* of the Project Area, within the City's ROW.

### 3.4.7 Police Protection/Pedestrian Safety

The Project Area is located within the jurisdiction of the Honolulu Police Department's District 7 (East Honolulu) command. District 7 covers the area from Punahou Street to Makapuu.

Similar to other business areas of urban Honolulu, serious pedestrian accidents have been reported along the Kapahulu Avenue corridor, caused by driver inattention, failure to yield and speeding as well as due to pedestrians being in the roadway erroneously (i.e., jaywalking). Crosswalks for pedestrians are provided on Kapahulu Avenue in the vicinity of the Project Area at the intersection of Campbell Avenue (signalized) and south of the project site near the BWS booster station (mid-block). Counts taken during the preparation of the project's traffic study

also included pedestrian counts at the study intersections. On the day of the counts, 9 pedestrians were observed crossing Kapahulu Avenue utilizing the crosswalk at Campbell Avenue during the morning peak period (7:00 to 9:00 AM). During the afternoon peak period (3:00 to 6:00 PM), 22 pedestrians were observed crossing Kapahulu Avenue using the crosswalk at Campbell Avenue. (The traffic study is attached as Appendix A.)

### 3.4.8 Fire Protection

Honolulu Fire Department Battalion 2 services the East Honolulu District. The Waikiki Fire Station (Station 7) is located at the intersection of Kapahulu Avenue and Paki Avenue, less than half a mile away from the Project Area. About twelve firefighters are on duty per shift. The next nearest station is the Kaimuki Fire Station (Station 5), located approximately 1.22 miles north-east of the site on Koko Head and Pahoa Avenues. Station 7 and Station 5 are each equipped with an engine company and a ladder company.

### 3.5 Socio-Economic Factors

Data for three U.S. Census Tracts (15, 16 and 21) were used to describe the existing socio-economic environment in the vicinity of the Project Area. The three Census Tracts include the area generally bounded by Kaimuki Avenue, Alohea Avenue, Monsarrat Avenue, Ala Wai Boulevard, and Kapiolani Boulevard.

#### 3.5.1 Population/Demographics

Tables 3, 4, and 5 represent basic demographic data for the Project Area and surrounding neighborhoods.

**Table 3: Population of Kapahulu Study Area\* 1990-2000**

Age cohort	1990	2000	% Change Kapahulu Study Area 1990-2000
≤ 18	1,999 (18%)	1,873 (18%)	-6.3
19-34	3,068 (27%)	2,329 (22%)	-24.1
35-64	4,029 (36%)	4,244 (40%)	+5.3
≥ 65	2,170 (19%)	2,167 (20%)	-0.1
<b>TOTAL</b>	<b>11,266 (100%)</b>	<b>10,613 (100%)</b>	<b>-5.8</b>

\*Kapahulu study area consists of Census Tracts 15, 16, 21  
Source: U.S. Bureau of Census, Census, 1990, 2000

**Table 4: Population of City and County of Honolulu 1990-2000**

Age cohort	1990	2000	% Change for Honolulu County 1990-2000
≤ 18	215,198 (26%)	218,441 (25%)	+1.5
19-34	245,643 (29%)	206,426 (24%)	-16.0
35-64	283,905 (34%)	332,950 (38%)	+17.3
≥ 65	91,485 (11%)	118,339 (14%)	+29.4
<b>TOTAL</b>	<b>836,231 (100%)</b>	<b>876,156 (101%)</b>	<b>+4.8</b>

Source: U.S. Bureau of Census, Census, 1990, 2000

The overall population of the Kapahulu study area decreased by almost 6% between 1990 and 2000. The population of the Kapahulu study area has shown the greatest growth in persons between 35-64 years of age (+5.3%). In Honolulu County, the same cohort increased by 17.3%. The proportion of Kapahulu's elderly (those over age 65) remained nearly the same (-0.1%) between 1990 through 2000. In contrast, the County data shows the largest overall increase in persons over age 65 (+29.4%), indicating the aging of the overall County population.

In 1990, persons reporting their race as Asian, Native Hawaiian or Pacific Islander made up the majority of the population in the Kapahulu study area (80.3%). The only other race with a significant percentage was White (18.1%). For Honolulu County in 1990, the Asian, Native Hawaiian or Pacific Islander category was the largest at 63% of the total population, followed by White with 31.7%. Changes in categories between 1990 and 2000 separated the Asian and Native Hawaiian/Pacific Islander categories and added a Bi- or Multi-racial category. In 2000, Asians made up 60% of the Kapahulu study area and only 46.2% of Honolulu County. The Bi- or Multi-racial category comprised 17.3% in the Kapahulu study area and a comparable 20.1% in Honolulu County. The percentage made up of the White category was 21.2% for Honolulu County, but only 13.5% in the Kapahulu study area.

**Table 5: Population Data by Race 1990-2000  
Kapahulu Study Area\* and Honolulu County**

Race	Kapahulu Study Area 1990		Kapahulu Study Area 2000		Honolulu County 1990		Honolulu County 2000	
	No.	%	No.	%	No.	%	No.	%
White	2,043	18.1	1,438	13.5	264,767	31.7	185,413	21.2
Black or African American	38	0.3	55	0.5	25,711	3.1	19,688	2.2
American Indian and Alaska Native	44	0.4	13	0.1	3,954	.5	1,881	0.2
Asian	9,045	80.3	6,375	60	527,410	63	404,493	46.2
Native Hawaiian/Pacific Islander			851	8			77,175	8.8
Other	96	0.85	41	0.4	14,389	1.7	10,966	1.3
Bi- or Multi-racial	Not incl.	--	1,840	17.3	Not incl.		176,540	20.1
<b>Total</b>	<b>11,266</b>	<b>100**</b>	<b>10,613</b>	<b>100**</b>	<b>836,231</b>	<b>100</b>	<b>876,156</b>	<b>100</b>

Source: U.S. Bureau of Census, Census, 1990, 2000

\* Census Tracts 15, 16, 21

\*\* May not total to 100% due to rounding

### 3.5.2 Economic Factors

The Project Area is located within an established business district on the fringe of Waikiki. Many local- and regional-serving businesses are located along Kapahulu Avenue and on cross-streets throughout the Kapahulu Avenue corridor. Data from the City and County of Honolulu's Economic Development Geographic Information System (GIS) Property Locator and Reports website (City and County of Honolulu, 2005) indicate that there are 32 establishments with 181 employees within a 1/4-mile (1,320-foot) radius of the Project Area. Many of these are small businesses, with one to four employees. Within a 1/2-mile (2,640-foot) radius of the Project Area, there are a total of 336 establishments with 2,660 employees. Again, most of these are small businesses with one to four employees. Examples of the types of establishments in the

area include, in descending order of frequency, real estate, restaurants, specialty stores, health/medical services, beauty/barber shops, travel services, and clothing stores.

The Project Area currently generates annual revenues of approximately \$15,000 for the State of Hawaii, or about \$0.60 per gross square foot. The City and County of Honolulu currently collects property taxes for the Project Area at a rate in accordance with its residential zoning.

### 3.5.3 Recreational Resources

There are two public recreational facilities in the immediate vicinity of the Project Area: Ala Wai Golf Course and the Date Street Bike Path.

**Ala Wai Golf Course.** The Ala Wai Golf Course is an 18-hole municipal golf course first opened in 1931. It is operated and maintained by the City and County of Honolulu's Department of Enterprise Services (Golf Courses Division). The Ala Wai Golf Course encompasses approximately 138 acres of State-owned land located on the perimeter of Waikiki along the Ala Wai Canal. Approximately 400 rounds of golf are played at the course each day, or 150,000 rounds per year. Hole 3, a 525-yard, par 5 hole, is located along the kokohead boundary of the course, adjacent to the Date Street Bike Path.

Views from the golf course include Diamond Head, the Koolau mountain range and the Waikiki skyline. The Starter's Office and Pro Shop are open daily from 6:00 am to 6:00 pm. The driving range is open from 6:00 am until 11:45 pm, and the restaurant and snack bar operate from 6:00 am until 8:00 pm.

Ala Wai Golf Course is a major open space feature along the Date Street and Kapahulu Avenue corridors. Although the golf course provides aesthetically pleasing open space amidst urban development, a protective fence creates a physical barrier and limits non-golfers from utilizing this recreational resource.

**Date Street Bike Path.** Several bike paths run along and near the Project Area as part of Kapahulu's existing network of recreational pathways. Of the 2.3 miles of bike paths in Kapahulu defined in the *Honolulu Bicycle Master Plan* (Helber Hastert & Fee, Planners 1999), the Date Street Bike Path is the one of the most frequently used by bicyclists, walkers, runners and skaters and is part of the Primary Urban Center Development Plan's regional pedestrian network. The Date Street Bike Path begins at the parking lot of the Ala Wai Community Park near the intersection of McCully Street and Kapiolani Boulevard, follows the *mauka* edge of the Ala Wai Canal until the Manoa-Palolo Drainage Canal, where it turns *makai*. When it reaches Date Street, it then follows the *mauka* boundary of the Ala Wai Golf Course until just before the intersection of Date Street and Kapahulu Avenue, where it turns *mauka* behind the Hawaiian Dredging building. The bike path proceeds in a *makai* direction between the kokohead boundary of the golf course and the ewa boundaries of the Hawaiian Dredging, DLNR (Project Area) and BWS parcels. The separated ROW for this path ends at the Ala Wai Golf Course/Waikiki Library access road. The general alignment of the bike path in the vicinity of the Project Area is shown in Figure 3. Portions of the bike path are also visible on Figure 4.

In the vicinity of the Project Area, the bike path is not highly visible from Date Street or Kapahulu Avenue, as it is bordered by the back of the Hawaiian Dredging building, vegetation along the Project Area, and the back of the BWS Booster Station. This creates a sense of isolation and lack of security along this segment of the path.

Other bike paths in Kapahulu's bikeway system include Kapahulu Avenue from Paki Avenue to Kalakaua Avenue, and along Paki Avenue to the intersection with Poni Moi Road and Kapahulu Avenue.

### 3.4.5 Land Use Compatibility

As described above, the Project Area's existing land use is unimproved, at-grade parking and vacant land. The surrounding land uses are: commercial (Hawaiian Dredging and the businesses across Kapahulu Avenue), recreation (Ala Wai Golf Course), and public facility (BWS booster station). While the site's existing land use is compatible with its surrounding uses, it is not fully consistent with the primary use intended by its current R-5 Residential zoning.

### 3.6 Visual Resources

The Project Area is clearly visible when traveling in either direction along Kapahulu Avenue. It is anchored on the *mauka* side by the three-story Hawaiian Dredging building. The variety of trees, shrubs, and vines along the boundaries of the site provide visual relief to what is essentially an open parking lot lacking the minimum landscaping features required by the City and County's LUO (e.g., landscaping strip along Kapahulu Avenue, evenly distributed canopy trees located in planting areas). Along with the major trees within the Project Area, several Satinleaf (*Chrysophyllum oliviforme*) trees are located along the property's frontage within the Kapahulu Avenue ROW (see Figure 5).

The Ala Wai Golf Course is partially visible through gaps in the vegetation in sections of the Project Area when viewed from Kapahulu Avenue.

There are also two large electrical power line poles within the Kapahulu Avenue ROW in front of the Project Area. These poles no longer support power lines and are only used as street light standards.

The Diamond Head Special District provisions identify Date Street from the Manoa-Palolo Drainage Canal to Kapahulu Avenue as one of several prominent public vantage points from which significant public views of Diamond Head exist. Diamond Head, itself, is only visible intermittently along this segment of Date Street, due to numerous trees along the periphery of the Ala Wai Golf Course. From Date Street, the Project Area is generally not visible because it is obscured by trees located along its *ewa* boundary and within the Ala Wai Golf Course.

Major viewplanes near the Project Area as seen from Kapahulu Avenue are *mauka* views of the Koolau mountain range and *makai* views towards Waikiki. Diamond Head is visible from the Project Area, though its base is obscured by buildings along the *kokohead* side of Kapahulu Avenue.

Occasionally, bags of trash and other discarded items accumulate along the *makai* and *ewa* boundaries of the *makai* portion of the property. A colorfully painted van associated with the nearby Irifune Restaurant is parked, unused, on the site. This van and the concrete barriers separating the parking areas are frequent targets of graffiti vandals. Although the permit-holders have maintenance performed in this area on a monthly basis, the abandoned trash and vandalism on this site present an unkempt appearance that does not promote a feeling of security for pedestrians or other passers-by.

## **4.0 ENVIRONMENTAL CONSEQUENCES**

### **4.1 Physical Environment**

#### **4.1.1 Topography**

The Proposed Action is not expected to have significant impacts on topography. The existing asphalt pavement, concrete traffic barricades, and raised concrete parking wheel stops at the edges of the property will be removed to accommodate the new development, but because it is relatively flat, the site should not require extensive re-grading to provide a suitable building pad. If below-grade facilities are constructed, excavation would be required. A grading permit will be obtained from the City and County's Department of Planning and Permitting, if required.

#### **4.1.2 Soils**

The Proposed Action is not expected to have significant impacts on soils. Because of the Project Area's level topography, extensive earth-moving activities for grading and foundation work are not anticipated, unless below-grade facilities, such as parking, are constructed. Best Management Practices will be employed to prevent soil loss and sediment discharge from the work site. Prior to construction, geotechnical sampling would be conducted to determine foundation requirements. An NPDES permit would be obtained if construction dewatering is needed. If any releases of hazardous substances, pollutants or contaminants are found to have occurred on the site, they will be abated according to applicable Federal and State requirements.

#### **4.1.3 Surface Water**

The Proposed Action is not expected to significantly impact surface water resources. Storm water runoff from the Project Area will flow into an existing municipal drainage facility. Project activities will comply with State of Hawaii Department of Health regulations determined in Hawaii Administrative Rules, Title 11 Chapter 54-Water Quality Standards, and Chapter 55-Water Pollution Controls. If construction dewatering is necessary, an NPDES permit will be obtained.

#### **4.1.4 Natural Hazards**

The Proposed Action will not significantly increase the risk of human health or property due to exposure to natural hazards. The Project Area is in an urban setting and is situated in an area with minimal to moderate flood hazard risk and is outside of the tsunami evacuation area.

#### **4.1.5 Air Quality**

The Proposed Action is not expected to significantly impact ambient air quality. Air quality data from the monitoring station nearest the Project Area and overall ambient air quality data for the State of Hawaii indicate that the Project Area is currently well within Federal and State standards. The Proposed Action will not include any ongoing air polluting activities (i.e., industrial uses). The Proposed Action will not involve demolition or renovation activities that could involve the release of asbestos. The principal source of short-term air quality impacts will be construction activity, including construction vehicle emissions and particulate emissions associated with earth moving operations. These impacts will be minor and of short duration. All



construction activities will comply with the provisions of Hawaii Administrative Rules, §11-60.1-33 (Fugitive Dust).

#### **4.1.6 Noise**

The Proposed Action is not expected to significantly impact ambient noise levels. Short-term, temporary noise impacts will be generated during project construction by equipment and vehicles. Project construction activities will comply with HAR, Chapter 11-46 "Community Noise Control" as administered by the State DOH.

Although additional vehicle trips to and from the Project Area will increase, the project's traffic study indicates that levels of service on the surrounding transportation facilities will not significantly decline. Furthermore, there are no noise sensitive receptors (i.e., residences, school or hospital) in the immediate Project Area vicinity. A new structure on the Project Area would attenuate traffic noise from Kapahulu Avenue for individuals using the adjacent section of Date Street Bike Path and the Ala Wai Golf Course.

#### **4.2 Biological Resources**

The Proposed Action will not significantly impact biological resources. There are no known rare, threatened, or endangered species within the Project Area. Commercial development of the Project Area may require removal of the existing trees and other vegetation from the property, including some mature specimens of substantial size (e.g., monkeypod trees). However, these trees are not rare, threatened or endangered species and are not known to have historic significance (i.e., associated with historical figures or events). The new development will be required to provide landscaping features consistent with the B-2 Community Business District, the Diamond Head Special District, and the City and County's LUO. They include landscaping of parking areas, provision of a landscaped planting strip along the street frontage, and screening hedges.

#### **4.3 Cultural Resources**

The Proposed Action is not expected to significantly impact cultural resources. No known historical, archaeological or Native Hawaiian cultural resources are anticipated to be encountered at the Project Area. The DLNR SHPD indicated that historic properties will not be affected by the Proposed Action (see DLNR SHPD letter dated June 30, 2005 in Appendix B). If any *iwi* (bones) or Native Hawaiian cultural or traditional deposits are found during ground disturbance, work will cease in the vicinity of the find, the find will be protected from further damage, and the appropriate agencies will be contacted pursuant to applicable law. The Office of Hawaiian Affairs (OHA) does not anticipate that any known native Hawaiian practices or resources within the project area would be adversely impacted by the Proposed Action (see OHA letter dated July 20, 2005 in Appendix C).

The Proposed Action will not impact cultural practices of Native Hawaiians or other cultural group. No cultural practices are known to currently occur on the Project Area.

#### 4.4 Infrastructure and Public Services

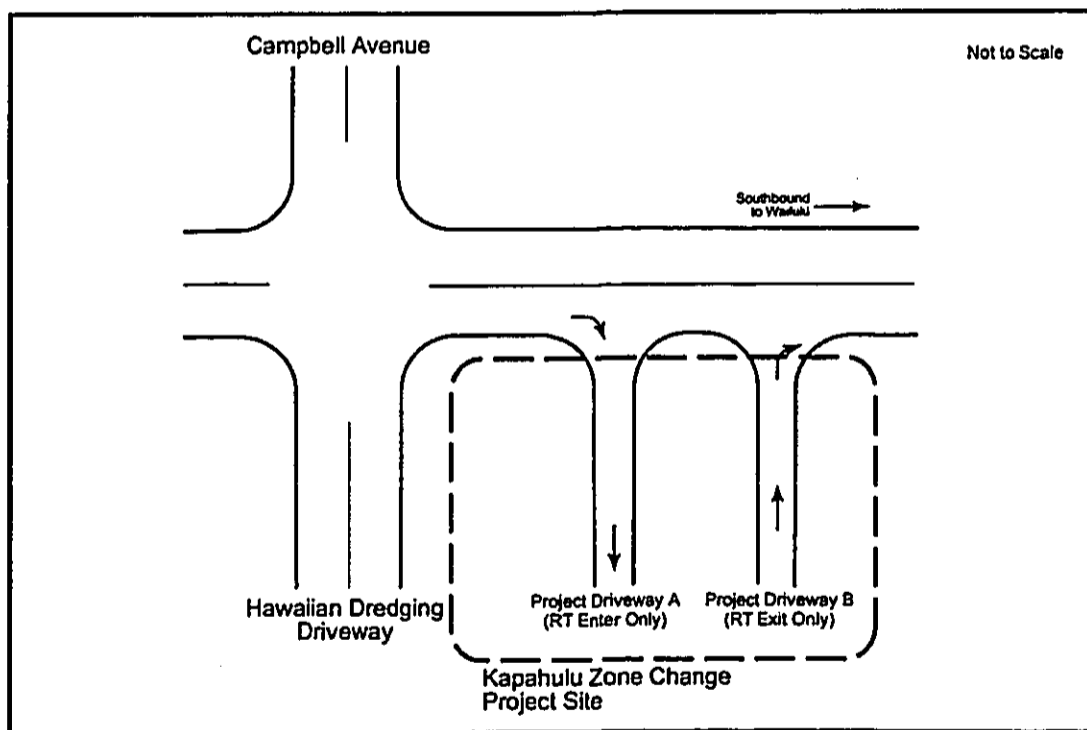
##### 4.4.1 Transportation Systems

According to the State of Hawaii Department of Transportation (State DOT), the Proposed Action would not affect State transportation facilities (see DOT letters dated May 17, 2005 and August 31, 2005 in Appendix C). According to the City and County Department of Facility Maintenance, the Proposed Action would not adversely impact the City's maintenance of Kapahulu Avenue (see letter dated September 15, 2005 in Appendix C).

A traffic impact study was prepared by SSFM International to evaluate the existing conditions of traffic facilities in the vicinity and potential impacts of the Proposed Action. Two development scenarios were analyzed in the traffic study: (1) fast food restaurant and (2) medical office building. Findings from this study are summarized below. The full report is contained in Appendix A.

Under both land use scenarios, the traffic study assumed that ingress to and egress from the Project Area would be accommodated fully within the boundaries of the property boundaries. That is, although the Project Area can currently be accessed through the adjacent Hawaiian Dredging driveway, this situation cannot be assumed in the future. Therefore, the evaluation of traffic impacts was based two on-site driveways. Driveway A would be limited to right-turns into the site from Kapahulu Avenue. Driveway B, located *makai* of Driveway A, would limit exiting vehicles to right-turns from the Project Area onto Kapahulu Avenue. A schematic drawing of these driveways is shown in Figure 6.

The results of the traffic analyses for both land use scenarios indicate that the project should not have a significant impact on traffic conditions at the intersections of Kapahulu Avenue with Campbell Avenue and with Date Street/Mooheau Avenue. The project would generate new



PROJECT DRIVEWAY (SCHEMATIC)

Figure 6

traffic along Kapahulu Avenue; however, much of this additional traffic entering and exiting the property would consist of existing traffic, or pass-by trips, along this roadway.

Detailed discussion of future conditions with and without project traffic conditions is provided below.

**Future Conditions Without Project**

Future projected traffic conditions at the study intersections were forecast for the year 2008, to reflect a realistic date for completion of construction and beginning of operation of a development on the Project Area. Future traffic conditions in the year 2008 without the Proposed Action were forecast by evaluating and adding the following factors: 1) existing peak hour traffic volumes, 2) potential increases in through-traffic along Kapahulu Avenue, and 3) other developments in the immediate vicinity. The analysis included the transportation impacts and improvements associated with a new Safeway supermarket approximately 0.4 miles *mauka* of the Project Area on Kapahulu Avenue. This development is planned to include small retail shops, along with improvements to Kapahulu Avenue. Table 6 summarizes the future without project conditions at the study intersections.

**Table 6: Fast Food Establishment Scenario  
Future Conditions (2008) at Analyzed Intersections**

Intersection and Movement	2008 Without Project			2008 With Project			Changes V/C Ratio
	V/C Ratio <sup>a</sup>	LOS <sup>b</sup>		V/C Ratio	LOS		
<b>KAPAHULU AVENUE WITH DATE STREET/MOOHEAU AVENUE</b>							
<b>Morning Peak Hour</b>							
<b>Kapahulu Avenue</b>							
Northbound ( <i>Mauka</i> ) Left-Turn	1.38	F	D	1.68	F	E	0.30
Northbound Through & Right-Turn	0.60	A		0.63	A		0.03
Southbound ( <i>Makai</i> ) Left-Turn	0.43	B	B	0.45	B	B	0.02
Southbound Through & Right-Turn	0.59	B		0.64	B		0.05
<b>Date Street</b>							
Eastbound Left-Turn	0.23	C		0.19	C		-0.04
Eastbound Through	0.63	C	C	0.64	C	C	0.01
Eastbound Right-Turn	0.57	C		0.58	C		0.01
<b>Mooheau Avenue</b>							
Westbound Left-Turn	1.02	F	D	1.01	F	D	-0.01
Westbound Shared Through & Right-Turn	0.65	C		0.62	C		-0.03
<b>Overall Intersection LOS</b>		C			D		
<b>Afternoon Peak Hour</b>							
<b>Kapahulu Avenue</b>							
Northbound ( <i>Mauka</i> ) Left-Turn	2.84	F	F	2.81	F	F	-0.03
Northbound Through & Right-Turn	0.75	A		0.71	B		-0.04
Southbound ( <i>Makai</i> ) Left-Turn	0.43	B	B	0.55	C	B	0.12
Southbound Through & Right-Turn	0.76	B		0.89	B		0.13
<b>Date Street</b>							
Eastbound Left-Turn	0.33	B		0.32	B		-0.01
Eastbound Through	0.88	D	C	0.92	D	D	0.04
Eastbound Right-Turn	0.80	C		0.86	D		0.06
<b>Mooheau Avenue</b>							
Westbound Left-Turn	1.20	F	E	1.64	F	F	0.44
Westbound Shared Through & Right-Turn	0.37	B		0.36	B		-0.01
<b>Overall Intersection LOS</b>		E			E		

**Table 6 (continued)**  
**Fast Food Establishment Scenario Future Conditions at Analyzed Intersections (2008)**

Intersection and Movement	2008 Without Project			2008 With Project			Changes
	V/C Ratio <sup>a</sup>	LOS <sup>b</sup>	LOS <sup>b</sup>	V/C Ratio	LOS	LOS	V/C Ratio
<b>KAPAHULU AVENUE WITH CAMPBELL AVENUE</b>							
<b>Morning Peak Hour</b>							
<u>Kapahulu Avenue</u>							
Northbound Shared LT/TH/RT	0.72	C	C	0.76	C	C	0.04
Southbound Left-Turn	0.58	B	B	0.60	B	B	0.02
Southbound Through	0.74	A	B	0.79	A	B	0.05
<u>Hawaiian Dredging Driveway</u>							
Eastbound Shared LT/TH/RT	0.01	C	C	0.01	C	C	0.00
<u>Campbell Avenue</u>							
Westbound Shared Left-Turn & Through	1.07	F	E	1.17	F	F	0.10
Westbound Right-Turn	0.35	C		0.35	C		0.00
<b>Overall Intersection LOS</b>		<b>C</b>			<b>C</b>		
<b>Afternoon Peak Hour</b>							
<u>Kapahulu Avenue</u>							
Northbound Shared LT/TH/RT	0.83	C	C	0.93	C	C	0.10
Southbound Left-Turn	0.98	D	B	0.90	D	B	-0.08
Southbound Through	0.84	A	B	0.88	B	B	0.04
<u>Hawaiian Dredging Driveway</u>							
Eastbound Shared LT/TH/RT	0.08	C	C	0.06	C	C	-0.02
<u>Campbell Avenue</u>							
Westbound Shared Left-Turn & Through	0.77	D	C	0.88	D	D	0.11
Westbound Right-Turn	0.16	C		0.16	C		0.00
<b>Overall Intersection LOS</b>		<b>C</b>			<b>C</b>		

**NOTES:**

- (a) V/C denotes the ratio of volume to capacity.  
 (b) LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual.

Without the project in 2008, current conditions will generally remain the same but increase the delays and congestion due to background growth and other new developments. The left-turn movements from Kapahulu Avenue, Mooheau Avenue, and Campbell Avenue would generally operate at LOS F conditions during both peak hours. The other movements at these intersections would operate at acceptable levels of service with most being LOS C or better. Detailed descriptions of each intersection follow.

*Kapahulu Avenue/Existing Project Area Driveway.* Without the project, the intersection of Kapahulu Avenue and the existing Project Area driveway would continue to operate at good levels of service (LOS A). Vehicles exiting the driveway making left-turns onto Kapahulu Avenue would continue to experience long delays (LOS F).

*Kapahulu Avenue/Date Street-Mooheau Avenue.* The Kapahulu Avenue-Date Street/Mooheau Avenue intersection would operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour. Northbound left-turn movements from Kapahulu Avenue would continue to operate at LOS F and have increased delays due to the additional through traffic along this roadway. Similarly, left-turn movements from Mooheau Avenue onto Kapahulu Avenue would continue to operate at LOS F and experience longer delays. The other movements would continue to operate at acceptable levels of service with LOS D or better during both peak hours.

*Kapahulu Avenue/Campbell Avenue.* The Kapahulu Avenue-Campbell Avenue intersection would operate at acceptable levels of service (LOS C) during both morning and afternoon peak hours. The morning peak hour left-turn movement from Campbell Avenue onto Kapahulu Avenue would be the only movement to experience poor conditions at this intersection (LOS F).

### ***Future Conditions With Project***

#### **Fast Food Establishment Scenario**

Since the actual use of Project Area will not be known until DLNR holds a public auction for a commercial ground lease, a conceptual development was used as the basis for the traffic impact analysis. In order to provide a conservative estimate of probable traffic impacts, the development of a drive-in or "fast-food" establishment on the Project Area was selected for analysis in the traffic study. This type of land use would have a higher generation of vehicle trips compared with other types of commercial uses, such as an office building. As described above, vehicular access would be provided from two separate driveways from Kapahulu Avenue<sup>1</sup>. Driveway A, nearest the intersection of Campbell Avenue, would serve as the entrance for vehicles, which would be limited to making right-turns from Kapahulu Avenue into the site (i.e., no left-turns permitted from northbound Kapahulu Avenue). Driveway B would serve as the exit for vehicles and allow only right-turns from the site onto Kapahulu Avenue. There would be no left-turns permitted into or out of the site from Kapahulu Avenue. Both driveways would operate at acceptable levels of service, and would significantly lessen conflicting vehicle movements along Kapahulu Avenue at this project site. To reduce the potential of vehicles turning right into the Project Area blocking the curb lane on Kapahulu Avenue, an adequate turn radius should be provided in the driveway design. With the project, the signalized intersections studied would essentially operate under the same conditions as future conditions without the project. The LOS F conditions for left-turn movements without the project in 2008 (i.e., northbound Kapahulu Avenue at Date Street/Mooheau Avenue, westbound Mooheau Avenue with Kapahulu Avenue, and westbound Campbell Avenue with Kapahulu Avenue) would continue and experience increased delays and congestion. Table 6 summarizes the levels of service at each intersection in 2008 with the project.

The project would thus have a minor effect on these intersections by adding slightly more traffic onto the roadways. The problems with certain left-turn movements at these two intersections are already present, and are the result of background growth in traffic on Kapahulu Avenue along with other planned developments. It is expected that the new driveway entry and exit for the project will operate at good levels of service during both the morning and afternoon peak hours.

The City is already implementing improvements to the intersection of Kapahulu Avenue with Date Street/Mooheau Avenue to address left-turn movements from Kapahulu Avenue. A separate left-turn phase will be added to the signal to accommodate northbound and southbound left-turns from Kapahulu Avenue which should be completed in 2006. Adding a left-turn phase would therefore improve the operation of this intersection.

<sup>1</sup> There is a potential to use the existing Hawaiian Dredging driveway for access to the site, if an agreement can be reached with the adjoining property owner and lessee. DLNR contacted the Okada Trucking Co., Ltd., owner of the adjacent property, to discuss the possibility of future shared use of the existing driveway on its property. Okada Trucking indicated that it would be open to discussing shared use of its driveway after the public auction of the commercial lease when the lessee and use of the Project Area were determined.

To improve the left-turn movements from Mooheau Avenue, the City could consider the following when implementing the Kapahulu Avenue separate left-turn phase to the signal.

1. Adjust the signal timing to increase the green time given to the Mooheau Avenue and Date Street movements. Left-turns from Mooheau Avenue are delayed by having to yield to the through and double right-turn movements from Date Street onto Kapahulu Avenue. Thus, additional time given to these movements should improve the level of service.
2. Vary the signal timing throughout the day to account for the increased traffic volumes occurring during the morning and afternoon peak periods. Based upon existing signal timing information obtained, it appears the signal phasing is now the constant throughout the day.

The following should be considered during site design of the project:

- The driveway entrance should be located as far as possible away from the intersection of Kapahulu Avenue with Campbell Avenue to achieve adequate separation for vehicles accessing the site after making left-turns from Campbell Avenue.
- The location of the existing bus stop fronting the Project Area should be evaluated, in coordination with the City during project design, to ensure that it does not create a sight distance problem for vehicles exiting the project driveway.

#### Medical Office Building Scenario

The traffic impacts of an alternative development scenario were also analyzed. The alternative land use analyzed consists of a two-story medical office building.<sup>1</sup> The analysis of this alternative development scenario is also contained in the project traffic study (Appendix A). The medical office building would have about 26,800 SF of floor area and 67 parking stalls. This would approach the maximum floor area that could be developed on the site while providing the required number of parking spaces. Access to the site would be provided by two separate, right-turn in, right-turn out driveways similar to the fast food establishment scenario.

A medical office building of the size assumed in the analysis would generate 67 trips and 93 trips to and from the site during the morning and afternoon weekday peak hours, respectively. Comparatively, the trips generated in the fast-food establishment scenario are estimated at 224 and 146 during the morning and afternoon peak hours, respectively.

Under this scenario, the right-turns into and out of the project site from/to Kapahulu Avenue would operate at good levels of service during both the morning and afternoon peak hours.

The signalized intersections studied would also essentially operate under the same conditions as future conditions without the project. As seen in Table 7, the Kapahulu Avenue with Date Street/Mooheau Avenue intersection would operate at the same levels of service with or without the project during both morning (LOS C) and afternoon (LOS E) peak hours. However, the Date Street and Mooheau Avenue movements in the afternoon would have increased delays with a resulting lower level of service. The Date Street through and right-turn movements along with the Mooheau Avenue left-turn would have increased delays in the afternoon.

<sup>1</sup> Note: A *medical* office building was used in the analysis rather than a *general* office building because it has a higher vehicle trip generation rate and subsequently provides a more conservative assessment of impacts.

In this scenario, the Kapahulu Avenue with Campbell Avenue intersection would continue to operate at acceptable levels of service (LOS C) during both peak hours. Movements along Kapahulu Avenue would similarly operate at good levels of service during both peak hours. Left-turn movements from Campbell Avenue onto Kapahulu Avenue would continue to experience LOS F conditions during the morning peak hour, and LOS D conditions during the afternoon peak hour with or without the project.

Although there would be minimal differences in traffic impacts resulting from the development of either a medical office building or a fast food establishment on the Project Area, the medical office building scenario would result in smaller increases in delays at the signalized intersections of Kapahulu Avenue with Date Street/Mooheau Avenue and at Campbell Avenue. The improvements discussed in the fast food establishment scenario would also be applicable for the medical office building scenario. The traffic impacts associated with the fast food establishment scenario can therefore be considered a conservative estimate of future traffic conditions with the development of the Project Area.

**Table 7:**  
**Medical Office Building Scenario Future Conditions (2008) at Analyzed Intersections**  
*(bold-italics denote change from Fast Food Establishment Scenario)*

Intersection and Movement	2008 Without Project			2008 With Project			Changes V/C Ratio
	V/C Ratio <sup>a</sup>	LOS <sup>b</sup>		V/C Ratio	LOS		
<b>KAPAHULU AVENUE WITH DATE STREET/MOOHEAU AVENUE</b>							
<b>Morning Peak Hour</b>							
<u>Kapahulu Avenue</u>							
Northbound ( <i>Mauka</i> ) Left-Turn	1.38	F	D	<b>1.44</b>	<b>F</b>	<b>D</b>	<b>0.06</b>
Northbound Through & Right-Turn	0.60	A		<b>0.61</b>	<b>A</b>		<b>0.01</b>
Southbound ( <i>Makai</i> ) Left-Turn	0.43	B	B	<b>0.44</b>	<b>B</b>	<b>B</b>	<b>0.01</b>
Southbound Through & Right-Turn	0.59	B		<b>0.60</b>	<b>B</b>		<b>0.01</b>
<u>Date Street</u>							
Eastbound Left-Turn	0.23	C		<b>0.22</b>	<b>C</b>	<b>C</b>	<b>-0.01</b>
Eastbound Through	0.63	C	C	<b>0.63</b>	<b>C</b>	<b>C</b>	<b>None</b>
Eastbound Right-Turn	0.57	C		<b>0.57</b>	<b>C</b>		<b>None</b>
<u>Mooheau Avenue</u>							
Westbound Left-Turn	1.02	F	D	<b>1.02</b>	<b>F</b>	<b>D</b>	<b>None</b>
Westbound Shared Through & Right-Turn	0.65	C		<b>0.64</b>	<b>C</b>	<b>D</b>	<b>-0.01</b>
<b>Overall Intersection LOS</b>							
<b>Afternoon Peak Hour</b>							
<u>Kapahulu Avenue</u>							
Northbound ( <i>Mauka</i> ) Left-Turn	2.84	F	F	<b>2.69</b>	<b>F</b>	<b>F</b>	<b>-0.15</b>
Northbound Through & Right-Turn	0.75	A		<b>0.75</b>	<b>B</b>	<b>F</b>	<b>None</b>
Southbound ( <i>Makai</i> ) Left-Turn	0.43	B	B	<b>0.58</b>	<b>C</b>	<b>B</b>	<b>0.15</b>
Southbound Through & Right-Turn	0.76	B		<b>0.76</b>	<b>B</b>	<b>B</b>	<b>None</b>
<u>Date Street</u>							
Eastbound Left-Turn	0.33	B		<b>0.33</b>	<b>B</b>	<b>D</b>	<b>None</b>
Eastbound Through	0.88	D	C	<b>0.91</b>	<b>D</b>	<b>D</b>	<b>0.03</b>
Eastbound Right-Turn	0.80	C		<b>0.85</b>	<b>C</b>		<b>0.05</b>
<u>Mooheau Avenue</u>							
Westbound Left-Turn	1.20	F		<b>1.55</b>	<b>F</b>	<b>F</b>	<b>0.35</b>
Westbound Shared Through & Right-Turn	0.37	B		<b>0.36</b>	<b>B</b>		<b>-0.01</b>
<b>Overall Intersection LOS</b>			<b>E</b>			<b>E</b>	

**Table 7 (continued)**  
**Medical Office Building Scenario Future Conditions (2008) at Analyzed Intersections**  
*(bold-italics denote change from Fast Food Establishment Scenario)*

Intersection and Movement	2008 Without Project			2008 With Project			Changes V/C Ratio
	V/C Ratio <sup>a</sup>	LOS <sup>b</sup>	LOS <sup>b</sup>	V/C Ratio	LOS	LOS	
<b><i>KAPAHULU AVENUE WITH CAMPBELL AVENUE</i></b>							
<b><i>Morning Peak Hour</i></b>							
<b><i>Kapahulu Avenue</i></b>							
Northbound Shared LT/TH/RT	0.72	C	C	<b><i>0.75</i></b>	C	C	<b><i>0.03</i></b>
Southbound Left-Turn	0.58	B	B	<b><i>0.59</i></b>	B	B	<b><i>0.01</i></b>
Southbound Through	0.74	A	B	<b><i>0.76</i></b>	A	B	<b><i>0.02</i></b>
<b><i>Hawaiian Dredging Driveway</i></b>							
Eastbound Shared LT/TH/RT	0.01	C	C	0.01	C	C	None
<b><i>Campbell Avenue</i></b>							
Westbound Shared Left-Turn & Through	1.07	F	E	<b><i>1.15</i></b>	F	F	<b><i>0.08</i></b>
Westbound Right-Turn	0.35	C	E	0.35	C	F	None
<b>Overall Intersection LOS</b>		<b>C</b>			<b>C</b>		
<b><i>Afternoon Peak Hour</i></b>							
<b><i>Kapahulu Avenue</i></b>							
Northbound Shared LT/TH/RT	0.83	C	C	<b><i>0.92</i></b>	C	C	<b><i>0.09</i></b>
Southbound Left-Turn	0.98	D	B	0.90	D	B	-0.08
Southbound Through	0.84	A	B	<b><i>0.84</i></b>	B	B	None
<b><i>Hawaiian Dredging Driveway</i></b>							
Eastbound Shared LT/TH/RT	0.08	C	C	<b><i>0.07</i></b>	C	C	<b><i>-0.01</i></b>
<b><i>Campbell Avenue</i></b>							
Westbound Shared Left-Turn & Through	0.77	D	C	<b><i>0.81</i></b>	D	D	<b><i>0.04</i></b>
Westbound Right-Turn	0.16	C	C	0.16	C	D	None
<b>Overall Intersection LOS</b>		<b>C</b>			<b>C</b>		

**NOTES:**

(a) V/C denotes the ratio of volume to capacity.

(b) LOS denotes Level-of-Service calculated using the operations method described in Highway Capacity Manual.

**Public Transportation**

The Proposed Action would not significantly impact public transportation facilities. If the eventual development requires relocation of the existing bus stop on Kapahulu Avenue fronting the Project Area, the relocation would be coordinated with the City Department of Transportation Services. Any improvements to the public ROW or to the bus stop would require adherence to the Americans with Disabilities Act Accessibility Guidelines.

**4.4.2 Parking**

The Proposed Action will result in the termination of the 30-day revocable permits issued to the private permit-holders of the property for interim parking use (Note: These permits can be terminated by the DLNR or the permit-holders with 30-days' notice, at any time, for any reason. Termination of either permit does not require notification of or authorization by the City). However, the existing parking use is restricted to employees and customers of these entities and is not open to the general public for parking. Therefore, no public municipal parking will be removed. Furthermore, the Proposed Action (i.e., rezoning to the B-2 Community Business District) would not preclude the development of either a municipal or private parking facility on the Project Area.



The Proposed Action could increase demand for on-street parking in the vicinity of the Project Area because the vehicles that currently use the DLNR parcels will have to be parked elsewhere. (Note: The discontinuation of parking uses on the Project Area is not subject to HRS Chapter 343 and would not require an environmental assessment.) This additional demand for on-street parking in Kapahulu would probably occur at different times, since the existing parking use of the Project Area occurs at different times of the day and week.

The parcel used by the NKBA can accommodate about 20 vehicles, and its highest usage appears to be during the early evening hours between Monday and Saturday when the two restaurants associated with the NKBA are the most active. The parcel used by Hawaiian Dredging can accommodate about 30 vehicles, and is secured during the evenings and weekends. As described earlier in Section 3.4.2, this area is generally not fully utilized, as Hawaiian Dredging has nearly as many parking stalls on its own property (76) as it has employees (~80).

The maximum potential increased demand for on-street parking resulting from the Proposed Action could range between 20-40, depending on the day and time. Since the parcel used by Hawaiian Dredging is closed during the evenings and on weekends, only the parking spaces on the NKBA-leased parcel would be displaced during those times (i.e., maximum of 20 spaces). This represents the low end of the range. The high end of the range would occur during weekdays, when both parking areas are open. During weekday daytime hours, the 30-space parcel leased by Hawaiian Dredging is typically not full. Therefore, the high end of the range (40 spaces) assumes an average of 20 vehicles in the Hawaiian Dredging area and maximum usage of the NKBA parking area. The high end of the range should be considered conservative, because the NKBA parking area is also not typically fully utilized during the daytime on weekdays.

The business that is ultimately developed on the Project Area will comply with current City and County standards for the provision off-street parking. Therefore, the customer parking for the new business will be accommodated on-site and not add to the demand for on-street parking elsewhere in Kapahulu.

The existing revocable permits to Hawaiian Dredging and the NKBA have always been on a month-to-month basis, with the intent that these entities would be allowed to use the Project Area for parking on an interim basis until DLNR determined a long-range use for the Project Area. There was never any expectation that the current parking use would be permanent or a long-range use. The City and County of Honolulu acknowledges the temporary and interim nature of this use in its planning documents. In effect, the permit-holders have been allowed, at a greatly discounted cost, to utilize the State's property until a more productive use could be identified. Since the revocable permits for parking are between the DLNR and private parties, the parking areas do not constitute public parking lots, and DLNR has never authorized the Project Area's permit-holders to use the subject property to fulfill their off-street parking requirements, mitigation (i.e., replacement of the parking stalls by DLNR or its eventual B-2 district lessee) is not warranted.

#### **4.4.3 Potable Water**

The Proposed Action will not significantly impact existing potable water sources or transmission systems. The Project Area is within an urban area served by existing municipal utilities. According to the BWS, the existing potable water system is adequate to accommodate the

proposed zone change (see BWS letter dated May 10, 2005 in Appendix B). A water allocation by the DLNR will be required for the development. The availability of water will be confirmed when the BWS reviews the building permit application for the Project Area's eventual development. When water is made available, the applicant will also be responsible for BWS Water System Facilities Charges for transmission and daily storage. The proposed development is subject to BWS cross-connection control and backflow prevention requirements prior to BWS approval of the building permit.

#### **4.4.4 Wastewater**

The Proposed Action will not significantly impact existing wastewater collection or treatment systems. The Project Area is within an urban area served by existing municipal utilities. It previously supported a health clinic. An average flow of up to 6,300 gallons per day from the site can be permitted contingent on submittal and approval of a Site Development Division Master Application for Sewer Connection. Wastewater plans will conform to applicable provisions of the State Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems."

#### **4.4.5 Storm Drainage**

The Proposed Action is not expected to significantly impact existing storm drainage facilities serving the area. Storm water runoff from the Project Area will flow into an existing municipal drainage facility. The majority of the Project Area is covered with impervious surfaces. Development under the B-2 zoning district would likely not result in a measurable increase to impervious surfaces on the property, since, as required by the City and County of Honolulu Land Use Ordinance, landscaped areas will be included in the ultimate development.

#### **4.4.6 Electrical Power**

The Proposed Action is not expected to significantly impact the existing electrical generation and distribution system serving the area.

#### **4.4.7 Police Protection/Pedestrian Safety**

According to the Honolulu Police Department (see letter dated April 21, 2005 in Appendix B), the Proposed Action should have no significant impact on the police facilities or operations.

It is unlikely that the Proposed Action would adversely impact pedestrian safety in the vicinity of the Project Area. Because the future development on the property would comply with current City off-street parking requirements, most customers of the establishment would not have to cross Kapahulu Avenue on foot. The only patrons who are likely to cross Kapahulu Avenue are those arriving by bus traveling *mauka* on Kapahulu Avenue.

#### **4.4.8 Fire Protection**

According to the Honolulu Fire Department, the Proposed Action will not adversely impact services provided by the department (see letter dated May 10, 2005 in Appendix B).

# CORRECTION

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

proposed zone change (see BWS letter dated May 10, 2005 in Appendix B). A water allocation by the DLNR will be required for the development. The availability of water will be confirmed when the BWS reviews the building permit application for the Project Area's eventual development. When water is made available, the applicant will also be responsible for BWS Water System Facilities Charges for transmission and daily storage. The proposed development is subject to BWS cross-connection control and backflow prevention requirements prior to BWS approval of the building permit.

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The Proposed Action is not expected to significantly impact existing storm drainage facilities serving the area. Storm water runoff from the Project Area will flow into an existing municipal drainage facility. The majority of the Project Area is covered with impervious surfaces. Development under the B-2 zoning district would likely not result in a measurable increase to impervious surfaces on the property, since, as required by the City and County of Honolulu Land Use Ordinance, landscaped areas will be included in the ultimate development.

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## **4.5 Socio-Economic Factors**

### **4.5.1 Population/Demographics**

The Proposed Action would not significantly impact the population or demographics of Kapahulu or the City and County of Honolulu. The Proposed Action would not result in new permanent residents. The business that would be developed on the site is likely to serve the existing resident and visitor population in Kapahulu as well as those transiting the area using Kapahulu Avenue.

### **4.5.2 Economic Factors**

#### Business and Employment Opportunities

The Proposed Action would increase the business and employment opportunities in Honolulu by making available a well-located property for commercial development. Commercial development in this location is supported by the Primary Urban Center Development Plan, which implements the objectives and policies of the City and County of Honolulu's General Plan.

The Proposed Action could adversely affect the five businesses that currently hold 30-day revocable permits for the Project Area for employee and customer parking. However, the majority of the affected businesses had been in operation long before the temporary parking arrangement with DLNR was instituted. Although free parking will not be as convenient for the employees and customers of these five businesses, fully developing and operating a business on the Project Area would increase the business activity in that segment of Kapahulu Avenue, and having an ongoing presence and greater activity levels in and near the Project Area would reduce its attractiveness for vandalism and other illegal activities.

#### Benefits to State and Local Government

As described in Section 1.5, an appraisal conducted for DLNR concluded that the Project Area could command approximately \$150,000 each year under B-2 Community Business zoning—1,000% of the revenues currently generated for the State. Such revenues would be used to support and fund DLNR's management and operations of various public lands, facilities and programs. Property tax revenues to the City and County would also increase with B-2 zoning.

### **4.5.3 Recreational Resources**

The Proposed Action is not expected to significantly impact the two recreational areas in its immediate vicinity. The Proposed Action will not require any land from the Ala Wai Golf Course or realignment of any golf holes. Activities associated with a B-2 zoning district use on the Project Area will be no more intrusive or noise-generating than the traffic along Date Street or Kapahulu Avenue.

The Proposed Action will not require realignment of or land acquisition from the Date Street Bike Path. Depending on the ultimate use developed, the Proposed Action could open up visibility and activity along its boundary with the bike path, providing a greater sense of security in this area.

#### 4.5.4 Land Use Compatibility

The Proposed Action would be compatible with the adjacent commercial, recreation and public facility land uses.

The future development also has the potential to take advantage of its proximity to the Date Street Bike Path and Ala Wai Golf Course by orienting some of its features to these land uses and possibly creating direct access to the bike path. This would be determined by the project developer after a commercial lease is auctioned. The Project Area's relatively large size, regular shape, and significant street frontage along an existing commercial corridor makes it an ideal location for commercial development.

#### 4.6 Visual Resources

Because of the Project Area's limited size and the need to comply with City and County development control requirements (e.g., setbacks, landscaped areas, parking, floor area ratio, etc.), the maximum building envelope allowable at the site would be about 180 feet long, 80 feet wide, and 40 feet high. The structure would provide two 13,400-SF floors of office or commercial space, or a total of 26,800 SF of floor area. Because of the lot size, the structure would also need to provide two levels of parking to meet the 67 stalls required by 26,800 SF of floor area (one stall for 400 SF of floor area, except for food stores, meeting facilities, and buildings mostly devoted to eating establishments, which have a higher requirement).

Developing the Project Area will only marginally alter the existing visual experience along Kapahulu Avenue. Although the final design of the Proposed Action cannot be known until the conclusion of the public auction for a commercial lease, in a worst case scenario, the portions of the golf course now visible from Kapahulu Avenue will be obscured. However, it should be understood that when the Project Area had been previously occupied by the Kapahulu Health Center, views toward the golf course were less available. Development on this lot will extend the existing community business strip along Kapahulu Avenue into a more contiguous commercial area. If a structure approaching the maximum building envelope allowable at the Project Area were developed, it would result in a building similar in massing to the adjacent Hawaiian Dredging building.

The Project Area is generally obscured by trees and not visible from Date Street. Even if the existing major trees onsite were removed, the development of a 40-foot tall building (maximum height allowable under the DHSD development controls for the B-2 district) would not impede existing views of Diamond Head from Date Street.

#### 4.7 Cumulative Impacts

Cumulative impacts on environmental resources result from the incremental effects of development and other actions when evaluated in conjunction with government and private, past, present and reasonable foreseeable future actions. The reasonably foreseeable actions that were considered in the analysis of cumulative impacts included:

- A new Safeway supermarket is planned near the intersection of Kapahulu Avenue and Olu Street. The Safeway store will be located approximately 2,000 feet *mauka* of the Project Area on Kapahulu Avenue and will include about 61,400 SF of gross floor area in the main store and retail pads totaling about 10,700 SF of gross floor area. The proposed site plan includes about 285 parking stalls, including 121 at-grade stalls and

161 rooftop stalls. The proposed Safeway development is expected to be completed by 2007. The proposed development includes traffic facility and site access improvements, including a signalized intersection at the Kapahulu Avenue and Olu Street intersection, widening of Kapahulu Avenue in the project vicinity, and provision of exclusive left turn lanes from Kapahulu Avenue.

- The City and County plans traffic facility improvements at the Date Street/Kapahulu Avenue intersection. The project will create two left turn lanes (one each for *mauka*- and *makai*-bound traffic) from Kapahulu Avenue on to Mooheau and Date Streets, with protected (i.e., dedicated left-turn) traffic light signals. This intersection is approximately 500 feet *mauka* of the Project Area on Kapahulu Avenue. The project is intended to reduce the number of traffic accidents occurring at that intersection, due to conflicting vehicular movements.

The Proposed Action, collectively with future private and government actions planned in the area, would not have a significant cumulative impact on the resource areas analyzed. Since the Proposed Action would occur on lands formerly and currently in urban use, it is expected to have minor incremental effects on topography, soils, surface water, natural hazards, air quality, noise, biological resources, cultural resources, potable water, wastewater, storm drainage, electrical power, police and fire protection, socio-economic resources, and visual resources, when considered collectively with the two foreseeable actions listed. Since the Safeway property is not used for private or municipal parking, loss of private parking on the Project Area will not have a cumulatively significant impact. The analysis of traffic impacts for the Proposed Action included growth in background traffic volumes as well as additional traffic generated by known future developments (e.g., the Safeway store described above). Considered cumulatively with these projects, the Proposed Action would not have a significant cumulative impact on traffic conditions.

## 5.0 CONFORMITY OF PROPOSED ACTION WITH EXISTING STATE AND COUNTY PLANS, POLICIES AND CONTROLS

### 5.1 State of Hawaii

#### 5.1.1 Hawaii State Plan

The Hawaii State Plan, established through the State's legislative process, represents public consensus regarding expectations for Hawaii's future. Chapter 226, Hawaii Revised Statutes (HRS), as amended, describes the Project of the State Plan. In short, the State Plan is to:

- serve as a guide for the future long-range development of the State;
- identify the goals, objectives, policies, and priorities for the State of Hawaii;
- provide the basis for determining priorities and allocating limited resources;
- improve coordination of state and county plans, policies, programs, projects, and regulatory activities;
- establish a system for plan formulation and program coordination to provide for an integration of all major state and county activities.

The goals, objectives, policies and guidelines of the Hawaii State Plan are, on occasion, in competition with one another. Because of this, the proposed development supports some of the goals, while is inconsistent with others. The following section analyzes project impacts with respect to relevant State Plan goals, objectives, policies, and priority guidelines.

#### Section 226-12 Objectives and policies for the physical environment - scenic, natural beauty, and historic resources.

*Section 226-12(b)(3)* Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.

**Discussion:** Development of the Project Area would not impact important views and vistas, nor adversely impact the public's visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.

*Section 226-12(b)(4)* Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.

**Discussion:** No cultural resources are known or expected to exist in the Project Area and there are no Native Hawaiian or other cultural practices currently occurring on the site. Therefore, the Proposed Action will not impact any special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.

#### Section 226-13 Objectives and policies for the physical environment - land, air, and water quality.

*Section 226-13(b)(7)* Encourage urban developments in close proximity to existing services and facilities.

**Discussion:** The Project Area is in an existing urbanized area and served by existing municipal water, sewer, solid waste, and electrical power systems.



Section 226-104 Population growth and land resources priority guidelines.

*Section 226-104(b)(1)* Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural lands of importance or preservation of agricultural lifestyles.

**Discussion:** The Project area is located in an existing urban area served by municipal utilities, does not include important agricultural lands, and does not conflict with the preservation of lifestyles.

*Section 226-104(b)(12)* Utilize Hawaii's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.

**Discussion:** The Proposed Action utilizes the highest and best use potential for economic growth needs in an area with an existing vibrant business community. The Project Area is not located near the shoreline, conservation lands, and other limited resources and activities on the site would not affect their availability for future generations.

**5.1.2 Chapter 205, Hawaii Revised Statutes (State Land Use Law)**

The State Land Use Commission, under the authority of Chapter 205, HRS, classifies all land into four major land use districts: Urban, Rural, Agricultural, and Conservation. The Project Area is classified as part of the Urban district. There are relatively few development restrictions on Urban land.

**5.1.3 State Environmental Policy**

Chapter 344, HRS, the State Environmental Policy, encourages productive and enjoyable harmony between people and their environment. The policy promotes efforts which will prevent or eliminate damage to the environment and biosphere, stimulate the health and welfare of humanity, and enrich the understanding of the ecological systems and natural resources to Hawaii's people. The Environmental Policy seeks to conserve natural resources and enhance the quality of life for residents of Hawaii. Expanding citizen participation in the decision making process is one of the guidelines specified in Chapter 344, HRS.

**Discussion:** The Proposed Action will conform to such policies through the provision of a stable economic activity in balance with the surrounding physical and social environment. The Proposed Action will further contribute to the identity of the community along Kapahulu Avenue by demonstrating wise use of land, and providing aesthetic and social satisfaction to area residents and visitors. The Proposed Action is consistent with maintaining an integrated system of state land use planning which coordinates the state and county general plans. The on-going planning and development process for the Proposed Action has included citizen participation during Kapahulu Neighborhood Board meetings and will include other opportunities for public input during the zone change process.

#### 5.1.4 Coastal Zone Management

The objectives of the Hawaii Coastal Zone Management (CZM) program are set forth in Chapter 205A, HRS. The objectives of the program are intended to promote the protection and maintenance of valuable coastal resources. All lands in Hawaii are classified as valuable coastal resources. The CZM objectives and policies (Section 205A-2) applicable to the proposed project are cited and addressed below.

- Protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources;
- Provide public or private facilities and improvements important to the State's economy in suitable locations;
- Improve the development review process, communication, and public participation in the management of coastal resources and hazards;
- Ensure that new developments are compatible with their environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline.

**Discussion:** The Proposed Action is not expected to have any adverse impacts on marine resources as it is not located near the coast. The project will not involve alterations to stream channels or other water bodies or water sources. Best Management Practices will be employed during construction to prevent pollutant discharge in stormwater runoff that eventually reaches the ocean.

The Project Area is located within an urbanized community business district and served by water, sewage, drainage, transportation and public safety facilities. Commercial use of the Project Area would be suitable for its location on Kapahulu Avenue in the PUC, although a specific use cannot be determined until the public auction is complete. Kapahulu Avenue has a variety of businesses and the Proposed Action would introduce a community business use compatible with the existing environment.

The EA and rezoning processes will provide opportunity for public input at various stages in the Proposed Action. The EA process included a pre-assessment consultation with federal, state, and county agencies as well as with adjacent landowners. The rezoning process requires a presentation to the neighborhood board and public hearings held by the Planning Commission and Honolulu City Council.

It is unlikely the proposed project will have significant negative impacts on the quality of scenic and open space resources. The project design will comply with the Diamond Head Special District guidelines to minimize disruption of the area's scenic quality. The proposed development will be compatible with the surrounding area in building orientation, architectural design, and landscaping. Existing public views towards the shoreline as well as significant views of Diamond Head from prominent public vantage points will not be negatively impacted by the Proposed Action.

## 5.2 City and County of Honolulu

### 5.2.1 General Plan

The General Plan for the City and County of Honolulu was initially adopted in 1977, and last amended in 1992. The General Plan is a relatively general document which aims to establish a

set of guidelines to foster desirable and attainable development goals for Oahu's future. The Proposed Action will be consistent with the following objectives and policies of the General Plan.

Objective II. Economic Activity

*Objective A*

To promote employment opportunities that will enable all the people of Oahu to attain a decent standard of living.

Policy 1: Encourage the growth and diversification of Oahu's economic base.

Policy 2: Encourage the development of small businesses and larger industries which will contribute to the economic and social well-being of Oahu's residents.

Policy 3: Encourage the development in appropriate locations on Oahu of trade, communications, and other industries of a nonpolluting nature.

*Objective G*

To bring about orderly economic growth on Oahu.

Policy 1: Direct major economic activity and government services to the primary urban center and the secondary urban center at Kapolei.

Policy 3: Maintain sufficient land in appropriately located commercial and industrial areas to help ensure a favorable business climate on Oahu.

**Discussion:** A commercial development at the project site is consistent with encouraging development in an appropriate trade area on Oahu. The Proposed Action involves developing an underutilized property in Oahu's PUC in an existing community business area.

Objective VII. Physical Development and Urban Design

*Objective A*

To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.

Policy 2: Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities.

Policy 5: Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.

*Objective B*

To develop Honolulu (Waialae-Kahala to Halawa), Aiea, and Pearl City as the Island's primary urban center.

*Objective E*

To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.

Policy 5: Require new developments in stable, established communities and rural areas to be compatible with the existing communities and areas.

**Discussion:** The Project Area is located in the PUC, in an existing urban area and is presently served by water, sewage treatment, drainage, transportation, and public safety facilities. The Proposed Action would support the growth and diversity of Oahu's economic base.

### 5.2.2 Primary Urban Center Development Plan

The City and County of Honolulu's Development Plan (DP) program implements the objectives and polices of the General Plan. The DP program provides two relatively detailed development schemes and six sustainable community plans to be used as guides for shaping the future of Oahu.

The PUC is geographically bound by Pearl City to the west, Waialae-Kahala to the east, the Koolau mountain range to the north, and the shorelines of East Mamala Bay and Pearl Harbor to the south. The PUC is divided into three sections: PUC-West, PUC-Central, and PUC-East. Development within the PUC boundaries is guided by the PUC DP.

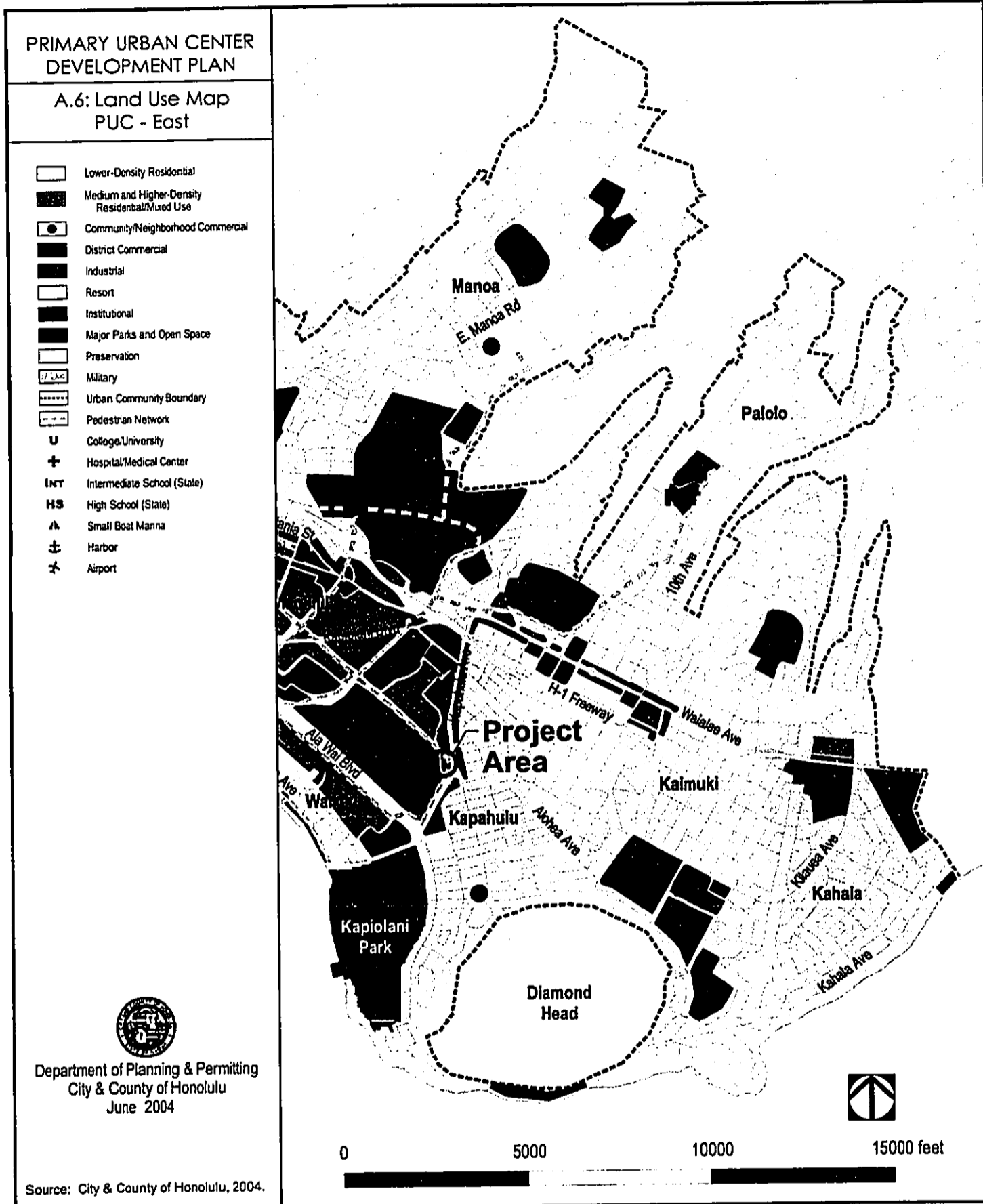
Section 2.2 of the PUC DP identifies several key elements in its vision for the PUC:

1. Protection and enhancement of Honolulu's natural, cultural and scenic resources
2. Livable neighborhoods with business districts, parks and plazas, and walkable streets
3. In-town housing choices for people of all ages and incomes
4. Be the Pacific's leading city and travel destination
5. Balanced transportation system providing excellent mobility for residents and visitors

Section 3.2.2 of the PUC identifies policies addressing the cultivation of livable neighborhoods, including policies for neighborhood planning and improvement, in-town residential neighborhoods and shopping and retail business districts. Pertinent policies are listed below.

- **Making streets "pedestrian-friendly:"** through widening sidewalks; planting trees for shade and buffers from vehicular traffic; and narrowing at intersections to provide shorter and safer pedestrian crossings.
- **Building design and the streetscape environment:** design buildings at a human scale along principal streets to create pleasant walking conditions and provide attractive front entrances. Streetfront placement of building faces should be consistent. Place courtyards or other recessed open spaces along the street to provide strategic open space relief.
- **Commercial streets.** Enliven commercial streets by providing wide sidewalks and trees for shade and encouraging property owners to build to the sidewalk edge.

Lands within the PUC most appropriate for urban development are identified by PUC DP Land Use Maps as those falling into the Urban Community Boundary. The PUC Urban Community Boundary extends the length of the southern shorelines *mauka* to the foot of the Koolau range. The Urban Community Boundary contains "built-up" areas and intends to limit sprawling urban developments into adjacent land. This measure protects land outside of the boundary for continued use as agricultural or open space. The Project Area falls within the eastern portion of the PUC and within the Urban Community Boundary. See Figure 7 for an excerpt of the PUC (East) DP Land Use Map.



Kapahulu Avenue Zone Change Environmental Assessment  
**PUC East Development Plan Land Use Map**  
 Department of Land and Natural Resources

Figure 7

The PUC DP identifies Kapahulu Avenue as a commercial area located along an arterial street designated for "District Commercial" use. With the exception of Crane Park, Ala Wai Golf Course, and the BWS Booster Station, the PUC DP identifies the entire length of Kapahulu Avenue from the H-1 Freeway to the Ala Wai Canal as "District Commercial." District Commercial land use refers to various commercial activities occurring in the core areas of the PUC, including major office buildings, shopping centers, and older community streets. Higher densities and mixed uses are encouraged in District Commercial areas. The PUC DP Land Use Maps illustrate the desired long-range land use pattern for the PUC and show a corridor of District Commercial land use along both sides of Kapahulu Avenue, including the vicinity of the Project Area.

The PUC DP Land Use Map also identifies an existing Community/Neighborhood Commercial Center along Monsarrat Avenue in Kapahulu. Community/Neighborhood Commercial districts are primarily located within lower density residential areas and could consist of a small cluster of stores, business streets, and small commercial centers.

**Discussion:** The Proposed Action is consistent with the relevant key elements of the PUC DP's vision for the PUC. The Proposed Action will not adversely impact important natural, cultural and scenic resources. The Project Area would promote livability of the Kapahulu community by providing an additional establishment to serve the surrounding neighborhoods. The Proposed Action would be consistent with the established commercial corridor along Kapahulu Avenue identified in the PUC DP and well within walking distance of an estimated 2,900 Kapahulu residents. A bus stop located in front of the Project Area on Kapahulu Avenue (see Figures 3 and 5) and a well-used pedestrian and bicycle path behind the site (Date Street Bike Path) would provide future patrons of the site with alternatives to private automobile use. Because the Project Area is accessible via a variety of transportation modes, its future development could provide a meeting place for both residents and non-residents with minimal use of private vehicles.

The Proposed Action would improve the "pedestrian-friendliness" of the public ROW fronting the Project Area. The Proposed Action would introduce landscaping along the site's Kapahulu Avenue frontage and on-site activity and lighting could increase the sense of security along that segment during nighttime hours. Because of its relatively large size (>20,000 SF), the Project Area could be an influential factor in the creation of a desirable and lively pedestrian-oriented streetscape. The eventual development could include a wide range of building designs and building placement, and therefore it is impossible at this early stage in the development process to describe specifically how the Proposed Action would support the PUC's policies on building design and streetscape environment, and commercial streets.

The Proposed Action is consistent with the PUC DP's long-range land use pattern identified for Kapahulu Avenue, in the vicinity of the Project Area. The Proposed Action will contribute to the existing commercial area along Kapahulu Avenue by incorporating a structure with attractive and functional architectural elements, provisions for pedestrian use, and appropriate landscaping as part of the building design.

### **5.2.3 Public Infrastructure Map**

The Public Infrastructure Map (PIM) is a budgeting tool for Capital Improvement Program (CIP) projects. The PIM replaced the Development Plan Public Facilities Maps (DPPFM) to avoid confusion between planning and budgeting for detailed infrastructure improvements *vis a vis*

planning for more general development. The PIM for the PUC designates only major municipal facilities and certain designated public utility facilities to be funded in the CIP budget.

In October of 2004, City Council Resolution 04-246 adopted the PIM for the PUC DP (see Figure 8). The PUC PIM includes a Parking Facility symbol (#098) for "Kawahulu Public Parking Facility No. 1." A PIM symbol does not constrain development of the site; it merely allows the City Council to appropriate funds for implementation. The original symbol (on the earlier DPPFM) was adopted in 1987, as part of an effort to build a number of municipal parking lots to help reduce the shortage of parking faced by businesses along Kawahulu Avenue. However, funds for a parking facility on the Project Area are not in the City's current CIP budget and the City does not have plans to acquire or construct a municipal parking facility on this site.

**Discussion:** Since the PIM Symbol #098 does not legally constrain development of the Project Area and since the City does not have plans to appropriate funds for or implement the "Kawahulu Public Parking Facility No. 1," DLNR will request amendment of the PIM (i.e. remove the symbol) as part of its zone change application.

#### 5.2.4 Kawahulu Community Plan

The Kawahulu Community Plan (KCP) is the result of formal neighborhood planning efforts funded by the Vision Team process set up by Mayor Harris in the late 1990's. The KCP provides a future vision for the Kawahulu neighborhood and recommends the framework to prioritize revitalization efforts and public improvements. However, unlike the City's LUO described below in Section 5.2.5, the KCP does not have regulatory authority over development.

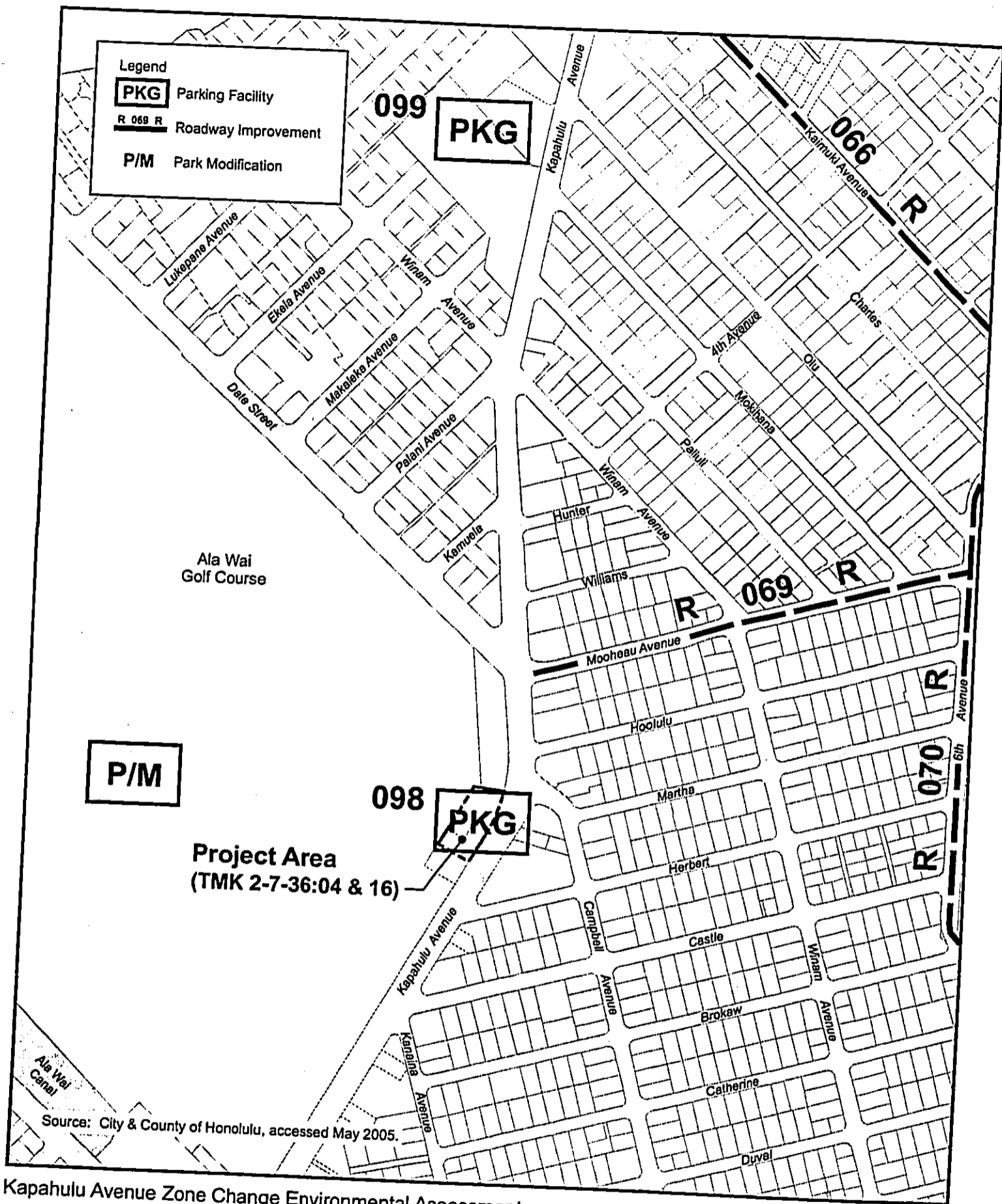
The KCP identified three main themes/images for Kawahulu:

1. Improve and sustain Kawahulu's residential community and neighborhood-serving businesses, services and public facilities
2. Enhance the *makai* end of Kawahulu, particularly near the terminus of Ala Wai Canal, as a gateway to major recreational and cultural attractions
3. Preserve and improve views of Diamond Head as part of the neighborhood's identity.

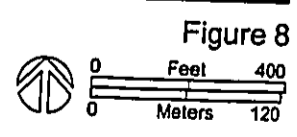
The KCP also identified the acquisition and development of a new Kawahulu Community Center as an important element of the KCP. The KCP identifies the Project Area as a portion of the favored site for a new community center and includes discussion of proposed zoning and urban design measures.

The KCP provides design guidelines to keep Kawahulu aesthetically pleasing and remain compatible with the area's history and character. The guidelines, which are not regulatory, are intended to coordinate public improvements with private property development.

The design guidelines contain suggestions for storefront designs that reflect the architectural character of buildings in Kawahulu and enhance the pedestrian experience by providing appropriate entrances, windows, signs, and canopies. They also encourage the creation of outdoor dining, seating, and retail display areas to highlight Kawahulu's historic storefront design and contribute to the neighborhood's vitality. Street and frontage landscaping guidelines are included to help improve the visual appeal of Kawahulu's commercial district, improve pedestrian circulation, and provide shade. Fixtures such as benches, trash receptacles, bicycle



Kapahulu Avenue Zone Change Environmental Assessment  
**PUBLIC INFRASTRUCTURE MAP**  
 Department of Land and Natural Resources





racks, pedestrian-level lighting and signs in the public right-of way are noted as important elements to include in the urban design. Lastly, the design guidelines suggest that new construction and renovation of existing structures blend into the character of the neighborhood to continue Kapahulu's historic streetfront design.

The KCP also proposes economic development incentives to be implemented by the City to encourage landowners to follow design guidelines. These include:

- reduced property taxes or delays in reassessments following rehabilitation projects and
- waiving building permit fees for new construction or major renovation projects.

To date, none of the economic development incentives have been implemented.

**Discussion:** The Proposed Action is consistent with the three community themes identified in the KCP. The Proposed Action would provide another location for a neighborhood-serving business establishment. In addition, it would not conflict with future enhancement of the *makai* end of Kapahulu and would not adversely impact views of Diamond Head from prominent public vantage points.

The Proposed Action is not inconsistent with the KCP's proposal to develop a community center on the site. A community center is a permitted use in the proposed B-2 Community Business District and the auction of a commercial ground lease for the property would not preclude the City or any other community organization from bidding and obtaining the lease for the purposes of developing a community center.

It should be noted that the KCP's recommendation that a community center be developed on the Project Area was based on a number of assumptions and conditions, some of which were incorrect or not feasible. These include:

1. The KCP assumes the Project Area could be acquired at no cost (City and County of Honolulu, 2001, Table 5 of Appendix A). At the time the KCP was prepared, there had been no discussions with the landowner (DLNR) regarding acquisition of the Project Area.
  - The market study prepared for the property estimated the fee simple value of the property to be nearly \$2,000,000 (John Child & Company, 2003).
  - DLNR, with its fiduciary duty to the beneficiaries of the public land trust (people of the State of Hawaii), does not intend to convey fee simple title to the property, neither at fair market value nor at no cost (as assumed in the KCP).
2. The site requirement for the community center reported in the KCP is 92,000 SF. Therefore, the 24,000 SF Project Area would provide only a portion of the area required to develop the community center. In addition to the Project Area, the KCP assumes additional adjacent lands from portions of the adjacent Ala Wai Golf Course, BWS Booster Station, and Hawaiian Dredging parcel would be acquired for full development of the community center and accessory uses. To date, DLNR is not aware of any commitments from any agencies or entities owning or controlling such adjacent parcels to provide the lands required for the proposed community center.
3. Although the KCP is a product of Vision Team 17 (Waikiki / Kapahulu / Diamond Head), the current City administration does not have plans to acquire and construct a community center on the Project Area.
  - There is no "Government Building" symbol for a community center on the PIM, and the City Council cannot appropriate funds for such a facility without a PIM symbol. In 2000, a "Government Building" symbol was proposed to be added to the PUC DPPFM (the

predecessor of the PIM) for the Project Area when it was being considered as the site of the new community center. However, the symbol was never adopted.

The Project Area is outside of the heart of the older, historic storefront commercial buildings that are common *mauka* of Date Street and on the *kokohead* side of Kapahulu Avenue. The site is discontinuous to any historic structure and its adjacent land uses (office building and booster station) do not promote a high level of pedestrian activity along Kapahulu Avenue or contribute to a pedestrian-friendly experience. As noted elsewhere in this EA, the ultimate use of the Project Area will be unknown until conclusion of DLNR's public auction of a commercial ground lease so it is not possible to discuss specifically in this EA how or if the Proposed Action would follow the KCP's design guidelines. Nonetheless, the Proposed Action would improve existing street frontage landscaping conditions at the Project Area and diminish the site's attraction for vandalism, graffiti, and trash dumping, thereby contributing to a more pedestrian-friendly experience in the area. Furthermore, with the Project Area's location adjacent to the Date Street Bike Path and Ala Wai Golf Course, there is potential for the eventual development to create a visual and/or physical linkage to these facilities.

### 5.2.5 Land Use Ordinance

The City and County of Honolulu LUO regulates land use in a manner that encourages orderly development in accordance with adopted land use policies, including the Oahu General Plan and Development Plans.

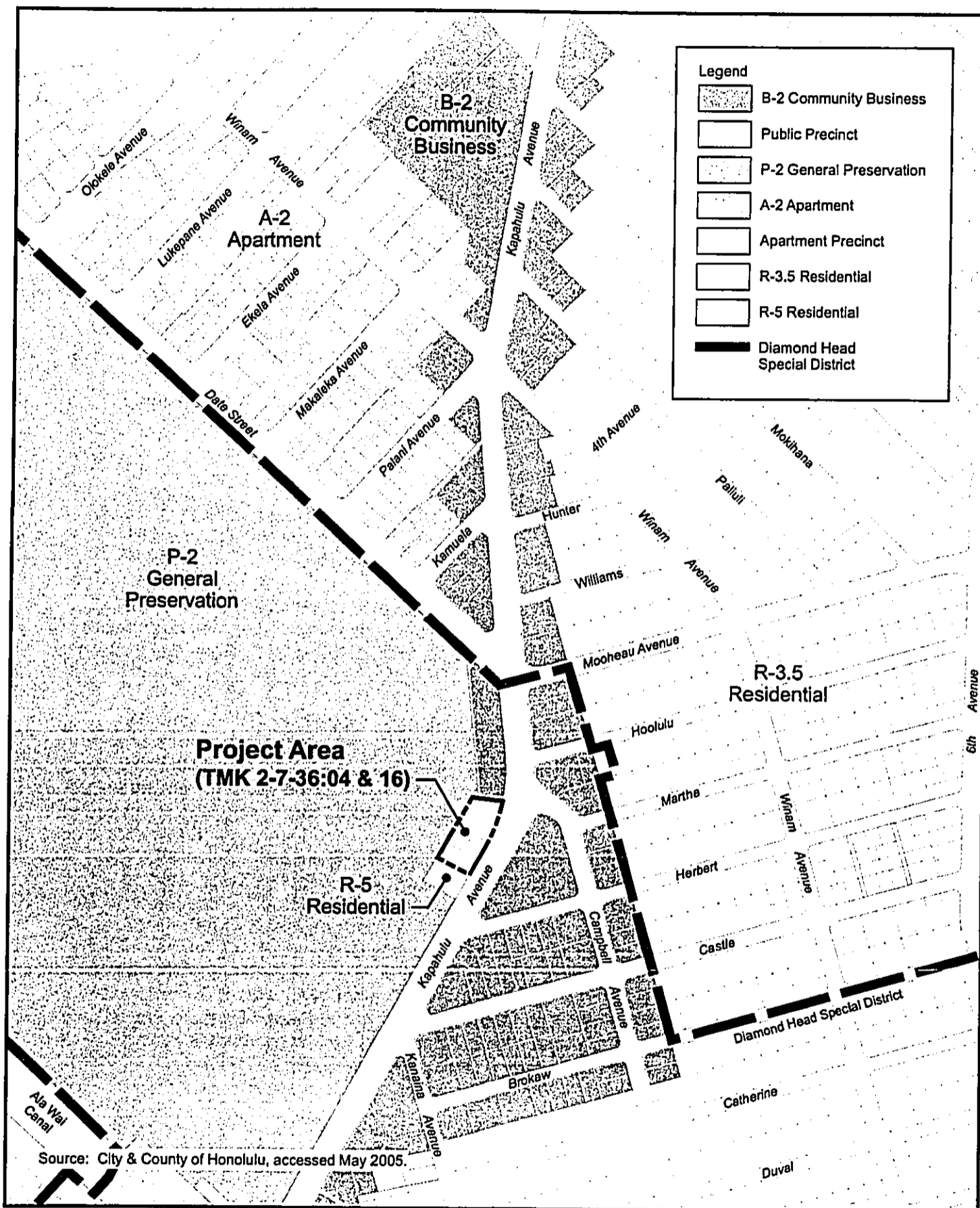
The Project Area is currently zoned R-5 Residential. Residential districts allow for a range of residential densities, primarily for detached dwellings. An R-5 designation pertains to a specific density of a residential area and is applied extensively throughout the island. See Figure 9 for existing zoning in the vicinity of the Project Area.

As illustrated in Figure 9, the Proposed Action is to rezone the property as B-2 Community Business District. The Business District sets aside areas for commercial and business activities to meet and support the economic growth of the city. More specifically, the B-2 District is typically applied to parcels along major streets and in centrally located areas with convenient vehicular and pedestrian traffic access and serviced by public facilities.

**Discussion:** The primary zoning along Kapahulu Avenue is B-2 Community Business. The DLNR-owned parcel meets the criteria of B-2 District classification because it is located on a major street conveniently accessible to several neighborhoods. The parcel located *makai* of the project site is zoned R-5 and used as a public facility (BWS booster station). The Project Area is bordered on its *mauka* side by a parcel zoned B-2 Community Business and on the *ewa* side by parcels zoned P-2 Preservation. The parcels directly across Kapahulu Avenue from the Project Area and along most of the length of Kapahulu Avenue are zoned B-2 Community Business. There are no parcels fronting Kapahulu Avenue zoned R-5 apart from the Project Area and neighboring BWS booster station. The B-2 designation is an appropriate zoning district for the property in view of the surrounding zoning and land uses.

### Diamond Head Special District

The intent of the DHSD is to preserve existing prominent public views to and the natural appearance of Diamond Head, and to preserve and enhance the park-like character of the immediate slopes of the monument. The "core area" of the DHSD includes the entire crater and



Source: City & County of Honolulu, accessed May 2005.

Kapahulu Avenue Zone Change Environmental Assessment  
**EXISTING ZONING**  
 Department of Land and Natural Resources

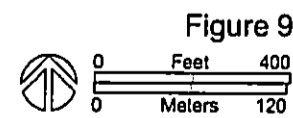


Figure 9

residential neighborhoods bound by Diamond Head Road, Monsarrat Avenue and Kalakaua Avenue. Development within the core area is subject to increased design controls including landscaping, fencing, and height regulations. The DHSD imposes a 40-foot height limit on the Project Area.

The only prominent public vantage points from which significant public views of Diamond Head exist that development of the Project Area could impede is along Date Street from the Manoa-Palolo Drainage Canal to Kapahulu Avenue. Diamond Head itself, is only visible intermittently along this segment of Date Street, due to numerous trees along the periphery of the Ala Wai Golf Course.

**Discussion:** The Project area is situated within the DHSD, outside of its core area. The ultimate development of the Project site will conform to the requirements of both the DHSD and B-2 zoning district. The architectural appearance, character, and landscaping of the Proposed Action will be consistent with the design controls of the DHSD. The Project Area is generally obscured by trees and not visible from Date Street. Even if the existing major trees onsite were removed, development of a 40-foot tall building (maximum height allowable under the DHSD development controls for the B-2 District) would not impede views of Diamond Head from Date Street.

#### Special Management Area

The County reviews shoreline development proposals to evaluate their potential impact on coastal areas. The area within the delineated coastal boundary is referred to as a Special Management Area (SMA). Projects situated within an SMA are subject to review in accordance with Chapter 205 HRS.

**Discussion:** The Project area is located outside the City and County of Honolulu delineated SMA program.

## 6.0 ALTERNATIVES CONSIDERED

There were two alternatives considered to the Proposed Action: (1) no action; and (2) development under the existing zoning (R-5 Residential). They are described below.

### **No Action**

Under the "no action" alternative, the existing conditions on the subject property would continue. Dumping of trash, vandalism and possible illegal activities occurring on portions of the property have been noted by the public to public officials. Conditions of the revocable permits for the property require that the permit-holders keep the premises and improvements in clean, sanitary, and orderly condition. The permit-holders are also not to permit any nuisance or unlawful, improper or offensive use of the premises. Active maintenance and security of the *makai* portion of the property does not appear to be occurring on a regular basis as it would if a business were occupying and operating on the property on a full-time basis. It is likely, therefore, that the aesthetic, sanitation, and security nuisances that the *makai* parcel attracts will continue unless full-time occupation, maintenance, and security occurs at the property.

The "no action" alternative is also inconsistent with DLNR's strategic plan to put public lands to their highest and best use (in this case, commercial development). This alternative would also forego the revenue-producing potential of the property that would accrue to the State of Hawaii and the City and County of Honolulu, through the collection of General Excise and Property Taxes. Estimates made by professional appraisers indicate the potential for a 1,000% (i.e., ten-fold) increase in rental income with the proposed rezoning and long-term commercial lease.

For the reasons stated above, the "no action" alternative was determined unacceptable.

### **Development Under Existing Zoning**

The "development under existing zoning" alternative assumes that the primary use (detached residences) for the R-5 Residential district, as identified in the City and County of Honolulu Land Use Ordinance, would be developed at the Project Area. This alternative is unlikely to be implemented for the following reasons:

1. Residential use is not consistent with DLNR's plans to put public lands to their highest and best use. With respect to the Project Area, the market study conducted for the site (John Child & Company, 2003) confirmed that commercial use is the highest and best use.
2. Residential use is not consistent with the City's long-range plan as identified in its PUC DP or the character of the other properties along Kapahulu Avenue.
3. HRS Chapter 171 imposes various limitations on DLNR's ability to develop residential properties.
4. DLNR does not intend to sell the fee interest in the Project Area and has not received any significant interest from parties to develop a leasehold residential project on the Project Area.

In spite of DLNR's policy limitation on residential development of the Project Area, the following analysis of the maximum development allowable under the existing zoning was conducted to illustrate the maximum residential development allowable, given the site's size and zoning.

If the 24,407-SF Project Area were consolidated and resubdivided into three parcels of 7,500 SF or greater, one two-family detached dwelling could be developed on each of the three new parcels. In this scenario, a maximum of six (6) residential units could be developed on the property under the existing zoning, with each structure a maximum height of 25 feet.

If the 24,407-SF Project Area were consolidated and resubdivided into five (5) parcels of at least 5,000 SF, one single-family detached dwelling could be developed on each of the new parcels. In this scenario, a maximum of five (5) residential *structures* could be developed on the property under the existing zoning, each with a maximum height of 25 feet.

Low-density, detached residential use of the subject property is not compatible with its location on a high-volume traffic arterial, in a business district, and adjacent to an office building. There is no other low-density residential use along the length of Kapahulu Avenue. Therefore, the "development under existing zoning" alternative was determined unacceptable.

Other uses that may be allowable (i.e., most require either a Conditional Use Permit or a Plan Review Use Permit) under the R-5 Residential district include: duplex units, utility installations, public uses and structures, schools, group living facilities, day-care facilities, neighborhood grocery stores, meeting facilities (e.g., churches, community center, union hall, etc.) schools, and parking facilities. It should be noted that most of the non-residential uses permitted in the R-5 Residential District would also be allowable under the B-2 Community Business District. The proposed B-2 zoning would increase the range potential uses of the property and place it into a more appropriate zoning district for its location and land use context.

## **7.0 DETERMINATION AND SUPPORTING RATIONALE**

### **7.1 Determination**

As described in Section 1.4, it is anticipated that the direct, indirect, and cumulative effects of the proposed action will not have a significant adverse effect on the environment; therefore, an EIS will not be required. In accordance with Chapter 343, HRS and Section 11-200, Hawaii Administrative Rules, the DLNR has determined that a FONSI be issued for the Proposed Action.

### **7.2 Findings and Reasons Supporting the Determination**

In determining whether an action may have a significant impact on the environment, the applicant or agency must consider all phases of the project, its expected primary and secondary consequences, its cumulative impact with other projects, and its short and long-term effects. The negative determination was based on review and analysis of the significance criteria specified in Section 11-200-12, HAR. An action shall be determined to have a significant effect on the environment if it meets any of 13 criteria. A listing of these criteria and a discussion of the Proposed Action in relationship to these criteria is provided below.

#### ***1. Involves an irrevocable commitment or loss of or destruction of natural or cultural resources***

The Project Area encompasses land that has been previously disturbed by urban development. There is no known presence of Federal or State-protected endangered, threatened or candidate species that could be jeopardized by the Proposed Action. No significant archaeological or cultural resources are anticipated, and the project will not impact traditional cultural properties or practices. The State of Hawaii, Department of Land and Natural Resources State Historic Preservation Office determined there would be no historic properties affected by the Proposed Action. There are no known or reported Native Hawaiian or other cultural practices occurring on the Project Area.

Construction of the new facilities would not adversely impact important scenic views identified in State or County public planning documents.

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

The Proposed Action would increase the range of uses for the currently underutilized State-owned property, resulting in the positive long-term public benefits associated with consolidating new development within previously-developed or urbanized areas. Construction and operation of the new facilities would be performed in accordance with Federal, State and County regulations, thereby minimizing potential impacts to the air and water quality and ambient noise levels.

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

The Proposed Action is consistent with the State's long-term environmental policies, and the policies and guidelines specified in Chapter 343, HRS, as demonstrated by the discussion in Section 5.1.

**4. *Substantially affects the economic welfare, social welfare, and cultural practices of the community or State***

The Proposed Action would have direct and indirect economic benefits to the State and County through the generation of greater lease rent revenues (estimated at up to ten times the current revenues) and property taxes, and could possibly add a number of full-time equivalent jobs to the local economy, depending on future use. In addition, the Proposed Action would put an underutilized property that attracts vandalism into active use and maintenance.

The Proposed Action would not adversely affect the social welfare or cultural practices of the community or State, or create environmental health and safety risks. The Proposed Action would not impact cultural resources or practices.

**5. *Substantially affects public health***

The Proposed Action would not substantially affect public health. There would be some typical short-term construction-related impacts (noise, air quality, and traffic) in the area, but these would be temporary. Standard construction best management practices would be used to minimize the temporary impacts. Though none are known, if Project Area soils are found to contain hazardous or regulated materials, the necessary abatement would be conducted prior to construction in accordance with applicable Federal and State regulations to minimize potential impacts to human health and the environment. Activities associated with the Proposed Action would be typical of other commercial enterprises already existing on Kapahulu Avenue. No industrial activities would take place on the property.

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

The Proposed Action would not result in island-wide population growth. Since the Project Area is located in an existing urban area served by existing public utilities and infrastructure, no significant impacts to public facilities are expected. The Project Area was previously used for an urban use (public health clinic) that was served by public utilities.

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

The Proposed Action would not substantially degrade environmental quality. Long-term impacts to air and water quality, noise levels, and natural resources would be minimal. The use of standard construction and erosion control best management practices would minimize the anticipated construction-related short-term impacts (i.e., noise, air quality, water quality, and traffic).

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

The Proposed Action, collectively with future private and government actions planned in the area, would not have a significant cumulative impact on the resource areas analyzed. Since the



Proposed Action would occur on lands formerly and currently in urban use, it is expected to have minor incremental effects on topography, soils, surface water, natural hazards, air quality, noise, biological resources, cultural resources, potable water, wastewater, storm drainage, electrical power, police and fire protection, socio-economic resources, transportation systems, municipal parking, and visual resources, when considered collectively with the known foreseeable actions.

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

No threatened, endangered or candidate listed bird, mammal or plant species protected by Federal and State regulations would be impacted by the Proposed Action. There are no significant biological resources in the project vicinity.

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

The Proposed Action would not substantially affect air or water quality or ambient noise levels. The use of best management practices would minimize construction-related impacts, and the project would comply with applicable Federal, State and local regulations and standards. Most of the Project Area is currently covered by impervious surfaces. The replacement of permeable surfaces with impervious surfaces would increase the rate of stormwater runoff; however, landscaping will be required for the Proposed Action, which will minimize the net increase in impervious surfaces on the site. Surface water quality and air quality would not be significantly impacted. Increases in ambient noise that may result from the minor increase in traffic is not expected to impact noise sensitive receptors.

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

The Proposed Action is not located within an environmentally sensitive area.

**12. Substantially affects scenic vistas and viewplanes identified in County or State plans or studies**

The Proposed Action would not obstruct or affect scenic vistas and viewplanes identified in County or State plans or studies.

**13. Requires substantial energy consumption**

The Proposed Action would involve energy consumption at a rate typical of other businesses along Kapahulu Avenue. However, use of private automobiles to access the eventual development could be reduced due to the site's location in an existing urban area within walking distance of an estimated 2,900 residents and conveniently accessible by public transportation and a heavily-used bicycle and pedestrian path.

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## 9.0 PARTIES CONSULTED DURING THE PREPARATION OF THE DEA

An informational letter was sent on April 19, 2005 to 32 agencies and organizations (listed below) to solicit comments on the proposed action. Substantive comments received are to be addressed in the DEA. A total of 13 agencies and organizations provided written comments. The parties who responded in writing are identified by an asterisk (\*) and their letters and the corresponding responses are included in Appendix B.

### Federal Agencies

U.S. Fish & Wildlife Service  
\*U.S. Natural Resources Conservation Service

### State Agencies

Office of Hawaiian Affairs  
\*Department of Health, Environmental Planning Office  
Department of Land and Natural Resources  
\*Department of Land and Natural Resources, State Historic Preservation Officer  
\*Department of Transportation  
Department of Business, Economic Development & Tourism, Office of Planning  
University of Hawaii Environmental Center

### County Agencies

\*Board of Water Supply  
\*Dept of Planning & Permitting

- Land Use Permits Division
- Site Development Division
- Planning Division

\*Department of Design & Construction  
\*Department of Transportation Services  
\*Fire Department  
\*Department of Community Services  
Department of Enterprise Services  
\*Department of Parks & Recreation  
\*Police Department  
\*Department of Facility Maintenance  
Department of Environmental Services

### Elected Officials

Senator Les Ihara, 9<sup>th</sup> Dist.  
Representative Scott Nishimoto, 21<sup>st</sup> Dist.  
Councilmember Ann Kobayashi  
Councilmember Charles Djou

### Utilities

Hawaiian Electric Company  
Hawaiian Telcom (formerly Verizon Hawaii)

Other

Diamond Head/Kapahulu/St Louis Heights Neighborhood Board #5  
Waikiki Neighborhood Board #9  
New Kapahulu Business Association  
\*Hawaiian Dredging Co.  
Okada Trucking Co.

In addition, on April 14, 2005, the preparer of this Environmental Assessment gave a presentation to the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board No. 5. During this presentation, the Board was briefed on the scope of the project. Issues raised by Neighborhood Board No. 5 are summarized below, along with responses. These issues were recorded in the Board's April 2005 meeting minutes.

Issue	Response
What will happen to the parking (currently on the site) when the property is developed?	The current revocable permits would be terminated. However, any new development on the property must comply with all City regulations, including provision of adequate parking.
Why doesn't the State make the permittee pay for the \$60,000 study and any other costs incurred on making the property available for the State to lease out?	The property could potentially generate an estimated \$150,000 per year in lease rent with commercial zoning, while it only generates about \$15,000 per year from its current permittees/use. The State decided to make the initial outlay to secure the required entitlements in order to increase the property's value at public auction.
Will there be a view change after the land is developed?	There will be some view changes; however, since the Project Area is in the Diamond Head Special District, the maximum building height is 40 feet.

Although no written comments have been provided, Neighborhood Board No. 5 reported that it passed a resolution at its May 2005 meeting to oppose any development on the Project Area that would detract from views of Ala Wai Golf Course from Kapahulu Avenue (i.e., a parking lot would be acceptable). Visual impacts of the Proposed Action are discussed in Section 4.6.

## 10.0 PARTIES CONSULTED DURING THE PREPARATION OF THE FINAL EA

Review copies of the Draft EA were sent on or before August 8, 2005 to 26 agencies and organizations (listed below) to solicit comments on the proposed action. Substantive comments received were to be addressed in the Final EA. A total of 14 agencies, organizations and individuals provided written comments, including two that were not on the initial distribution list (noted below). The parties who provided written comments are identified by an asterisk (\*) and their letters and the corresponding responses are included in Appendix C.

### State Agencies

- \*Office of Hawaiian Affairs
- Department of Health, Environmental Planning Office
- \*Department of Health, Office of Environmental Quality Control
- Department of Land and Natural Resources
- Department of Land and Natural Resources, State Historic Preservation Division
- \*Department of Transportation
- University of Hawaii Environmental Center

### County Agencies

- \*Board of Water Supply
- \*Department of Design & Construction
- \*Fire Department
- \*Department of Planning & Permitting
- Police Department
- \*Department of Facility Maintenance
- \*Department of Transportation Services
- Department of Environmental Services
- Department of Enterprise Services

### Elected Officials

- \*Senator Les Ihara, 9<sup>th</sup> Dist.
- Representative Scott Nishimoto, 21<sup>st</sup> Dist.
- Councilmember Ann Kobayashi
- Councilmember Charles Djou

### Utilities

- Hawaiian Electric Company
- \*Hawaiian Telcom

### Other

- \*Diamond Head/Kapahulu/St Louis Heights Neighborhood Board #5
- Waikiki Neighborhood Board #9
- New Kapahulu Business Association
- Hawaiian Dredging and Construction Company
- \*Waikiki Residents Association (not on original Draft EA distribution)
- \*Michelle Spalding Matson (not on original Draft EA distribution)

In addition, on September 8, 2005, the preparer of this Environmental Assessment and a representative of DLNR attended a meeting of the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board No. 5 to provide a project update. During this meeting, the Board passed a resolution "requesting the Department of Land and Natural Resources to lease the project site (24,407 SF) on Kapahulu Avenue to the City and County of Honolulu for a street-level municipal parking lot or a community center with a public parking lot." The full text of the resolution is found in Appendix C, along with the response sent to the Board.

**APPENDIX A**  
Traffic Study  
(SSFM International)



# KAPAHULU AVENUE ZONE CHANGE PROJECT

## TRAFFIC IMPACT ASSESSMENT STUDY

January 2006

Prepared For:

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Prepared By:  
SIN  
INTERNATIONAL

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**CHAPTER 1  
INTRODUCTION**

**1.1 PURPOSE AND METHODOLOGY**

SSFMI International, Inc. conducted a traffic impact assessment study for Heiber Hiestert & Fee, Planners for the proposed Kapahulu Zone Change project. The purpose for this study was to analyze the probable traffic impacts resulting from development of a commercial use on this project site. This report presents the findings and recommendations of the traffic impact assessment.

This project involves the planning and zone change of a parcel located along Kapahulu Avenue that is owned by the State of Hawaii, Department of Land and Natural Resources (DLNR). This project site is located within the Kapahulu community on the Island of Oahu.

The change in zone for this property is being pursued so that it can be leased by the State and developed for a commercial use. The actual use of this site is not known at this time. However, some type of fast food establishment was provided as a proposed use for analysis under this traffic study based upon the preliminary conceptual site plan developed for this project. This "use" has a higher generation of traffic, and would thus provide a more conservative estimate of probable future traffic conditions at this site for impact assessment.

The study methodology implemented incorporated the recommended practice and guidelines described in the Institute of Transportation Engineers (ITE) *Traffic Access and Impact Studies for Site Development* (1991). The major tasks implemented under this study generally consisted of the following:

1. Conducted field survey and took traffic counts at the signalized intersections of:
  - a. Kapahulu Avenue with Campbell Avenue; and
  - b. Kapahulu Avenue with Dale Street/Mo'orea Avenue
2. Forecast future traffic conditions without the project for the study year 2008.
3. Developed trip generation characteristics for the proposed project for the study year.
4. Conducted analysis of existing and future traffic conditions, and evaluated impacts on traffic conditions.
5. Identified mitigation measures and other recommendations to address impacts on traffic conditions.

**1.2 PROJECT LOCATION AND DESCRIPTION**

The Kapahulu project site is situated at 548 Kapahulu Avenue in the Kapahulu community. This community is located in what is referred to as the City and County of Honolulu's (City) Primary Urban Center district on the Island of Oahu. This property is situated along Kapahulu Avenue which is a heavily commercialized urban corridor connecting the Waikiki resort district area with the H-1 (Lanai) Freeway and the surrounding Kaimuki community. Figure 1 shows the general location and vicinity of this project site.

**Project Description**

This project used for this traffic analysis was proposed to consist of the development of a fast food outlet having about 4,200 square feet of gross floor area. Although the project site consists of two tax parcels, they would be consolidated and developed as a single property. Figure 2 includes the conceptual site plan developed for use under this traffic assessment.

This conceptual fast food outlet would have a drive-thru window for customers along with facilities for customers dining inside. The building would likely be a single-story structure. A total of 27 parking stalls are presently shown on the conceptual site plan for use by customers. However, this total is greater than the 14 parking stalls required under the *Land Use Ordinance* given the preliminary floor area shown for the establishment. Thus, the actual number of parking stalls may be less depending upon the final design of the project, but will meet the minimum City requirements.

Vehicular access to this project will be from two separate driveways off of Kapahulu Avenue as shown on the conceptual site plan. One driveway, located nearest the intersection of Campbell Avenue, will serve as an entrance for vehicles which will be allowed to only make right-turns from Kapahulu Avenue into the site. The second driveway will serve as an exit for vehicles leaving the project, and only allow for right-turns onto Kapahulu Avenue. There would be no left-turns permitted into this project site from Kapahulu Avenue.

An Environmental Assessment and then a change of zone are being pursued for this project. Upon completion of these requirements, the State DLNR will then offer a long-term commercial ground lease for the property at a public auction. As a result, this project is expected to be completed and operational in the year 2008. This year 2008 was thus used as the study year for this traffic assessment study.

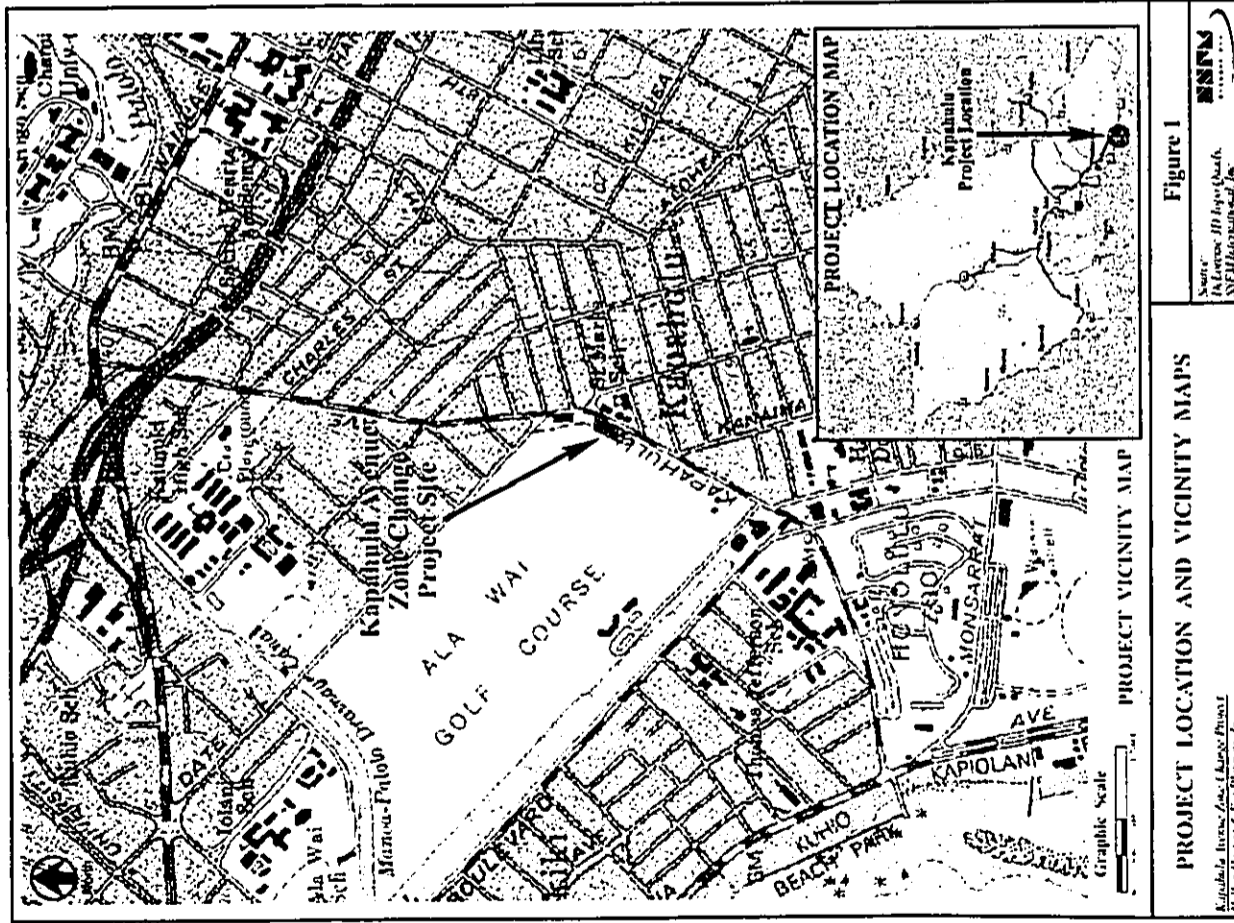


Figure 1

PROJECT LOCATION AND VICINITY MAPS

Source: Aerial Imagery (Google Earth), NFI Data Services, Inc.

MapScale: 1 inch = 100 feet  
 Graphic Scale

## CHAPTER 2 EXISTING CONDITIONS

Field surveys were conducted of roadway facilities that serve the Kapahulu project site along with surrounding land uses to assess and evaluate existing traffic conditions in the area. These conditions were used as a basis for estimating potential traffic impacts from the project. This chapter discusses these existing conditions that include surrounding land uses, roadway facilities, and traffic conditions.

### 2.1 EXISTING PROJECT SITE CONDITIONS

The Kapahulu project site is comprised of two parcels totaling 24,407 square feet (0.56 acres), and these parcels are identified as Tax Map Key 2-07-036; 004 and 016. This "property", collectively referring to both parcels in this report, is generally rectangular in shape and situated along Kapahulu Avenue near this roadway's intersection with Campbell Avenue. The property is located within the State Land Use District's Urban District, and is zoned R-5, Residential District under the City's zoning district map.

Kapahulu Avenue immediately fronts this property on the eastern side, and the City's municipal Ala Wai Golf Course borders the western side. A public jogging / bike path (Date Street Bike Path) is also present along this western border generally running along the golf course. On the immediate northern, or mauka, end of the property is a three-story office building used by the Hawaiian Dredging Construction Company. On the southern, or makai, side of the property is the City's Board of Water Supply's Diamond Head Booster station. A bus stop is located along Kapahulu Avenue fronting this project site.

The topography of this property is generally flat with a slight slope toward the Ala Wai Golf Course from Kapahulu Avenue. There are several large trees present on the property particularly on the mauka parcel (parcel No. 16). The property is presently paved and used for vehicular parking, but the pavement is not in good condition. Several areas are cracked or raised particularly from the roots of existing trees on the site. Figure 3 includes an aerial photograph showing this property along with the immediate surrounding area. Photos of this project site are also included in Appendix A.

Currently, the two parcels making up the project site are used for vehicular parking by Hawaiian Dredging and Construction Company (parcel 16) and the New Kapahulu Business Association (parcel 04) under month-to-month revocable permits. The Hawaiian Dredging and Construction Company parking lot is used for employees and guests, and contains parking for about 30 vehicles. This area is secured with a locked gate after office hours and on weekends.

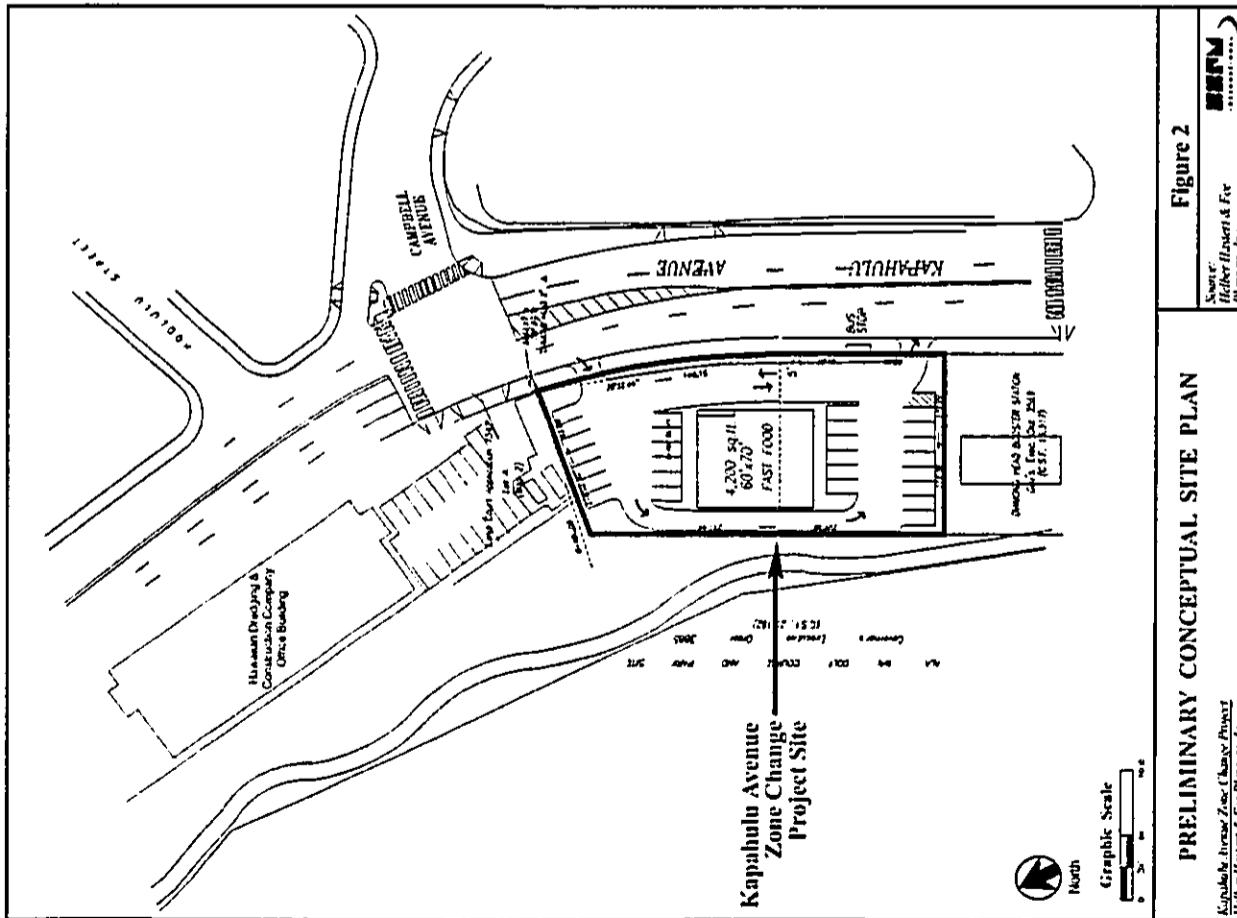


Figure 2

Shown by:  
 Richer Hansen & Fry  
 Planners, Inc.

PRELIMINARY CONCEPTUAL SITE PLAN

Kapahulu Avenue Zone Change Project  
 Richer Hansen & Fry Planners, Inc.

The other parcel used by the Kapahulu business association could accommodate parking for about 20 vehicles, although few of the stalls are striped. This parking lot is shared by Iritime Restaurant, Island Trifalton and Bike (IT&B), La Lieto Pasto's Restaurant, and St. Mark's Episcopal Church which are all situated across the street of this lot. A posted sign at the driveway entrance identifies that vehicular parking is restricted to these businesses and the church.

There is a small area which is currently vacant, and encompasses portions of both the Hawaiian Dredging and Kapahulu business association parcels. Concrete blocks are present restricting vehicular access into this area.

Existing Project Site Driveways

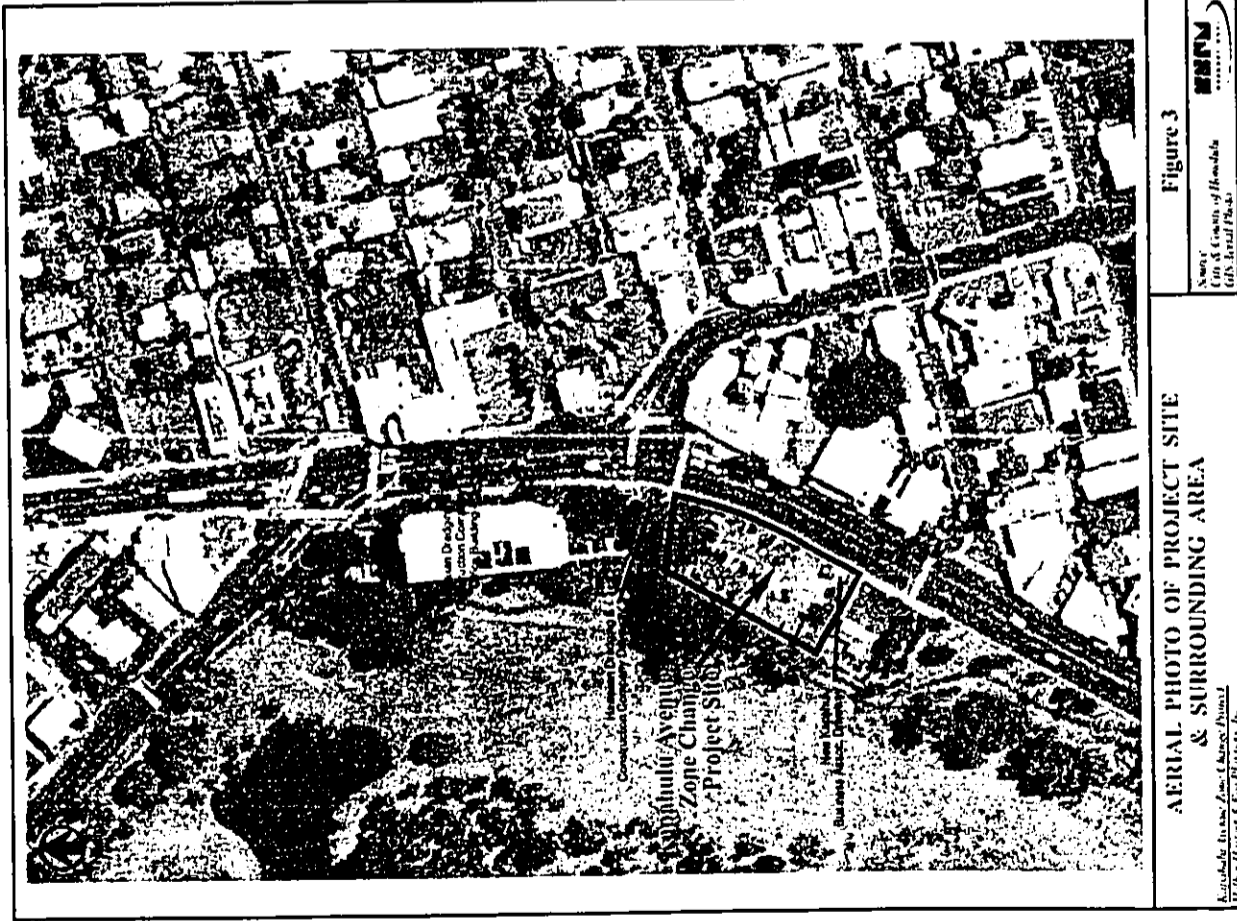
Access into and out from the project site is through an existing driveway along Kapahulu Avenue, and from another driveway that serves the Hawaiian Dredging property. The existing driveway serving the makai parcel leased to the New Kapahulu Business Association currently has direct access to Kapahulu Avenue. This driveway is situated near a bus stop and presently permits all turning movements into and out from this parking lot. This driveway is paved but not striped near the entrance.

Access to the mauka parcel presently used by Hawaiian Dredging for additional parking is from their existing driveway which serves their building and property situated on the northern end of the project site. As a result, there is no direct vehicular access to Kapahulu Avenue presently provided for this mauka parcel. Vehicles entering this parking area must therefore enter from Hawaiian Dredging's existing driveway located at the intersection of Kapahulu Avenue with Campbell Avenue. Hawaiian Dredging's driveway is paved, however, there is no striping near the entrance into the makai parcel. Photos of these existing driveways are included in Appendix A.

2.2 SURROUNDING LAND USES

The Kapahulu project site is an inland property situated along Kapahulu Avenue just past (south of) the Campbell Avenue intersection. As shown on the aerial photo exhibit, this property is located within the predominantly commercial corridor developed along Kapahulu Avenue. This Kapahulu community can be characterized as having a mixture of commercial, residential, and public facility uses concentrated along the Kapahulu Avenue corridor. Outside of this corridor, the predominant use is residential.

Commercial uses along this roadway consist of a variety of businesses serving both residents and visitors from the Waikiki resort district located nearby. Such businesses include many restaurants, fast food establishments, local businesses, and financial institutions. There are also churches, schools, and park facilities located along this corridor.



Land uses in the area immediately north (mauka) of the project site consists of an office building for Hawaiian Dredging and Construction and then the intersection of Kapahulu Avenue with Date Street. There are several small businesses present around this intersection which include Jack in the Box, Starbucks, Jamba Juice, other fast food establishments, and other local shops. Adjacent south (makai) of the project site is the Board of Water Supply's (BWS) Diamond Head Booster Station. The City's Ala Wai Golf Course is located adjacently west of the project site, and extends to the north and south as well.

The intersection of Kapahulu Avenue with Campbell Avenue is located on the northern end of the property. Across the street (east of project site) are several businesses which include Zippy's restaurant, Papa John's, La Lielo Pasta, IriFun, ITB Bike, and St. Mark's Episcopal Church. Appendix A included photos of the project site and immediate surrounding area.

### 2.3 ROADWAY FACILITIES

The primary existing roadway facilities included under this study consisted of: 1) Kapahulu Avenue, 2) Date Street and Mo'ohau Avenue, and 3) Campbell Avenue. The intersections associated with these roadways are: 1) Kapahulu Avenue with Date Street and Mo'ohau Avenue; and 2) Kapahulu Avenue with Campbell Avenue.

#### Existing Roadways

Kapahulu Avenue is the only major roadway providing vehicular access to the Kapahulu Avenue Zone Change project site. Kapahulu Avenue is a City owned and maintained two-way collector street generally running in a mauka-makai (north-south) direction. This collector street serves as one of the major roadways providing vehicular access to the communities of Kapahulu, Kaimuki, and the Waikiki resort district. It also serves as a major access between the H-1 (Lunalilo) Freeway and Waikiki. As previously shown on the location map, there are many intersections present along this roadway with several of them signalized.

In the vicinity of the project site, Kapahulu Avenue is generally a four-lane, two-way, undivided City collector street. However, between the intersections of Date Street/Mo'ohau Avenue and Campbell Avenue, this roadway is actually six-lanes wide with the two center lanes (one in each direction of travel) essentially functioning solely as left-turn storage lanes. South (makai) of the Campbell Avenue intersection and fronting the project site, this roadway is striped as four lanes.

Kapahulu Avenue has a posted speed limit of 25 miles per hour (mph) in the area of the project site. Crosswalks for pedestrians are provided south of the project site near the BWS's booster station and at the intersection of Campbell Avenue. There is no on-street parking permitting along this roadway fronting the project site, however, street parking is permitted further south past the booster station. Across the street, some on-street parking is permitted on Kapahulu Avenue for mauka (northbound) traffic. A bus stop is present in front of the project site near the existing driveway to the New Kapahulu Business Association's parking lot.

Date Street is a four-lane, two-way, undivided City collector street that runs in an east-west direction from the Kapahulu Avenue intersection toward the Moiliili community along the Ala Wai Golf Course. Mo'ohau Avenue is a two-lane, two way local street that runs in a west-east direction from Kapahulu Avenue across of Date Street. The posted speed limit for these roadways is 25 mph.

Campbell Avenue is a two-lane, two way City collector street that runs in a northwest-southeast direction from the Kapahulu Avenue intersection toward the residential areas of Kapahulu and Kaimuki. The posted speed limit for this road is 25 mph.

#### Existing Intersections

The intersection of Kapahulu Avenue with Date Street/Mo'ohau Avenue is a signalized, four-leg intersection. Separate left-turn storage lanes are provided on Kapahulu Avenue for both north- (to H-1 Freeway) and southbound (to Waikiki) vehicles. A separate right-turn lane for southbound vehicles is provided at this intersection while a shared through and right-turn lane is provided for northbound vehicles.

The Date Street leg of this intersection consists of a separate left-turn storage lane, a shared through and right-turn lane, and a separate right-turn lane. The Mo'ohau Avenue leg consists of a separate left-turn storage lane and a shared through and right-turn lane. A schematic drawing showing the layout of this intersection is provided in Figure 4.

The intersection of Kapahulu Avenue with Campbell Avenue is a signalized, three-leg T-intersection. A separate left-turn storage lane is provided along Kapahulu Avenue for southbound (to Waikiki) vehicles turning onto Campbell Avenue. The Campbell Avenue leg to this intersection consists of a separate left-turn lane and a right-turn, yield-controlled lane.

There is also an existing driveway located directly across from Campbell Avenue which leads into and out from the Hawaiian Dredging property. Vehicles use this driveway to enter and exit from this office building and to enter the Kapahulu project site (parcel 16) which is being used as additional parking. This intersection does have a signal light for vehicles exiting from this driveway during the Campbell Avenue left-turn movement. As a result, this intersection essentially functions as a signalized, four-leg intersection. A schematic drawing showing the layout of this intersection is provided in Figure-4.

**2.4 TRAFFIC VOLUMES AND OPERATING CONDITIONS**

Manual traffic counts were obtained at the two major signalized intersections nearest the project site; namely the Kapahulu Avenue with Date Street/Mo'ohau Avenue intersection and the Kapahulu Avenue with Campbell Avenue intersection. In addition, traffic counts were taken at the existing project site driveway with Kapahulu Avenue.

**Traffic Conditions**

A field survey of existing traffic conditions was conducted at the three study intersections of: 1) Kapahulu Avenue with Date Street/ Mo'ohau Avenue, 2) Kapahulu Avenue with Campbell Avenue, and 3) Kapahulu Avenue with existing project driveway. Available traffic data for roadways were obtained and reviewed to determine when the weekday afternoon and morning peak periods generally occur near the project site. Such data consisted of:

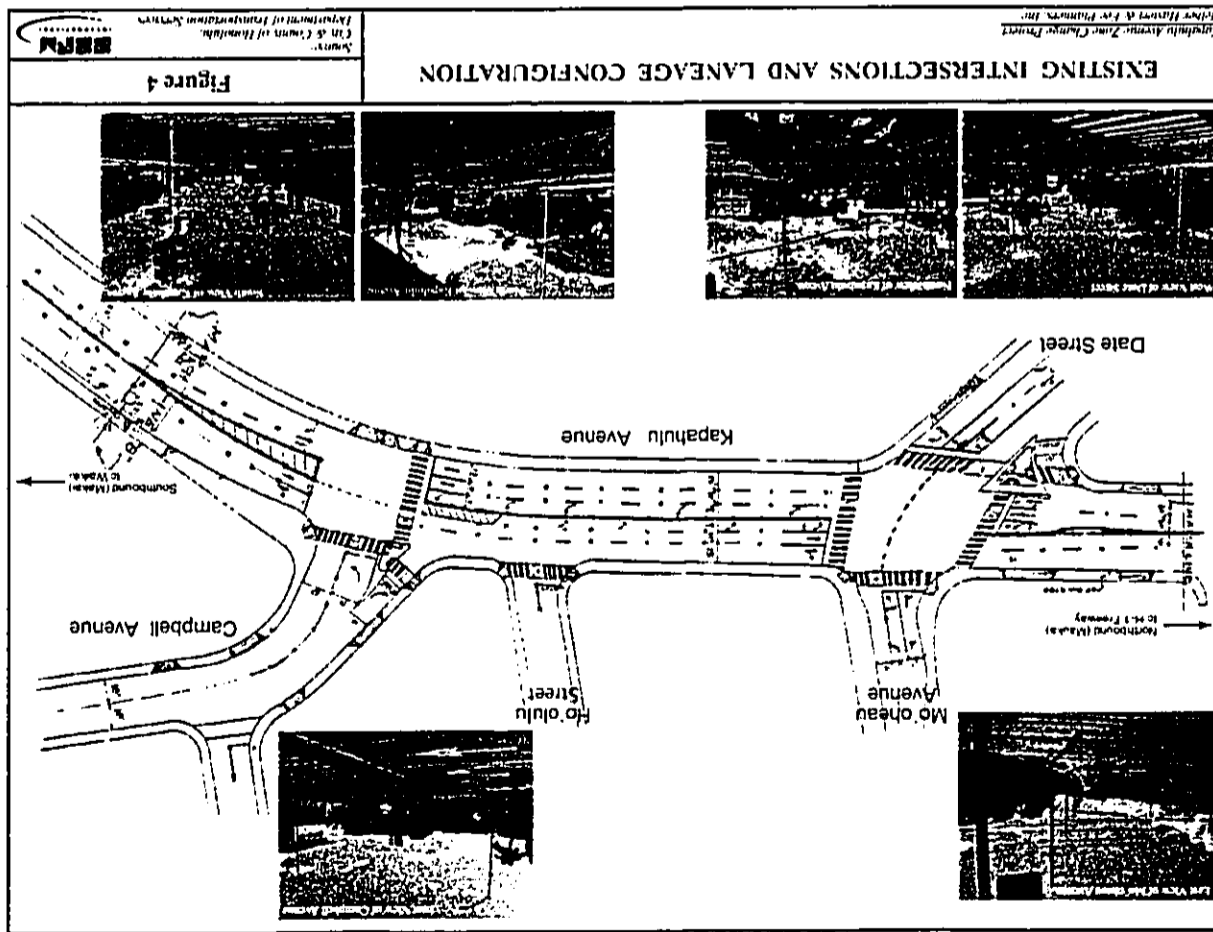
1. Historic 24-hour traffic volume data available from the State Department of Transportation (DOT), Highways Division for intersections in surrounding areas;
2. City Department of Transportation Services 24-hour traffic volume data for the intersection of Kapahulu Avenue with Date Street/Mo'ohau Avenue; and
3. Data from the draft traffic impact study prepared for the proposed Safeway-Kapahulu development.

Manual traffic counts were subsequently taken for the study intersections on Friday, May 6, 2005 during the morning peak commuter period from 7:00 to 9:00 a.m., and during the afternoon peak commuter period from 3:00 to 6:00 p.m. Traffic volume data at the two major intersections were manually collected using electronic traffic data collectors. The amount of cars exiting and entering the project driveway was recorded manually by hand.

The counts showed that the morning peak hour occurred from 7:15 to 8:15 a.m., and the afternoon peak hour occurred from 5:00 to 6:00 p.m. In general, traffic conditions during the afternoon peak period were noticeably busier than the morning peak period. Figure 5 shows the resulting peak hour traffic volumes by turning movements for both the morning and afternoon peak hours. These traffic volumes were used as the baseline conditions upon which future estimated traffic volumes were added. Appendix B has a summary of the manual traffic count data for the study periods.

The following observations of traffic operations and conditions were made during the time of these surveys.

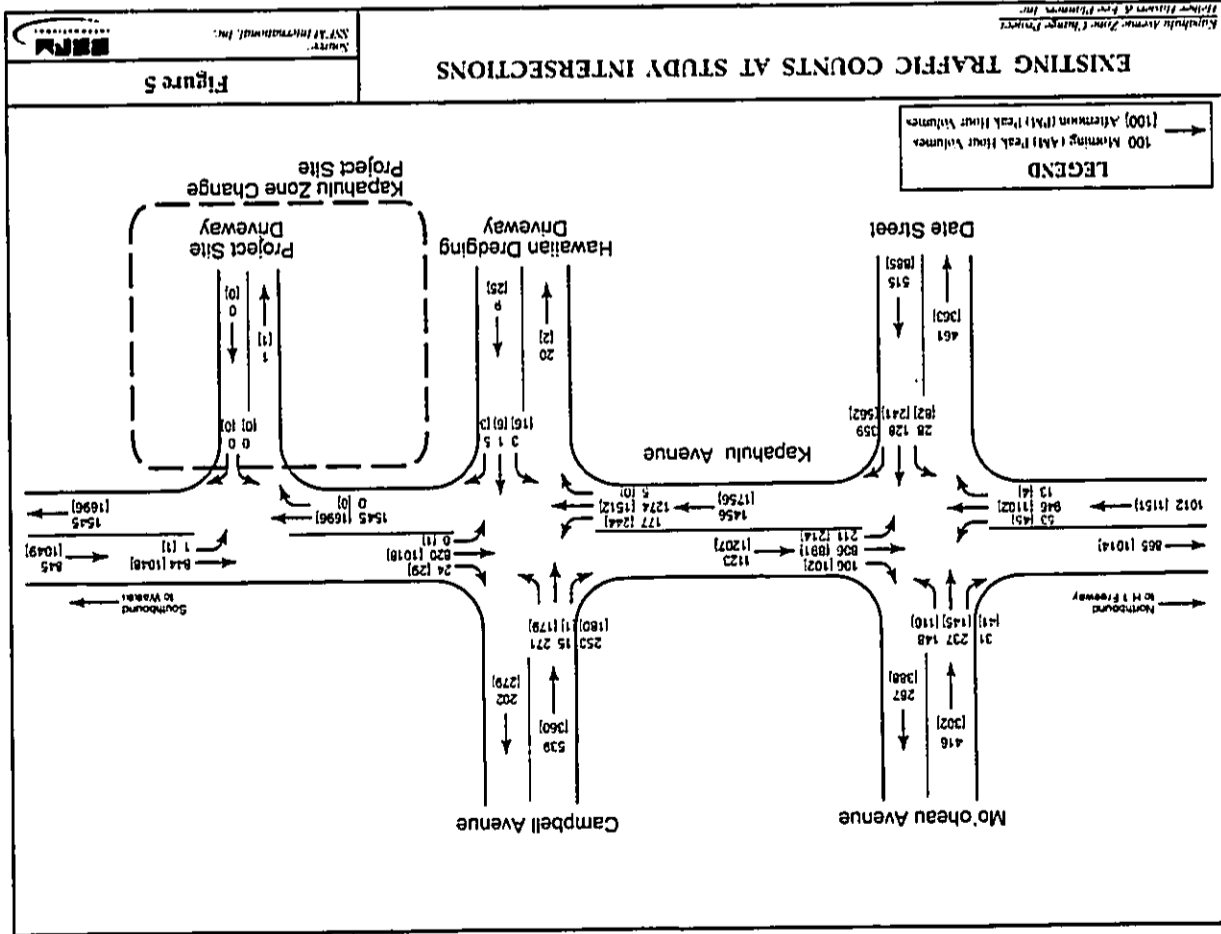
- Morning Peak Period Observations (Friday, May 6, 2005)
- The weather condition during the traffic counts was sunny and dry.



- At the Kapahulu Avenue with Campbell Avenue intersection, about 24 pedestrians were observed walking southbound (to Waikiki) and about 50 pedestrians walking northbound along Kapahulu Avenue. Nine (9) pedestrians were observed crossing Kapahulu Avenue utilizing the crosswalk at Campbell Avenue.
- At the Kapahulu Avenue with Date Street/Mo'ohau Avenue intersection, about 36 pedestrians were observed walking southbound (to Waikiki) and about 51 pedestrians walking northbound along Kapahulu Avenue. About (45) pedestrians were observed walking westbound on Date Street towards Mo'ohau Avenue, and 60 pedestrians walking eastbound towards Kaimuki using the crosswalk.

**Afternoon Peak Period Observations (Friday, May 6, 2005)**

- The weather condition during the traffic counts was cloudy but not raining.
- At approximately 5:20 p.m., a minor three-car accident occurred south of the left-turn storage lane of Date Street at its intersection with Kapahulu Avenue. The affected vehicles drove off within a matter of minutes. Therefore, no significant or long disruption to traffic flow was observed.
- At the Kapahulu Avenue with Campbell Avenue intersection, about 5 pedestrians were observed walking southbound (to Waikiki) and about 34 pedestrians walking northbound along Kapahulu Avenue. Twenty-two (22) pedestrians were observed crossing Kapahulu Avenue utilizing the crosswalk at Campbell Avenue.
- At the Kapahulu Avenue with Date Street/Mo'ohau Avenue intersection, about 72 pedestrians were observed walking southbound and about 123 pedestrians walking northbound along Kapahulu Avenue. About (114) pedestrians were observed walking westbound on Date Street, and 108 pedestrians walking eastbound towards Kaimuki using the crosswalk.
- At the Kapahulu Avenue with Date Street/Mo'ohau Avenue intersection, vehicles were occasionally observed backing up along Date Street and blocking Kapahulu Avenue due to vehicles waiting to enter a parking lot driveway serving Starbucks and Jamba Juice located at the corner. This existing driveway served as the Starbucks' parking lot entrance. The distance from this driveway to the Kapahulu Avenue intersection was only about three car lengths. Backups occurred as vehicles entering the parking lot from Mo'ohau Avenue blocked through traffic while waiting for a parking stall. This situation occurred during the morning peak period as well, but was more frequent during the afternoon.





### CHAPTER 3 PROJECTED TRAFFIC CONDITIONS

Future projected traffic conditions at the study intersection were forecast for the year 2008 because this would reflect a realistic date for construction completion and operation of a fast food establishment on this property. This chapter discusses the future traffic conditions with and without the project for the study year.

#### 3.1 FUTURE CONDITIONS

Research was conducted to identify any major approved developments or roadway infrastructure improvements planned for completion by 2008 in the immediate vicinity of the project site. Such developments would be included in estimating future traffic conditions.

##### Future Land Use Changes

The only known changes to existing land uses in the immediate vicinity is the planned development of a new Safeway supermarket on a parcel known as the former Love's Bakery site. This grocery store is also planned to have 8 to 10 small retail shops and a discount fuel center developed on the property. A draft traffic impact analysis study was prepared for this development, and is currently being reviewed by the City<sup>1</sup>.

This new Safeway site will be located along Kapahulu Avenue near the intersection of Mokihana Street which is situated about 0.4 miles further north (mauka) of the Kapahulu project site. This site presently consists of a Verizon base yard, a two-story retail building, and a Dunkin' Donuts building. Full construction of this development is planned to begin around September 2006<sup>2</sup>, and be completed in the year 2007.

##### Future Roadway Changes

Based upon information obtained from the City Department of Transportation Services, the existing signalized intersection of Kapahulu Avenue with Date Street / Mooheau Street will be improved. The traffic signal at this intersection will be improved to add a separate left-turn signal phase for vehicles turning from Kapahulu Avenue onto both of these other streets. A contractor was selected to install this improvement which should be completed within one year (sometime in 2006).

<sup>1</sup> The Traffic Management Consultant, Draft Traffic Impact Analysis Report for the Proposed Safeway, Kapahulu, April 2005.  
<sup>2</sup> Proposed Safeway-Kapahulu Avenue Handout, June 2005. Distributed to the Public at the Demand Planning/Kapahulu/ST. Louis Heights Neighborhood Board No. 3 meeting held on June 9, 2005.

Further mauka (north) of this intersection, there are additional intersection and roadway improvements likely resulting from the future development of the new Safeway supermarket. Safeway is proposing to widen Kapahulu Avenue in front of their development and to install a traffic signal at the intersection of Olu Street to allow left-turns into and out from their parking lot. However, the actual improvements implemented will be determined based upon further review of their development plans by the City.

#### 3.2 FUTURE TRAFFIC WITHOUT PROJECT

Future traffic conditions in the year 2008 without the Kapahulu project were forecast by evaluating and adding the following factors: 1) existing peak hour traffic volumes, and 2) potential increase in through-traffic along Kapahulu Avenue, and 3) other developments in the immediate vicinity.

##### Background Traffic Growth Along Kapahulu Avenue

Background traffic volumes are the result of regional growth that cannot be attributed to a specific project or related projects in the vicinity of a project site. In this case, background traffic thus refers to "through" traffic traveling along Kapahulu Avenue with no specific origin or destination near the project site. Hence, this accounts for other regional development or growth such as in the Waikiki resort district or other areas in the Primary Urban Center that may contribute to increased traffic along the roadway fronting the Kapahulu project site.

Based upon the traffic impact analysis study conducted for the proposed Safeway-Kapahulu, growth along Kapahulu Avenue historically has averaged about 2.0 percent a year. As a result, growth of through traffic along Kapahulu Avenue was similarly increased utilizing this same rate corresponding to 6.0 percent over the 3-year study period (2005 to 2008 time-frame).

##### Other Developments Planned In Kapahulu

Research was also conducted to determine whether other approved developments in the immediate area would be completed within the study year since they would affect traffic volumes occurring along Kapahulu Avenue. Based upon available information, the only known developments occurring in the immediate vicinity is the new Safeway-Kapahulu located about 0.4 miles mauka (north) of the project site.

As a result, the information provided in the traffic study for that development was utilized in projecting traffic volumes and assigning them to Kapahulu Avenue and other roadways fronting the project site.<sup>3</sup> The traffic generated by this new Safeway and associated retail is shown below on Table 1.

<sup>3</sup> The Traffic Management Consultant, Draft Traffic Impact Analysis Report for the Proposed Safeway, Kapahulu, April 2005.

Table 1.  
Trip Generation Summary of Proposed Safeway - Kapahulu

Land Use Description	Morning Peak Hour		Total	Afternoon Peak Hour		Total
	Enter	Exit		Enter	Exit	
Safeway	162	103	265	324	311	635
Gas Station	80	80	160	143	143	286
Retail	12	7	19	36	39	75
<b>Safeway Site Total</b>	<b>254</b>	<b>190</b>	<b>444</b>	<b>503</b>	<b>493</b>	<b>996</b>
Existing Uses on Site	51	42	93	128	119	247
Pass-By Traffic	46	46	92	190	190	380
<b>Net Increases</b>	<b>157</b>	<b>102</b>	<b>259</b>	<b>185</b>	<b>184</b>	<b>369</b>

Source: The Traffic Management Consultant, Draft Traffic Impact Analysis Report for the Proposed Safeway-Kapahulu, April 2005.

**Future Traffic Without Project**

Future traffic volumes along Kapahulu Avenue were subsequently predicted for the year 2008 by adding the existing traffic counts with the background growth volumes and trips generated by the new Safeway-Kapahulu. The resulting peak hour traffic volumes without the project in 2008 are shown on Figure 6.

**3.3 FUTURE TRAFFIC WITH PROJECT**

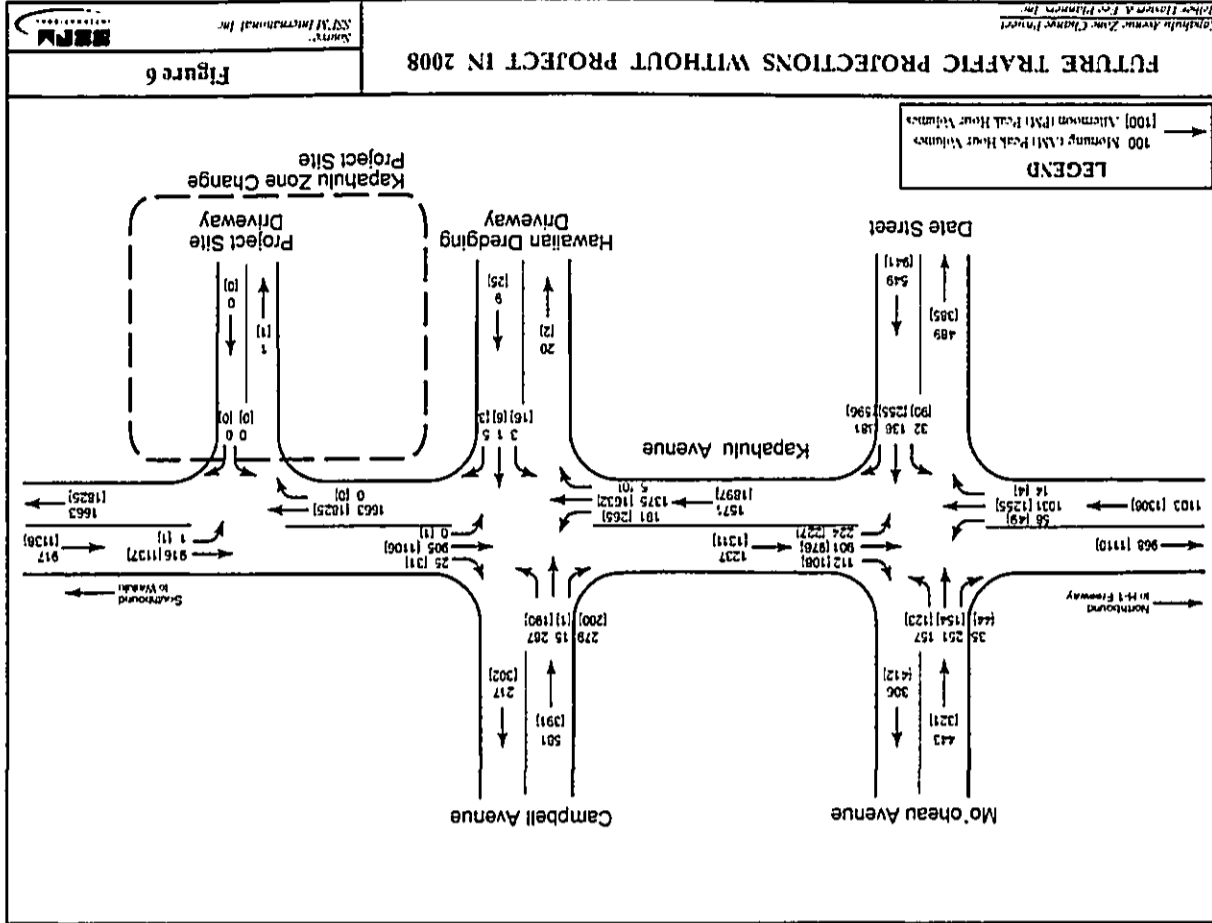
Future traffic generated from the Kapahulu project was forecast by adding the project generated traffic to the forecasted traffic without the project. The standard three-step procedure of trip generation, trip distribution, and traffic assignment was used to estimate peak hour traffic volumes for the project.

**Trip Generation**

The trip generation methodology used for this project is based upon generally accepted techniques developed by the ITE and published in the *Trip Generation Handbook*<sup>4</sup>. This methodology uses trip generation rates to estimate the number of trips that a proposed project will generate during the morning and afternoon peak hours. The trip rates are developed by correlating the total vehicle trip generation data with various activity or land use characteristics such as vehicle trips per hour per gross floor area. The trips generator for this project would be the development of a fast food establishment on the project site.

The retail land use categories as defined by the *Trip Generation Handbook* was determined to be appropriate for the fast food establishment proposed under this project. Consequently, the Fast-Food Restaurant with Drive-Through Window (Land Use Code 834) was used to estimate vehicular trips.

<sup>4</sup> Institute of Transportation Engineers, *Trip Generation Handbook*, P. Eddon, Washington, D.C., 2003.



Pass-by trips also needed to be factored in the trip generation for this project based upon the ITE's *Trip Generation Handbook*, 2<sup>nd</sup> Edition (2003). For many land uses, the number of new peak hour trips generated is equivalent to the number of trips entering the project site. However, some land uses such as retail and fast food establishments, service stations, and convenience markets attract a portion of those trips from traffic passing the site on the way from one location to another.

Therefore, these "pass-by" trips need to be accounted for in the trip generation and usually consists of a percentage reduction in the total number of new trips generated by the project to account for those trips already along the roadway. Based upon the *Trip Generation Handbook*, it was estimated that 50 percent of the morning and 49 percent of the afternoon peak hour trips will consist of pass-by trips to the Kapahulu project. Table 2 shows the resulting trip generation for a fast food establishment at the Kapahulu Avenue project site.

Land Use Description	Parameter	Morning Peak Hour		Afternoon Peak Hour			
		Enter	Exit	Enter	Exit		
Trip Generation Rates Fast-Food Restaurant with Drive-Through Window	1,000 sf	27.09	26.02	53.11	18.01	18.63	34.64
Trip Generation Kapahulu Avenue Project Site	4,200 sf	114	110	224	76	70	146
Pass-By Traffic		57	55	112	37	34	71
Net Increases		57	55	112	39	36	75

As shown in the table, the proposed project will generate a total of 224 trips and 146 trips during the morning and afternoon peak hours, respectively. During the morning peak hour, 112 will consist of new trips added to the roadway and 112 trips will occur from existing vehicles traveling along area roadways (pass-by trips). During the afternoon peak hour, 75 will consist of new trips added to the roadway and 71 trips will consist of pass-by trips.

Trip Distribution and Assignment

The trip distribution step estimates the distribution of vehicle trips to their predicted origins and destinations. Finally, the traffic assignment step assigns these vehicle trips to specific routes on the roadway network by estimating probable approach and departure routes.

The distribution of project generated traffic was developed based upon review and evaluation of existing census data, information from the Safeway-Kapahulu traffic study, and available traffic count data. The project traffic was subsequently distributed and assigned to the roadway network.

Because the project will only allow right-turns into and out from the site, consideration was also given to northbound (mauka) vehicles (from Waikiki) using other roadways to access the site. This involved rerouting northbound traffic along Kapahulu Avenue to side streets which would then utilize them to get back onto Kapahulu Avenue traveling in the southbound direction. Most of this traffic was assigned to Campbell Avenue. These assignments were reflected in the future projected traffic volumes at the study intersections, and included in the subsequent intersection analysis. The traffic assignments with the project are shown on Figure 7.

CHAPTER 4  
 TRAFFIC ANALYSIS RESULTS

This chapter discusses the results of the traffic analysis conducted for the study intersections and project driveways.

4.1 ANALYSIS METHODS

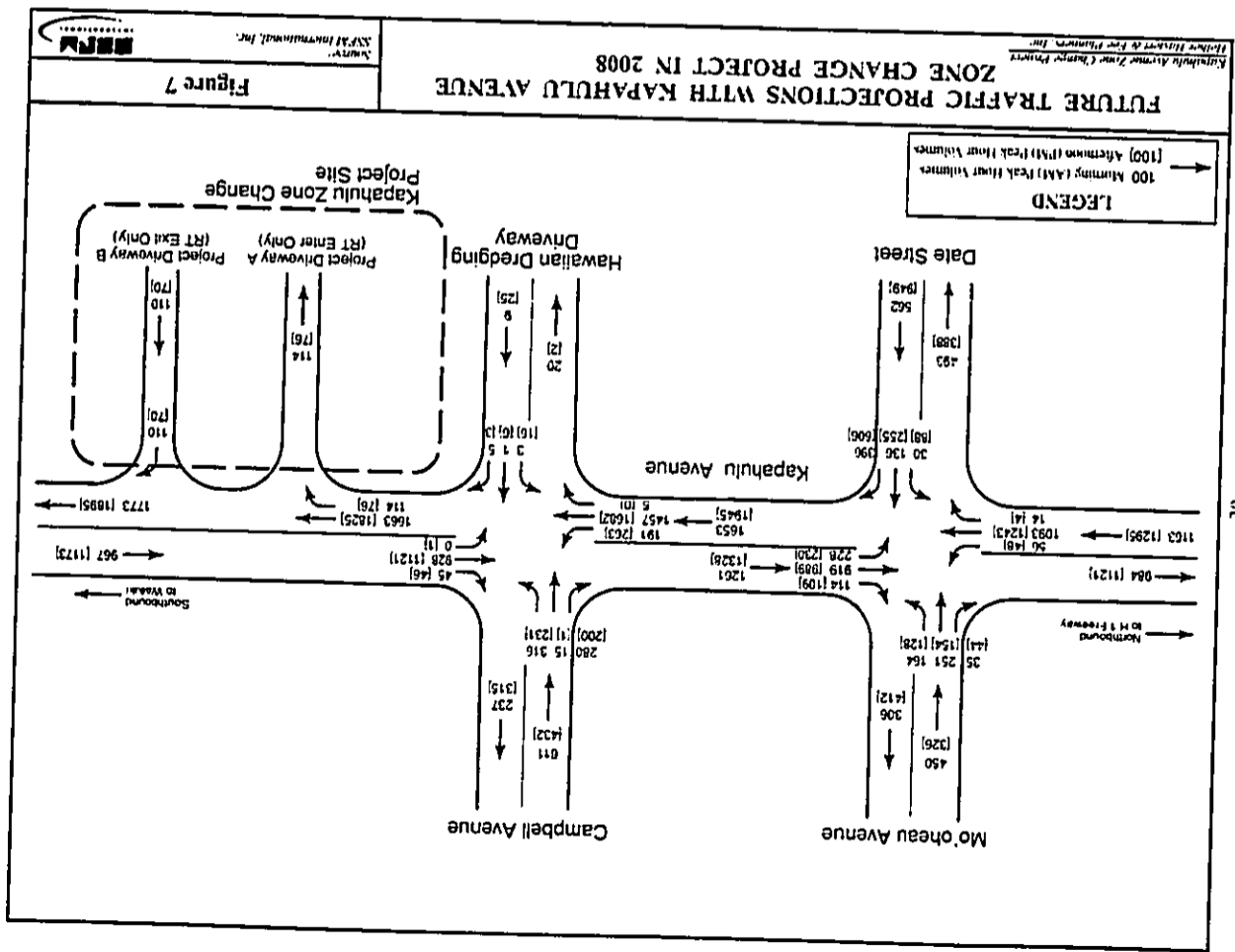
The procedures outlined in the *Highway Capacity Manual* (Transportation Research Board 2000), or HCM, were used to analyze and evaluate the operating condition of the two existing signalized intersections along Kapahulu Avenue and project driveways under this study. The signalized intersection analysis method was utilized for the intersections of Kapahulu Avenue with Date Street / Mo'ohau Avenue and Campbell Avenue. The unsignalized intersection analysis method was used for the intersections of Kapahulu Avenue with the existing and new project driveway planned for the project site.

The Level-of-Service concept was used to describe the operational conditions of these study intersections. "Level-of-Service" is a term that denotes any of an infinite number of combinations of traffic operating conditions that may occur on a given lane or roadway when it is subjected to various traffic volumes. Level-of-Service, or LOS, is a qualitative measure of the effect of a number of factors which include space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Unsignalized Intersection Analysis

The level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing through or turning onto that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgment in selecting gaps through which to execute a desired maneuver. The criteria for the LOS at an unsignalized intersection are therefore based on delay of each turning movement.

There are six levels-of-service, A through F, that relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized below. In general, LOS "A" represents free-flow conditions with no congestion. LOS "F", on the other hand, represents severe congestion with stop-and-go conditions. Level-of-service "D" is typically considered acceptable for peak hour conditions in urban areas.



In general, the capacity of an intersection or one of its approaches is met when the delays will be more than 55 seconds per vehicle. A LOS "F" is therefore generally considered to be "capacity." Level-of-service "F" indicates a condition where the capacity has been exceeded, and extremely long lines of traffic can develop. The characteristics of traffic operations for each level-of-service are summarized below.

Level of Service Criteria for Signalized Intersections		Average Delay at Signalized Intersection (seconds)
LOS A	Description of Reasonable Ranges in Control Delay Low control delay; progression extremely favorable; most vehicles arrive during green phase	(≤10 seconds)
LOS B	Good progression; more vehicles stopping causing increased delays than LOS A	(>10 and ≤20 seconds)
LOS C	Fair progression; higher delays; green phase doesn't serve all queued vehicles; number of vehicles stopping is greater	(>20 and ≤35 seconds)
LOS D	Unfavorable progression from longer delays; influence of congestion more noticeable; noticeable green phase not serving all queued vehicles; many vehicles stop	(>35 and ≤55 seconds)
LOS E	Poor progression and high delays; green phase not serving all queued vehicles is frequent	(>55 and ≤80 seconds)
LOS F	Poor progression and very high delays; green phase not serving all queued vehicles is considerable; considered unacceptable to most drivers	(>80 seconds)

4.2 ANALYSIS RESULTS FOR EXISTING CONDITIONS

The results of the analysis of existing conditions for these study intersections are discussed in this section. Table 3 shows the results of the unsignalized intersection analysis and Table 4 shows the results of the signalized intersection analysis.

Table 3.  
Unsignalized Intersection Analysis Results For Existing Conditions (2005)

Intersection and Movement	V/C Ratio	AM Peak Hour Delay <sup>1</sup>	LOS <sup>2</sup>	V/C Ratio	PM Peak Hour Delay <sup>3</sup>	LOS <sup>3</sup>
Kapahulu Avenue with Existing Driveway						
Kiheihi Avenue						
Hornbound (Maska) Left-Turn	0.01	0.1	A	0.02	0.2	A
Easton Driveway						
Eastbound Shared Left & Right-Turn	n/a	n/a	n/a	n/a	n/a	n/a

NOTES:  
 (1) V/C denotes the ratio of volume to capacity.  
 (2) Delay is average vehicle delay per vehicle in seconds.  
 (3) LOS denotes Level of Service calculated using the operations method described in Highway Capacity Manual. Level of Service is based on average vehicle delay for unsignalized intersections.

Level of Service Criteria for Unsignalized Intersections		Average Delay at Unsignalized Intersection (seconds)
LOS A	Description of Estimated Delay to Major Street Traffic Little or no delay	(≤10 seconds)
LOS B	Short traffic delays	(>10 and ≤15 seconds)
LOS C	Average traffic delays	(>15 and ≤25 seconds)
LOS D	Long traffic delays	(>25 and ≤35 seconds)
LOS E	Very long traffic delays	(>35 and ≤50 seconds)
LOS F	Very long traffic delays	(>50 seconds)

Volume-to-capacity, or v/c ratio, is a measure indicating the relative traffic demand to the roadway's capacity. The *Highway Capacity Manual* defines capacity as "the maximum number of vehicles that can pass a given point during a specified period under prevailing roadway, traffic flow, and traffic control conditions." A v/c ratio of 0.50 indicates that the traffic demand is utilizing 50 percent of the roadway's capacity. A v/c ratio in excess of 1.00 indicates that the traffic demand exceeds the capacity of the roadway or highway facility.

Signalized Intersection Analysis

The level-of-service for signalized intersections is defined in terms of control delay which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. Capacity at such intersections is defined for each lane group in vehicles per hour (veh/h). The lane group capacity is the maximum hourly rate at which vehicles can reasonably be expected to pass through the intersection under prevailing traffic, roadway, and signalization conditions.

The LOS criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a measure that depends on a number of variables including the quality of progression, the cycle length, and green ratio, and the v/c ratio for the lane group. The critical v/c ratio is an approximate indicator of the overall sufficiency of an intersection, and depends on the conflicting critical lane flow rates and signal phasing. The average back of queue is another performance measure used to analyze a signalized intersection. This queue is the number of vehicles that are queued depending on arrival patterns of vehicles, and vehicles that do not clear the intersection during a given green phase.

There are six levels-of-service, A through F, that represent reasonable ranges in control delay from best to worst, respectively. These levels relate to driving conditions indicating increasing congestion, longer delays, and greater limitation in mobility to drivers. Normally, a level-of-service "D" (LOS D) is considered acceptable at signalized intersections in an urbanized area. This means that if average delays are less than 55 seconds per vehicle for a particular approach at a traffic signal, then the level-of-service is considered acceptable.

**Table 4. Signalized Intersection Analysis Results For Existing Conditions (2005)**

Intersection and Movement	Morning Peak Hour		Afternoon Peak Hour	
	V/C Ratio <sup>1)</sup>	LOS <sup>2)</sup>	V/C Ratio	LOS
<b>KAPAHULU AVENUE WITH DATE STREET/MO'OHEAU AVENUE</b>				
Kapahulu Avenue				
Northbound (Mauka) Left-Turn	1.04	E	1.30	F
Northbound Through & Right-Turn	0.52	A	0.60	A
Southbound (Makalei) Left-Turn	0.31	B	0.23	B
Southbound Through & Right-Turn	0.53	A	0.58	B
Date Street				
Eastbound Left-Turn	0.21	C	0.31	C
Eastbound Through	0.62	C	0.84	D
Eastbound Right-Turn	0.55	C	0.76	C
Mo'orea Avenue				
Westbound Left-Turn	1.01	F	1.12	F
Westbound Shared Through & Right-Turn	0.65	C	0.36	C
Overall Intersection LOS		C		C
<b>KAPAHULU AVENUE WITH CAMPBELL AVENUE</b>				
Kapahulu Avenue				
Northbound Through & Shared Right-Turn	0.66	B	0.70	B
Southbound Left-Turn	0.49	B	0.73	C
Southbound Through	0.69	A	0.72	A
Halea'ala Drive/Keolu Drive				
Eastbound Shared Left/Right	0.01	C	0.08	C
Campbell Avenue				
Westbound Left-Turn	1.01	F	0.72	D
Westbound Right-Turn	0.25	C	0.14	C
Overall Intersection LOS		C		C

NOTES:  
 (1) V/C = Volume to Capacity.  
 (2) LOS = Level of Service calculated using the operational method described in Highway Capacity Manual.

The analysis results for the unsignalized intersection of Kapahulu Avenue with the existing driveway into the business association parking lot show that movements into this lot from Kapahulu Avenue currently operates well with LOS A during both morning and afternoon peak hours. This high level of service can be attributed to the very few vehicles which made left-turns into the driveway.

There were no cars observed exiting this lot during the peak hours. Vehicles that do have to exit this driveway making left-turns likely experience long delays (LOS F) due to the through volumes along Kapahulu Avenue. Vehicles making left-turns exiting this driveway would also frequently encounter the northbound lanes along Kapahulu Avenue being filled with cars past this driveway restricting their movement when the Kapahulu Avenue traffic flow is stopped at the Campbell Avenue intersection during a red light.

Currently, the signalized intersections of Kapahulu Avenue with Campbell Avenue and with Date Street/Mo'orea Avenue both operate at fairly good levels of service (LOS C or better) during both morning and afternoon peak hours. At the Date Street/Mo'orea Avenue intersection, northbound (mauka) vehicles along Kapahulu Avenue making left-turns experience LOS E and F conditions during morning and afternoon peak hours, respectively. All of the other movements along Kapahulu Avenue operate at good levels with LOS B or higher.

Eastbound vehicles traveling from Date Street also experience acceptable levels of service for all movements at this intersection during both peak hours with most operating at LOS C or better. As noted in Chapter 2, the parking lot serving the Starbucks and Jamba Juice establishment tends to frequently delay the movement of cars along Mo'orea Avenue due to patrons waiting to enter the lot for parking spaces, especially during the afternoon peak period.

Westbound vehicles from Mo'orea Avenue making left-turns onto Kapahulu Avenue experience LOS F conditions during both peak hours. Other movements from this roadway experience LOS C conditions during both peak hours.

At the intersection with Campbell Avenue, vehicles along Kapahulu Avenue experience acceptable levels of service with LOS C or better during both morning and afternoon peak hours. Westbound vehicles making left-turns from Campbell Avenue onto Kapahulu Avenue experience LOS F during the morning peak hour, but LOS D during the afternoon peak hour.

#### 4.3 ANALYSIS RESULTS FOR FUTURE CONDITIONS

The analysis results for future traffic conditions both without and with the project in the year 2008 are summarized in Tables 5 and 6. Table 5 shows the results of the unsignalized intersection analysis associated with the existing driveway into the project site. Table 6 shows the results of the signalized intersection analysis along Kapahulu Avenue. These tables are included in the discussion of with project conditions.

The City is planning to add a left-turn signal phase to Kapahulu Avenue at its intersection with Date Street/Mo'orea Avenue. However, the analysis utilized the existing signal cycle length and timing because the future changes to the signal timing and possibly the cycle length as well due to this new left-turn phase are not known. With the addition a new left-turn signal phase added by the City, it is anticipated that those movements from Kapahulu Avenue would operate at an acceptable level-of-service.

#### Future Conditions Without Project

Without the project, the unsignalized intersection of Kapahulu Avenue with the existing driveway into the project site would continue to operate at good levels of service (LOS A). Although traffic along Kapahulu Avenue will increase, the amount of vehicles entering and exiting this parking lot is very minimal. Vehicles exiting the driveway making left-turns onto Kapahulu Avenue would continue to experience long delays (LOS F).

With the project, there will be two driveways created at the project site which are identified as Driveway A and B. Driveway A will be limited to right-turns into the site from Kapahulu Avenue. The existing Driveway B will be designed to limit this to right-turns exiting the project only.

As a result, Driveway A will operate at LOS A during both morning and afternoon peak hours since it will only involve right-turns into the site. Vehicles making right-turns exiting the project site from Driveway B will operate at acceptable levels of service with LOS D and LOS B during the morning and afternoon peak hours, respectively.

**Table 6. Signalized Intersection Analysis Results For Future Conditions (2008)**

Intersection and Movement	2008 Without Project V/C Ratio <sup>1</sup>	2008 With Project LOS <sup>2</sup>	2008 With Project V/C Ratio	2008 With Project LOS	Changes V/C Ratio
<b>KAPAHULU AVENUE WITH DATE STREET/MO'OHAEU AVENUE</b>					
<b>Morning Peak Hour</b>					
<b>Kapahulu Avenue</b>					
Northbound (Ma'uka) Left-Turn	1.38	F	0.63	F	0.30
Northbound Through & Right-Turn	0.60	A	0.45	A	0.03
Southbound (Ma'uka) Left-Turn	0.43	B	0.45	B	0.02
Southbound Through & Right-Turn	0.59	B	0.54	B	0.05
<b>Date Street</b>					
Eastbound Left-Turn	0.23	C	0.19	C	-0.04
Eastbound Through	0.63	C	0.64	C	0.01
Eastbound Right-Turn	0.57	C	0.58	C	0.01
<b>Mo'ohaeu Avenue</b>					
Westbound Left-Turn	1.02	F	1.01	F	-0.01
Westbound Shared Through & Right-Turn	0.65	C	0.62	C	-0.03
<b>Overall Intersection LOS</b>		<b>C</b>		<b>D</b>	
<b>Afternoon Peak Hour</b>					
<b>Kapahulu Avenue</b>					
Northbound (Ma'uka) Left-Turn	2.84	F	0.71	F	-0.03
Northbound Through & Right-Turn	0.75	A	0.55	C	-0.04
Southbound (Ma'uka) Left-Turn	0.43	B	0.55	C	0.12
Southbound Through & Right-Turn	0.76	B	0.89	B	0.13
<b>Date Street</b>					
Eastbound Left-Turn	0.33	B	0.32	B	-0.01
Eastbound Through	0.88	D	0.92	D	0.04
Eastbound Right-Turn	0.80	C	0.86	D	0.06
<b>Mo'ohaeu Avenue</b>					
Westbound Left-Turn	1.20	F	1.64	F	0.44
Westbound Shared Through & Right-Turn	0.37	B	0.36	B	-0.01
<b>Overall Intersection LOS</b>		<b>E</b>		<b>E</b>	

At Kapahulu Avenue with Date Street/Mo'ohaeu Avenue, this signalized intersection would operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour. Northbound left-turn movements from Kapahulu Avenue would continue to operate at LOS F and have increased delays due to the additional through traffic along this roadway. Similarly, the left-turn movements from Mo'ohaeu Avenue onto Kapahulu Avenue would continue to operate at LOS F and experience longer delays. The other movements at this intersection would continue to operate at acceptable levels of service with LOS D or better during both peak hours.

The Kapahulu Avenue with Campbell Avenue intersection would operate at acceptable levels of service with LOS C during both morning and afternoon peak hours. Movements along Kapahulu Avenue would operate at acceptable levels of service during both peak hours. Left-turn movements from Campbell Avenue onto Kapahulu Avenue would continue to experience LOS F conditions only during the morning peak hour.

**Future Conditions With Project**

The analysis results for future traffic conditions with the proposed Kapahulu Avenue Zone Change project completed by the year 2008 are summarized in Tables 5 and 6.

**Table 5. Unsignalized Intersection Analysis Results For Future Conditions (2008)**

Intersection and Movement	2008 Without Project V/C Ratio <sup>1</sup>	2008 Without Project LOS <sup>2</sup>	2008 With Project V/C Ratio	2008 With Project Delay	2008 With Project LOS	Changes V/C Ratio	Changes Delay
<b>KAPAHULU AVENUE WITH DRIVEWAY A (New Entrance With RT Only)</b>							
<b>Morning Peak Hour</b>							
<b>Kapahulu Avenue</b>							
Southbound (Ma'uka) Through & Right-Turn	n/a	n/a	0.43	n/a	A	0.43	n/a
<b>Afternoon Peak Hour</b>							
<b>Kapahulu Avenue</b>							
Southbound (Ma'uka) Through & Right-Turn	n/a	n/a	0.44	n/a	A	0.44	n/a
<b>KAPAHULU AVENUE WITH DRIVEWAY B (Existing - Modified for Exit With RT Only with Project)</b>							
<b>Morning Peak Hour</b>							
<b>Kapahulu Avenue</b>							
Northbound (Ma'uka) Left-Turn	0.00	0	n/a	n/a	n/a	n/a	n/a
Eastbound Shared Left & Right-Turn	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Eastbound Shared Left & Right-Turn (Eastbound Right-Turn Only with Project)	n/a	n/a	0.42	26.6	D	0.42	26.6
<b>Afternoon Peak Hour</b>							
<b>Kapahulu Avenue</b>							
Northbound (Ma'uka) Left-Turn	0.01	A	n/a	n/a	n/a	n/a	n/a
<b>Driveway B</b>							
Eastbound Shared Left & Right-Turn (Eastbound Right-Turn Only with Project)	n/a	n/a	0.15	13.1	B	0.15	13.1

NOTES:  
 (1) V/C denotes the ratio of volume to capacity.  
 (2) Delay is average vehicle delay per vehicle in seconds.  
 (3) LOS denotes Level of Service calculated using the operational method described in Highway Capacity Manual.

**Table 6. Signalized Intersection Analysis Results For Future Conditions (2008) (continued)**

Intersection and Movement	2008 Without Project V/C Ratio <sup>1</sup>	2008 With Project LOS <sup>2</sup>	2008 With Project V/C Ratio	2008 With Project LOS	Changes V/C Ratio
<b>MORNING PEAK HOUR</b>					
<b>KAPAHULU AVENUE WITH CAMPBELL AVENUE</b>					
<b>Kapahulu Avenue</b>					
Northbound Shared L/T/THRT	0.72	C	0.76	C	0.04
Southbound Left-Turn	0.53	B	0.60	B	0.02
Southbound Through	0.74	A	0.79	A	0.05
<b>HAWAIIAN DRIVE ON DATE STREET</b>					
Eastbound Shared L/T/THRT	0.01	C	0.01	C	0.00
<b>CAMPBELL AVENUE</b>					
Westbound Shared Left-Turn & Through	1.07	F	1.17	F	0.10
Westbound Right-Turn	0.35	C	0.35	C	0.00
<b>Overall Intersection LOS</b>		<b>C</b>		<b>C</b>	
<b>AFTERNOON PEAK HOUR</b>					
<b>Kapahulu Avenue</b>					
Northbound Shared L/T/THRT	0.83	C	0.93	C	0.10
Southbound Left-Turn	0.88	D	0.90	D	-0.08
Southbound Through	0.84	A	0.88	B	0.04
<b>HAWAIIAN DRIVE ON DATE STREET</b>					
Eastbound Shared L/T/THRT	0.06	C	0.06	C	-0.02
<b>CAMPBELL AVENUE</b>					
Westbound Shared Left-Turn & Through	0.77	D	0.88	D	0.11
Westbound Right-Turn	0.16	C	0.16	C	0.00
<b>Overall Intersection LOS</b>		<b>C</b>		<b>C</b>	

**NOTES**  
 (1) V/C Ratio is the ratio of volume to capacity.  
 (2) LOS is the Level of Service calculated using the operational method described in Highway Capacity Manual.

As shown on Table 6, the Kapahulu Avenue with Date Street/Mo'ohau Avenue intersection will operate at slightly lower levels of service with the project. This intersection would operate at LOS D and LOS E during the morning and afternoon peak hours, respectively. The primary movements contributing to the lower levels of service are the northbound left-turns from Kapahulu Avenue, and westbound left-turns from Mo'ohau Avenue which continue to have LOS F conditions during both peak hours. The other movements would operate under acceptable conditions with LOS D or better under both peak hours.

The Kapahulu Avenue with Campbell Avenue intersection would continue to operate at acceptable levels of service with LOS C during both peak hours. Movements along Kapahulu Avenue would similarly operate at good levels of service during both peak hours. Left-turn movements from Campbell Avenue onto Kapahulu Avenue would continue to experience LOS F conditions during the morning peak hour. This left-turn movement would continue to experience LOS D conditions during the afternoon peak hour with the project.

## CHAPTER 5 CONCLUSIONS AND RECOMMENDATIONS

The results of the traffic analysis indicate that the development of a fast food establishment as shown on the conceptual site plan for this project should not have a significant impact on traffic conditions at the intersections of Kapahulu Avenue with Campbell Avenue and with Date Street/Mo'ohau Avenue. The project would generate new traffic along Kapahulu Avenue, however, much of this additional traffic entering and exiting the property would consist of existing traffic, or pass-by trips, along this roadway. Furthermore, the two project driveways are being designed to permit only right-turns into and out from the site. These driveways would operate at acceptable levels of service, and would significantly lessen conflicting vehicle movements along Kapahulu Avenue at this project site.

Kapahulu Avenue is a major collector street providing access between the Waikiki resort district, H-1 (Lunalilo) Freeway, and the surrounding community, and has several intersections present along the way from local streets. This roadway corridor is heavily developed with many businesses, food establishments, and other land uses that contribute to the traffic conditions experienced throughout the day. Consequently, much of the traffic delays along this roadway can be attributed to vehicles making left-turns into local streets and parking lots. Local streets turning onto Kapahulu Avenue experience long delays especially if the intersection isn't signalized.

Consistent with these conditions, the two signalized intersections of Kapahulu Avenue with Campbell Avenue and with Date Street/Mo'ohau Avenue currently operate in the same manner. Northbound vehicles making left-turns from Kapahulu Avenue onto Date Street presently operate at LOS E and F during the morning and afternoon peak hours, respectively. Left-turn movements from Mo'ohau Avenue onto Kapahulu Avenue also operate at LOS F during both peak hours. Left-turn movements from Campbell Avenue onto Kapahulu Avenue operate at LOS F and LOS D during the morning and afternoon peak hours, respectively.

Without the project in 2008, these conditions will generally remain the same but increase the delays and congestion due to background growth and other new developments. These left-turn movements from Kapahulu Avenue, Mo'ohau Avenue, and Campbell Avenue would generally operate at LOS F conditions during one or both peak hours. The other movements at these intersections would operate at acceptable levels of service with most being LOS C or better.

The City is already implementing improvements to the intersection of Kapahulu Avenue with Date Street/Mo'ohau Avenue to address left-turn movements from Kapahulu Avenue. They are adding a separate left-turn phase to the signal to accommodate northbound and southbound left-turns from Kapahulu Avenue which should be completed in 2006. Adding this



left-turn phase would therefore improve the operation of this intersection. To improve the left-turn movements from Mo'ohau Avenue, the City could consider the following when implementing the Kapahulu Avenue separate left-turn phase to the signal.

1. Consider adjusting the signal timing to increase the green time given to the Mo'ohau Avenue and Date Street movements. Left-turns from Mo'ohau Avenue are delayed by having to yield to the through and double right-turn movements from Date Street onto Kapahulu Avenue. Thus, additional time given to these movements should improve the level of service.

2. The City should consider varying the signal timing throughout the day to account for the increased traffic volumes occurring during the morning and afternoon peak periods. Based upon existing signal timing information obtained, it appears that the signal phasing is presently the same throughout the day.

With the project, these signalized intersections would essentially operate under the same conditions. The LOS F conditions for left-turn movements would continue to experience increased delays and congestion. However, the City's improvement in adding the left-turn phase on Kapahulu Avenue will improve operations at that intersection.

The project would thus have a minor effect on these intersections by adding slightly more traffic onto the roadways. The problems with certain left-turn movements at these two intersections are already present, and worsened by the background growth in traffic on Kapahulu Avenue along with other developments planned. It is expected that the new driveway entry and exit for the project will operate at good levels of service (LOS A) during both the morning and afternoon peak hours since they are limited to right-turns in and out from the project site.

The following additional comments are provided for consideration during the site design of the Kapahulu Avenue project.

1. The driveway entrance into this site should be located as far as possible from the intersection of Kapahulu Avenue with Campbell Avenue for safety reasons. Drivers making a left-turn from Campbell Avenue will need to make a quick right-turn into the site, so adequate separation in accordance with City requirements should be considered.
2. The possible relocation of the existing bus stop will need to be evaluated to insure that it does not create a sight distance problem for vehicles exiting the project, or any safety issues for bus passengers crossing the project driveway. This item should be coordinated with the City during the project's design.

## ADDENDUM SCENARIO "B" EVALUATION (OFFICE BUILDING)

In response to comments from the City Department of Planning and Permitting, a second land use scenario (referred to as Scenario B) in addition to the initially proposed fast food establishment (referred to as Scenario A) was analyzed to assess the resulting traffic impacts on study intersections. This Addendum presents the results of this traffic analysis conducted so that the impacts from Scenario B can be evaluated with those from Scenario A.

Based upon information provided, the land use being analyzed under Scenario B consists of a two-story medical office building. This land use was utilized for analysis instead of a general office building because it has a higher trip generation rate and subsequently provides a more conservative (greater impact) assessment of impacts. This medical office building would have 26,800 square feet of floor area and a parking structure providing 67 parking stalls. Access to this site will consist of two separate driveways similar to that proposed under Scenario A. As a result, one driveway will be for only right-turns into the site from Kapahulu Avenue, and the second driveway for only right-turns exiting onto Kapahulu Avenue.

### Trip Generation

The Medical-Dental Office Building (Land Use Code 720) as defined by the *Trip Generation Handbook* was used to estimate vehicular trips. A summary of the result trip generation for this land use is provided below.

Land Use Description	Parameter	Scenario B Trip Generation Summary				
		Morning Peak Hour	Afternoon Peak Hour	Total		
	Enter	Exit	Enter	Exit	Total	
<b>Trip Generation Rates</b>						
Medical-Dental Office Building	1,000 sf	1.98	0.52	2.50	0.93	2.54
<b>Trip Generation</b>						
Medical-Dental Office Building	26,800 sf	53	14	67	25	68
						93

As shown, the medical office building will generate a total of 67 trips and 93 trips during the morning and afternoon weekday peak hours, respectively. All of these trips would consist of "new" trips generated to or from the office building. There would be no "pass-by" trips generated by this use, thus, all of these will be new trips added to the roadways.

In comparison to the trip generation for the fast food establishment (Scenario A), the total number of new, or added, trips from the medical office building would be considerably less during the morning peak hour, but slightly higher during the afternoon peak hour. A summary of this comparison is provided below.

Evaluation of Trip Generation  
Scenario A (Fast Food Establishment) with Scenario B (Medical Office Building)

Land Use Description	Parameter	Morning Peak Hour		Afternoon Peak Hour		Total
		Enter	Exit	Enter	Exit	
Trip Generation (Scenario A)		114	110	224	76	148
Fast Food Establishment	4,200 sf	57	55	112	34	71
Net Increases		57	55	112	39	75
Trip Generation (Scenario B)		53	14	67	25	93
Medical/Dental Office Building	26,800 sf					
Scenario B Difference		-4	-41	-45	-14	+32

As shown above, the actual total vehicle trips generated by the fast food establishment would be considerably higher than those generated by a medical office building (224 morning trips, 146 afternoon trips). However, many of those trips would consist of pass-by traffic visiting the establishment on their way to other primary destinations. Therefore, the resulting "net" increase in new traffic added to roadways would be less (112 morning trips, 75 afternoon trips) than the actual total vehicles entering and exiting the site.

In comparison, all of the trips generated by Scenario B would be new trips with no pass-by traffic. The total trips actually generated by the medical office building would be considerably less than the net increase in new trips (excluding pass-by) generated from the fast food establishment. When compared, the office building will have 18 more trips generated during the afternoon peak hour, but 45 fewer trips generated during the morning peak hour.

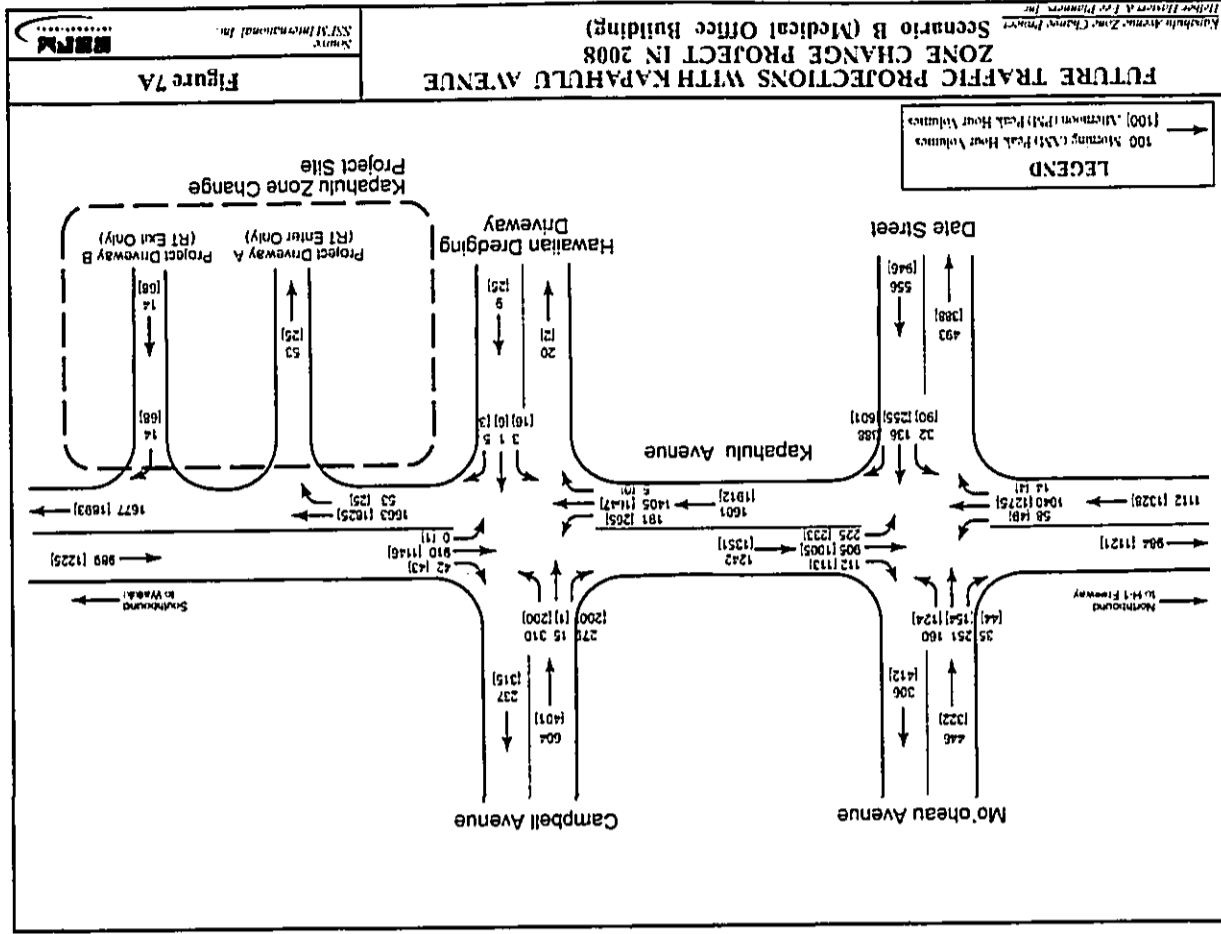
Trip Distribution and Assignment

The distribution of medical office building generated traffic was developed based upon the various sources of information used for Scenario A. However, the traffic generated for this office building are more reflective of a home-to-work and work-to-home traffic distribution pattern as shown by the trips entering and exiting the site during the peak hours. The traffic assignments for Scenario B are shown on Figure 7A. This assignment to the roadway network included giving consideration to northbound vehicles on Kapahulu Avenue accessing the site using other roadways due to the restriction to right-turns only from this roadway.

Future Conditions With Project

The analysis results for future traffic conditions under Scenario B (medical office building) are summarized in Tables 5A and 6A.

As shown on Table 5A, the right-turns into the project site from Kapahulu Avenue would experience short delays, operating at LOS A during both morning and afternoon peak hours. Similarly, vehicles making right-turns exiting the project site will operate at good levels of service, with LOS C and LOS B during the morning and afternoon peak hours, respectively.



**Table 6A. Signalized Intersection Analysis Results For Future Conditions (2008)**

Intersection and Movement	2008 Without Project		2008 With Project		Changes V/C Ratio
	V/C Ratio	LOS	V/C Ratio	LOS	
<b>KAPAHULU AVENUE WITH DATE STREET/MO'OLEKAU AVENUE</b>					
<b>Morning Peak Hour</b>					
Kapahulu Avenue Northbound (Ma'aka) Left-Turn	1.36	F	1.44	F	0.06
Kapahulu Avenue Northbound Through & Right-Turn	0.60	A	0.61	A	0.01
Kapahulu Avenue Southbound (Ma'aka) Left-Turn	0.43	B	0.44	B	0.01
Kapahulu Avenue Southbound Through & Right-Turn	0.59	B	0.60	B	0.01
Date Street Eastbound Left-Turn	0.23	C	0.22	C	-0.01
Date Street Eastbound Through	0.63	C	0.63	C	None
Date Street Eastbound Right-Turn	0.57	C	0.57	C	None
Mo'olekau Avenue Westbound Left-Turn	1.02	F	1.02	F	None
Mo'olekau Avenue Westbound Shared Through & Right-Turn	0.65	C	0.64	C	-0.01
Overall Intersection LOS	C		C		
<b>Afternoon Peak Hour</b>					
Kapahulu Avenue Northbound (Ma'aka) Left-Turn	2.84	F	2.69	F	-0.15
Kapahulu Avenue Northbound Through & Right-Turn	0.75	A	0.75	B	None
Kapahulu Avenue Southbound (Ma'aka) Left-Turn	0.43	B	0.58	C	0.15
Kapahulu Avenue Southbound Through & Right-Turn	0.76	B	0.76	B	None
Date Street Eastbound Left-Turn	0.33	B	0.33	B	None
Date Street Eastbound Through	0.68	D	0.91	D	0.03
Date Street Eastbound Right-Turn	0.90	C	0.85	C	0.05
Mo'olekau Avenue Westbound Left-Turn	1.20	F	1.55	F	0.35
Mo'olekau Avenue Westbound Shared Through & Right-Turn	0.37	B	0.36	B	-0.01
Overall Intersection LOS	E		E		
<b>KAPAHULU AVENUE WITH CAMPBELL AVENUE</b>					
<b>Morning Peak Hour</b>					
Kapahulu Avenue Northbound Shared L/T/HT/RT	0.72	C	0.75	C	0.03
Kapahulu Avenue Southbound Left-Turn	0.56	B	0.59	B	0.01
Kapahulu Avenue Southbound Through	0.74	A	0.76	A	0.02
Mo'olekau Avenue Eastbound Shared L/T/HT/RT	0.01	C	0.01	C	None
Campbell Avenue Westbound Shared Left-Turn & Through	1.07	F	1.15	F	0.08
Campbell Avenue Westbound Right-Turn	0.35	C	0.35	C	None
Overall Intersection LOS	C		C		

**Table 5A. Unsignalized Intersection Analysis Results For Future Conditions (2008)**

Intersection and Movement	2008 Without Project		2008 With Project		Changes V/C Ratio	Delay	V/C Ratio	Delay
	V/C Ratio	LOS	V/C Ratio	LOS				
<b>KAPAHULU AVENUE WITH DRIVEWAY A (New Entrance With RT Only)</b>								
<b>Morning Peak Hour</b>								
Kapahulu Avenue Southbound (Ma'aka) Through & Right-Turn	n/a	n/a	0.39	n/a	A	0.39	n/a	n/a
<b>Afternoon Peak Hour</b>								
Kapahulu Avenue Southbound (Ma'aka) Through & Right-Turn	n/a	n/a	0.40	n/a	A	0.40	n/a	n/a
<b>KAPAHULU AVENUE WITH DRIVEWAY B (Existing - Modified for Exit With RT Only with Project)</b>								
<b>Morning Peak Hour</b>								
Kapahulu Avenue Northbound (Ma'aka) Left-Turn	0.00	A	n/a	n/a	n/a	n/a	n/a	n/a
Driveway B Eastbound Shared Left & Right-Turn	n/a	n/a	0.05	18.4	C	0.05	18.4	0.16
Driveway B Eastbound Right-Turn Only with Project								
<b>Afternoon Peak Hour</b>								
Kapahulu Avenue Northbound (Ma'aka) Left-Turn	0.01	A	n/a	n/a	n/a	n/a	n/a	n/a
Driveway B Eastbound Shared Left & Right-Turn	n/a	n/a	0.16	14.3	B	0.16	14.3	0.16
Driveway B Eastbound Right-Turn Only with Project								

NOTES:  
 (1) V/C Ratio is the ratio of volume to capacity.  
 (2) Delay is average vehicle delay per vehicle in seconds.  
 (3) LOS is based on Level of Service calculated using the appropriate method described in Highway Capacity Manual.

As shown on Table 6A, the Kapahulu Avenue with Date Street/Mo'olekau Avenue intersection will operate at the same levels of service with the project during both morning (LOS C) and afternoon (LOS E) peak hours. The major movements during the morning peak hour remain the same. However, the Date Street and Mo'olekau Avenue movements in the afternoon would have increased delays contributing to a lower level of service. The Date Street through and right-turn movements along with the Mo'olekau Avenue left-turn have increased delays in the afternoon.

The Kapahulu Avenue with Campbell Avenue intersection would continue to operate at acceptable levels of service with LOS C during both peak hours. Movements along Kapahulu Avenue would similarly operate at good levels of service during both peak hours. Left-turn movements from Campbell Avenue onto Kapahulu Avenue would continue to experience LOS F conditions during the morning peak hour without or with the project. This left-turn movement would experience LOS D conditions during the afternoon peak hour without or with the project.

**Table 6A. Signalized Intersection Analysis Results For Future Conditions (2008) (continued)**

Intersection and Movement	2008 Without Project V/C Ratio <sup>1</sup>	2008 With Project LOS <sup>2</sup>	2008 With Project V/C Ratio	2008 With Project LOS	Changes V/C Ratio
<b>Afternoon Peak Hour</b>					
<b>Kapahulu Avenue</b>					
Northbound Shared LT/THRT	0.83	C	0.92	C	0.09
Southbound Left-Turn	0.98	D	0.90	D	-0.08
Southbound Through	0.84	A	0.84	A	None
<b>Hannan Drive/Date Street</b>					
Eastbound Shared LT/THRT	0.08	C	0.07	C	-0.01
<b>Campbell Avenue</b>					
Westbound Shared Left-Turn & Through	0.77	D	0.81	D	0.04
Westbound Right-Turn	0.18	C	0.16	C	None
<b>Overall Intersection LOS</b>		<b>C</b>		<b>C</b>	

**NOTES:**  
 (1) V/C denotes the ratio of volume to capacity.  
 (2) LOS denotes Level of Service calculated using the operations method described in Highway Capacity Manual.

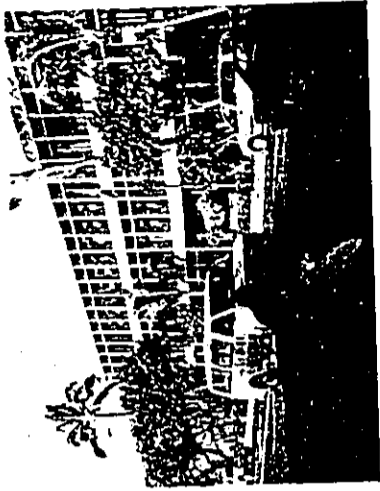
In summary, there would be minimal differences in traffic impacts resulting from the development of a medical office building as compared to a fast food establishment. The impacts at the study intersections will essentially be the same. However, the medical office building scenario would result in less increases in delays at the signalized intersections of Kapahulu Avenue with Date Street/Moheau Avenue and at Campbell Avenue than the fast food establishment. This can be attributed to the slightly lower number of "new" trips generated by the office building. Consequently, the mitigative measures recommended for the fast food establishment under Scenario A would be applicable for the medical office building under Scenario B.

## APPENDIX A

### SITE PHOTOGRAPHS

DOCUMENT CAPTURED AS RECEIVED

KAPAHULU AVE/NEE ZONE CHANGE PROJ. EC-1



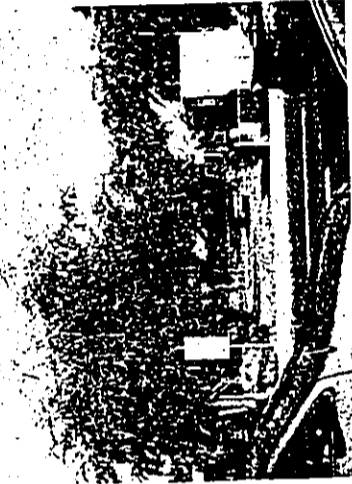
08 View of Forward Driveway & Construction.JPG



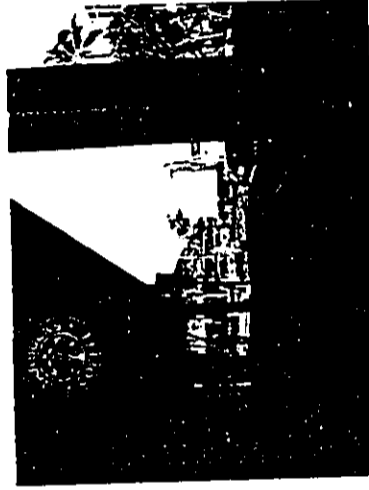
10 View of Kapahulu Businesses 02.JPG



12 View of Ala Wai Golf Course.JPG



07 View of East Day to Parcel 001.JPG

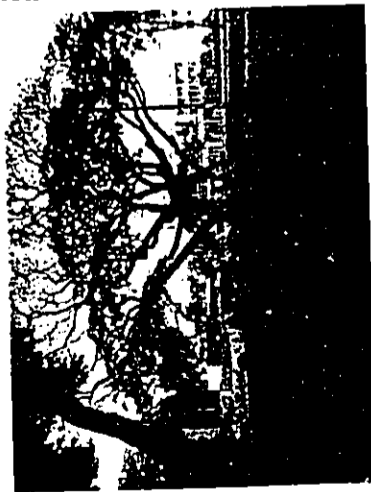


09 View of Kapahulu Bus Buses 01.JPG

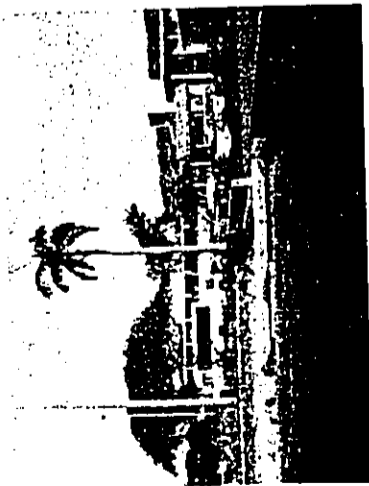


11 View of BWS Buses of Station.JPG

KAPAHULU AVE/NEE ZONE CHANGE PROJECT



01 View of Project Site 01.JPG



03 View of Project Site 03.JPG



05 View of East Day to Parcel 016.JPG



02 View of Project Site 02.JPG



04 View of Project Site 04.JPG



06 View of East Day to Parcel 016.JPG

DOCUMENT CAPTURED AS RECEIVED

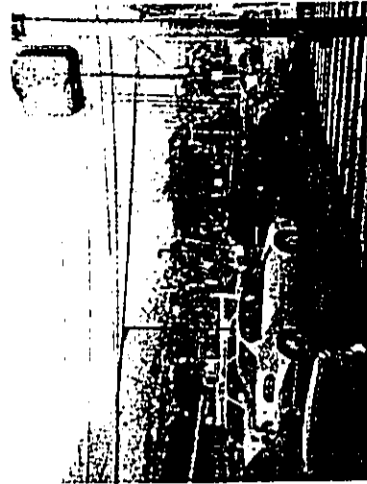
KAPAHULU AVENUE ZONE CHANGE PROJECT



20 View of Kapahulu Ave looking South from Date St (01).JPG



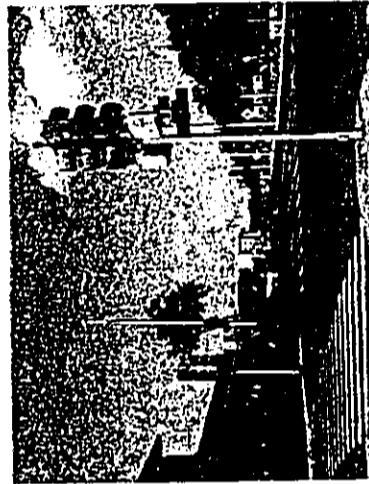
22 View of Kapahulu Ave looking South from Date St (01).JPG



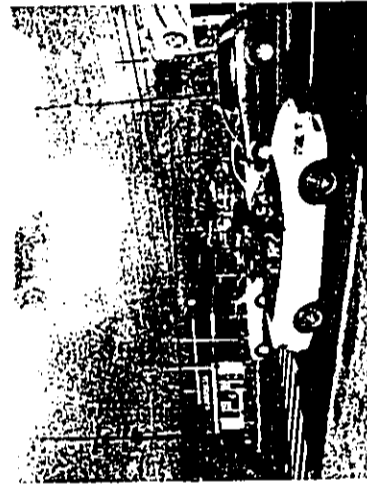
24 View of Kapahulu Ave looking South from Date St (02).JPG



19 View of Kapahulu Ave looking South from Date St (01).JPG



21 View of Kapahulu Ave looking South from Date St (02).JPG



23 View of Kapahulu Ave looking South from Date St (02).JPG

KAPAHULU AVENUE ZONE CHANGE PROJECT



14 View of Kapahulu Ave looking West from Kapahulu St (01).JPG



16 View of Kapahulu Ave looking West from Kapahulu St (01).JPG



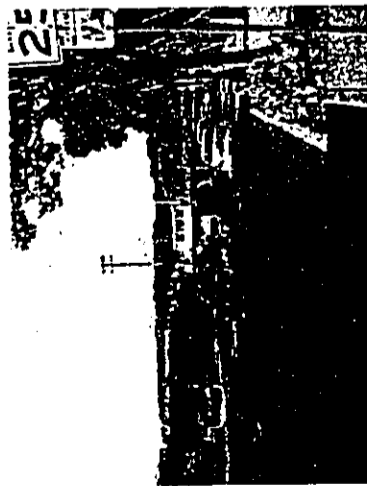
18 View of Kapahulu Ave looking West from Kapahulu St (01).JPG



13 View of Kapahulu Ave looking East from Kapahulu St (01).JPG



15 View of Kapahulu Ave looking East from Kapahulu St (01).JPG



17 View of Kapahulu Ave looking East from Kapahulu St (01).JPG

# APPENDIX B

## MANUAL TRAFFIC COUNT DATA

Kapuhale Project Manual Traffic Count Data												
Intersection Location: Kapuhale Avenue with Campbell Avenue												
Date: Friday, May 8, 2003												
Start Time	Kapuhale Avenue Northbound To Wai'anae		Kapuhale Avenue Southbound To Wai'anae		Hawaiian Overpass Northbound To Kapuhale		Hawaiian Overpass Southbound To Kapuhale		Campbell Avenue Westbound To Kapuhale		Campbell Avenue Eastbound To Wai'anae	
	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks
7:00 AM	0	0	11	0	2	0	0	0	0	0	0	0
7:15 AM	0	0	17	0	4	0	0	0	0	0	0	0
7:30 AM	0	0	20	0	3	0	0	0	0	0	0	0
7:45 AM	0	0	24	0	4	0	0	0	0	0	0	0
8:00 AM	0	0	20	0	4	0	0	0	0	0	0	0
8:15 AM	0	0	20	0	5	0	0	0	0	0	0	0
8:30 AM	0	0	21	0	5	0	0	0	0	0	0	0
8:45 AM	0	0	24	0	4	0	0	0	0	0	0	0
Peak Hour 7:15 - 8:15	0	0	820	24	177	0	0	0	0	0	0	0
Intersection Location: Kapuhale Avenue with Campbell Avenue												
Date: Friday, May 8, 2003												
Start Time	Kapuhale Avenue Northbound To Wai'anae		Kapuhale Avenue Southbound To Wai'anae		Hawaiian Overpass Northbound To Kapuhale		Hawaiian Overpass Southbound To Kapuhale		Campbell Avenue Westbound To Kapuhale		Campbell Avenue Eastbound To Wai'anae	
	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks
8:00 AM	0	0	24	0	4	0	0	0	0	0	0	0
8:15 AM	0	0	24	0	4	0	0	0	0	0	0	0
8:30 AM	0	0	25	0	5	0	0	0	0	0	0	0
8:45 AM	0	0	24	0	4	0	0	0	0	0	0	0
9:00 AM	0	0	24	0	4	0	0	0	0	0	0	0
9:15 AM	0	0	24	0	4	0	0	0	0	0	0	0
9:30 AM	0	0	24	0	4	0	0	0	0	0	0	0
9:45 AM	0	0	24	0	4	0	0	0	0	0	0	0
Peak Hour 8:00 - 9:00	0	0	1018	29	244	0	0	0	0	0	0	0
Intersection Location: Kapuhale Avenue with Dale Street												
Date: Friday, May 8, 2003												
Start Time	Kapuhale Avenue Northbound To Wai'anae		Kapuhale Avenue Southbound To Wai'anae		Dale Street Eastbound To Kapuhale		Dale Street Westbound To Kapuhale		Dale Street Eastbound To Wai'anae		Dale Street Westbound To Wai'anae	
	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks
7:00 AM	0	0	11	0	2	0	0	0	0	0	0	0
7:15 AM	0	0	13	0	3	0	0	0	0	0	0	0
7:30 AM	0	0	14	0	3	0	0	0	0	0	0	0
7:45 AM	0	0	14	0	3	0	0	0	0	0	0	0
8:00 AM	0	0	15	0	3	0	0	0	0	0	0	0
8:15 AM	0	0	16	0	3	0	0	0	0	0	0	0
8:30 AM	0	0	16	0	3	0	0	0	0	0	0	0
8:45 AM	0	0	16	0	3	0	0	0	0	0	0	0
Peak Hour 7:15 - 8:15	0	0	628	18	53	0	0	0	0	0	0	0
Intersection Location: Kapuhale Avenue with Dale Street												
Date: Friday, May 8, 2003												
Start Time	Kapuhale Avenue Northbound To Wai'anae		Kapuhale Avenue Southbound To Wai'anae		Dale Street Eastbound To Kapuhale		Dale Street Westbound To Kapuhale		Dale Street Eastbound To Wai'anae		Dale Street Westbound To Wai'anae	
	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks	Vol	Trucks
3:00 PM	0	0	24	0	4	0	0	0	0	0	0	0
3:15 PM	0	0	23	0	4	0	0	0	0	0	0	0
3:30 PM	0	0	24	0	4	0	0	0	0	0	0	0
3:45 PM	0	0	24	0	4	0	0	0	0	0	0	0
4:00 PM	0	0	24	0	4	0	0	0	0	0	0	0
4:15 PM	0	0	24	0	4	0	0	0	0	0	0	0
4:30 PM	0	0	24	0	4	0	0	0	0	0	0	0
4:45 PM	0	0	24	0	4	0	0	0	0	0	0	0
5:00 PM	0	0	24	0	4	0	0	0	0	0	0	0
5:15 PM	0	0	24	0	4	0	0	0	0	0	0	0
5:30 PM	0	0	24	0	4	0	0	0	0	0	0	0
5:45 PM	0	0	24	0	4	0	0	0	0	0	0	0
Peak Hour 5:00 - 6:00	0	0	216	62	102	4	0	0	0	0	0	0





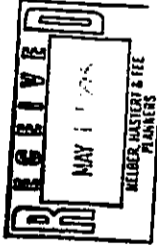
**APPENDIX B**

Pre-Assessment Consultation Correspondence



Natural Resources Conservation Service  
Alaia Field Office  
99-193 Alaia Heights Drive, Suite 109  
Alaia, HI 96701

United States Department of Agriculture



Our People...Our Islands...in Harmony

May 9, 2005

Helber, Hastert and Fee Planners  
733 Bishop Street, Suite 2590  
Honolulu, HI 96813

Dear Ms. Renard:

RE: Kapahulu Avenue Zone Change, Honolulu, Hawaii

Thank you for the opportunity to respond to the draft environmental assessment pre-assessment consultation.

Our agency has no comments relating to the change of zoning from residential to community business.

Sincerely,

  
Sheila Cox  
District Conservator

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, manage, and improve our natural resources and environment.  
An Equal Opportunity Provider and Employer

Helber Hastert & Fee  
Planners, Inc

July 27, 2005

Ms. Sheila Cox  
District Conservator  
Natural Resources Conservation Service  
Alaia Field Office  
99-193 Alaia Heights Drive, Suite 109  
Alaia, HI 96701

Dear Ms. Cox:

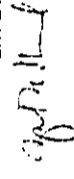
Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 9, 2005 providing comments during the pre-assessment consultation for the above-referenced proposal. This letter acknowledges that your agency has no comments on the proposed rezoning.

We appreciate your participation in this review process. Your letter and this response will be included in the Draft Environmental Assessment. Because your agency has no comments on the proposed action we will remove the NRCS from distribution of the Draft Environmental Assessment (DEA). Please contact me at 545-2055 if you would like to remain on the distribution list.

Sincerely,

HELBER HASTERT & FEE, Planners



Gail U. Renard  
Senior Associate

Attachments

cc: Mr. Keith Chun, Department of Land and Natural Resources

Pacific Headquarters Center • 714 Hiles Street, Suite 200 • Honolulu, Hawaii 96813  
Tel: 808 545 2055 • Fax: 808 545 2059 • www.helber.com • e-mail: info@helber.com

25<sup>th</sup>  
ANNIVERSARY  
1980-2005

**Gail Renard**

From: Jiakai Liu [JLiu@eha.health.state.hi.us]  
Sent: Monday, May 02, 2005 10:45 AM  
To: Gail Renard  
Subject: DEA Pre-Assessment Consultation for Kapahulu Avenue Zone Change, TMK(1) 2-7-36

Dear Ms. Renard:

Thank you for allowing us to review the subject project. We offer Standard Comments at: [http://www.state.hi.us/health/environmental/perm-planning/landuse.html](http://www.state.hi.us/health/environmental/perm-planning/landuse/landuse.html) or click (Standard Comments) for the DEA pre-consultation.

Mahalo

Jiakai Liu  
Land Use Review Coordinator  
Environmental Planning Office /DOH  
586-4346

**Environmental Planning Office Updated 5/13/05**

The Environmental Planning Office (EPO) is responsible for several surface water quality management programs mandated by the federal Clean Water Act or dictated by State policy. (<http://www.state.hi.us/doh/cw/wqm/wqm.htm>). Among these responsibilities, EPO:

- maintains the *List of Impaired Waters in Hawaii Prepared under Clean Water Act §303(d)* (<http://www.state.hi.us/doh/cw/wqm/wqm/303dpcfinal.pdf>);
- develops and establishes Total Maximum Daily Loads (TMDLs) for listed waters (suggesting how much existing pollutant loads should be reduced in order to attain water quality standards, please see <http://www.epa.gov/owow/tmdl/intro.html>);
- writes TMDL Implementation Plans describing how suggested pollutant load reductions can be achieved; and
- conducts assessments of stream habitat quality and biological integrity.

To facilitate TMDL development and implementation, and to assist with our assessment of the potential impact of proposed actions upon water quality, pollutant loading, and biological resources in receiving waters, we suggest that environmental review documents, permit applications, and related submittals include the following standard information and analyses:

**Waterbody type and class**

1. Identify the waterbody type and class, as defined in Hawaii Administrative Rules Chapter 11-54 (<http://www.state.hi.us/health/about/rules/11-54.pdf>), of all potentially affected water bodies.

**Existing water quality management actions**

2. Identify any existing National Pollutant Discharge Elimination System (NPDES) permits and related connection permits (issued by permittees) that will govern the management of water that runs off or is discharged from the proposed project site or facility. Please include NPDES and other permit numbers; names of permittees, permitted facilities, and receiving waters (including waterbody type and class as in 1. above); diagrams showing drainage/discharge pathways and outfall locations; and note any permit conditions that may specifically apply to the proposed project.

3. Identify any planning documents, groups, and projects that include specific prescriptions for water quality management at the proposed project site and in the potentially affected waterbodies. Please note those prescriptions that may specifically apply to the proposed project.

**Pending water quality management actions**

4. Identify all potentially affected water bodies that appear on the current *List of Impaired Waters in Hawaii Prepared under Clean Water Act §303(d)* including the listed

Pacific Ocean "oceanic waters," with all receiving waters named according to conventions established by Chapter 11-54 and the *List of Impaired Waters in Hawaii Prepared under Clean Water Act §303(d)*. For example, a recent project proposed for Nuhelewai Stream, Oahu (a tributary of Kapalama Canal) might potentially affect Nuhelewai Stream, Kapalama Canal, Honolulu Harbor and Shore Areas, and the Pacific Ocean.

waterbody, geographic scope of listing, and pollutant(s) (See Table 5 at <https://www.hawaii.gov/health/environmental/env-planning/wqm/303dpc-final.pdf>).

5. If the proposed project involves potentially affected water bodies that appear on the current *List of Impaired Waters in Hawaii Prepared under Clean Water Act §303(d)*, identify and quantify expected changes in the following site and watershed conditions and characteristics:
  - surface permeability
  - hydrologic response of surface (timing, magnitude, and pathways)
  - receiving water hydrology
  - runoff and discharge constituents
  - pollutant concentrations and loads in receiving waters
  - aquatic habitat quality and the integrity of aquatic biota

Where TMDLs are already established they include pollutant load allocations for the surrounding lands and point source discharges. In these cases, we suggest that the submittal specify how the proposed project would contribute to achieving the applicable load reductions.

Where TMDLs are yet to be established and implemented, a first step in achieving TMDL objectives is to prevent any project-related increases in pollutant loads. This is generally accomplished through the proper application of suitable best management practices in all phases of the project and adherence to any applicable ordinances, standards, and permit conditions. In these cases we suggest that the submittal specify how the proposed project would contribute to reducing the pollutant discharge and runoff entering the receiving waters, including plans for additional pollutant load reduction practices in future management of the surrounding lands and drainage/discharge systems.

#### Proposed Action and Alternatives Considered

We suggest that each submittal identify and analyze potential project impacts at a watershed scale by considering the potential contribution of the proposed project to cumulative, multi-project watershed effects on hydrology, water quality, and aquatic and riparian ecosystems.

We also suggest that each submittal broadly evaluate project alternatives by identifying more than one engineering solution for proposed projects. In particular, we suggest the consideration of "alternative," "soft," and "green" engineering solutions for channel modifications that would provide a more environmentally friendly and aesthetically pleasing channel environment and minimize the destruction of natural landscapes.

If you have any questions about these comments or EPO programs, please contact Jiakai Liu at 586-4346.

<sup>16</sup>Potentially affected waterbodies" means those in which proposed project activity would take place and any others that could receive water discharged by the proposed project activity or water flowing down from the proposed project site. These waterbodies can be presented as a chain of receiving waters whose top link is at the project site upslope and whose bottom link is in

Hazard Evaluation & Emergency Response Office

1. A phase I Environmental Site Assessment (ESA) should be conducted for developments or redevelopments. If the investigation shows that a release of petroleum, hazardous substance, pollutants or contaminants occurred at the site, the site should be properly characterized through an approved Hawaii State Department of Health (DOH)/Hazard Evaluation and Emergency Response Office (HEER) soil and/or groundwater sampling plan. If the site is found to be contaminated, then all removal and remedial actions to clean up hazardous substance or oil releases by past and present owners/tenants must comply with chapter 128D, Environmental Response Law, HRS, and Title 11, Chapter 451, HAR, State Contingency Plan.
2. All lands formerly in the production of sugarcane should be characterized for arsenic contamination. If arsenic is detected above the US EPA Region (preliminary remediation goal (PRG) for non-cancer effects, then a removal and/or remedial plan must be submitted to the Hazard Evaluation and Emergency Response (HEER) Office of the State Department of Health for approval. The plan must comply with Chapter 128D, Environmental Response Law, HRS, and Title 11, Chapter 451, HAR, State Contingency Plan.
3. If the land has a history of previous releases of petroleum, hazardous substances, pollutants, or contaminants, we recommend that the applicant request a "no further action" (NFA) letter from the Hawaii State Department of Health (DOH)/Hazard Evaluation and Emergency Response (HEER) Office prior to the approval of the land use change or permit approval.

Clean Air Branch Dated 5/18/05

Construction/Demolition Involving Asbestos:

If the proposed project includes renovation/demolition activities which may involve asbestos, the applicant should contact the Asbestos Abatement Office in the Noise, Radiation and Indoor Air Quality Branch at 586-5800.

Control of Fugitive Dust:

A significant potential for fugitive dust emissions exists during all phases of construction. Proposed construction activities will occur in proximity to existing residences, businesses, public areas or thoroughfares, thereby exacerbating potential dust problems. It is recommended that a dust control management plan be developed which identifies and addresses all activities that have a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of development and construction activities is warranted.

Construction activities must comply with the provisions of Hawaii Administrative Rules, §11-60.1-33 on Fugitive Dust.

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

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

If you have any questions please contact the Clean Air Branch at 586-4200

Clean Water Branch Standard Comments Dated 5/2/05

the commencement of the respective activities. The NPDES application forms may also be picked up at our office or downloaded from our website at <http://www.state.hi.us/health/eh/cwb/forms/index.html>.

1. The Army Corps of Engineers should be contacted at (808) 438-9258 to identify whether a Federal license or permit (including a Department of Army permit) is required for this project. Pursuant to Section 401(a)(1) of the Federal Water Pollution Act (commonly known as the "Clean Water Act"), a Section-401 Water Quality Certification is required for any applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters...."

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

- a. Storm water associated with industrial activities, as defined in Title 40, Code of Federal Regulations, Sections 122.26(b)(14)(i) through 122.26(b)(14)(ix) and 122.26(b)(14)(xi).
- b. Construction activities, including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. An NPDES permit is required before the commencement of the construction activities.
- c. Discharges of treated effluent from leaking underground storage tank remedial activities.
- d. Discharges of once through cooling water less than one (1) million gallons per day.
- e. Discharges of hydrotesting water.
- f. Discharges of construction dewatering effluent.
- g. Discharges of treated effluent from petroleum bulk stations and terminals.
- h. Discharges of treated effluent from well drilling activities.
- i. Discharges of treated effluent from recycled water distribution systems.
- j. Discharges of storm water from a small municipal separate storm sewer system.
- k. Discharges of circulation water from decorative ponds or tanks.

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

3. The applicant may be required to apply for an individual NPDES permit if there is any type of activity in which wastewater is discharged from the project into State waters and/or coverage of the discharge(s) under the NPDES general permit(s) is not permissible (i.e. NPDES general permits do not cover discharges into Class I or Class AA receiving waters). An application for the NPDES permit is to be submitted at least 180 days before

4.

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

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

## Safe Drinking Water Branch Standard Comments

### Safe Drinking Water Branch Dated 3/11/04

The Safe Drinking Water Branch administers programs in the areas of: 1) public water systems; 2) underground injection control; and 3) groundwater protection. Our general comments on projects are as follows.

#### **Public Water Systems**

Federal and state regulations define a public water system as a system that serves 25 or more individuals at least 60 days per year or has at least 15 service connections. All public water system owners and operators are required to comply with Hawaii Administrative Rules, Title 11, Chapter 20, titled Rules Relating to Potable Water Systems.

All new public water systems are required to demonstrate and meet minimum capacity requirements prior to their establishment. This requirement involves demonstration that the system will have satisfactory technical, managerial and financial capacity to enable the system to comply with safe drinking water standards and requirements.

Projects that propose development of new sources of potable water serving or proposed to serve a public water system must comply with the terms of Section 11-20.29 of Chapter 20. This section requires that all new public water system sources be approved by the Director of Health prior to its use. Such approval is based primarily upon the submission of a satisfactory engineering report which addresses the requirements set in Section 11-20.29.

The engineering report must identify all potential sources of contamination and evaluate alternative control measures which could be implemented to reduce or eliminate the potential for contamination, including treatment of the water source. In addition, water quality analyses for all regulated contaminants, performed by a laboratory certified by the State Laboratories Division of the state of Hawaii, must be submitted as part of the report to demonstrate compliance with all drinking water standards. Additional parameters may be required by the Director for this submittal or additional tests required upon his or her review of the information submitted.

All sources of public water system sources must undergo a source water assessment which will delineate a source water protection area. This process is preliminary to the creation of a source water protection plan for that source and activities which will take place to protect the source of drinking water.

Projects proposing to develop new public water systems or proposing substantial modifications to existing public water systems must receive approval by the Director of Health prior to construction of the proposed system or modification. These projects include treatment, storage and distribution systems of public water systems. The approval authority for projects owned and operated by a County Board or Department of Water or Water Supply has been delegated to them.

All public water systems must be operated by certified distribution system and water treatment plant operators as defined by Hawaii Administrative Rules, Title 11, Chapter 11-25 titled: Rules Pertaining to Certification of Public Water System Operators.

All projects which propose the use of dual water systems or the use of a non-potable water system in proximity to an existing potable water system to meet irrigation or other needs must be carefully design and operate these systems to prevent the cross-connection of these systems and prevent the possibility of backflow of water from the non-potable system to the potable system. The two systems must be clearly labeled and physically separated by air gaps or reduced pressure principle backflow prevention devices to avoid contaminating the potable water supply. In addition backflow prevention devices must be tested periodically to assure their proper operation. Further, all non-potable spigots and irrigated areas should be clearly labeled with warning signs to prevent the inadvertent consumption on non-potable water. Compliance with Hawaii Administrative Rules, Title 11, Chapter 11-21 titled: Cross-Connection and Backflow Control is also required.

All projects which propose the establishment of a potentially contaminating activity (as identified in the Hawaii's Source Water Assessment Plan) within the source water protection area of an existing source of water for a public water supply should address this potential and activities that will be implemented to prevent or reduce the potential for contamination of the drinking water source.

For further information concerning the application of capacity, new source approval, operator certification, source water assessment, backflow/cross-connection prevention or other public water system programs, please contact the Safe Drinking Water Branch at 586-4258.

#### **Underground Injection Control (UIC)**

Injection wells used for the subsurface disposal of wastewater, sewage effluent, or surface runoff are subject to environmental regulation and permitting under Hawaii's Administrative Rules, Title 11, Chapter 11-23, titled Underground Injection Control (UIC). The Department of Health's approval must be first obtained before any injection well construction commences. A UIC permit must be issued before any injection well operation occurs.

Authorization to use an injection well is granted when a UIC permit is issued to the

**Solid and Hazardous Waste Branch - Standard Comments**

1) The OSWM recommends the development of a solid waste management plan that encompasses all project phases including demolition, construction, and occupation/operation of the completed project.

- Specific examples of elements that the plan should address include:
- The recycling of green-waste during clear and grub activities;
  - Recycling construction and demolition wastes, if appropriate;
  - The use of locally produced compost in landscaping;
  - The use of recycled content building materials;
  - The provision of recycling facilities in the design of the project.

2) The developer shall ensure that all solid waste generated during project construction is directed to a Department of Health permitted solid waste disposal or recycling facility.

3) The developer should consider providing space in the development for recycling activities. The provision of space for recycling bins for paper, glass, and food/wet waste would help to encourage the recycling of solid waste(s) generated by building occupants.

4) The discussion of solid waste issues contained in the document is restricted to activities within the completed project. The OSWM recommends the development of a solid waste management plan that encompasses all project phases, from construction (and or demolition) to occupation of the project.

Specific examples of plan elements include: the recycling of green-waste during clear and grub activities; maximizing the recycling of construction and demolition wastes; the use of locally produced compost in the landscaping of the project; and the provision of recycling facilities in the design of the project.

5) Hawaii Revised Statutes Chapter 103D-407 stipulates that all highway and road construction and improvement projects funded by the State or a county or roadway that are to be accepted by the State or a county as public roads shall utilize a minimum of ten per cent crushed glass aggregate as specified by the department of transportation in all base-course (treated or untreated) and sub-base when the glass is available to the quarry or contractor at a price no greater than that of the equivalent aggregate.

If you have any questions, please contact the Solid and Hazardous Waste Branch at (808) 586-4240.

injection well facility. The UIC permit contains discharge and operation limitations, monitoring and reporting requirements, and other facility management and operational conditions. A complete UIC permit application form is needed to apply for a UIC permit. A UIC permit can have a valid duration of up to five years. Permit renewal is needed to keep an expiring permit valid for another term.

For further information about the UIC permit and the Underground Injection Control Program, please contact the UIC staff of the Safe Drinking Water Branch at 586-4258.

**Groundwater Protection Program**

Projects that propose to develop a golf course are asked to use the Guidelines Applicable to Golf Courses in Hawaii (Version 6) in order to address certain groundwater protection concerns, as well as other environmental concerns.



Wastewater Branch Standard Comments

All wastewater plans must conform to applicable provisions of the Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems". We do reserve the right to review the detailed wastewater plans for conformance to applicable rules. Should you have any questions, please contact the Planning & Design Section of the Wastewater Branch at 386-4294.

Noise, Radiation & Indoor Air Quality Branch Standard Comments Dated 3/2/04

"Project activities shall comply with the Administrative Rules of the Department of Health:

- Chapter 11-39 Air Conditioning and Ventilating.
- Chapter 11-45 Radiation Control.
- Chapter 11-46 Community Noise Control.
- Chapter 11-501 Asbestos Requirements.
- Chapter 11-502 Asbestos-Containing Materials in Schools.
- Chapter 11-503 Fees for Asbestos Removal and Certification
- Chapter 11-504 Asbestos Abatement Certification Program

Should there be any questions, please contact Russell S. Takata, Environmental Health Program Manager, Noise, Radiation and Indoor Air Quality Branch, at 386-4701."



Helber Hastert & Fee  
Planners, Inc.

July 27, 2005

Mr. Jiakai Liu, Land Use Review Coordinator  
State of Hawaii  
Department of Health  
Environmental Planning Office  
P.O. Box 3378  
Honolulu, HI 96801

Dear Mr. Liu

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your email dated May 2, 2005 providing a hyperlink to the Department of Health's Standard Comments during the pre-assessment consultation for the above-referenced proposal. We have reviewed the standard comments and offer the following responses to the pertinent items.

Environmental Planning Office

The Draft Environmental Assessment (DEA) includes a discussion of surface waters that would be potentially affected by the proposed action. In summary, the Project Area is in an urban use and already covered with impervious surfaces. Impacts to quality of the stormwater receiving waters are not expected to be significant.

Hazard Evaluation & Emergency Response Office

The DEA will include a discussion of potential hazardous materials on the Project Area. There are no known releases of petroleum, hazardous substance, pollutants, or contaminants on the site. Prior to the termination of the existing revocable permit, the current lessees are required to conduct a Phase 1 Hazardous Waste Evaluation and conduct complete abatement and disposal, if necessary, satisfactory to the standards required by the Federal Environmental Protection Agency, the State Department of Health, and the DLNR.

Clean Air Branch

The DEA will include a discussion that all construction activities will comply with the provisions of Hawaii Administrative Rules, §11-60.1-33 (Fugitive Dust).

Clean Water Branch

The DEA will include a discussion of activities that could potentially require a National Pollutant Discharge Elimination System (NPDES) permit. At this time, it is anticipated that the proposed action could require an NPDES permit if construction dewatering is needed.

Pacific Standard Time • 215 High Street, Suite 2201 • Honolulu, Hawaii 96811  
Tel: 808-535-2005 • Fax: 808-545-2050 • www.half.com • email: info@half.com

Helber Hastert & Fee  
Planners, Inc.

Mr. Jiakai Liu, Land Use Review Coordinator  
July 27, 2005  
Page 2

Solid and Hazardous Waste Branch and Noise, Radiation & Indoor Air Quality Branch

The State Department of Land and Natural Resources (property owner) will require the lessee to comply with all federal, state and county laws, ordinances, rules and regulations applicable to the property and the lessee's operations, including those relating to the disposal of solid and hazardous waste, noise, radiation, and indoor air quality.

Wastewater Branch

The DEA will note that the project's wastewater plans will conform to applicable provisions of the State Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems".

Thank you for participation in this process. We appreciate your participation in this review process and welcome any additional comments you may have on the Draft Environmental Assessment (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners



Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources





LEDA LANGE  
DIRECTOR

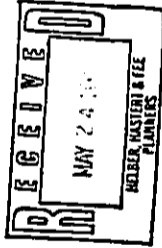


STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

May 17, 2005

STP 8.1749

RODNEY K. HARAGA  
DIRECTOR  
DUPLO D. WATSON  
BRUCE Y. MATSUDA  
SABRY TRAVAGLIA  
WILLIAM E. HONOHAKA  
BRUNYI BENDUCK  
KUNIKU REFER TO



Ms. Gail Renard  
Senior Associate  
Helber, Hastert & Fee Planners, Inc.  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Kapahulu Avenue Zone Change  
Pre-Assessment Consultation - Draft Environmental Assessment  
TMK: (1) 2-7-36: 04 & 16

In reply to your request for our review of the zoning change for the subject property, this is to advise you that the proposed action will not affect our transportation facilities.

We appreciate the opportunity to provide our comment.

Very truly yours,

RODNEY K. HARAGA  
Director of Transportation

Helber Hastert & Fee  
Planners, Inc.

July 27, 2005

Mr. Rodney K. Haraga, Director  
State of Hawaii  
Department of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813-5097

Dear Mr. Haraga

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 17, 2005 (STP 8.1749) providing comments during the pre-assessment consultation for the above-referenced proposal. This letter acknowledges that the proposed act on will not affect State transportation facilities.

We appreciate your participation in this review process and welcome any additional comments you may have on the Draft Environmental Assessment (to which these letters will be appended).  
Sincerely,

HELBER HASTERT & FEE, Planners

Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

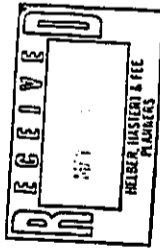
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1980-2005

**BOARD OF WATER SUPPLY**

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



May 10, 2005



Ms. Gail U. Renard  
Helber Hastert & Fee Planners, Inc.  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Your Letter of April 19, 2005 on the Draft Environmental Assessment  
Pre-Assessment Consultation for the Proposed Kapahulu Avenue Zone Change,  
TMK: 2-7-36: 4, 16

Thank you for the opportunity to comment on the proposed zone change.

The existing water system is presently adequate to accommodate the proposed zone change.

A water allocation is required from the State Department of Land and Natural Resources.

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

The proposed development is subject to Board of Water Supply cross-connection control and backflow prevention requirements prior to issuance of the Building Permit Application.

If you have any questions, please contact Joseph Kaakua at 748-5442.

Very truly yours,

KEITH S. SHIDA  
Principal Executive  
Customer Care Division

Water for Life . . . For Everyone

SELFI HANAUJAJUI, MAYOR  
EDDIE FLORES, JR., CHIEF CLERK  
HERBERT S. K. KAPUUA, SR.  
DAROLYN H. LENDIGO  
SAMUEL T. CHUNG  
SAMUEL T. HAHN  
RODNEY K. HARAGA, ESQ., CLU  
LATERNE HUSA, L.L.O.B.S.  
CLIFFORD S. JAMILE  
Manager and Chief Engineer  
SAYANTANA K. KOSOGAR  
Chief Manager and Chief Engineer

**Helber Hastert & Fee  
Planners, Inc.**

July 27, 2005

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

Dear Mr. Shida:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 10, 2005 providing comments during the pre-assessment consultation for the above-referenced proposal. This letter is to acknowledge your comments on the potable water system serving the project area. The draft environmental assessment (DEA) will include the following information noted in your letter:

- The existing water system is presently adequate to accommodate the proposed zone change.
- A water allocation from the Department of Land and Natural Resources is required.
- The availability of water will be confirmed during the building permit approval process, at which time, the applicant will be responsible for Water System Facility charges.
- The proposed development is subject to BWS cross-connection control and backflow prevention requirements prior to building permit approval.

We appreciate your participation in this review process and welcome any additional comments you may have on the DEA (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners

  
Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

Pacific Guardian Center • 733 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: 808.542.2000 • Fax: 808.542.2000 • www.helbert.com • Email: g.urenard@helbert.com



DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 521-4433 FAX: (808) 521-4434  
DEPT. WEB SITE: WWW.ADOSS.HAWAII.GOV • CITY WEB SITE: WWW.HONOLULU.GOV



DEPT. MANAGER  
MAYOR

HENRY EMELIAC  
DIRECTOR

DAVID C. WARDLE  
DEPUTY DIRECTOR

2005/EI.LOG-883 (DW)

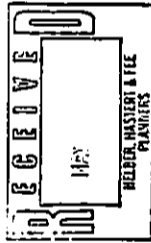
May 11, 2005

Ms. Gail Renard  
Helber, Hastert & Fee, Planners, Inc.  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Draft Environmental Assessment Pre-Consultation for  
Kapahulu Avenue Zone Change

TRM: 2-7-036:004 and 016 in Honolulu, Oahu, Hawaii



Thank you for the opportunity to review the summary information describing the proposal by the State Department of Land and Natural Resources (DLNR) to rezone approximately 24,400 square feet of land from R-5 Residential District to B-2 Community Business District for the purpose of issuing a commercial ground lease and thereby obtaining the highest and best use of the property. We offer the following comments for your review and consideration for the Draft EA report:

1. One way in which the vision of the *Primary Urban Center Development Plan* (PUC DP, June 2004) will guide land use will be through the review of applications for zone changes and other discretionary development approvals. The Draft EA should provide a discussion of the following:
  - The Draft EA should clarify on the general information summary page that the subject property's current PUC DP land use designation of District Commercial (A.6 Land Use Map PUC - East) is not a site-specific designation, but rather an illustration of text policies. The Draft EA should also state that the PUC DP Land Use Map identifies Kapahulu as having an existing Community/Neighborhood Commercial Center along Monsarrat Avenue.
  - Description of how the proposed project supports the vision for the PUC's future, particularly the element which states that livable neighborhoods have business districts, parks and plazas, and walkable streets (Section 2.2 of the PUC DP).

Ms. Gail Renard  
Helber, Hastert & Fee, Planners, Inc.  
May 11, 2005  
Page 2

- Description of how the proposed project supports the policies pertaining to neighborhood planning and improvement, particularly those relating to pedestrian-friendly streets, building design and the streetscape environment, and commercial streets (Section 3.2.2 of the PUC DP).
- The site design and building layout of the proposed project should acknowledge the open space and recreational aspects of the adjacent Ala Wai Golf Course and Date Street Bike Path. The latter is a heavily used recreational shared-use path for bicyclists, walkers, runners, and skaters and is part of the PUC DP's regional pedestrian network (Figure 3.14 of the PUC DP). The Draft EA should discuss potential impacts to this bicycle path.
2. The proposed project should follow the design guidelines contained in the *Kapahulu Community Plan* (February 2001, Section 4.4.2). The Draft EA should discuss the impacts of the proposed project on the streetscape and how it will contribute to a pedestrian-friendly experience.
3. The Diamond Head Special District was established to protect prominent public views of Diamond Head and to preserve and enhance the park-like setting surround this famous landmark. The Draft EA should include a discussion of how the proposed project is consistent with the *Diamond Head Special District Design Guidelines* (November 2000). The Draft EA should state that the Diamond Head Special District imposes a 40-foot height limit on the subject property.
4. Less than ten percent of the B-2 Community Business zoned lots along the Kapahulu Avenue corridor are over 20,000 square feet in size. The Draft EA should acknowledge that the proposed project, with a lot size of approximately 24,400 square feet, could be an influential factor towards the creation of a desirable and lively pedestrian-oriented streetscape.
5. Creating a pedestrian-friendly development at the subject property is strongly encouraged given that it is located near stops for major bus routes and at the approximate center of Kapahulu with an estimated 2,900 residents living within easy walking distance (1/4 mile).
6. The municipal sewer system has capacity to accommodate sewage from the subject property. An average flow of up to 6,300 gallons per day from both properties can be permitted contingent on submittal and approval of a Site Development Division Master Application for Sewer Connection.
7. The Draft EA should discuss the recently adopted Primary Urban Center Public Infrastructure Map (PUC PIM). The PUC PIM depicts a Parking Facility symbol (PUC PIM No. 98) for "Kapahulu Public Parking Facility No. 1" at the project site. The original symbol (a DPPM) was adopted in 1987, as part of an effort to build a number of municipal parking lots to help reduce the shortage of parking faced by many businesses

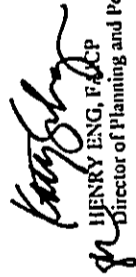
Ms. Gail Renard  
Helber, Hastert & Fee, Planners, Inc.  
May 11, 2005  
Page 3

along central Kapahulu Avenue. The Draft EA should discuss the current use of the site for parking by the Hawaiian Dredging Construction Company and patrons of other area businesses. The proposed project's impact on parking and necessary mitigative measures should also be identified.

8. The Draft EA and supporting traffic study should address the proximity between the Kapahulu and Campbell Avenue intersection, the driveway to the adjacent Hawaiian Dredging property, and the access to the proposed project for traffic circulation and pedestrian safety purposes. A description of access to the Hawaiian Dredging property and the proposed project should be included. Furthermore, to help traffic circulation at the busy Kapahulu and Campbell Avenue intersection, the site design of the proposed project should consider access from the Hawaiian Dredging property.
9. Confirm with the Department of Transportation Services street setback requirements along the Kapahulu Avenue frontage of the subject property.
10. Explore development agreements for shared parking with other businesses as a way of reducing or eliminating physical barriers to pedestrian access.
11. Confirm the ceded land status of the proposed project site with the Office of Hawaiian Affairs.
12. The Draft EA should address concerns, questions, and issues pertaining to the proposed project that are raised by the Kapahulu community and the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board.

Thank you for the opportunity to comment and we look forward to the draft assessment. Please call Dina Wong of my Community Action Plans Branch staff at 527-6073 if you have any questions.

Sincerely yours,

  
HENRY ENG, FAICP  
Director of Planning and Permitting

HE:lh  
ENC. 105811

Helber Hastert & Fee  
Planners, Inc.

July 27, 2005

Mr. Henry Eng, FAICP  
Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, HI 96813

Dear Mr. Eng:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 11, 2005 (2005/ELOG-883 (DYM)) providing comments during the pre-assessment consultation for the above-referenced proposal. We have reviewed your comments and offer the following responses.

1. The Draft Environmental Assessment (DEA) will discuss the Proposed Action's consistency with the Primary Urban Center Development Plan (PUC DP).
  - The DEA will clarify that the subject property's current PUC DP land use designation of District Commercial is not a site-specific designation, but an illustration of text policies. The DEA will also state that the PUC DP Land Use Map identifies Kapahulu as having an existing Community/Neighborhood Commercial Center along Monsarrat Avenue.
  - The DEA will describe how the Proposed Action supports the vision for PUC's future, in particular, the element regarding livable neighborhoods.
  - The DEA will describe how the Proposed Action supports policies pertaining to neighborhood planning and improvement, particularly those relating to pedestrian-friendly streets, building design and the streetscape environment, and commercial streets.
  - As stated in our pre-assessment letter, the final use will not be known until the conclusion of the public auction for the commercial lease. Therefore, the discussion cannot describe the ultimate design and building layout of the proposed development in detail. The DEA will discuss the Proposed Action's potential impacts to the adjacent Ala Wai Golf Course and Date Street Bike Path.

2. We note your recommendation that the project should follow the design guidelines contained in the Kapahulu Community Plan. However, since the ultimate use of the Project Area will not be known until conclusion of DLNR's public auction of a commercial ground lease for the property, the DEA cannot comment on specifically how the Proposed Action would follow the Kapahulu Community Plan's design guidelines. Nonetheless, the DEA will describe how the Proposed Action would improve existing conditions and contribute to a more pedestrian-friendly experience along the Kapahulu Avenue frontage of the Project Area.

Pacific Environmental Consultants, Inc. 1155 Bishop Drive, Suite 200 • Honolulu, Hawaii 96813  
Tel: 808-531-2005 • Fax: 808-531-2006 • Email: info@pecon.com

Helmer Hastert & Fee  
Planners, Inc.

Mr. Henry Eng, FAICP  
July 27, 2005  
Page 2

3. The DEA will include a discussion of the Diamond Head Special District (DHSD), its design guidelines, and the 40-foot height limit imposed on the subject property. The Proposed Action will comply with the design controls of the DHSD.
4. The DEA will note that, due to its size, the Proposed Action could be an influential factor towards the creation of a desirable and lively pedestrian-oriented streetscape.
5. The project proponent recognizes the importance of a development that is pedestrian-friendly. However, since the eventual use won't be known until conclusion of the public auction, specific descriptions of how the final development's design elements would contribute to pedestrian-friendliness are unavailable at this early stage in the development process.
6. The DEA will note that the municipal sewer system has capacity to accommodate an average flow of 6,300 gallons per day from the Project Area, contingent on submittal and approval of a Site Development Division Master Application for Sewer Connection.
7. The DEA will include a discussion of the Primary Urban Center Public Infrastructure Map Parking Facility symbol on the Project Area. The DEA will also include a discussion of the site's current use for parking by two temporary permittees and the Proposed Action's impact on public parking in the area. It should be noted that the use of the Project Area by the two private permittees for parking was always considered an interim use by the landowner (State of Hawaii, Department of Land and Natural Resources), until it identified a long-term use for the property. The DEA will also note that the City and County, in its *Kapahulu Community Plan*, recognized the temporary and interim nature of the parking permits issued by the State (Section 3.1.4, *Kapahulu Community Plan*, 2001).
8. The DEA and supporting traffic study will describe the roadway facilities in the vicinity of the Project Area, including the Kapahulu Avenue/Campbell Avenue intersection, and the vehicular entrances to the neighboring properties.  
For the purpose of evaluating environmental impacts, the DEA will assume vehicular access to the Project Area would occur entirely within the DLNR property. DLNR would consider shared use of the existing driveway on the neighboring Okada Trucking Company, Ltd. property and will contact the adjacent landowner regarding this issue. The outcome of the discussions will be reported in the DEA.
9. An inquiry was made to the Department of Transportation Services (DTS) on May 25, 2005 to verify whether there is a road widening setback along the Kapahulu Avenue frontage of the Project Area. Mr. Kamaka Andrade confirmed that there is no road widening setback for the Project Area. This will be noted in the DEA.
10. There is only one business adjacent to the Project Area (Hawaiian Dredging Construction Company). It is unlikely that patrons of the future development on the Project Area would require direct access to this business, as it is the main office for a general contracting and construction company and not a retail establishment with high levels of customer traffic throughout the day. In addition, it is likely that this business would prefer to secure access to its parking areas during non-office hours, since this is its current practice at the portion of the

Helmer Hastert & Fee  
Planners, Inc.

Mr. Henry Eng, FAICP  
July 27, 2005  
Page 3

- Project Area it uses for parking. Therefore, it is not practical to explore development agreements with the adjacent business at this time.
11. The landowner has confirmed the trust land status of the Project Area; it is not considered ceded land under the Hawaiian Admission Act. This will be noted in the DEA.
  12. The DEA will address the concerns, questions, and issues raised by the Kapahulu community and the Diamond Head/Kapahu U/St. Louis Heights Neighborhood Board No. 5.
- We appreciate your participation in this review process and welcome any additional comments you may have on the DEA (to which these letters will be appended).

Sincerely,

HELMER HASTERT & FEE, Planners

*Gail U. Renard*

Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources



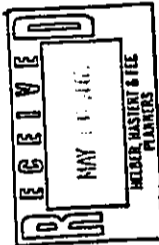
DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11<sup>th</sup> FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 523-4584 • Fax: (808) 523-4687  
WWW.DDC.HONOLULU.GOV



WVR HANSEN/MWY  
DIRECTOR

WAYNE M. HASHIRO, P.E.  
DIRECTOR  
LUGENEC LEE, P.E.  
DEPUTY DIRECTOR



May 9, 2005

Ms. Gail U. Renard, Senior Associate  
Helber, Hastert & Fee Planners, Inc.  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii  
Draft Environmental Assessment Pre-Assessment Consultation

Thank you for inviting us to submit our comments regarding the above Draft Environmental Assessment (DEA) Pre-Assessment Consultation.

The Department of Design and Construction suggests that the DEA analyze the potential impacts on the Ala Wai Golf Course and mitigation needed relating to other possible land uses caused by the rezoning from R-5 to B-2.

Should you have any questions, please contact Mr. Terry Hildebrand of our Facilities Division, at 523-4696.

Very truly yours,

*Wayne M. Hashiro*  
for WAYNE M. HASHIRO, P.E.  
Director

WMH:h  
cc: DDC Facilities Division

Helber Hastert & Fee  
Planners, Inc.



July 27, 2005

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

Dear Mr. Hashiro,

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 9, 2005 providing comments during the pre-assessment consultation for the above-referenced proposal. The Draft Environmental Assessment (DEA) will analyze the potential impacts on the Ala Wai Golf Course and mitigation needed relating to other possible land uses caused by the rezoning from R-5 to B-2. In summary, the operations and use of the golf course would not be impacted by the rezoning and redevelopment of the Project Area.

We appreciate your participation in this review process and welcome any comments you may have on the DEA (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners

*Gail U. Renard*

Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

Helber, Hastert & Fee, Planners, Inc.  
733 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: 808-545-2555 • Fax: 808-545-2050 • www.helber.com • e-mail: info@helber.com

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET 3RD FLOOR - HONOLULU, HAWAII 96813  
TELEPHONE: (808) 525-4525 • FAX: (808) 525-4720 • INTERNET: DOT@HONOLULU.HI.GOV



ULI MAHELE  
MAYOR

EDWARD Y. HIRATA  
DIRECTOR

TP4/05-101792R

May 12, 2005

Ms. Gail U. Renard, Senior Associate  
Helber Hasterter & Fee, Planners  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Kapahulu Avenue Zone Change

Thank you for your April 19, 2005 letter requesting our comments related to the subject project. The following comments are provided for your consideration as you prepare the draft environmental assessment (EA):

1. The draft EA should evaluate the potential impact on and consistency with the goals and objectives of the Kapahulu Community Master Plan.
2. The Kapahulu Community Master Plan called for a municipal parking lot at the subject site. This was widely supported by the Kapahulu business community as well as the residents.
3. The existing bus stop fronting the project site should be noted in the draft EA. Any improvements to the public right-of-way would require adherence to the Americans with Disabilities Act Accessibility Guidelines.
4. Modification of the traffic signals at the Kapahulu Avenue/Campbell Avenue intersection should be considered.

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

Sincerely,

  
EDWARD Y. HIRATA  
Director

Helber Hasterter & Fee  
Planners, Inc.

July 27, 2005

Mr. Edward Y. Hirata, Director  
City and County of Honolulu  
Department of Transportation Services  
650 South King Street 3<sup>rd</sup> Floor  
Honolulu, HI 96813

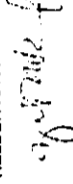
Dear Mr. Hirata,  
  
Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 12, 2005 (TP4/05-101792R) in response to the pre-assessment consultation for the above-referenced proposal. We have reviewed your comments and offer the following responses.

1. The Draft Environmental Assessment (DEA) will include a discussion of the Proposed Action's consistency with State and County land use plans, policies and controls, including the Kapahulu Community Plan.
  2. The DEA will discuss the Kapahulu Community Plan's proposal for the Project Area. It should be noted that the Community Plan recommends a community center building on the Project Area. However, the municipal parking lot identified in the Kapahulu Community Plan is not on the Project Area (refer to page 4-4 of the Kapahulu Community Plan, 2001), but is instead on a site behind the Hawaiian Dredging building, on a portion of the Ala Wai Golf Course and Dale Street Bike Path (page 4-5 and Figure 4-2 of the Kapahulu Community Plan).
  3. The DEA will note the existing bus stop in front of the Project Area along Kapahulu Avenue. The DEA will also note that any improvements to the public right-of-way would require adherence to the Americans with Disabilities Act Accessibility Guidelines.
  4. A traffic study is being prepared for the Proposed Action and its findings will be included in the DEA. The traffic study will recommend modifications of the traffic signals at the Kapahulu Avenue/Campbell Avenue intersection, if appropriate.
- We appreciate your participation in this review process and welcome any comments you may have on the DEA (to which these letters will be appended).

Sincerely,

HELBER HASTERTER & FEE, Planners



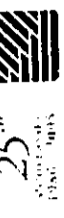
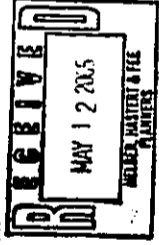
Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

Planners, Inc. • 1111 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: (808) 525-4525 • Fax: (808) 525-4720 • Web: [www.helbert.com](http://www.helbert.com) • Email: [info@helbert.com](mailto:info@helbert.com)

25<sup>th</sup>  
ANNIVERSARY  
1980-2005

FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**  
3375 KOAHIKA STREET, SUITE 1415, HONOLULU, HAWAII 96819-1815  
TELEPHONE (808) 535-2055 • FAX (808) 535-2050 • INTERNET: www.honolulu.gov



MULTI-MEDIA MARKS  
DIVISION

ATTN: JOHN CLARK  
FIRE CHIEF

May 10, 2005

Ms. Gail U. Renard, Senior Associate  
Helber Hastert & Fee Planners, Inc.  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Draft Environmental Assessment Pre-Assessment Consultation  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
Tax Map Key: 2-7-036: 004 and 016  
Kapahulu, Oahu, Hawaii

We received your letter dated April 19, 2005, requesting our comments on the above-mentioned subject.

The proposed project will not adversely impact services provided by the Honolulu Fire Department.

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

Sincerely,

JOHN CLARK  
Acting Fire Chief

JCSK:jl

Helber Hastert & Fee  
Planners, Inc.

July 27, 2005

Mr. John Clark, Acting Fire Chief  
City and County of Honolulu  
Fire Department  
3375 Koaopaka Street, Suite H425  
Honolulu, HI 96819-1869

Dear Mr. Clark:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 10, 2005 providing comments during the pre-assessment consultation for the above-referenced proposal. This letter acknowledges your determination that the proposed project will not adversely impact services provided by the Honolulu Fire Department.

We appreciate your participation in this review process and welcome any additional comments you may have on the Draft Environmental Assessment (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners

Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

Pacific Guardian Center • 733 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: 808-535-2055 • Fax: 808-535-2050 • www.honolulu.gov • e-mail: info@hbf.com



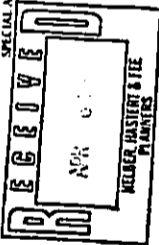
DEPARTMENT OF COMMUNITY SERVICES  
CITY AND COUNTY OF HONOLULU

715 SOUTH KING STREET, SUITE 311 • HONOLULU, HAWAII 96813 • AREA CODE 808 • PHONE 527-5111 • FAX 527-5488

MUFI HANNEMANN  
MAYOR



DEBORAH K. MORIKAWA  
ACTING DIRECTOR  
AARON S. FUJIOKA  
SPECIAL ADVISOR



April 22, 2005

Dear Ms. Renard:

Thank you for providing the City and County of Honolulu, Department of Community Services with the opportunity to respond to the proposed zone change at 548 Kapaehulu Avenue from R-5 Residential to B-2 Community Business. The zone change being considered will not affect any of the programs and services provided by the Department of Community Services. We therefore have no objections to the zone change.

The Department of Community Services generally gets involved in proposed zone changes when such modifications will result in the displacement of persons from their place of residence or if conversions will consequently prompt the development of additional units for housing. Since the zone change under consideration does not lead to these indicated outcomes, we will not be participating in the process in question.

Thank you once again for the opportunity to share our comments about the proposed 548 Kapaehulu Avenue zone change. Should you have any questions, please feel free to contact Mr. Randy Wong of our Department of Community Services, Community Based Development Division at 527-4435.

Sincerely,

*Deborah K. Morikawa*  
DEBORAH K. MORIKAWA  
Acting Director

DKM:so

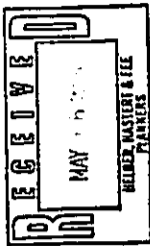
DEPARTMENT OF COMMUNITY SERVICES  
CITY AND COUNTY OF HONOLULU

715 SOUTH KING STREET, SUITE 311 • HONOLULU, HAWAII 96813 • AREA CODE 808 • PHONE 527-5111 • FAX 527-5488

MUFI HANNEMANN  
MAYOR



DEBORAH K. MORIKAWA  
ACTING DIRECTOR  
AARON S. FUJIOKA  
SPECIAL ADVISOR



May 9, 2005

Ms. Gail U. Renard, Senior Associate  
Helber Hastert & Tee, Planners  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Environmental Assessment Pre-Assessment Consultation  
Kapaehulu Avenue Zone Change  
Tax Map Key 2-7-36: 4 and 16

We have reviewed the information regarding the subject zone change request and determined that the proposed action will have no impact on any projects or programs of the Department of Community Services. We appreciate the opportunity to review and comment on this matter. Please call Mr. Keith Ishida at 527-5192 should you have any further questions.

Sincerely,

*Deborah K. Morikawa*  
DEBORAH K. MORIKAWA  
Acting Director

DKM:dk

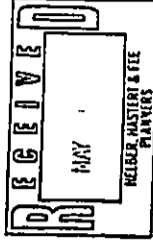
DEPARTMENT OF PARKS AND RECREATION  
CITY AND COUNTY OF HONOLULU

1000 ULUOHA STREET, SUITE 309 • KAPOLEI, HAWAII 96707  
PHONE: (808) 692-5561 • FAX: 692-5131 • INTERNET: www.honolulu.gov



MUJI HANHEMANN  
MAYOR

LESTER K. CHANG  
DIRECTOR  
DANAL TAKAHARA-DAS  
DEPUTY DIRECTOR



May 9, 2005

Ms. Gail U. Renard, Senior Associate  
Helber Hastert & Fee  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
THK (1) 2-7-36:4 and 16  
Draft Environmental Assessment Pre-Assessment  
Consultation

Thank you for the opportunity to review and comment on the State of Hawaii's proposed zoning change of the subject property from R-5 Residential to R-2 Community Business.

The Department of Parks and Recreation does not have any comment on the proposed zone change and as this action will not impact any of our programs or facilities you are invited to remove us as consulted party to the balance of the environmental review process.

Please note that Municipal Golf Courses are under the jurisdiction of the Department of Enterprise Services and as the subject 24,400 s.f. property is adjacent to the Ala Kai Golf Course you will need to notify them directly of the proposed action and give them an opportunity to comment.

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

Sincerely,

*[Signature]*  
LESTER K. C. CHANG  
Director

LKCC:mk  
(10/19/05)



25<sup>th</sup>  
ANNIVERSARY  
1980-2005

Helber Hastert & Fee  
Planners, Inc.

July 27, 2005

Ms. Deborah K. Morikawa  
Acting Director  
City and County of Honolulu  
Department of Community Services  
715 South King Street, Suite 311  
Honolulu, HI 96813

Dear Ms. Morikawa,

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
THK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letters dated April 22 and May 9, 2005 providing comments during the pre-assessment consultation for the above-referenced proposal. This letter is to acknowledge your determination that the proposed action will have no impact on any projects or programs of the Department of Community Services and that you have no objections to the proposed zone change.

We appreciate your comments and acknowledge that your agency will not participate further in the DEA review process. Therefore, we will remove your agency from distribution of the DEA (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners

*[Signature]*

Gail U Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

Pacific Guardian Center • 733 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: 808-535-2005 • Fax: 808-535-2646 • www.honolulu.gov • Email: info@hlc.com

RECEIVED stamp dated MAY 9 2005

Helber Hastert & Fee  
Planners, Inc.

July 27, 2005

Mr. Lester K.C. Chang, Director  
City and County of Honolulu  
Department of Parks and Recreation  
1000 Uluohia Street, Suite 309  
Kapolei, HI 96707

Dear Mr. Chang,

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 9, 2005 providing comments during the pre-assessment consultation for the above-referenced proposal. This letter acknowledges the Proposed Action is not anticipated to impact any programs or facilities of your agency. The Draft Environmental Assessment (DEA) will address potential impacts to the adjacent Ala Wai Golf Course. A pre-assessment consultation letter was sent to the Department of Enterprise Services on April 19, 2005 requesting comments on the proposed action. To date, no comments have been received from the agency.

We appreciate your participation in this review process and will accept your invitation to remove the Department of Parks and Recreation from distribution of the DEA (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners

*Gail U. Renard*  
Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

Pacific Guardian Center • 733 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: 808 545 2055 • Fax: 808 545 2050 • www.hlf.com • e-mail: info@hlf.com

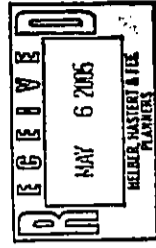
DEPARTMENT OF FACILITY MAINTENANCE  
CITY AND COUNTY OF HONOLULU  
1000 ULUOHIA STREET, SUITE 215, KAPOLEI, HAWAII 96707  
TELEPHONE: (808) 471-5654 FAX: (808) 471-5837  
Website: www.honolulu.gov



LAVERNE HIGA, P.E.  
DIRECTOR AND CHIEF ENGINEER  
GEORGE K. WITKOWSKI  
CITY ENGINEER

REPLY REFER TO:  
DRM 05-413

May 2, 2005



Ms. Gail Renard  
Helber Hastert & Fee  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Pre-Assessment Consultation – Kapahulu  
Avenue Zone Change, TMK:2-7-036:4 and 16

Thank you for the opportunity to comment on the subject pre-assessment consultation. We have no comments to offer at this time but please keep us informed as your project progresses.

Should you have any questions or concerns, please contact Larry Leopardi, Chief of the Division of Road Maintenance, at 484-7600.

Very truly yours,

*Laverne Higa*  
LAVERNE HIGA, P.E.  
Director and Chief Engineer

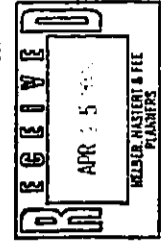
**POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU**  
801 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111  
http://www.honolulu.gov

BOISSE P. CORREA  
CHIEF

OLEN R. SAJIYAMA  
PAUL D. PUZOLU  
DEPUTY CHIEFS



April 21, 2005



WUFFI HANEMANN  
MAYOR

OUR REFERENCE BS-KP



**Helber Hastert & Fee**  
Planners Inc.

July 27, 2005

Ms. Laveme Higa, P.E.  
Director and Chief Engineer  
City and County of Honolulu  
Department of Facility Maintenance  
1000 Uluohia Street, Suite 215  
Kapolei, HI 96707

Dear Ms. Higa,

**Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-38: 4 and 16  
Kapahulu, Oahu, Hawaii**

Thank you for your letter dated May 2, 2005 (DRM 05-413) in response to the pre-assessment consultation for the above-referenced proposal. This letter is to acknowledge the reply that you currently have no comments to offer.

We appreciate your participation in this review process and we come any additional comments you may have on the Draft Environmental Assessment (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners

*Gail U. Renard*

Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources

Ms. Gail U. Renard, Senior Associate  
Helber Hastert and Fee Planners, Inc.  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment Pre-Assessment Consultation for the Kapahulu Avenue Zone Change 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 Bart Huber of District 7 at 529-3786 or Mr. Brandon Stone of the Executive Bureau at 529-3644.

Sincerely,

BOISSE P. CORREA  
Chief of Police

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

Pacific Planning Center • 733 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: 808-545-2025 • Fax: 808-545-2000 • www.ppc-hawaii.com • email: info@ppc.com

*Serving and Protecting with Aloha*



05/19/2005 09:41 FAX

0001

PO Box 4060  
Honolulu, HI 96812-4060  
Phone: (808) 735-3311  
Fax: (808) 735-3318

**Helber Hastert & Fee**  
Planners, Inc.

July 27, 2005

Mr. Karl Goodsey  
Assistant Chief of Police  
City and County of Honolulu  
Police Department  
801 South Beretania Street  
Honolulu, HI 96813

Dear Mr. Goodsey:

Draft Environmental Assessment  
Kapehulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated April 21, 2005 (BS-KP) providing comments during the pre-assessment consultation for the above-referenced proposal. This letter acknowledges your determination that the proposed project should have no significant impact on the facilities or operations of the Honolulu Police Department.

We appreciate your participation in this review process and welcome any additional comments you may have on the Draft Environmental Assessment (to which these letters will be appended).

Sincerely,

HELBER HASTERT & FEE, Planners

*Gail U. Renard*

Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources



HAWAIIAN DREDGING  
CONSTRUCTION COMPANY

May 19, 2005

Helber, Hastert and Fee Planners  
Attn: Gail Renard  
733 Bishop Street, Suite 2590  
Honolulu, HI 96813

Re: Kapahulu Avenue Zone Change, Honolulu, Oahu, HI; TMK (1) 2-7-36: 4 and 16

Dear Ms. Renard:

Currently, Hawaiian Dredging Construction Company, Inc. leases a part of this area mentioned above from the Dept. of Land and Natural Resources for parking use only. Some of the concerns or comments we have are as follows:

1. We would like to continue to utilize this area for additional parking for our employees and guests if feasible. This parking area is needed to handle the overflow of employees and guests who come to the main office.
2. Kapahulu Avenue is a very busy street and would like the egress and ingress to be safe for everyone driving as well as pedestrians who walk by and cross the street.
3. The adjacent property which is proposed for rezoning is currently accessed through Hawaiian Dredging Construction Company, Inc.'s driveway. It is our understanding that that a separate egress and ingress would be required for that adjacent property.

We ask for your consideration to our comments and concerns regarding the adjacent property mentioned above. We would appreciate it if you could notify us of any updates to the status of the property with regards to the rezoning and or selling of the property as we need to plan for additional parking for our business.

If you have any questions, please feel free to call me at 735-3362.

Sincerely yours,

*Tammie Matsuoka*

Tammie Matsuoka  
Industrial Relations Administrator



25<sup>th</sup>  
ANNIVERSARY  
1980-2005



Helber Haster & Fee  
Planners Inc

Ms. Tamie Matsuoaka  
July 27, 2005  
Page 2

We appreciate your participation in this review process. We will transmit a copy of the DEA (to which these letters will be appended) upon its completion and invite you to provide additional comments.

Sincerely,

HELBER HASTER & FEE, Planners



Gail U. Renard  
Senior Associate

cc: Mr. Keith Chun, Department of Land and Natural Resources



25<sup>th</sup>  
ANNIVERSARY  
1980-2005

Helber Haster & Fee  
Planners Inc

July 27, 2005

Ms. Tamie Matsuoaka  
Industrial Relations Administrator  
Hawaiian Dredging Construction Company  
P.O. Box 4088  
Honolulu, HI 96812-4088

Dear Ms. Matsuoaka,

Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36; 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated May 19, 2005 providing comments during the pre-assessment consultation for the above-referenced proposal. We have reviewed your comments and offer the following responses.

1. This letter acknowledges Hawaiian Dredging Construction Company Inc.'s desire to use the project area for employee and guest parking.  
It has always been the intent of DLNR that the month-to-month revocable permit to Hawaiian Dredging Construction Company, Inc. would be to allow the site to be used for parking on an interim (versus long-term or permanent) basis until long-range plans for the property were identified. DLNR has since determined that the highest and best use of the property is commercial use. Therefore, DLNR will be seeking to rezone the subject property from the R-5 Residential to the B-2 Community Business zoning district and subsequently offer a long-term commercial ground lease for sale by public auction.  
The proposed rezoning and public auction of a commercial ground lease would not preclude development of commercial, joint use or off-site parking on the property by the successful applicant. In the interim, DLNR intends to continue honoring the terms of its existing revocable permit with your company.
2. The Draft Environmental Assessment (DEA) will address the issue of parking, traffic, and ingress/egress to and from the project area.
3. A traffic study is being prepared for the proposed action and will be included in the DEA. The traffic study will analyze impacts to existing transportation facilities with the assumption that ingress and egress would be located entirely on the DLNR property.

Our April 19, 2005 pre-assessment consultation letter also requested information you may have as the subject property's lessee, on any Native Hawaiian or other cultural practices that may be occurring on the property. We also requested references for individuals that may know of such practices. We note that no cultural practices or references for individuals were identified in your letter or during a telephone conversation in May 2005.

Planners Consultant Group • 733 Bishop Street, Suite 2000 • Honolulu, Hawaii 96811  
Tel: 808-535-2005 • Fax: 808-535-2006 • www.hll.com • e-mail: info@hll.com

100-110-01-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100

**APPENDIX C**

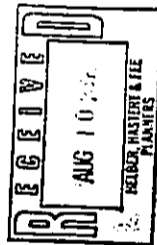
Draft EA Comments and Responses

PHONE (808) 594-1889



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

FAX (808) 594-1865



July 20, 2005

Gail U. Renard  
Senior Associate  
Helber, Haster & Fee, Planners, Inc.  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, HI 96813

HRD05/1822

Re: Draft Environmental Assessment, Consultation, Kapalulu Avenue Zone Change,  
Kapahulu, Honolulu, Island of O'ahu TMK: (1) 2-7-36: 4 and 16

Aloha nō Ms. Renard,

The Office of Hawaiian Affairs is in receipt of your request for comments regarding a proposed zoning change for a 24,407-square foot State of Hawaii owned parcel. We apologize for the timeliness of our response and do appreciate your effort regarding consultation.

OHA is obligated to work towards the betterment of native Hawaiians and Hawaiians, and to serve the needs and interests of a wide and diverse beneficiary group. OHA must also ensure that other agencies, on the State and County levels, uphold their constitutionally, statutorily and judicially mandated obligations to the native Hawaiian and Hawaiian people.

Gail U. Renard  
July 20, 2005  
Page 2

Section 10-3(4), HRS, states that a core purpose of OHA shall be:

(4) Assessing the policies and practices of other agencies impacting on native Hawaiians and Hawaiians, and conducting advocacy efforts for native Hawaiians and Hawaiians

Section 10-1(b) states that:

(b) It shall be the duty and responsibility of all state departments and instrumentalities of state government providing services and programs which affect native Hawaiians and Hawaiians to actively work toward the goals of this chapter and to cooperate with and assist wherever possible the office of Hawaiian affairs. (L. 1979, c. 196, pt of Section 2)

In light of these statutory provisions, OHA takes guidance from Article XII, Section 7, of the Constitution of the State of Hawaii which states:

TRADITIONAL AND CUSTOMARY RIGHTS, Section 7. The State retains and shall protect all rights, customarily and traditionally exercised for subsistence, cultural and religious purposes and possessed by ahupua'a tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778, subject to the right of the State to regulate such rights. (Act Const Con 1978 and election Nov 7, 1978)

As discussed above, there are existing Constitutional and statutory mandates which must be followed, in both spirit and intent. Furthermore, there have been useful judicial interpretations of these laws which can help guide organizations such as yours.

Judicial Affirmance and Guidance

Notwithstanding the strong Constitutional mandates and statutory obligations set forth to recognize the duties of the State of Hawaii and its sub-agencies to protect the traditional and customary rights of native Hawaiians and Hawaiians, the Hawaii Supreme Court has set forth judicial guidance and interpretation in this regard as well.

In *Public Access Shoreline Hawaii vs. Hawaii County Planning Commission (PASH)*, 79 Hawaii 425 (1995), hereinafter PASH, the Hawaii Supreme Court, recognizing over 150 years of court decisions validating the existence of Native Hawaiian traditional and customary rights as part of the state's common law, reiterated that:

*The State is obligated to protect the reasonable exercise of customary and traditionally exercised rights of Hawaiians.*

In *Ka Pa'akai O Ka 'Aina v. Land Use Commission*, 94 Haw. 31 (2000), hereinafter *Ka Pa'akai*, the Hawaii Supreme Court, again noting it was clear that the State and its agencies are obligated to protect the reasonable exercise of customary and traditionally exercised rights of Hawaiians, to the extent feasible, noted the findings of the Hawaii State Legislature in 2000 that:

*[[The past failure to require native Hawaiian cultural impact assessments has resulted in the loss and destruction of many important cultural resources and has interfered with the exercise of native Hawaiian culture. The legislature further finds that due consideration of the effects of human activities on native Hawaiian culture and the exercise thereof is necessary to ensure the continued existence, development, and exercise of native Hawaiian culture. Act 50, H.B. NO. 2895, H.D. 1, 20th Leg. (2000).*

The *Ka Pa'akai* court also noted:

*With regard to native Hawaiian standing, this court has stressed that "the rights of native Hawaiians are a matter of great public concern in Hawaii". Pele Defense Fund v. Patsy, 73 Haw. 578, 614, 837 P.2d 1247, 1268 (1992); certiorari denied, 507 U.S. 918, 113 S. Ct. 1277, 122 L. Ed. 2d 671 (1993).*

The *Ka Pa'akai* court also set forth an analytical framework, in that instance for the LUC to adhere to, but in the spirit and intent of the law, a framework that all State and County entities should follow, which is expoused as follows. The proper analysis of cultural impacts should include:

- 1) the identity and scope of "valued cultural, historical, or natural resources" in the petition area, including the extent to which traditional and customary native Hawaiian rights are exercised in the petition area;*
- 2) the extent to which those resources -- including traditional and customary native Hawaiian rights -- will be affected or impaired by the proposed action; and 3) the feasible action, if any, to be taken by the agency to reasonably protect native Hawaiian rights if they are found to exist.*

This framework, as set forth by the Hawaii Supreme Court, is a good beginning to address the obligations of the State of Hawaii and its agencies, to properly identify, consider, and mitigate adverse impacts to the traditional and customary rights of Hawaiians which we are all obligated to protect.

#### **Kapahula Avenue Zoning Change**

OHA recommends that as a condition of the zoning change, that when the parcel goes out for public bid, an archaeological investigation occur on the parcel. Such actions are prudent as a first step in mitigating potential adverse impacts to historical and cultural sites. Although there are no known and identified historic sites within the boundaries of the project area, there is always the possibility that features, such as unmarked burial sites, may be found during actual work in the area.

With respect to other aspects of the proposed project, OHA does not anticipate that any known native Hawaiian practices or resources within the project area will be adversely impacted. However, we would like to be kept informed of any further actions regarding this particular undertaking.

#### **Summary**

The Constitution of the State of Hawaii, the Hawaii Revised Statutes, the recognized common law, and the judicial interpretation and precedent set forth by the various courts within the State of Hawaii, all recognize the important trust responsibilities that the State of Hawaii, its sub-agencies, including the various Counties, have in protecting the traditional and customary rights of native Hawaiians and Hawaiians.

These practices, whether spiritual, cultural or for subsistence, are vital to the identity and survival of not only the Hawaiian populace, but to the greater citizenry of the State of Hawaii as a whole, if we are to truly preserve our precious and unique character.

Practices which rely on traditional cultural landscapes, on specific cultural and historic sites, and on certain resources within a geographic area are vital and integral to our collective duty to protect these traditional and customary rights which are symbiotic with these resources.

We hope that you will take our concerns, which incorporate some of the concerns expressed by our beneficiaries, to heart and share these important considerations with

Gail U. Renard  
July 20, 2005  
Page 5

other decision makers in your organization and especially with State and County agencies you work with.

We look forward to continuing to work with you and your organization in fulfilling our collective responsibilities. Thank you for your attention to this important and sensitive matter.

'O wau iho nō, me ka ha'aha'a.

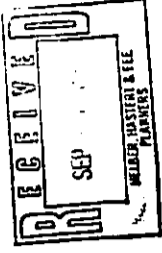
  
Clyde W. Nāmu'o  
Administrator

PHONE (808) 594-1868



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPIOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

FAX (808) 594-1865



HR1915/1822B

September 2, 2005

Gail Renard  
Helber, Hastier & Fee Planners  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, HI 96813

RE: Proposed Kapahulu Avenue Zone Change, Honolulu, Hawaii, TMK 2-7-36: 04 & 16.

Dear Gail Renard,

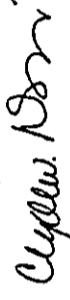
The Office of Hawaiian Affairs (OHA) is in receipt of your August 7, 2005 request for comment on the above listed proposed project, TMK 2-7-36: 04 & 16. OHA offers the following comments:

OHA has no comment specific to the proposed zoning changes near the intersection of Kapahulu Avenue and Dale Street. It is advisable, however, that an Archaeological Monitoring Plan be drafted in support of the proposed project.

OHA further requests your assurances that if the project goes forward, should iwi or Native Hawaiian cultural or traditional deposits be found during ground disturbance, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

Thank you for the opportunity to comment. If you have further questions or concerns, please contact Jesse Yock at (808) 594-0239 or [jyock@oha.hawaii.gov](mailto:jyock@oha.hawaii.gov).

'O wau iho nō,

  
Clyde W. Nāmu'o  
Administrator

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Clyde W. Nāmu'o, Administrator  
State of Hawaii  
Office of Hawaiian Affairs  
711 Keoluani Boulevard, Suite 500  
Honolulu, Hawaii 96813

Dear Mr. Nāmu'o:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change, Honolulu, O'ahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, O'ahu, Hawaii

Thank you for your letters dated July 20, 2005 (HRD05/1822) and September 2, 2005 (HRD05/1822B) providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. This letter acknowledges your recommendation that, as a condition of the zone change, an archaeological investigation be conducted prior to the public auction for the property's commercial lease, as well as your recommendation that an Archaeological Monitoring Plan be drafted for the proposed project. We offer the following responses to your comments.

1. The State of Hawaii Department of Land and Natural Resources (DLNR) Historic Preservation Division determined that the Proposed Action would not affect historic properties. Therefore, no archaeological inventory survey is planned at this time.
2. The preparation of an archaeological monitoring plan is not anticipated at this time because DLNR SHPD determined that no historic properties would be affected by the Proposed Action. However, DLNR will include a condition or conditions in the commercial lease, to the following effect:  
"The lessees rights are subject to the rights of native tenants and to regulatory rights and ownership rights (if any) of the State of Hawaii established pursuant to state law including chapter 6E, Hawaii Revised Statutes, over prehistoric or historic remains found in, on, or under the land. In the event any historic properties or burial sites, as defined in section 6E-2, Hawaii Revised Statutes, are found on the premises, the Lessee and the Lessee's agents, employees and representatives shall immediately stop all land utilization or work or both and contact the Historic Preservation Office in compliance with chapter 6E, Hawaii Revised Statutes."

3. The Final EA will state that should *ʻiwi* or Native Hawaiian cultural or traditional deposits be found during ground disturbance, work will cease in the vicinity of the find, the find will be protected from further damage, and the appropriate agencies will be contacted pursuant to applicable law.

Paula Oshiro, Director • 333 Bishop Street, Suite 2500 • Honolulu, Hawaii 96813  
Tel: 808-548-2000 • Fax: 808-548-2000 • www.hdb.com • e-mail: paula@hdb.com

Helber Hastert & Fee  
Planners, Inc.

Mr. Clyde W. Nāmu'o, Administrator  
January 26, 2006  
Page 2 of 2

We also note that OHA does not anticipate that any known native Hawaiian practices or resources within the project area will be adversely impacted. This will be included in the Final EA.

We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

Sincerely,

HELBERT HASTERT & FEE, Planners

Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

25<sup>th</sup>  
ANNIVERSARY  
1981-2006

17 18 19 20 21 22 23 24 25 26 27 28 29 30

LINDA LINDSE  
OFFICER OF MAIL



STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
143 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
TEL: 808 586-1166 FAX: 808 586-1167  
WWW.DEQ.HAWAII.GOV

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006  
Ms. Genevieve Salmonson, Director  
State of Hawaii  
Office of Environmental Quality Control  
235 South Beretania Street, Suite 702  
Honolulu, HI 96813

25<sup>th</sup>  
ANNIVERSARY  
1981-2006



Dear Ms. Salmonson:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapehulu, Oahu, Hawaii

Thank you for your letter dated August 12, 2005 providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. This letter acknowledges that your agency has no comments to offer on the Draft EA.

We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

Sincerely,

HELBER HASTER & FEE, Planners

Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

August 12, 2005

Peter Young  
Board of Land and Natural Resources  
P.O. Box 621  
Honolulu, Hawaii 96809

Attention: Keith Chiu

Dear Mr. Young:

Subject: Draft Environmental Assessment (EA), Kapahulu Avenue Zone Change

Thank you for the opportunity to review this EA. We have no comments to offer at this time.

If you have any questions, call Nancy Heinrich at 586-1185.

Sincerely,

  
GENEVIEVE SALMONSON  
Director

cc: Gail Retard, HHF

RODNEY K. HARAGA  
DIRECTOR  
Deputy Directors  
BRUCE Y. MATSU  
BARRY L. LAMMAGA  
MELANOR T. MURRAY  
BRIAN H. SEIDICE  
WHERRY REBER, ID.

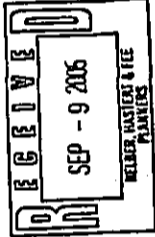
STP 8.1869



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

August 31, 2005

LINDA LUNGE  
GOVERNOR



TO: THE HONORABLE PETER T. YOUNG, CHAIRMAN  
BOARD OF LAND AND NATURAL RESOURCES

ATTN: MR. KEITH CHUN  
PLANNING & DEVELOPMENT MANAGER

FROM: RODNEY K. HARAGA  
DIRECTOR OF TRANSPORTATION

SUBJECT: KAPAHULU AVENUE ZONE CHANGE -  
DRAFT ENVIRONMENTAL ASSESSMENT

In response to a request from your agency's consultant for our review of the subject Draft Environmental Assessment, this is to advise you that our prior comments of no impact for the proposed project (copy of letter STP 8.1749 attached) are still valid and applicable for the environmental assessment.

We appreciate the opportunity to provide our comment.

Attach.

c: OEQC (G. Salmonson)  
Helber, Hastert & Fee (G. Renard)

RODNEY K. HARAGA  
DIRECTOR  
Deputy Directors  
BRUCE Y. MATSU  
BARRY L. LAMMAGA  
MELANOR T. MURRAY  
BRIAN H. SEIDICE  
WHERRY REBER, ID.

STP 8.1749



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

May 17, 2005

Ms. Gail Renard  
Senior Associate  
Helber, Hastert & Fee Planners, Inc.  
Pacific Guardian Center  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Kapahulu Avenue Zone Change  
Pre-Assessment Consultation - Draft Environmental Assessment  
TMK: (1) 2-7-36: 04 & 16

In reply to your request for our review of the zoning change for the subject property, this is to advise you that the proposed action will not affect our transportation facilities.

We appreciate the opportunity to provide our comment.

Very truly yours,

RODNEY K. HARAGA  
Director of Transportation

DS:km

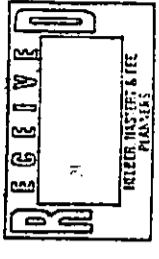
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BOARD OF WATER SUPPLY  
CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HI 96813



August 15, 2005



HERBERT H. MINAKAMI  
Interim Manager and Chief Engineer

HERBERT H. MINAKAMI  
Interim Manager and Chief Engineer

Mr. Keith Chun  
Planning and Development Manager  
Department of Land and Natural Resources  
State of Hawaii  
P.O. Box 621  
Honolulu, Hawaii 96809-0621

Dear Mr. Chun:

Subject: The Draft Environmental Assessment for the Kapaehulu Zone Change,  
TMK:2-7-36:04, 16

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

Our comments of May 10, 2005, which are included in the Draft Environmental Assessment, are still applicable.

If you have any questions, please contact Joseph Kaakua at 748-5442.

Very truly yours,

*Herbert H. Minakami*

HERBERT H. MINAKAMI  
Interim Manager and Chief Engineer

cc: Office of Environmental Quality Control  
Helber Hastert & Fee Planners, Inc.

Water for Life... Ka Hail Ola

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Rodney K. Haraga, Director  
State of Hawaii  
Department of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813-5097

Dear Mr. Haraga:

Draft Environmental Assessment  
Kapaehulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapaehulu, Oahu, Hawaii

Thank you for your letters dated May 17, 2005 (STP 8.1749) and August 31, 2005 (STP 8.1869) providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. We acknowledge your comment that the proposed action will not affect State transportation facilities. This will be stated in the Final EA.

We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

HELBER HASTERT & FEE, Planners

*Scott Ezer*

Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

25<sup>th</sup>  
JAN 26 2006

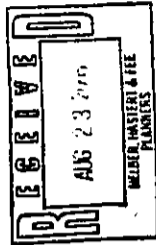
Public Consulting Center • 700 Bishop Street, Suite 2500 • Honolulu, Hawaii 96811  
Tel: 808-548-2655 • Fax: 808-548-2660 • www.helber.com • e-mail: info@helber.com

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

659 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813  
PHONE: (808) 525-4484 FAX: (808) 523-4567  
WWW.DDC.HONOLULU.HI



WAYNE M. HASHIRO, P.E.  
DIRECTOR  
EUGENE C. LEE, P.E.  
DEPUTY DIRECTOR



August 22, 2005

MAUI HAUHELANANI  
MAYOR

Ms. Gail Renard, Project Planner  
Helber, Hastert & Fee Planners, Inc.  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813

Dear Ms. Renard:

Subject: Kapahulu Avenue Zone Change  
TMK: 2-7-36:04 & 16  
Draft Environmental Assessment

Thank you for inviting us to review the above Draft Environmental Assessment.  
The Department of Design and Construction does not have any comments to offer at this time.

Should you have any questions, please contact Eugene Lee, Deputy Director, at  
523-4716.

Very truly yours,

*Eugene Lee*  
EUGENE C. LEE, P.E.  
Director

WMH:it (114343)

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Clifford P. Lum, P.E.  
Manager and Chief Engineer  
City and County of Honolulu  
Board of Water Supply  
630 South Beretania Street  
Honolulu, HI 96843

Dear Mr. Lum:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your agency's letter dated August 15, 2005 providing comments on the  
Draft Environmental Assessment (EA) for the above-referenced project. This letter  
acknowledges that your agency's comments of May 10, 2005, which were included in  
the Draft EA, are still applicable.

We appreciate your participation in this review process. Your letter and this response  
will be appended to the Final EA.

Sincerely,

HELBER HASTERT & FEE, Planners

*Scott Ezer*

Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

Pacific Coastland Center • 733 Bishop Street, Suite 2590 • Honolulu, Hawaii 96813  
Tel: 808 545 2055 • Fax: 808 545 2050 • www.hll.com • e-mail: info@hll.com



25<sup>th</sup>  
ANNIVERSARY  
1981-2006



Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Richard F. Schiavoni, Director  
City and County of Honolulu  
Department of Design and Construction  
650 South King Street, 11<sup>th</sup> Floor  
Honolulu, HI 96813

Dear Mr. Schiavoni:

**Draft Environmental Assessment**  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your agency's letter dated August 22, 2005 on the Draft Environmental Assessment (EA) for the above-referenced project. This letter acknowledges that your agency does not have any comments to offer at this time.

We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

HELBER HASTERT & FEE, Planners

*Scott Ezer*  
Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

Planners, Inc. • 235 Bishop Street, Suite 2500 • Honolulu, Hawaii 96811  
Tel: 808.535.2055 • Fax: 808.545.2090 • www.helber.com • Email: info@helber.com

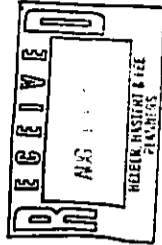
FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**  
3375 ACHUAHUA STREET, SUITE 1023 • HONOLULU, HAWAII 96819-1463  
TELEPHONE: (808) 831-7781 • FAX: (808) 831-7750 • TTY: (808) 831-7750



NOPI HAWAIIANUMI  
HAWAII

ATINEROK LEONAHUA  
FIRE CHIEF

JAHELE OLAKA  
PLANNING CHIEF



August 9, 2005

Mr. Keith Chun, Planning and Development Manager  
Department of Land and Natural Resources  
State of Hawaii  
P.O. Box 621  
Honolulu, Hawaii 96809-0621

Dear Mr. Chun:

Subject: Draft Environmental Assessment (DEA)  
Kapahulu Avenue Zone Change  
Honolulu, Oahu, Hawaii  
Tax Map Keys: 2-7-036: 004 and 016

We received a letter from Ms. Gail Renard of Helber Hastert & Fee Planners, Inc., requesting that our comments on the above-mentioned DEA be submitted to you.

Please refer to our letter to Ms. Renard dated May 10, 2005, which is included in Section 9.0 of 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.

Sincerely,

*Wayne T. Nojiri*  
WAYNE T. NOJIRI  
Acting Fire Chief

WTN/SK:ji

cc: Ms. Genevieve Salmonson, Office of Environmental Quality Control  
Ms. Gail Renard, Helber Hastert & Fee Planners, Inc.

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7<sup>th</sup> FLOOR • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 527-4332 • FAX: (808) 527-4743  
WEBSITE: www.honolulu.gov • INTERNET: www.honolulu.gov



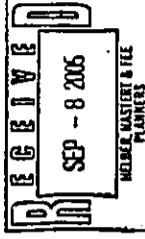
MULTI-MEDIA  
MATION

HONAY ENG, FLSUP  
DIRECTOR

CLAYD A. HANOUK  
MANAGING DIRECTOR

2005/ELOG-1786 (MW)

September 6, 2005



Mr. Keith Chun  
Planning & Development Manager  
Department of Land and Natural Resources  
State of Hawaii  
P.O. Box 621  
Honolulu, Hawaii 96809-0621

Dear Mr. Chun:

Re: Draft Environmental Assessment  
for the Kapahulu Avenue Zone Change

Our comments on this Draft EA are mostly on transportation issues, and are as follows:

- The traffic study needs to examine at least briefly two more of the DEA's options: (1) a large office building that generates mostly rush-hour traffic, and (2) continued use of the existing Hawaiian Dredging driveway entrance at the Kapahulu Avenue/Campbell Avenue intersection (rather than two on-site driveways, one allowing right turns into the site and the other right turns out). The first option needs to be studied in case it affects rush-hour traffic congestion; the second option may offer a better ingress-egress solution if the ultimate use is like a mini-mall or a popular fast-food restaurant that has steady traffic seeking to enter and exit in both directions.
- The driveway plan (pp. 25-27) needs fuller text discussion, including a map and a table on the turn movements. The at-the-intersection driveway option (see Figure 4 and the footnote on page 27) should be part of this discussion. We also suggest using the traffic study's own terms, Driveway A and Driveway B.
- A discussion of crosswalk hazards along Kapahulu Avenue should be added. This could: (1) include the difficulty of crossing at unsignalized intersections, (2) provide statistics on pedestrian accidents, and (3) comment on the need for better lighting at the Kapahulu Avenue/Campbell Avenue intersection in order to improve pedestrian safety.
- The two mitigation measures proposed on page 29 of the traffic study need to be incorporated into the text discussion.

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Kenneth G. Silva, Chief  
City and County of Honolulu  
Fire Department  
3375 Keapaka Street, Suite H425  
Honolulu, HI 96819-1869

Dear Chief Silva:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your agency's letter dated August 9, 2005 providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. This letter acknowledges that your agency has no comments to add to its comments dated May 10, 2005, which are included in Section 9.0 of the Draft EA.

We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

Sincerely,

HELBER HASTERT & FEE, Planners

Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

Planner's Office  
1111 Bishop Street, Suite 2500 • Honolulu, Hawaii 96813  
Tel: (808) 527-4332 • Fax: (808) 527-4743 • www.honolulu.gov • e-mail: info@hllr.com

RECEIVED SEP 10 2005

Mr. Keith Chun  
Planning & Development Manager  
Department of Land and Natural Resources  
September 6, 2005  
Page 2

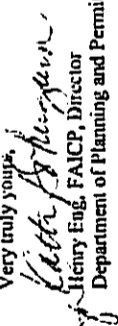
- We recommend a slight revision to the discussion on parking requirements in the first paragraph on page 32. The parenthetical phrase at the very end of the paragraph should be expanded to say: "(one stall for each 400 SF of floor area, except for food stores, meeting facilities, and buildings mostly devoted to eating establishments, which have a higher requirement)."
- Section 4.4.2 on parking impacts (p. 29) should mention the possibility that businesses in Kapahulu may seek a shared-parking agreement with the project's future developer. This includes not only Hawaiian Dredging but also many other small businesses in the area.
- The Project Summary (p. 1) should be revised as follows:  
Existing City & County of Honolulu R-5 Residential, within the Diamond Head Zoning: Special District
- The discussion on what can be done under the existing zoning (pp. 47-48) should list the main nonresidential uses that R-5 zoning allows by conditional use permit: neighborhood grocery stores, day-care facilities, schools, and meeting facilities (i.e., community center, church, union hall, etc.).
- The last sentence of the paragraph on the existing storm drainage system (p. 19) should be deleted, since it is in error. The Ala Wai Canal has no connection to the drainage outfall at Kuhio Beach Park, but instead flows out to the sea at the Ala Wai Yacht Harbor.

Should you have any questions, please call Mike Watkins of our staff at 523-4406.

HE:js

cc: OEQC  
Gail Renard, Helber Hastert & Fee

p:\Data\FUNCTION\EA-EIS\2005\edlog\1766-Mike.doc

Very truly yours,  
  
Henry Eng, FAICP, Director  
Department of Planning and Permitting

**Gail Renard**

From: Watkins, Mike L. (mwalkins@hawaii.gov)  
Sent: Tuesday, August 30, 2005 6:59 AM  
To: Gail Renard  
Cc: Wong, Dina L; Hara, Randy K.  
Subject: DEA for the Kapahulu Avenue Zone Change

Gail Renard:

Here are DPP's minor edits on your Draft Environmental Assessment for the redevelopment of the former Kapahulu Health Center site. We also have our letter containing substantive comments compiled and drafted, and will send it prior to your September 7th deadline for receipt of comments.

Minor edits from Mike Watkins:

1. The Bus routes serving this area are #13 (not #11) and #14, at the bottom of page 16. 2. From 1987 to 2005 is 18 years (not 8 years) since the DPPFM symbol was adopted, on page 18 lower. 3. The Date Street Bike Path turns makai (not mauka) from Date Street towards Waikiki, on page 22 middle. 4. There are two verbs "are" in the same sentence in the middle of page 23. 5. The Economic Factors section on page 31 needs to be split in two: one paragraph on business and employment opportunities in general, and another on the benefits to state and local governments due to increased tax returns. 6. On Page 44, only one B-2 parcel actually borders the site (Hawaiian Dredging); the rest are across the street.

Minor edits from Dina Wong:

1. Section 1.3 Required Permits and Approvals: Change the Department of Design and Construction to the Department of Planning and Permitting as the agency responsible for the building permit.
2. Table 6 Future Conditions (2008) at Analyzed Intersections: Under the column "Changes V/C Ratio," the number in the second to the last row (afternoon peak hour, Date Street, westbound left-turn) should be changed from 0.04 to 0.44.
3. Section 8.0: References: Correct the spelling of Clarence Nakasumasa. The correct spelling of his last name is Nakasutasa.

Mike Watkins  
Planning Division, Department of Planning and Permitting 523-4406

Helber Hastert & Fee  
Planners, Inc.

Mr. Henry Eng, FAICP  
January 26, 2006  
Page 2 of 3

- No businesses, including those currently holding the permits for use of the subject property, have indicated to DLNR that they would seek a shared parking agreement from the project's future developer. Because there is no evidence that any business is contemplating such an arrangement, it is speculation at this point and not appropriate to include in the Final EA.
- The Project Summary will be revised to indicate that the property is within the Diamond Head Special District.
- The discussion in Section 6.0 (Alternatives Considered) of what can be done under the existing zoning will include other uses contained in your letter that are not already included in the discussion.
- The discussion of the existing storm drain system will be revised to clarify that stormwater from the Ala Wai Canal empties into the ocean at the Ala Wai Yacht Harbor.

We are also in receipt of your department's minor comments provided via email (from Mike Watkins, August, 30, 2005) and offer the following responses

Minor edits from Mike Watkins:

- The Bus routes serving this area are #3 (not #13) and #14, at the bottom of page 16. Will be revised in Final EA.
- From 1987 to 2005 is 18 years (not 8 years) since the DPPFM symbol was adopted, on page 18 lower. Will be revised in Final EA.
- The Date Street Bike Path turns mauka (not mauka) from Date Street towards Waikiki, on page 22 middle. Will be revised in Final EA.
- There are two verbs "are" in the same sentence in the middle of page 23. Will be revised in Final EA.
- The Economic Factors section on page 31 needs to be split in two: one paragraph on business and employment opportunities in general, and another on the benefits to state and local governments due to increased tax returns. Will be revised in Final EA.
- On Page 44, only one B-2 parcel actually borders the site (Hawaiian Dredging); the rest are across the street. Will be revised in Final EA.

Minor edits from Dina Wong:

- Section 1.3 Required Permits and Approvals: Change the Department of Design and Construction to the Department of Planning and Permitting as the agency responsible for the building permit. Will be revised in Final EA.
- Table 6 Future Conditions (2008) at Analyzed Intersections: Under the column "Changes V/C Ratio," the number in the second to the last row (afternoon peak hour,

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Henry Eng, FAICP  
Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, HI 93813

Dear Mr. Eng:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated September 6, 2005 (2005/ELOG-1786(MW)) providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. We have reviewed your comments and offer the following responses.

- As suggested, the Final EA will include analysis of the traffic impacts of constructing an office building on the property. However, as discussed with Mike Watkins of your staff on October 19, 2005, the traffic study will not assume continued use of the existing Hawaiian Dredging driveway entrance at the Kapahulu Avenue/Campbell Avenue intersection. We recognize that utilizing the existing Hawaiian Dredging driveway may offer a better ingress-egress solution to the site, but because it is not under the control of the project's proponent (the State Department of Land and Natural Resources), it would not be appropriate for the traffic study to assume continuation of access to the subject property from that location. The traffic study had to assume that vehicular access from Kapahulu Avenue to the subject property would be provided wholly within the property boundaries, and should be considered a "worst case" scenario for the provision of vehicular access.
- The existing Hawaiian Dredging driveway will not be included in the traffic study analysis for the reasons stated in item 1 above. Figure 4 will be revised to note that the Hawaiian Dredging driveway is "Existing." The Final EA will include an expanded discussion to clarify that this driveway is a potential access point to the project area (subject to, among other things, DLNR reaching an agreement with the landowner of the property).
- The Final EA will include a qualitative discussion of pedestrian safety hazards on Kapahulu Avenue.
- The Final EA will include discussion of the potential site design considerations found on page 29 of the Draft Traffic Impact Analysis Report.
- The Final EA will clarify the parking requirement in the sentence indicated.

Pacific Geotechnical Center • 433 Bishop Street, Suite 2000 • Honolulu, Hawaii 96813  
Tel: 808-535-2000 • Fax: 808-535-2001 • www.hillcon.com • email: info@hillcon.com



Helber Hastert & Fee  
Planners, Inc.

Mr. Henry Eng, FAICP  
January 26, 2006  
Page 3 of 3

Date Street, westbound left-turn) should be changed from 0.04 to 0.44. Will be revised in Final EA.

3. Section 8.0: References: Correct the spelling of Clarence Nakasumasa. The correct spelling of his last name is Nakatsukasa. Will be revised in Final EA.

We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

HELBER HASTERT & FEE, Planners



Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

DEPARTMENT OF FACILITY MAINTENANCE  
CITY AND COUNTY OF HONOLULU  
1000 ULUOHIA STREET, SUITE 215, KAPOLEI, HAWAII 96707  
TELEPHONE: (808) 485-5941 FAX: (808) 491-3837  
Website: www.honolulu.gov

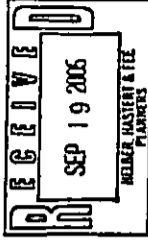


LAVENE MCCA, P.E.  
DIRECTOR AND CHIEF ENGINEER

GEORGE K. ANYAMOTO  
DEPUTY DIRECTOR

WORKING LETTER TO:  
DRM 05-881

September 15, 2005



Mr. Keith Chun  
Department of Land and Natural Resources  
State of Hawaii  
P.O. Box 621  
Honolulu, Hawaii 96809-0621

Dear Mr. Chun

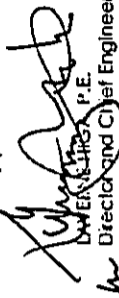
Subject: Kapahulu Avenue Zone Change - Draft Environmental Assessment (DEA)

Thank you for the opportunity to provide comments on the July 2005 DEA for the proposed rezoning, from Residential District to Community Business District, of State-owned land on Kapahulu Avenue, designated TMK:2-7-36: 4 and 16.

We have no comments to add to the document as the rezoning and any proposed improvements within the properties will not have any adverse effects on our maintenance of City-owned Kapahulu Avenue. Enclosed is the DEA for your use.

Should you have any questions, please call Charles Pignataro of our Division of Road Maintenance at 484-7697.

Very truly yours,

  
Charles Pignataro, P.E.  
Director and Chief Engineer

Enclosure

c: The Office of Environmental Quality Control  
Helber Hastert & Fee, Planners



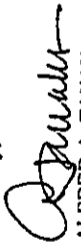


Mr. Keith Chun, Planning and Development Manager  
Page 2  
October 14, 2005

3. It is not clear from the Level of Service (LOS) analysis in the Traffic Impact Assessment Report (Appendix A) whether the new traffic signal phasing to provide separate left turn phases from Kapahulu Avenue to Dale and Mooheau Streets had been considered in the analysis. Following the implementation of the separate left turn phases, it is expected that the left turn movements would operate at better than LOS F.

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

Sincerely,

  
ALFRED A. TANAKA  
Acting Director

cc: Ms. Genevieve Salmonson  
Office of Environmental Quality Control  
Ms. Gail Renard  
Helber Hastert & Fee, Planners

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Alfred A. Tanaka, Acting Director  
Department of Transportation Services  
City and County of Honolulu  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, HI 96813

Dear Mr. Tanaka:

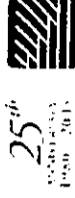
Draft Environmental Assessment  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated October 14, 2005 (TP805-114305R) providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. We have reviewed your comments and offer the following responses.

- 1.a. As stated in the Draft EA, the specific development of the property is not known at this time, including the number and location of the driveway(s). However, details regarding vehicular access will be coordinated with the Department of Planning and Permitting during the building permit application stage.
- 1.b. The revised Traffic Impact Assessment Report (TIAR) will include further discussion of the traffic assignments used for the northbound vehicles along Kapahulu Avenue, along with their effects.
2. The project's potential impact on on-street parking is discussed in Section 4.4.2 of the Draft EA. To reiterate information from the Draft EA (which will be repeated in the Final EA), the project area is currently leased on a month-to-month basis to two private entities for parking by those entities' employees and customers - it is not a public parking facility and parking by the general public is not permitted. One of the entities (New Kapahulu Business Association (NKBA) is comprised of four businesses/organizations. In other words, only five businesses/organizations are technically permitted to use the project area for parking.  
  
Of these five entities, one (Hawaiian Dredging and Construction) provides 76 parking stalls on its own property for the approximately 80 employees at its Kapahulu offices. According to Hawaiian Dredging, the approximately 30-space parking area leased from DLNR is generally not fully utilized. This information was also stated in the Draft EA.

As stated in the Draft EA, the area leased by the NKBA can accommodate parking for a maximum of about 20 vehicles. The entities making up the NKBA tend to use their leased parking area at staggered times during the day and week.

Planners, Inc. 100 Bishop Street, Suite 2000 • Honolulu, Hawaii 96811  
Tel: 808-545-2053 • Fax: 808-545-2050 • www.HIPlanners.com • Email: info@hiplanners.com



Helber Hastert & Fee  
Planners, Inc.

Mr. Alfred A. Tanaka  
January 26, 2006  
Page 2 of 3

The Final EA will describe the potential increased demand for on-street parking as ranging between 20 and 40 spaces. Since the parcel used by Hawaiian Dredging is closed during the evenings and on weekends, a maximum of 20 parking spaces would be displaced during those times within the project area (i.e., the total number of spaces on the NKBA-leased parcel). This represents the low end of the range. The high end of the range would occur during weekdays, when both parking areas are open. During weekday working hours, the 30-space parcel leased by Hawaiian Dredging is typically not full. Therefore, the high end of the range (40 spaces) assumes an average of 20 vehicles in the Hawaiian Dredging area and maximum usage of the NKBA parking area (although it is usually not fully utilized).

Much of the existing parking shortage in the Kapahulu area can be attributed to the fact that a large percentage of development in the area occurred prior to 1969, before "modern" zoning (and parking) standards were first adopted. As a result, many businesses in Kapahulu do not meet the LIO's off-street parking requirements. It should be noted, however, that the State Department of Land and Natural Resources (DLNR), the property owner, has never authorized the project area's lessees to use the subject property to fulfill their off-street parking requirements. Furthermore, as acknowledged in the City and County's own planning documents (Section 3.1.4, *Kapahulu Community Plan*, City and County of Honolulu, 2001), DLNR merely allowed the interim use of the project area for off-street parking as a temporary measure until a long-term use was determined. It would be inappropriate to impose the responsibility of compensating for the existing parking shortfall caused by the area's non-conforming businesses and residential projects to the DLNR site, or to any other site not owned or under the control of such non-conforming businesses or residential projects.

Any "loss" of on-street parking by residents in the vicinity is technically unrelated to the Proposed Action (i.e., the re-zoning of the project area). The existing permits for use of the project area for parking can be terminated by the parties involved at any time, for any reason, with 30-days' notice. Termination of either permit does not require an environmental assessment or authorization by the City and County.

3. The Revised TIAR (to be included in the Final EA) will clarify in Chapter 4 that the new traffic signal phasing at Kapahulu Avenue and Dole/Mocheau Street Intersection was not included in the level of service (LOS) analysis (Chapter 5 of the Draft TIAR does note that adding the left-turn phase to the signal phasing would improve operations at this intersection). Information on the resulting changes to the cycle length and new timing for the phases were not known at the time of the report preparation, and thus could not be factored into the analysis. Therefore, the existing signal timing was used for the analysis. Changes to the cycle length at this intersection may also affect surrounding intersections due to subsequent changes in the timing and movement of vehicles in this area. However, we concur that adding a new left-turn phase should allow that movement to operate better than LOS F.

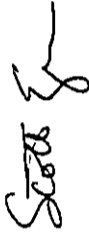
Helber Hastert & Fee  
Planners, Inc.

Mr. Alfred A. Tanaka  
January 26, 2006  
Page 3 of 3

We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

Sincerely,

HELBER HASTER & FEE, Planners



Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division

PLANNING DIVISION  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
1555 ALI'OLEA DRIVE, SUITE 200  
HONOLULU, HAWAII 96813  
PHONE: (808) 586-1100  
FAX: (808) 586-1101  
WWW.DLNRS.STATE.HI.US

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96813



January 18, 2006

Senator Les Ihara, Jr.  
State Senate  
Hawaii State Legislature  
State Capitol  
Honolulu, Hawaii 96813

Dear Senator Ihara:

This is in response to your comments dated September 6, 2005 to the Kapahulu Avenue Zone Change (Environmental Assessment).

**Parking Impacts**

Your letter raised a number of issues related to parking impacts. The issues are summarized below along with our responses.

1. **Issue:** The EA should address the project's impact on the parking problem in the vicinity of the project. Residents living near the project are denied use of the few available public parking stalls adjacent to their homes because commercial establishments do not provide adequate parking stalls for their patrons.

**Response:** The City and County of Honolulu's (City) Land Use Ordinance (LUO) specifies off-street parking requirements for all allowable land uses in Honolulu. For most commercial and business enterprises (including offices, eating and drinking establishments, and grocery stores), one (1) off-street parking stall is required for every 300-400 square feet of floor area, depending on the specific use (LUO Table 21-6.1, 1999). In addition, the LUO requires at least one (1) off-street parking stall for each multi-family dwelling unit (i.e., apartment) and at least two (2) off-street parking stalls for each detached dwelling unit (i.e., single-family home), depending on unit size. Also, one (1) guest parking stall is required for every 10 units in multi-family projects.

As noted in your letter, many businesses in Kapahulu do not provide adequate parking (and fail to meet the City's off-street parking requirements) and, as a consequence, patrons and visitors arriving via private automobile must utilize on-street parking. (It should also be noted that DLNR has never authorized the project area's permit-holders to use the subject property to fulfill their off-street parking requirements). This results in high demand for on-street parking in areas near the Kapahulu Avenue business corridor, some of which are residential. This situation is amplified because many apartment



HAWAII STATE SENATE  
Twenty-Third Legislature  
September 6, 2005

Mr. Keith Chun  
DLNR Planning & Dev. Manager  
P.O. Box 621  
Honolulu, Hawaii 96813-0621

Subject: Comments on Kapahulu Avenue Zone Change Environmental Assessment

Dear Mr. Chun:

I am writing to submit comments on the Draft Environmental Assessment for the Kapahulu Avenue Zone Change Project, prepared for the Department of Land and Natural Resources.

In my opinion, the EA should address the project's impact on the parking problem currently existing in the vicinity of the project. The problem is that residents living near the project are denied use of the few available public parking stalls adjacent to their homes because commercial establishments do not provide adequate numbers of stalls for their patrons.

In order to assess this impact, parking information related to businesses near the project should be provided, including number of on-site parking stalls, estimated number of stalls needed for patrons above the number already provided on-site, number of parking stalls on Kapahulu Avenue, and estimated number of commercial patrons who must park in adjacent neighborhoods.

The impact of the proposed action in removing existing parking on the site should also be described in greater detail, including an estimate on the number of on-street parking stalls that nearby residents may lose due to the project. Also, I believe an alternative action should be considered — that of using the project site for public parking to reduce the displacement of residential parking by commercial patrons.

I favor having the state lease the project site to the City and County of Honolulu for a street-level municipal parking lot. I believe revenue from such a lot which would probably be less than other commercial enterprises, would still exceed the cost of construction and annual operating expenses, which would provide additional revenue for both city and state under revenue sharing lease arrangements.

It also appears that an additional required approval should be added, which is city council removal of PIM Symbol #098 from the PUC DP (see page 41). Finally, because it appears that a private pay-parking lot would likely not succeed at public auction, I would like to see discussion in the EA on the impact of irrevocable loss of potential public parking caused by the project.

Please feel free to contact me if you have any questions.

Sincerely,  
  
LES IHARA, JR.  
State Senator, 9<sup>th</sup> District

buildings and residences in the same area also do not provide the off-street parking facilities required by the LUO, creating additional demand for the same on-street parking resources. In other words, both commercial and residential uses in the area are contributing to the existing on-street parking situation.

This situation exists because a large percentage of development in the Kapahulu area occurred prior to 1969, when "modest" zoning (and parking) standards were first adopted. As properties in the area are redeveloped, the new developments will be required to provide off-street parking facilities in accordance with current LUO requirements. Therefore, new development projects in the Kapahulu area, including the proposed development of the DLNR site, will help alleviate the parking situation caused by the old, non-conforming uses. If, however, re-development in Kapahulu is not allowed to occur, these parking shortages will continue.

**Issue:** The impact of removing the parking use from the project area should be assessed by: estimating the number of on-site parking stalls; number of stalls needed for patrons above the number already provided on-site; number of parking stalls on Kapahulu Avenue; and estimated number of commercial patrons who must park in adjacent neighborhoods.

**Response:** Because of the variations in use of parking facilities in the project area throughout the day and week (as already reported in Section 3.4.2 of the Draft EA), the analysis of parking impacts was done qualitatively, rather than quantitatively. To reiterate information from the Draft EA (which will be repeated in the Final EA), the project area is currently leased on a month-to-month basis to two private entities for parking by those entities' employees and customers — it is not a public parking facility and parking by the general public is not permitted. One of the entities (New Kapahulu Business Association (NKBA)) is comprised of four businesses/organizations. Therefore, only five businesses/organizations are technically permitted to use the project area for parking.

Of these five entities, one (Hawaiian Dredging and Construction) provides 76 parking stalls on its own property for the approximately 80 employees at its Kapahulu offices. According to Hawaiian Dredging, the approximately 30-space parking area leased from DLNR is generally not fully utilized. This information was also provided in the Draft EA.

The entities making up the NKBA tend to use their leased parking area at staggered times during the day and week.

The Final EA will describe the potential increased demand for on-street parking as ranging between 20 and 40 spaces. Since the parcel used by Hawaiian Dredging is closed during the evenings and on weekends, a maximum of 20 parking spaces would be displaced during those times (i.e., the total number of spaces on the NKBA-leased parcel). This represents the low end of the range. The high end of the range would occur during weekdays, when both parking areas are open. During weekday working hours, the 30-space parcel leased by Hawaiian Dredging is typically not full. Therefore, the high end of the range (40 spaces) assumes an average of 20 vehicles in the Hawaiian Dredging area and maximum usage of the NKBA parking area.

**Issue:** The EA should describe the impacts of removing existing parking in greater detail, including an estimate of the number of on-street parking stalls that nearby residents may lose due to the project.

**Response:** See response to No. 2 above for estimated quantitative impacts of the Proposed Action on surrounding on-street parking facilities.

It should also be noted that any "loss" of on-street parking by residents in the vicinity is technically unrelated to the Proposed Action. Irrespective of the Proposed Action, the two existing permits that allow the project area to be used for parking can be terminated by DLNR or the permittees with 30-days' notice, at any time, for any reason. Therefore, the impact of the Proposed Action on demand for on-street parking would be no different than if the existing permits were terminated by DLNR or the permittees for reasons totally unrelated to the Proposed Action.

**Issue:** An alternative action should be considered for the property—using the project site for public parking to reduce the displacement of residential parking by commercial patrons.

**Response:** Provision of municipal public parking is the responsibility of the City. However, DLNR has never received an inquiry or formal request from the City seeking to develop such a facility on the subject property (see additional discussion below under "Municipal Parking Lot"). Therefore, it would be inappropriate, at this point, for DLNR to assume that the City would pursue development of a municipal public parking on this site and include this use as an alternative for analysis in the EA.

It should also be noted that it was never DLNR's intent for the site to be used as a parking lot over the long term. Instead, and as noted in the Kapahulu Community Plan (Section 3.1.4, Kapahulu Community Plan, City and County of Honolulu, 2001), DLNR merely allowed the interim use of the project area for off-street parking as a temporary measure until DLNR determined the appropriate long-term use.

DLNR manages over 1.3 million acres of public lands, which are held in public trust for the benefit of, *inter alia*, the general public. These public lands include a broad spectrum of public uses and facilities, including, but not limited to, public parks, beaches, forest reserves, hiking trails, aquatic and marine resources, boating facilities, conservation lands, and related public programs. DLNR's management philosophy calls for a relatively small percentage of public lands with income producing potential (such as the subject parcel) to be used to generate revenues to support and fund DLNR's management of the majority of these public lands, facilities, and programs. This philosophy is similar to those employed by other major land trusts, which utilize a portion of their lands for revenue generating purposes to support the missions and purposes of their respective trusts.

In addition, DLNR seeks to utilize these public lands and the revenues generated from such lands in a manner that would provide benefits to a wide range of the general public (vs. uses that would benefit only a few businesses in one community). It would be inappropriate for DLNR to forgo the income potential of the site and accompanying

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benefits to the general public to remedy a parking situation caused by the area's privately owned, non-conforming businesses and residential projects.

5. Issue: The EA should discuss the impact of irrevocable loss of potential public parking caused by the project.

Response: The Proposed Action is to rezone the project area from the R-5 Residential District to the more appropriate B-2 Community Business District. Under the proposed zoning, public parking could be developed; therefore the potential for public parking would not be irrevocably lost. However, it should be noted that despite placing a Parking Facility Symbol (#098) for parking on the site on the Public Infrastructure Map (PIM) almost 20 years ago, the City has not pursued any such municipal parking development.

Municipal Parking Lot

In your letter, you also state that you favor having the State lease the project site to the City for a street-level parking lot. While we respect your position, to date, the State has never received any inquiry, let alone a formal request, from the City seeking to acquire or lease the project site to develop a municipal parking lot on the site.

In 2001, the City's Vision Team 17 commissioned the Kapahulu Community Plan (KCP), which provided for the subject site to be used as a portion of a Community Center / Parking Lot complex. Notwithstanding the fact that the Kapahulu Community Plan was prepared without consulting DLNR (the landowner), the City has never pursued development of the proposed community center or parking lot. In fact, the KCP provides for the municipal parking lot to be built on lands already controlled and managed by the City (i.e., within a portion of the Ala Wai Golf Course site), and yet, the City has not pursued the development of any municipal parking lot in the area.

DLNR staff has contacted the City's Department of Planning and Permitting regarding a possible municipal parking lot on the project site, but has not received any indication from the City of any desire to pursue funding and construction of the parking lot.

Nevertheless, should the City submit a timely request to lease the property and provide the necessary assurances of its ability to fund and construct the proposed parking lot, DLNR will consider and evaluate the request. The proposed environmental assessment and zone change process would not preclude any such use on the site. In the meantime, it would be irresponsible for DLNR to delay or forego plans that could increase, by ten-fold, the income to the State in order to wait for the City to initiate a serious request.

Required Approvals

Issue: The EA should add removal of PIM Symbol #098 from the Public Infrastructure Map to the list of required permits and approvals.

Response: PIM symbols do not legally constrain development of a site. They represent City and County policy, as opposed to a required land use approval. Therefore, removal of PIM #098 is not required for implementation of the Proposed Action (i.e., removal is not necessary in order to develop the project area as something other than a parking facility). However, since

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the symbols are removed from PIMs through City Council resolution, and DLNR's proposed rezoning also requires City Council approval, DLNR will apply for revision of the PIM (i.e., removal of the symbol) at the same time as the zone change application.

Thank you for your comments. If you have any further questions regarding this project, please call Keith Chun of this office at 587-0431.

Sincerely,



Russell Y. Tsuji  
Administrator

cc: Heiber Hastert & Fee Planners  
Land Board Member  
Oahu District Land Office

Helber Hastert & Fee  
Planners, Inc.

January 26, 2006

Ms. Jill Lee  
Section Manager - OSP Engineering, East and West Oahu  
Hawaiian Telecom  
1177 Bishop Street  
Honolulu, Hawaii 96813

Dear Ms. Lee:

Draft Environmental Assessment  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated August 24, 2005 providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. This letter acknowledges that your company does not expect the provision of telephone service to the commercial area to impact the environment.

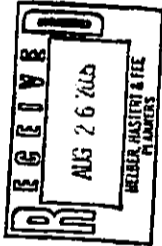
We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

Sincerely,

HELBER HASTERT & FEE, Planners

Scott Ezer  
Principal

cc: Department of Land and Natural Resources, Land Division



Hawaiian Telecom

August 24, 2005

Keith Chun  
State of Hawaii  
Department of Land & Natural Resources  
P.O. Box 621  
Honolulu, Hawaii 96809

Dear Mr. Chun:

Subject: Kapahulu Avenue Zone Change

Thank you for the opportunity to review the above subject Draft Environmental Assessment. Providing telephone service to the proposed commercial zone should not impact the environment.

If you have any questions, please call Serena Kwock at 840-2971.

Sincerely,

Jill Lee  
Section Manager - OSP Engineering, East & West Oahu

cc: File (Kaimuki)  
S. Kwock  
Office of Environmental Quality Control  
Helber Hastert & Fee, Planners





**DIAMOND HEAD/KAPAHULU/ST. LOUIS HEIGHTS NEIGHBORHOOD BOARD NO. 5**  
c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET ROOM 406 • HONOLULU, HAWAII, 96813  
PHONE: (808) 527-8748 • FAX: (808) 527-3766 • INTERNET: <http://www.honolulu.gov>

**RESOLUTION REQUESTING THE DEPARTMENT OF LAND AND NATURAL RESOURCES TO LEASE THE PROJECT SITE (24,407 SQ. FT.) ON KAPAHULU AVENUE TO THE CITY AND COUNTY OF HONOLULU FOR A STREET-LEVEL MUNICIPAL PARKING LOT OR A COMMUNITY CENTER WITH A PUBLIC PARKING LOT**

WHEREAS, it is evident that there is a shortage of public parking in the Kapaehulu District,  
 WHEREAS, it has been determined through City and County of Honolulu studies that there are no available properties in the Kapaehulu District available for public parking,  
 WHEREAS, the Kapaehulu Community Plans developed by the interested and affected community and paid for with municipal funds called for this site to be designated as a central municipal parking location for the established business district,  
 WHEREAS, the rezoning of the 24,407 sq. ft. of property on Kapaehulu Avenue will remove the present availability of public and business parking and would permit the development of additional business which would increase the demand for parking in the Kapaehulu District,  
 WHEREAS, there are no plans to compensate for the number of public parking stalls that will be displaced by the potential commercial development,  
 BE IT RESOLVED, that the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board No. 5, representing the citizens of this community, request that the Department of Land and Natural Resources lease the property site (24,407 sq. ft.) on Kapaehulu Avenue to the City and County of Honolulu for a street-level municipal parking lot or a community center with a public parking lot,  
 BE IT ADDITIONALLY RESOLVED, that this resolution be included as comment to the Environmental Assessment for the property,  
 BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the City Council, Office of the Mayor, Director of DLNR and Senate.

Adopted September 8, 2005

To: Gale Keenan  
From: Dean Chin  
693-6794



City of Honolulu - Established 1873

**Helber Haster & Fee**  
Planners, Inc.

January 26, 2006

Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board No. 5  
c/o Neighborhood Commission  
530 South King Street, Room 406  
Honolulu, HI 96813



25th  
JAN 26 2006

Dear Board Members,

Draft Environmental Assessment  
Kapaehulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-36: 4 and 16  
Kapaehulu, Oahu, Hawaii

We are in receipt of a resolution adopted by Neighborhood Board No. 5 on September 8, 2005 regarding the above-referenced project. This letter acknowledges the Board's resolution and provides the following responses to the various points raised therein.

*Comment: There is a shortage of public parking in Kapaehulu. There are no plans to compensate for the public parking stalls that will be displaced by the potential commercial development.*

**Response:** The City and County of Honolulu (City) Land Use Ordinance (LUO) specifies off-street parking requirements for all allowable land uses in Honolulu. Parking is at a premium in the Kapaehulu area because many of the area's existing businesses do not provide enough off-street parking required to meet current LUO requirements. The reason these properties have insufficient parking is that they were developed between the late 1930s and the early 1960s when parking standards were much less stringent than they are today. In this context, these properties are considered nonconforming, relative to the parking regulations. It is the intent of the nonconformity regulations of the LUO, that nonconformities should ultimately be replaced by development that does conform to zoning regulations, including parking requirements. This would occur over time, when properties along Kapaehulu Avenue are re-developed and the required off-street parking is provided in the new development (such as the proposed re-development of the DLNR site). If re-development in Kapaehulu is not allowed to occur, these parking shortages will continue.

There appears to be a misconception that the current uses on the DLNR property constitute "public parking." On the contrary, the project area is currently leased on a month-to-month basis to 2 private entities and are restricted to parking by such entities' employees and patrons. One of the entities (New Kapaehulu Business Association (NKBA)) is comprised of 4 businesses/organizations. In other words, only 5 businesses/organizations are technically permitted to use the project area's parking facilities. Please note that DLNR has never authorized the project area's permit-holders to use the subject property to fulfill their off-street parking requirements. Instead, DLNR made it clear to the parties using the subject property for parking that such uses were only intended to be on an interim basis until DLNR determined an appropriate long-term use for the site. Accordingly, the two permits allowing the parking use have always stated that the permits may be terminated by either party at any time, for any reason, with 30 days notice. Termination of either permit does not require an environmental assessment or authorization by the City.

Public Planning Center • 734 Bishop Street, Suite 200 • Honolulu, Hawaii 96813  
TEL: 808-535-3855 • FAX: 808-535-2050 • WWW: <http://www.planningcenter.org>

Helber Hasterst & Fee  
Planners, Inc.

Diamond Head/Kapahuu/St. Louis Heights Neighborhood Board No. 5  
January 26, 2006  
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Since City policies have resulted in the existing parking nonconformities in the area, it is the appropriate level of government responsible for addressing solutions. It is therefore, unreasonable and inappropriate to impose the responsibility for compensating for the existing parking shortfall of the area's nonconforming businesses and residential projects to the DLNR parcel, or to any other property not owned or under the control of such nonconforming businesses and residential projects.

*Comment: The Kapahuu Community Plan called for the site to be designated as a central municipal parking location for the established business district.*

*Response: This is an incorrect statement; the municipal parking facility proposed in the Kapahuu Community Plan is NOT located on the DLNR property. Instead, the Kapahuu Community Plan provides for this "central municipal parking" facility to be located on the lands behind the Hawaiian Dredging building on a portion of the existing Date Street Bike Path and the Ala Wai Golf Course, which lands are under the control and management of the City. See Figure 4-2 on page 4-5 of the Kapahuu Community Plan for an illustration, and page 4-7 for a discussion of the municipal parking lot.*

It should also be noted that the preparation of the Kapahuu Community Plan and the evaluation/selection/designation of the subject property in the Plan as part of a community center complex was all done without consultation with, or input from DLNR (the landowner). It is extremely unusual for third parties to plan, select, determine, and dictate future uses of property they do not own or control without first consulting with the landowner. If consultation with DLNR had occurred during the development of the Kapahuu Community Plan, DLNR's position and future plans for the property could have been incorporated into the final plan at that time.

*Comment: The rezoning of the property would increase demand for parking in Kapahuu.*

*Response: Commercial development of the subject property would increase demand for parking. However, unlike many of the other existing businesses in the area, the new development would provide on-site parking sufficient to meet LUO requirements within its own property boundaries.*

*Comment: Neighborhood Board No. 5 requests that the Department of Land and Natural Resources lease the property to the City and County of Honolulu for a street-level municipal parking lot or a community center with a public parking lot.*

*Response: Provision of municipal public parking is the responsibility of the City and County. DLNR has never received an inquiry or formal request from the City and County regarding such a use for this property. However, following up on interest expressed by the Neighborhood Board, DLNR staff has contacted the City's Department of Planning and Permitting regarding a possible municipal parking lot on the project site, but has not received any indication from the City of any desire to pursue funding and construction of the parking lot. Nevertheless, should the City submit a timely request to lease the property and provide the necessary assurances of its ability to fund and construct a parking lot, DLNR will consider and evaluate the request.*

Helber Hasterst & Fee  
Planners, Inc.

Diamond Head/Kapahuu/St. Louis Heights Neighborhood Board No. 5  
January 26, 2006  
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Regarding development of a community center and public parking lot on the subject property: This would be infeasible given the minimum requirements of the community center alone, as identified in the Kapahuu Community Plan. The subject property is just over one-half acre in area (24,400 SF). A review of the Kapahuu Community Plan reveals that the minimum site requirements for a community center is almost 4 times the size of the entire DLNR property (92,080 SF) (see Table 2 in Appendix A of Kapahuu Community Plan). According to the Kapahuu Community Plan, the community center alone would require a minimum of 116 parking spaces. The existing parking uses on the DLNR property provide space for only about 50 stalls. Clearly, the DLNR property cannot even accommodate the parking area associated with a community center, let alone the community center building and additional public parking. This is the reason the Kapahuu Community Plan had to identify use of adjacent properties owned/controlled by 4 other entities to fulfill the community center's minimum site requirements -- Board of Water Supply (Diamond Head Booster Station), City and County Department of Enterprise Services (Ala Wai Golf Course), Hawaiian Dredging, and Okada Trucking (Hawaiian Dredging building site owner). Even if the City were to lease the subject property from DLNR, implementation of the Kapahuu Community Plan proposal would not be possible without the approval of the other four entities to acquire, lease, or utilize portions of their respective properties.

Any request from the City to lease the site to develop a parking lot and/or community center must include evidence of the City's ability to fund, construct and manage the project and must include a development timeline, project costs, projected revenues and lease rent, and firm written commitments from all applicable government agencies whose approval would be required to fund and construct the project and all applicable adjacent landowners.

The proposed zone change would not preclude the development of a municipal parking or a community center on the site. In the meantime, it would be irresponsible for DLNR to delay or forego plans that could significantly increase the property's income-generation to the State in order to wait for the City to initiate a serious proposal, when no such proposal has been forthcoming since the publication of the Kapahuu Community Plan 5 years ago or the placement of the parking facility symbol on the site almost 20 years ago.

We appreciate your participation in this review process. The Board's resolution and this response will be appended to the Final EA.

Sincerely,

HELBER HASTERST & FEE, Planners



Scott Ezer  
Principal

cc: Hawaii State Senate  
Office of the Mayor  
Honolulu City Council  
Department of Land and Natural Resources, Land Division



**WAIKIKI RESIDENTS ASSOCIATION**

444 Nahua Street, Penthouse 09  
Honolulu, HI 96815  
Ph. 808-922-6188

September 16, 2005

Chairman Peter Young  
Hawaii State Department of Land and Natural Resources  
Kalamimoku Building  
Post Office Box 621  
Honolulu, Hawaii 96809-0621

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

Helber, Hastert & Fee, Planners  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813  
Attention: Ms. Gail Renard, Project Planner

Kapahulu Avenue Zone Change  
Draft Environmental Assessment  
TMK (O) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Honorable Directors and Planners:

Thank you extending the opportunity for the Waikiki Residents Association to comment on the Draft Environmental Assessment (DEA) for the proposed zone change for 548 Kapahulu Avenue. The subject property is within our established membership boundaries, which include Waikiki proper, Kapahulu to Date Street and Campbell Avenue, and Diamond Head to the Lighthouse, and will thus affect many of our members who reside in this area.

Upon receipt of the DEA following our August 22 monthly membership meeting, on September 9 our Board of Directors voted unanimously to respond to the DEA. We offer the following comments, questions and concerns:

We encourage the Department of Land and Natural Resources to maintain first and foremost their fiduciary responsibility to protect and preserve all State public lands for the highest public purpose in the public interest. Rather than courting private development interests solely for

"highest and best use" of the subject property, we hope that the DLNR will instead consider the higher public purpose of the Kapahulu Community Plan's recommended uses for this site.

Under the present economic conditions, it does not appear reasonable for the State to be scrambling to generate revenue from this site apart from that which can be generated by uses that more properly serve the public purpose. While the DEA states on page 8 that the "The market study estimated the potential annual market rent for an initial 10-year period under B-2 zoning to be from \$148,000 to \$156,000", a fact sheet for a public parking area on the subject property reveals that a central public parking lot in Kapahulu with 160 parking spaces is projected to generate approximately \$187,000 annually, as attached.

The absence of central parking locations has hampered the Kapahulu business district for several decades, where established businesses have struggled to survive without adequate parking for their clientele. Contrary to the picture painted in the DEA on page 8, that "there has been little interest or demand for the Project Area for use under its current R-5 zoning", the City and County of Honolulu allocated funds for a central public parking area and community center at this location following completion of the Kapahulu Community Plan. Although the City administration unfortunately allowed the funds to lapse without timely action, the subject site remains targeted on the Public Infrastructure Map (PIM) for this purpose, and public parking remains as a priority at this location to better serve the public and the established business district of Kapahulu. Certainly this public need is not unknown to the DLNR, which is presently leasing the subject property to surrounding businesses for their parking needs, as also noted on page 8 of the DEA.

Therefore, we do not believe that the DLNR should seek through their zone change application the removal of the public parking symbol for this location designated on the municipal PIM, as threatened on page 41 of the DEA. Although recently the City's coffers have been virtually depleted, the economy is rebounding and the community again will be asking for reinstatement of the needed central parking area projects for Kapahulu. This public parking benefit could be funded by revenue bonds, or if the subject property is shared with a private developer, a public parking easement or tax abatement could be considered.

Further, the subject property is located between the established business district of Kapahulu and the Ala Wai Golf Course and Date Street Bike Path, both heavily-used recreational open spaces. Any use of the subject property needs to be visually compatible with and open to the surrounding open space as well as consistent with the pedestrian scale and orientation of the established business district. As noted on page 31 and 44 of the DEA, a public parking area along the bike path will allow more activity in the area, will support the recreational needs of the community and its visitors, and will "create a visual and/or physical linkage to these facilities."

by demonstrating the wise use of land, and providing aesthetic and social satisfaction to area residents and visitors." This is also the message contained in the Kapahulu Community Plan, a serious planning document commissioned by the City and completed in 2001, and the official planning statement by the community pertaining to the future revitalization of the Kapahulu business district.

We strongly believe that development of the subject property should be guided by the Kapahulu Community Plan. Since the subject property is not privately owned, it follows in the public interest that the community's voice should guide the State's decisions on the uses of this property.

The Kapahulu Community Plan provides for low-level, pedestrian-friendly buildings along the street to reflect the traditional character of Kapahulu's established business district, removal of utility poles, a landscaped streetscape, and a central public parking area and community center at this location. Therefore, it would be incongruous to emulate the scale and density of the Hawaiian Dredging building, arguably the antithesis of the Kapahulu Community Plan, as conversely suggested by the impact analysis model on pages 5 and 32 of the DEA.

In addition, as described on page 12 and shown on Figure 5 of the DEA, we believe that it would be also detrimental to remove and/or destroy the existing mature monkeypod and bunyan tree specimens on the subject site which contribute to the scenic value of the streetscape. Instead, these public assets should be preserved and made part of the site plan, perhaps requiring alternate configurations or locations for the public parking, commercial retail, and community center components.

One common alternative and/or supplement for surface public parking and parking serving retail uses on the site would be a single-level underground parking garage, similar to that of the adjacent Hawaiian Dredging building and the Hee Iling building shoreward and across Kapahulu Avenue. Provision of underground parking to supplement surface parking would decrease the surface parking area to accommodate a community center, and would not visually impact the site and surrounding area as a surface multi-level parking facility would do.

Finally, we question the claim that it cannot be known what the actual use of the site will be until the auction of the ground lease is completed (DEA, pages 4, 26 and 27). It should be possible for the DLNR to write into the lease terms and conditions that will best serve the public purpose and provide direct public benefits. We believe that any lease for commercial development of this site should include the public parking and community center components, and preferably that the site be subdivided for these uses as operated and managed by either the State or the City and County of Honolulu.

The Waikiki Residents Association is very concerned about traffic congestion on Kapahulu Avenue, a very busy street with narrow traffic lanes and increasing pedestrian activity, and further impacts that may result from future oversized commercial developments along this main thoroughfare. Presently Kalakaua Avenue in Waikiki is closed 30 to 35 times per year for public events such as parades, Brunch and Sunset on the Beach, and the Honolulu Marathon, traditions and myriad other competitive events. Kapahulu Avenue therefore has become the main arterial that services Waikiki ingress and egress during these street disruptions, and any development that is proposed for Kapahulu must consider these factors. Otherwise, compounded impacts will occur with Waikiki traffic spilling into adjoining neighborhoods surrounding Kapahulu as travelers seek alternate routes into and out of Waikiki. We would like to see a discussion of these impacts as associated with the impact model in the DEA. In addition, we would like to see a discussion of parking impacts on the residential streets of Kapahulu should the existing commercial parking be precluded from the subject site.

Further, we do not believe that the DEA should rely on supporting documents for the Kapahulu Safeway superstore, a high-impact project and potential regional attraction also presently proposed for Kapahulu Avenue. The traffic study figures for the Safeway project have come under question by the University of Hawaii's highly-regarded traffic engineering expert, Panos D. Prevedourous, PhD. Dr. Prevedourous has determined that the Safeway report contains "technical analysis aspects and potential deficiencies which may result in large errors" including mainland pass-by rates and underestimated peak hour volume, signal timings, and queue delays, as attached.

We are also concerned about the dangerous traffic conditions at the misaligned intersection of Kapahulu Avenue at Date Street and Moohau Avenue. For many years the Diamond Head/Kapahulu/St. Louis Hts. Neighborhood Board has requested that the City and County of Honolulu remedy the hazards of this intersection by installing left-turn signal controls on each of these three streets. However, the City is only now in the process of planning left turn signals at this intersection for Kapahulu Avenue, only. We believe that additional left turn signals are needed for Date Street and Moohau Avenue at this intersection as well, and the outcome of such needed improvements must also be factored into the traffic study for the subject property.

In addition, there appears to be an unresolved problem with an appropriate ingress point to the subject property as illustrated in figure 4 of the DEA and footnoted on page 18. The purchase, lease or easement of this access area from the adjacent property owner should be a foremost consideration prior to committing the subject property to further development.

Appropriately, the DEA predicts on pages 32 and 35, respectively, that "Developing the Project Area will only marginally alter the existing visual experience along Kapahulu" and "the proposed action will further contribute to the identity of the community along Kapahulu Avenue

Again, we appreciate the opportunity to comment on the Kapahulu Zone Change Draft Environmental Assessment. We encourage the DLNR to seriously consider and honor the guidelines in the Kapahulu Community Plan to better serve the public purpose in their efforts to improve the subject site.

Sincerely,

*Robert Kessler*

Robert R. Kessler, President

*Michelle S. Matson*

Michelle S. Matson, Chair  
Planning, Zoning and Transportation Committee

cc:

Members, Board of Land and Natural Resources  
Senator Les Ihara, Jr.  
Representative Scott Nishimoto  
Panos D. Prevedouras, PhD, UH Department of Civil Engineering  
Director Henry Eng, Department of Planning and Permitting  
Director Ed Hiraia, Department of Transportation Services  
Mary Steiner, CEO, The Outdoor Circle

## FACT SHEET ON PROPOSED MAKAI PARKING LOT, KAPAHULU

1. The project entails alterations to hole 3 of Ala Wai Golf Course, a ±160-stall parking lot (with night lighting), and a new bicycle "rest stop" and picnic area.
2. Funds are available in the Kapahulu Community Master Plan for the land survey, traffic studies and construction documents for the project, subject to DDC approval.
3. Easement to use Hawaiian Dredging's (HD's) driveway at Kapahulu Avenue is necessary. This has been informally discussed with HD and they are favorable to the idea.
4. The architect who designed the present configuration of Ala Wai Golf Course (Robin Nelson, ASLA) believes the proposed realignment of the tees and fairway for hole 3 would work well. Nelson will be part of the design team.
5. Municipal parking lots more than pay for themselves. Therefore, the City would probably finance the construction of this project with revenue bonds, avoiding concerns about the City's debt burden. Based on the annual average per stall revenues from the Kaimuki municipal parking lot<sup>1</sup>, the projected annual income from the Kapahulu lot would be approximately \$174,000. Obviously, this is more than sufficient to pay off a 20-year revenue bond, including financing and operations and maintenance costs.
6. Below is an estimate of the project construction costs, including the golf course and peripheral landscape elements:

Project Element	Cost
Ala Wai Golf Course modifications (incl fence)	\$110,000
Parking lot (incl lighting, driveways, meters, off-sites)	\$972,150
Landscape (incl irrigation, bicycle facilities)	\$73,600
TOTAL	\$1,155,750

<sup>1</sup> Annual per-stall revenue for the Kaimuki parking lot is \$1,169, based on average annual income of \$430,000 from a total of 368 metered spaces.

**Preliminary Assessment of the SAFEWAY - KAPAHULU Draft Traffic Impact Analysis  
Report Prepared by The Traffic Management Consultant, April 12, 2005**

**Panos D. Prevedouras, PhD, Professor of Traffic Engineering, CEJ Dept., UH-Manoa**

This is a fairly extensive study and sufficient detail is provided for a technical assessment. However, my time for volunteer reviews is very limited and I have focused only on technical analysis aspects and potential deficiencies which may result in large errors. I have several concerns with the study which are presented below in no particular order.

1. The selection of the Synchro traffic simulation model is worrisome. Synchro claims that it can conduct analysis based on the Highway Capacity Manual, but the results of it reveal several issues (see points 3 and 4 below). Synchro is primarily a signal timing optimization tool and a good one at that. It claims that "Synchro allows you to quickly generate optimum timing plans. Synchro optimizes the split, cycle length, and offsets. Synchro optimizes to reduce delays and stops." Synchro's notes explicitly mention that "If the intersection is coordinated, Synchro explicitly calculates the progression factor. With the Highway Capacity Software (HCS), it is necessary to estimate the effects of coordination. Synchro calculates the effects of coordination automatically and accurately." In layman's terms, using Synchro to model a future situation, such as the traffic flow on an assumed to be coordinated Kapahulu Avenue with optimized signal timings, will yield theoretically best traffic results because the traffic lights will be set perfectly by a good method. However, traffic lights in Honolulu are nowhere near perfect, so results from HCS with random arrivals are more representative of prevailing conditions.<sup>1</sup> Therefore, delay estimates with Synchro assuming coordinated signals on Kapahulu Avenue are likely underestimated.

2. The use of a Pass By rate is theoretically appropriate for this type of development. Pass By rates in the ITE manual are from mainland suburban arterials. On those streets, a large number of passers by are likely to stop for groceries or food as part of their trip along the arterial street. Kapahulu Avenue has little in common with mainland suburban arterials. The bulk of its traffic is tourists, workers and service vehicles to/from Waikiki and the beach. To assume that over 40% of the pass by traffic will go in, shop and exit is illogical. One would be hard pressed to prove than even 2 out of every 10 vehicles on Kapahulu Avenue stop at any one of the nearly 100 different establishments along its length. A Pass By rate above 10% for this location requires a detailed justification. As is, the study discounts the development-generated new future traffic amount substantially (by over 25%, in my opinion.)

3. Appendix A lists values for the Peak Hour Factor. The PHF is a factor that varies between 0.25 and 1.00. For many movements and for several approaches PHF values above 1.00 are shown. Since the PHF is a denominator modifier, small values make the analysis more conservative. The Highway Capacity Manual default PHF value is 0.90 and in effect makes

<sup>1</sup> Good coordination can be established only if nearby intersections operate under the same cycle length. My field measurements of cycles at Kapahulu/Waiman and Kapahulu/Kaimuki intersections show a cycle length variability between 70 seconds and 90 seconds, therefore, the current signal coordination is sloppy, at best.

the analysis more conservative by assuming a 10% higher peak in volumes in the busiest 15 minutes of demand. A PHF of 1.3 not only is impossible, but it numerically reduces the effective volume by 30%.

4. What is Synchro's calculation of queue delay? In all tables shown, all its values are zero for all scenarios.

5. There is evidence that the analysis was not conducted with the prevailing traffic signal settings and instead estimated or Synchro-optimized timings were used. I suspected that cycle lengths in the study do not agree with cycle lengths in the field because between September 1993 and June 2005 I personally entered Kapahulu Avenue from Waiman Avenue daily and traveled mauka towards the UH. Sample cycle lengths taken on August 22, 2005 during the PM peak show that the cycle length at the Kaimuki/Kapahulu intersection is 82.4 seconds, but the analysis was conducted with a 71.5 cycle length, and a natural cycle of 60 seconds (The latter needs to be explained because "natural cycle" is not standard traffic engineering terminology.) Also the PM peak cycle length at the Waiman/Kapahulu intersection was 82 seconds, but the study used a 72 second cycle.

6. There seem to be substantial conflicts between the parking circulation and the paths to access the gas pumps. The integration of gas dispensation with food establishments in such a proximity is an obvious flaw in the business plan of this facility. A discount gas station will generate problems within and around this area with a clear possibility for queue spillovers inside the property and onto Kapahulu Avenue. Unlike Alakawa Street, which is a low volume, wide local street with dead ends at both its ends and has frequent spillovers from the COSTCO gas station, Kapahulu Avenue works at well over 75% of its capacity for several hours per day, and it cannot tolerate stoppages and blocked lanes. The vehicular and pedestrian accident risk on Kapahulu Avenue is already manifold the risk on Alakawa Street. Introducing much additional traffic activity by the new stores and compounding it with the high traffic, high turnover gas station is a poor and high risk design.

Items 1, 2, 3, and 5 present evidence that the amount of traffic volume due to the project may have been underestimated, and in my view, the concomitant traffic impacts have been underestimated by a large factor. The addition of the gas station (item 6) with its spillover and queuing issues to external traffic and internal traffic circulation, and increased overall safety risk should tip the scale to a disapproval of the current plan.



August 23, 2005

Helther Hastert & Fee  
Planners, Inc.

Waikiki Residents Association  
January 26, 2006  
Page 2 of 7

Public Parking Lot Revenue

*Comment: A fact sheet indicates that a central public parking lot with 160 spaces is projected to generate approximately \$187,000 annually.*

**Response:** Your letter appears to imply that the 160-stall central parking lot identified in the Kapahulu Community Plan would be located on the DLNR property. This is incorrect since the Kapahulu Community Plan provides for this central parking lot to be located on lands behind the Hawaiian Dredging Building, within the Ala Wai Golf Course property (i.e., the proposed parking lot is located entirely outside the boundaries of the DLNR property). Please refer to Figure 4-2 and discussion on page 4-5 of the Kapahulu Community Plan.

In any case, we have reviewed the fact sheet included with your letter. While we acknowledge that the Kaimuki municipal parking lot that serves as the basis of the revenue estimate appears to be a very highly utilized and therefore profitable parking facility, significant differences between the two sites call into question the transferability of the annual per-stall revenue to a 160-stall parking lot in Kapahulu.

1. **Proximity to Businesses.** The Kaimuki lot is surrounded by and directly contiguous to dozens of businesses, including retail, professional, restaurant, and personal services. The primary users of this parking lot do not have to cross any streets to reach their destinations. The 160-stall parking lot evaluated in the fact sheet would be directly contiguous to one office building (Hawaiian Dredging), which already provides on-site parking for nearly 100% of its employees at that location. The only other land uses directly adjacent to this parking, if it was developed as illustrated in the Kapahulu Community Plan (Figure 4-2), would be a municipal golf course and the community center (which would have 116 spaces of its own). Other users of this lot would have to cross one of two busy streets (Kapahulu Avenue or Date Street), and perhaps more, to reach their destinations.

2. **Existing Demand.** If developed solely as a parking lot, the entire 24,400-square-foot DLNR property would be able to accommodate approximately 70 parking spaces, not 160 as indicated in your letter. Only a portion of the property (about 20 stalls used by the New Kapahulu Business Association) is now available for parking with uncontrolled access. It is unlikely that this lot is utilized to the levels of the Kaimuki lot, even though parking in this area is currently free of charge.

Based on the differences between the two sites described above, it is difficult to accept the fact sheet's assumption that the same annual per-stall revenue of \$1,169 for the Kaimuki lot should be applied to a lot in this area. The fact sheet you provided did not include an economic analysis of the net present value of costs (e.g., initial construction cost, ongoing operations, maintenance, and financing) versus revenue over time that details the basis on which its conclusions were made. Without supporting documentation, it is difficult to validate the assertions of the fact sheet and its applicability to the Kapahulu site. Nevertheless, to the extent permitted by public land laws, DLNR would consider any serious proposal for this type of use from any entity that can provide evidence of its ability to fund, construct, and manage the facility, together with a properly documented business plan and economic analysis forecasting its economic feasibility (including a development timeline, project costs, projected revenues and lease rent), and firm written commitments from all applicable government

Helther Hastert & Fee  
Planners, Inc.

January 26, 2006

Mr. Robert Kessler, President and  
Ms. Michelle Matson, Chair, Planning, Zoning and Transportation Committee  
Waikiki Residents Association  
444 Nahua Street, Penthouse 09  
Honolulu, HI 96815

Dear Mr. Kessler and Ms. Matson,

**Draft Environmental Assessment**  
Kapahulu Avenue Zone Change, Honolulu, Oahu, Hawaii  
TMK (1) 2-7-38: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated September 16, 2005 providing comments on the Draft Environmental Assessment (EA) for the above-referenced project. We have attempted to summarize the issues, concerns and questions contained in your letter by topic and provide the following responses below.

Use of State of Hawaii Public Lands

**Comment:** We hope that DLNR will consider the higher public purpose of the Kapahulu Community Plan's recommended uses for this site.

**Response:** The Department of Land and Natural Resources (DLNR) manages over 1.3 million acres of public lands, which are held in public trust for the benefit of, among other things, the general public. These public lands include a broad spectrum of public uses and facilities, including, but not limited to, public parks, beaches, forest reserves, hiking trails, aquatic and marine resources, public boating facilities, and conservation lands. DLNR's management philosophy calls for a relatively small percentage of public lands with income producing potential (such as the subject site) to be used to generate revenues to support and fund DLNR's management of public lands, facilities, and programs. This philosophy is similar to those employed by other major land trusts, which utilize a portion of their lands for revenue generating purposes to support the missions and purposes of their respective trusts.

In its management of public lands, DLNR seeks to utilize these lands in a manner that would provide benefits to a wide range of the general public, and the suggestion that the development of the community center proposed in the Kapahulu Community Plan is a "higher public purpose" than supporting the statewide public land management functions listed above is subjective. In fact, the proposed rezoning is consistent with the City's Primary Urban Center Development Plan (PUC DP), which was adopted by the City Council after public hearings and community input and communicates the development policies of the City and County of Honolulu.



25<sup>th</sup>  
ANNIVERSARY  
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Finally, DLNR staff has contacted the City's Department of Planning and Permitting regarding the City's plans for a possible municipal parking lot on the project site, but has not received any indication that the City has any desire to pursue funding and construction of the parking lot. Nevertheless, should the City submit a timely request to lease the property and provide the necessary assurances of its ability to fund, construct, and manage the proposed parking lot, DLNR will consider and evaluate the request. In addition, any request must also include a development timeline, project costs, projected revenues and lease rent, firm written commitments from all applicable government agencies whose approval would be required to fund and construct the project, and the consent of any adjacent landowners whose lands would be required for the project. The proposed zone change process would not preclude the development of municipal parking or a community center on the site. In the meantime, it would be irresponsible for DLNR to delay or forego plans that could significantly increase revenues to the State in order to wait for the City to initiate a serious proposal, especially when no proposal has been made since the publication of the Kapahulu Community Plan or the placement of the parking facility symbol on the site.

#### Traffic

**Comment:** The traffic study should discuss impacts on Kapahulu Avenue when Kalaikaua Avenue is closed for public events.

**Response:** The methodology for conducting a traffic study for this type of project is to assess the impacts during the weekday morning and afternoon commuter peak hours. These are the traffic congestion periods which typically occur throughout the weekdays. The events identified in your letter (e.g., parades, Sunset on the Beach, and marathon) are isolated events which typically occur on weekends or outside the peak commuter period. Therefore, these types of events are not applicable and do not affect the analysis of weekday peak commuter periods upon which the project's traffic study was based.

**Comment:** The DEA should not rely on the traffic report prepared for the nearby Safeway project since Panos D. Prevedourous determined that the report contains technical analysis aspects and potential deficiencies which may result in large errors....

**Response:** The traffic forecasts developed for the project traffic impact analysis report utilized best available information and data. Consequently, the proposed Safeway development in Kapahulu was identified and researched to obtain available information for assisting with the forecast of future conditions in the vicinity of the DLNR property.

Although Dr. Prevedourous commented on the Safeway traffic study, he indicated his volunteer review of it was based upon very limited time constraints. Most of the comments concerning the technical aspects of that Safeway study are associated with the intersection analysis methods. The intersection analysis results contained in the Safeway traffic study do not influence our study's forecasting of future traffic volumes along Kapahulu Avenue.

Dr. Prevedourous' comments regarding the pass-by rate used for that Safeway study are noted. We also note that his comments on Safeway's peak hour factor appear to be associated with the factors derived from the actual traffic counts taken by the Safeway project's traffic consultant. However, DLNR's traffic consultant took manual traffic counts at

agencies and adjacent landowners whose approval or consent would be required to construct and operate the facility.

#### Lack of Public Parking in Kapahulu

**Comment:** DLNR should not seek to remove the Public Infrastructure Map (PIM) public parking symbol on the subject property.

**Response:** As stated in the Draft EA on the page you cited, the PIM symbol does not legally constrain development on a given property. The symbol merely allows the City to appropriate funds for the particular infrastructure improvement. We call to your attention the fact that a symbol representing a parking facility has been on the subject property since 1987 without any formal request by the City to DLNR for its acquisition. If the property is rezoned to the B-2 Community Business District, as proposed, it would be logical to remove the symbol, but not necessary for alternate development to occur.

**Comment:** Public parking remains a priority to better serve the public and surrounding businesses. This public need is not unknown to DLNR (as cited on page 8 of the Draft EA).

**Response:** Parking is at a premium in the Kapahulu area because many of the existing businesses do not provide adequate on-site parking to serve their respective patrons and employees. The reason these properties have insufficient parking is that they were developed between the late 1930s and the early 1960s when parking standards were much less stringent than they are today. In this context, these properties are considered nonconforming, relative to the parking regulations. It is the intent of the nonconformity regulations of the City's Land Use Ordinance (L.U.O.), that nonconformities should ultimately be replaced by development that does conform to zoning regulations, including parking requirements. This would occur over time, when properties along Kapahulu Avenue are redeveloped. For example, the proposed commercial development of the subject property will be required to provide appropriate on-site parking as required under the L.U.O. However, if redevelopment in the Kapahulu area is not permitted to occur, the parking shortage caused by these nonconforming businesses will likely continue.

Regarding DLNR's recognition of the parking shortage in Kapahulu, while DLNR is allowing a temporary and interim use of the subject property for parking for its two lessees, the responsibility for providing general municipal parking serving the area lies with the City and County of Honolulu, not with DLNR. DLNR made it clear to the parties that are using the subject property for parking that the arrangement would be temporary and only until DLNR determined a long-term use for the site. Accordingly, the permits allowing the parking use have always stated that DLNR may terminate the permits at any time, for any reason, with 30 days notice. It should also be noted that DLNR has never authorized the project area's permit-holders to use the subject property to fulfill their off-street parking requirements. Please note that prior to the execution of the permits with DLNR, parking related to the permit-holders' businesses occurred on surface streets. Since City policies have resulted in the existing parking nonconformities in the area, the City is the appropriate level of government responsible for addressing solutions. It is unreasonable and inappropriate to impose the responsibility for addressing the existing parking shortfall of the area's nonconforming businesses and residential projects to the DLNR site or to any other property not owned or under the control of these nonconforming projects.

**Helber Hastert & Fee**  
*Planners, Inc.*

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the relevant study intersections for this project during the peak hours and used them in the traffic analysis. Therefore, Dr. Prevodourous' concerns regarding the Safeway traffic counts are not applicable to the forecast volumes used in the traffic analysis for the DLNR proposal.

**Comment:** The results of the requested left-turn signals at Kapahulu Avenue and Date Street/Mooheau Avenue should be factored into the traffic study.

**Response:** The results of the traffic analysis show that the left-turn movement from Date Street operates at an acceptable LOS during both peak hours without and with the project. Therefore, a separate left-turn phase for Date Street is not warranted to provide an acceptable LOS for this movement.

The left-turn signalization planned for the Kapahulu Avenue to Date Street/Mooheau left-turn movements may likely alter both the cycle length and signal timing at this intersection along with adjacent intersections. Until that signalization timing is known, existing data had to be utilized in the traffic impact analysis. For the Mooheau Avenue left-turn movement, the traffic study recommended adjusting the signal timing to increase the green time given to this movement to improve operating conditions as part of the City's signalization improvement project. Our understanding is that the City is in the process of evaluating ways to improve this intersection movement without diminishing the overall operation of the intersection.

**Parking Impacts on Residential Streets**

**Comment:** The EA should discuss parking impacts on residential streets should existing parking be precluded from the site.

**Response:** The impact on parking on residential streets in the area is technically unrelated to the Proposed Action. As stated above, the two existing permits that allow the project area to be used for temporary parking can be terminated by DLNR at any time with 30-days notice. Termination of either permit does not require an environmental assessment or authorization by the City and County and could occur at any time, with or without the proposed zone change. Nevertheless, the EA will estimate the impacts of the Proposed Action on surrounding on-street parking facilities.

**Kapahulu Community Plan**

**Comment:** The development of the subject property should be guided by the Kapahulu Community Plan.

**Response:** First, please note that the proposed rezoning is consistent with the Primary Urban Center Development Plan (PUC DP), which was adopted by the City Council (after open review, community input, and public hearings) and communicates the official development policies of the City and County of Honolulu.

Second, the preparation of the Kapahulu Community Plan and the evaluation, selection, and designation of the subject property in the Plan as part of a community center complex was done without any consultation with or input from DLNR (the landowner). It is extremely unusual for third parties to plan, select, determine, and dictate future uses of property they do not own or control without first consulting with the landowner. If consultation with DLNR

**Helber Hastert & Fee**  
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had occurred during the development of the Kapahulu Community Plan, DLNR's position and future plans for the property could have been incorporated into the final plan at that time.

And finally, the Kapahulu Community Plan clearly acknowledges that the 24,400-SF subject property does not meet the minimum requirements (92,080 SF) for the proposed Kapahulu Community Center (see Table 2 in Appendix A of Kapahulu Community Plan). In order to meet this requirement, the Plan assumed that all or portions of properties owned, controlled, and/or managed by five different entities would need to be acquired in order to meet the requirements of the proposed Community Center and Makai Municipal Parking Lot. The five entities are: DLNR (subject property), Board of Water Supply (Diamond Head Booster Station), City and County Department of Enterprise Services (Ala Wai Golf Course), Hawaiian Dredging, and Okada Trucking (Hawaiian Dredging building site). However, to date, there has not been any viable proposal from any entity exhibiting the ability to acquire the rights to all of the lands necessary to construct the community center/parking lot, and also fund, construct, and manage the proposed facility.

**Comment:** The scale and density of the Hawaiian Dredging building should not be emulated as suggested by the impact analysis model in the Draft EA.

**Response:** As discussed in the Draft EA, the impact analysis was predicated on the maximum development allowable under the proposed zoning district (B-2 Community Business, within the Diamond Head Special District). This was done in order to provide conservative analyses of impacts (i.e., does not assume a smaller development so lesser impacts would result), which is a responsible and acceptable approach. The scale and densities of development allowable on the subject property are governed by the City's Land Use Ordinance. Any development of this property would conform to the applicable development controls therein.

**Comment:** Any lease for commercial development should include public parking and community center components.

**Response:** As stated in the DEA, all leases of public lands must be issued via the public auction process. As such, the actual lessee and use of the site cannot yet be determined. As a landlord seeking to obtain a fair return to the State on its land, it would be imprudent for DLNR to impose terms and conditions that could render any commercial development of the site economically infeasible.

Furthermore, the scenario you suggest would be infeasible given the minimum requirements of the community center alone, as identified in the Kapahulu Community Plan. The subject property is just over one-half acre in area (24,400 SF). A review of the Kapahulu Community Plan reveals that the minimum site requirements for a community center is almost 4 times the size of the entire DLNR property (92,080 SF). According to the Kapahulu Community Plan, the community center alone would require a minimum of 116 parking spaces. The existing parking uses on the DLNR property provide space for only about 50 stalls. Clearly, the DLNR property cannot even accommodate the parking area associated with a community center, let alone the community center building and commercial operations. This is the reason the Kapahulu Community Plan had to identify use of adjacent properties owned/controlled by 4 other entities to fulfill the community center's minimum site requirements.

Helber Hastert & Fee  
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Waikiki Residents Association  
January 26, 2008  
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We appreciate your participation in this review process. Your letter and this response will be appended to the Final EA.

Sincerely,

HELBERT HASTERT & FEE, Planners



Scott Ezer  
Principal

cc: Senator Les Ihara, Jr.  
Representative Scott Nishimoto  
Department of Planning and Permitting  
Department of Transportation Services  
Panos D. Prevedouras, University of Hawaii Department of Civil Engineering  
Mary Steiner, CEO, The Outdoor Circle  
Department of Land and Natural Resources

September 10, 2005

Chairman Peter Young  
Hawaii State Department of Land and Natural Resources  
Kalaninuihoku Building  
Post Office Box 621  
Honolulu, Hawaii 96809-0681

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

Helber, Hastert & Fee, Planners  
733 Bishop Street, Suite 2590  
Honolulu, Hawaii 96813  
Attention: Ms. Gail Renard, Project Planner

Kapahulu Avenue Zone Change  
Draft Environmental Assessment  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Honorable Directors and Planners:

Thank you for providing the opportunity to comment on the Draft Environmental Assessment (DEA) for the proposed zone change for 568 Kapahulu Avenue. It is my understanding that a waiver of a few days beyond the September 7, 2005, deadline for comments has been granted pending discussion of the document at the Diamond Head/Kapahulu/St. Louis Hts. Neighborhood Board (Board) meeting of September 9, 2005. At this meeting, the Board unanimously supported a resolution requesting that the subject property be leased to the City and County of Honolulu for the purpose of a long-needed central public parking area to support the established business district and a community center slated for this location in the Kapahulu Community Plan.

As an active member of the Board since 1990 and the former chair of the Board's Committee on Planning, Land Use and Transportation for many years, as well as a member of the community and business task force that developed the special area plan for Kapahulu, I am compelled to write to you as an individual with additional comments, concerns, and questions pertaining to the subject DEA. As noted for the record at the September 9 Neighborhood Board meeting, although the DEA was apparently delivered to the Board's chair many months ago, since that time Board elections have occurred and several current Board members have had no knowledge of the document in order to properly review and evaluate it and respond in a timely manner. In



addition, the Board's standing committees have been dissolved and no ad hoc committee has been formed to address the subject DEA. Notwithstanding the present operational deficiencies of the Board, I encourage you to seriously consider their unanimous position to retain public parking at this location to benefit the established Kapahulu business district, as well as the following comments and concerns developed upon receipt of the subject DEA from the office of Senator Les Ihara, Jr.

#### Department of Land and Natural Resources

The Department of Land and Natural Resources carries the fiduciary responsibility to manage and maintain lands held in the public trust by the State of Hawaii. Such public trust relies on the protection and preservation of such land in perpetuity for the highest public purpose and greater public good. The public land trust obligation of the highest public purpose is not necessarily how much money can be generated off lands held by the State, but, more importantly, it is the greater public benefit that can be provided by such lands for present and future generations. Hawaii's undeveloped conservation lands held in the public trust provide scenic and recreational resources of great economic value to the State, and urban lands held by the State provide valuable recreation areas, government facilities, and public infrastructure to directly benefit the public. Even the subject property has held a higher public purpose with former use as a public health clinic.

Therefore, there is a question of why agencies mandated with the protection and preservation of such public lands would deem to exploit them for greater monetary gain at the expense of the greater public good, especially when the direct public benefit of any such lands has been established by the interested and affected community. It is of serious concern that the "highest and best use" strategy, as adopted by the DLNR and espoused in the DEA on page 8, could set a chilling precedent for the future of our school and government campuses, beaches, mountains, and other public lands presently serving the higher public purpose.

#### Background

The subject property was once situated within in the agricultural lands of the ancient Hawaiian district of Kapahulu. Since that time, Western land zoning practices classified this property into two residential lots among others along a public roadway. The road has become a main thoroughfare, and the town of Kapahulu has grown around the subject property to become an established small-business district surrounded by residential neighborhoods, as described on pages 19-21 and 44 of the DEA.

The subject property is also contiguous to the Ala Wai Golf Course, a popular public open-space buffer between Kapahulu and the high-density resort district of Waikiki. There are no other occupied residential properties in the vicinity of the subject property, and it has fundamentally become residential spot-zoning as a result of the business district built around it. Therefore, a zone change in keeping with the surrounding properties, from residential to either business mixed-use or preservation, would appear to be a reasonable consideration.

This brings us to the question of how this public property might provide the highest public purpose with the greatest public benefit. Due to an economic depression in the 1990's and the subsequent deterioration of several properties along Kapahulu's main street, many of the businesses established within this community have struggled to survive. One of the reasons these businesses have experienced such hardship is because many are situated on properties without sufficient onsite parking and there are no central public parking areas along Kapahulu Avenue.

This significant need has been stressed by the Kapahulu community and acknowledged by the City and County of Honolulu, which commissioned a special area plan to address the future revitalization of Kapahulu and resolve lingering planning issues. As noted on page 8 of the DEA, even the DLNR has acknowledged the community's festering parking shortage by temporarily leasing the subject property to surrounding businesses for their parking needs: "'as a temporary measure to meet the demand for off-street parking, the State of Hawaii has allowed Hawaiian Dredging Company and other smaller businesses interim use of the lot formerly occupied by the Kapahulu Health Center'" (emphasis added). Thus, this public need should be first and foremost in any discussion of the future use of this property.

#### Kapahulu Community Plan

The Kapahulu Community Plan was developed by a task force of residents, business owners and employees, and community leaders and organizations in order to address Kapahulu's present and future need to ensure a revitalized and vibrant pedestrian-friendly community served by the well-established business district. Priorities of the Plan highlighted the need and locations for centralized public parking, a community center and pedestrian-oriented shops and small businesses along the community's main street, Kapahulu Avenue. The subject property was evaluated and designated as one of two urgently-needed central public parking locations. In addition, it was stressed that the traditional character of Kapahulu Town, with its human scale buildings and unique architectural elements, was to be retained and reflected in any new development. The Plan took several years to complete at a municipal taxpayer cost of \$250,000, which also included landscaping improvements for Crane Park and key Kapahulu Avenue intersections.

However, the State's proposal for rezoning the subject property for extreme "highest and best use" commercial development under a "long-term commercial lease" suggests the antithesis of the community's carefully crafted Plan. For impact analysis purposes the DEA envisions on pages 5 and 32 a four-story, 200-foot long by 75-foot wide building with 30,000 square feet of floor area, two levels of contained private parking, and a drive-through restaurant. In essence, the suggestion is to replicate the density of the adjacent Hawaiian Dredging building, thus creating a massive concrete and glass wall within the traditional business district adjacent to the golf course open space. Yet, the DEA appears contradictory by stating on page 31 that "operating a business on the project area would increase pedestrian activity;" on page 35 that "the proposed action will further contribute to the identity of the community along Kapahulu Avenue by demonstrating the wise use of land, and providing aesthetic and social satisfaction to area residents and visitors"; on page 32 that "Developing the Project Area will only marginally alter the existing visual experience along Kapahulu"; and by conversely stating on page 32 that

"If a structure approaching the maximum building envelope allowable at the Project Area were developed, it would result in a building similar in massing to the adjacent Hawaiian Dredging building."

Certainly, this highest-and-best-use impact scenario is not conducive to the pedestrian-oriented revitalization of Kapahulu, the dire need for central public parking, or retaining the architectural character and ambience of Kapahulu Town. In addition, on pages 26, 32 and 33 the DEA also mistakenly relies on another very clear antithesis to the Kapahulu Community Plan as an example for Kapahulu's future in order to draw conclusions on the comparative impacts of the proposed action for the subject site. This raw example is a proposed over-sized Safeway superstore that is presently being met with great public scrutiny and objections that have sent Safeway corporate designers back to their drawing boards.

#### Questions and Concerns

##### Appropriate Development of the Site

The claim on pages 4, 26 and 27 of the DEA, that it cannot be known what the actual use of the subject property will be until completion of the public auction of the ground lease, appears insufficient when proper safeguards for appropriate development of the site can be established in the terms and conditions of the lease prior to such auction. Several B-2 municipal business zoning uses are listed in Table 1 of the DEA, and some of these are clearly inappropriate for the site, e.g., automobile sales, publishing plant, or elementary, intermediate and high schools. The guidelines for such uses of this public land would be best taken from the Kapahulu Community Plan, i.e., public parking lot and community meeting facility, and specified as the required public benefits in the lease that would include low density, pedestrian-oriented commercial development. Otherwise, the state, the city, and the community would be left without any avenue to provide these needed public benefits at this location as consistent with the Kapahulu Community Plan.

The DEA states on page 8 that the "The market study estimated the potential annual market rent for an initial 10-year period, under B-2 zoning to be from \$148,000 to \$156,000." However, as shown on the attached fact sheet, a central public parking lot with 160 parking spaces is projected to generate approximately \$187,000 annually, paying for itself and becoming more profitable over time while serving a direct public need.

The DEA further claims on page 8 that "there has been little interest or demand for the Project Area for use under its current R-5 zoning." Notwithstanding the present zoning, the subject property has been the focus of key parking needs for the Kapahulu business community emphasized over many years. Following the completion of the Kapahulu Community Plan, money was set aside by the City to proceed with a public parking area central to the business district and a future community center. However, in a great disservice to the community the City administration allowed the funds to lapse without timely action. Nonetheless, these public needs remain as priorities at this location, and the community continues to be hopeful that these objectives will be fulfilled.

#### Scenic Landscape

The mature trees on the subject site, as described on page 12 and identified in Figure 5 of the DEA, are an important contribution to the landscape character Kapahulu's main street. The DEA states on page 36 that "The project design will comply with the Diamond Head Special District guidelines to minimize disruption of the area's scenic quality." Yet, on page 25 the DEA argues that "commercial development may require removal of existing trees... including some mature specimens of substantial size, e.g., monkeypod trees" and "new development will be required to provide (other lesser) landscaping features" per the city's guidelines, e.g. replacement trees, landscaped parking areas, a planting strip along the street, and screening hedges.

Loss of the listed mature tree specimens at the subject property would be a loss to everyone who uses Kapahulu Avenue - residents, visitors, pedestrians and motorists alike. In addition, as the DEA notes on page 32, the subject site "is generally obscured by trees and not visible from Date Street," a prominent and protected public view plane identified in the Diamond Head Special District regulatory provisions, as also noted on page 23 of the DEA.

Therefore, any development of this public land should take into consideration the scenic and intrinsic value of the valuable mature tree specimens on the subject property and incorporate them within the site plan. Further, it should be stipulated in any lease prior to public auction that these trees must remain in fact as valuable public assets.

#### Traffic Impacts

Curiously, for future traffic impact projections associated with potential development of the subject site, the SSFM Traffic Impact Study as attached to the DEA relies on a traffic report commissioned by Safeway Stores, Inc. This "Draft Traffic Impact Analysis Report" has been reviewed and evaluated by Panos D. Prevedouras, the noted University of Hawaii traffic engineering expert, who has determined that the report contains "technical analysis aspects and potential deficiencies which may result in large errors," including underestimated delays from signal timings, actual peak hour volume underestimated by 30%, a queue delay of zero, pass-by rates based on mainland data, alteration of true signal timings, and questionable terminology, as attached. Therefore, the DLNR's private consultant and ultimately the DEA should not be relying on the potential Safeway development's questionable traffic report to construct concomitant traffic impact projections for the subject site.

As described in the DEA on pages 15, 26 and 27, the key Kapahulu Avenue intersections potentially affected by any proposed development of the subject site are the intersection with Date Street and Mo'ohau Avenue and the intersection with Campbell Avenue. Of particular public safety concern is the Date Street and Mo'ohau Avenue intersection, which presents dangerous left-turn conditions, especially from Mo'ohau Avenue, due to an awkward street intersection alignment. To mitigate the chronic dangerous conditions, over six years ago the Diamond Head/Kapahulu/St. Louis Hts. Neighborhood Board recommended installing left-turn signalization for both Date Street and Mo'ohau Avenue as well as Kapahulu Avenue at this intersection. Since that time, in 2004 the City agreed to install left turn arrows at this intersection only for left turns from Kapahulu Avenue, and continued to "study" the

recommendation for left turn signals from Date Street and Mo'ohau Avenue. To date, neither the approved nor the additionally requested left-turn signal installation has been accomplished.

This is an intersection that bears the burden of traffic volume greater than its carrying capacity, and therefore registers an "F" level of service for Mo'ohau Avenue during peak traffic hours. While the DEA on pages 28 and 29 suggests lesser alternatives to mitigate the conflicting left turn movement problems at Mo'ohau Avenue, the community continues to advocate left turn signals for Mo'ohau Avenue and Date Street in order to better mitigate the existing dangerous conditions. When successfully accomplished, the effects of the long-requested left turn improvements at this intersection will need to be factored into the SSFM traffic analysis for a more accurate evaluation, as noted on page 28 of the DEA.

The Campbell Avenue intersection is the direct arterial connection with the subject property that would help facilitate traffic control to and from the site. However in order to achieve this, a portion of the adjacent Hawaiian Dredging property would need to be purchased to incorporate the driveway aligned with Campbell Avenue into the proposed development, as illustrated in Figure 4 and footnoted on page 27 of the DEA. It would seem that the question of such a purchase, or easement as noted on page 18 of the DEA, should be resolved with the present adjacent property owner prior to public auction of any lease for the subject property, as this pending question may become a deterrent in leasing this site for future development.

#### Parking

The greater public purpose and significant need for public parking to support the established Kapahulu business district is discussed above. In contrast, the DEA on pages 17 and 29 appears reckless in presuming that any present public parking servicing nearby Kapahulu businesses can be relocated from the subject site to the residential side streets in this vicinity. Parking is at a premium on these residential streets, where the residents themselves often do not have sufficient parking. Yet, the DEA does not discuss the cumulative effect on the surrounding neighborhoods, and simply claims on page 33 that "loss of private parking on the Project Area will not have a cumulatively significant effect." And the State would be remiss to impose additional parking impacts on these neighborhoods based on the simplistic rationale that the commercial uses "serve a wider population than their immediate neighborhood" and "Kapahulu residents enjoy the convenience of 'in-town' living," as portrayed on pages 17 of the DEA.

In view of the Kapahulu Community Plan and all that has gone before, the statement on page 29 of the DEA, that "the parking areas do not constitute public parking lots, (and) mitigation, i.e., replacement of the parking stalls by DLNR or its eventual B-2 district lessee, is not warranted", flies in the face of the higher public purpose and direct public benefit of the long-needed central public parking area slated for the subject site. And as an additional affront to the community, the DEA discloses on page 41 that the DLNR will seek removal of the symbol presently on the municipal Public Infrastructure Map (PIM) providing for the future "Kapahulu Public Parking Facility #1" at this location, although the PIM symbol does not constrain development of the subject property.

Further, the DEA questionably states on page 18 that "no funds have been appropriated for the acquisition and/or construction of a municipal parking facility on the Project Area. The City and County of Honolulu has no current plans to pursue implementation of this project, and it is not included in the capital improvement program budget." From what source was this information derived? Please see discussion above under Appropriate Development of the Site and the comments received from the Department of Planning and Permitting and the Department of Transportation Services and attached to the DEA. It is very clear from the City department directors' comments that there is indeed recognition of the Kapahulu Community Plan guidelines and that a municipal parking facility has been designated for this location. In the past few years the City has been fiscally depleted, however this is now changing with a new administration and an increase in revenue. Please be assured that the community intends to be heard on the issue of Kapahulu's central municipal parking needs during the City's forthcoming budget deliberations.

If adequate surface parking becomes infeasible because of the existing mature tree specimens or site location of a community center, the addition or alternative of underground parking should also be considered. This parking could be funded by revenue bonds and would generate a consistent rate of return for the State if not included in a commercial development lease, or for the City and County of Honolulu if leased to the City. If shared with a private entity, a tax abatement or public parking easement could be considered.

#### Utility Pole Blight

Utility poles along on Kapahulu Avenue have created a blight that is advocated in the Kapahulu Community Plan to be removed, and the DEA notes on pages 19 and 23 that there are several unused utility poles on Kapahulu Avenue in the vicinity of the subject property. As a matter of proper course, these unused utility poles should be removed by the utility prior to public auction of any lease. This scenic improvement would eliminate undesirable blight and enhance the visual appearance of the street frontage of the subject site.

#### Recreational Bike Path

As noted on page 22 of the DEA, the Date Street Bike Path runs between the subject property and the Ala Wai Golf Course, and is an important recreational feature within the Kapahulu community used by bicyclists, runners, walkers and skaters. However, because the subject site remains open to vandalism and vagrancy the bike path is reported to be unsafe at this location. Provision of a public parking area within the subject site along the bike path will dually allow more activity in the area as well as serve to support the recreational needs of the community and its visitors, as duly noted under 4.52 and 4.54 on page 31 of the DEA. The DEA on page 44 also acknowledges that "with the Project Area's location adjacent to the Date Street Bike Path and Ala Wai Golf Course, there is potential for the eventual development to create a visual and/or physical linkage to these facilities."

#### Site Grading

The DEA states on page 24 under 4.1.1 that to accommodate potential development, "the site should not require extensive grading." Yet this appears to be contradicted on the same page

**FACT SHEET ON PROPOSED MAKAI PARKING LOT, KAPAHULU**

under 4.1.5 with the reference to "earth moving operations." Presumably there are alternatives for potential development that would require only minor grading, such as surface parking, and alternatives that would require earth moving operations followed by re-grading, such as underground parking. Please explain the concept of earth moving operations that do not require extensive grading, and whether these statements might relate to such preferred alternatives.

**Surface and Ground Water**

While the DEA discusses on pages 18 and 30 the sources of potable water that could service the subject site, and on page 24 the need to comply with best management practices for any sediment discharge and construction dewatering, there is no discussion of the subsurface conditions should the alternative of below-grade parking be considered as a portion of the potential development to serve the public parking needs of the community. For comparison, the adjacent Hawaiian Dredging building as well as the Hee Iking building *makai* of the subject property have incorporated such underground parking facilities.

In conclusion, it is the State's fiduciary responsibility to consider and honor the highest public purpose and greatest public benefit in rezoning and leasing the subject public property. The DLNR can provide direct public benefits by considering all that has gone before to ensure the greater public good, by helping to revitalize the business and residential community in which the subject property is situated, and by working with both the Kapahulu community and the City and County of Honolulu to achieve these goals.

In order to ensure the highest public purpose for the subject public property with the greatest public benefit, it is strongly suggested that the DLNR write into any lease offered at public auction for commercial use of the subject property the provisions of such use. Such terms and conditions should conform with the Kapahulu Community Plan and specify a pedestrian-oriented low density development that provides for public parking to serve the surrounding established businesses, incorporates a community center serve the Kapahulu community, and preserves the mature specimen trees now existing on the site. The most significant negative impact of the present proposal would be to ignore the socio-economic needs of Kapahulu as outlined in the Kapahulu Community Plan.

Sincerely,

*Michelle S. Matson*  
Michelle Spalding Matson

cc: Senator Les Ihara, Jr.  
Representative Scott Nishimoto  
Director Henry Eng, Department of Planning and Permitting  
Director Ed Hirata, Department of Transportation Services  
Panos D. Prevedouras, UH Department of Civil Engineering  
Mary Sticher, CEO, The Outdoor Circle

1. The project entails alterations to hole 3 of Ala Wai Golf Course, a ±160-stall parking lot (with night lighting), and a new bicycle "rest stop" and picnic area.
2. Funds are available in the Kapahulu Community Master Plan for the land survey, traffic studies and construction documents for the project, subject to DDC approval.
3. Easement to use Hawaiian Dredging's (HD's) driveway at Kapahulu Avenue is necessary. This has been informally discussed with HD and they are favorable to the idea.
4. The architect who designed the present configuration of Ala Wai Golf Course (Robin Nelson, ASLA) believes the proposed realignment of the tees and fairway for hole 3 would work well. Nelson will be part of the design team.
5. Municipal parking lots more than pay for themselves. Therefore, the City would probably finance the construction of this project with revenue bonds, avoiding concerns about the City's debt burden. Based on the annual average per-stall revenues from the Kaimuki municipal parking lot<sup>1</sup>, the projected annual income from the Kapahulu lot would be approximately \$174,000. Obviously, this is more than sufficient to pay off a 20-year revenue bond, including financing and operations and maintenance costs.
6. Below is an estimate of the project construction costs, including the golf course and peripheral landscape elements:

Project Element	Cost
Ala Wai Golf Course modifications (incl fence)	\$110,000
Parking lot (incl lighting, driveways, meters, off-sites)	\$972,150
Landscape (incl irrigation, bicycle facilities)	\$73,600
<b>TOTAL</b>	<b>\$1,155,750</b>

<sup>1</sup> Annual per-stall revenue for the Kaimuki parking lot is \$1,169, based on average annual income of \$430,000 from a total of 368 metered spaces.

**Preliminary Assessment of the SAFEWAY – KAPAHULU Draft Traffic Impact Analysis  
Report Prepared by The Traffic Management Consultant, April 12, 2005**

**Panos D. Prevedouras, PhD, Professor of Traffic Engineering, CEE Dept., UIH-Maui**

This is a fairly extensive study and sufficient detail is provided for a technical assessment. However, my time for volunteer reviews is very limited and I have focused only on technical analysis aspects and potential deficiencies which may result in large errors. I have several concerns with the study which are presented below in no particular order.

1. The selection of the Synchro traffic simulation model is worrisome. Synchro claims that it can conduct analysis based on the Highway Capacity Manual, but the results of it reveal several issues (see points 3 and 4 below). Synchro is primarily a signal timing optimization tool and a good one at that. It claims that "Synchro allows you to quickly generate optimum timing plans. Synchro optimizes the split, cycle length, and offsets. Synchro optimizes to reduce delays and stops." Synchro's notes explicitly mention that "If the intersection is coordinated, Synchro explicitly calculates the progression factor. With the Highway Capacity Software (HCS), it is necessary to estimate the effects of coordination. Synchro calculates the effects of coordination automatically and accurately." In layman's terms, using Synchro to model a future situation, such as the traffic flow on an assumed to be coordinated Kapahulu Avenue with optimized signal timings, will yield theoretically best traffic results because the traffic lights will be set perfectly by a good method. However, traffic lights in Honolulu are nowhere near perfect, so results from HCS with random arrivals are more representative of prevailing conditions.<sup>1</sup> Therefore, delay estimates with Synchro assuming coordinated signals on Kapahulu Avenue are likely underestimated.

2. The use of a Pass By rate is theoretically appropriate for this type of development. Pass By rates in the ITE manual are from mainland suburban arterials. On those streets, a large number of passers by are likely to stop for groceries or food as part of their trip along the arterial street. Kapahulu Avenue has little in common with mainland suburban arterials. The bulk of its traffic is tourists, workers and service vehicles to/from Waikiki and the beach. To assume that over 40% of the pass by traffic will go in, shop and exit is illogical. One would be hard pressed to prove that even 2 out of every 10 vehicles on Kapahulu Avenue stop at any one of the nearly 100 different establishments along its length. A Pass By rate above 10% for this location requires a detailed justification. As is, the study discounts the development-generated new future traffic amount substantially (by over 25%, in my opinion.)

3. Appendix A lists values for the Peak Hour Factor. The PHF is a factor that varies between 0.25 and 1.00. For many movements and for several approaches PHF values above 1.00 are shown. Since the PHF is a denominator modifier, small values make the analysis more conservative. The Highway Capacity Manual default PHF value is 0.90 and in effect makes

<sup>1</sup> Good coordination can be established only if nearby intersections operate under the same cycle length. My field measurements of cycles at Kapahulu/Waiman and Kapahulu/Kaimuki intersections show a cycle length variability between 70 seconds and 90 seconds, therefore, the current signal coordination is sloppy, at best.

the analysis more conservative by assuming a 10% higher peak in volumes in the busiest 15 minutes of demand. A PHF of 1.3 not only is impossible, but it numerically reduces the effective volume by 30%.

4. What is Synchro's calculation of queue delay? In all tables shown, all its values are zero for all scenarios.

5. There is evidence that the analysis was not conducted with the prevailing traffic signal settings and instead estimated or Synchro-optimized timings were used. I suspected that cycle lengths in the study do not agree with cycle lengths in the field because between September 1993 and June 2005 I personally entered Kapahulu Avenue from Waiman Avenue daily and traveled mauka towards the UIH. Sample cycle lengths taken on August 22, 2005 during the PM peak show that the cycle length at the Kaimuki/Kapahulu intersection is 82.4 seconds, but the analysis was conducted with a 71.5 cycle length, and a natural cycle of 60 seconds (The latter needs to be explained because "natural cycle" is not standard traffic engineering terminology.) Also the PM peak cycle length at the Waiman/Kapahulu intersection was 82 seconds, but the study used a 72 second cycle.

6. There seem to be substantial conflicts between the parking circulation and the paths to access the gas pumps. The integration of gas dispensation with food establishments in such a proximity is an obvious flaw in the business plan of this facility. A discusser gas station will generate problems within and around this area with a clear possibility for queue spillovers inside the property and onto Kapahulu Avenue. Unlike Alakawa Street, which is a low volume, wide local street with dead ends at both its ends and has frequent spillovers from the COSTCO gas station, Kapahulu Avenue works at well over 75% of its capacity for several hours per day, and it cannot tolerate stoppages and blocked lanes. The vehicular and pedestrian accident risk on Kapahulu Avenue is already manifold the risk on Alakawa Street. Introducing much additional traffic activity by the new stores and compounding it with the high traffic, high turnover gas station is a poor and high risk design.

Items 1, 2, 3, and 5 present evidence that the amount of traffic volume due to the project may have been underestimated, and in my view, the concomitant traffic impacts have been underestimated by a large factor. The addition of the gas station (item 6) with its spillover and queuing issues to external traffic and internal traffic circulation, and increased overall safety risk should tip the scale to a disapproval of the current plan.



August 23, 2005

**Helther Hastert & Fee**  
*Planners, Inc.*

Ms. Michelle Spalding Matson  
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public lands include a broad spectrum of public uses and facilities, including, but not limited to, public parks, beaches, forest reserves, hiking trails, aquatic and marine resources, public boating facilities, and conservation lands. DLNR's management philosophy calls for a relatively small percentage of public lands with income producing potential to be used to generate revenues to support and fund DLNR's management of public lands, facilities, and programs (including programs intended to protect and preserve the State's natural resources). This philosophy is similar to those employed by other major land trusts, which utilize a portion of their lands for revenue generating purposes to support the missions and purposes of their respective trusts.

While we respect your opinion that the "highest public need" for the subject property is public parking, in its management of public lands, DLNR seeks to utilize these lands in a manner that would provide benefits to a wide range of the general public (i.e., benefits not limited to a few businesses in one community). Therefore, while the Kapahulu area may be in need of additional parking, DLNR must also consider other uses that would benefit a broader range of the public. Furthermore, DLNR's planned use for the site is not only consistent with the City and County of Honolulu's Primary Urban Center Development Plan (PUC DP), it is also consistent with the general pattern of development along Kapahulu Avenue.

Finally, parking is at a premium in the Kapahulu area because, as stated in your comments, many of the existing businesses and residential developments in the area do not provide adequate on-site parking to serve their respective patrons and employees. The reason these properties have insufficient parking is that they were developed between the late 1930s and the early 1960s when parking standards were much less stringent than they are today. In this context, these properties are considered nonconforming, relative to the parking regulations. It is the intent of the nonconformity regulations of the City's Land Use Ordinance (L.U.O.) that nonconformities will ultimately be replaced by development that does conform to zoning regulations, including parking requirements. This would occur over time, when properties along Kapahulu Avenue are re-developed. For example, the proposed commercial development of the subject property will be required to provide adequate on-site parking as required under the L.U.O. However, if redevelopment in the Kapahulu area is not permitted to occur, the parking shortage caused by these nonconforming businesses and residential projects will likely continue.

Kapahulu Community Plan

**Comment:** As part of the Kapahulu Community Plan, the subject property is evaluated and designated as one of two urgently needed central public parking locations in Kapahulu. The proposal in the DEA contemplates a four-story 200-foot long by 75-foot wide building with 30,000 square feet. Such a development scenario is contrary to the direction of the Kapahulu Community Plan, especially in terms related to the pedestrian experience, and urban design.

**Response:** First, it should be pointed out that the project site is not one of two areas proposed by the Kapahulu Community Plan for a central parking lot. The parking area identified in the Kapahulu Community Plan is actually situated on the current layout of the hole of the Ala Wai Golf Course (which lands are under the control and management of the City), with additional parking using the adjacent Board of Water Supply Diamond Head Booster Station parcel (please refer to attached Figure 4-2 on page 4-5 of the Kapahulu Community Plan for an illustration).

**Helther Hastert & Fee**  
*Planners, Inc.*

January 26, 2006

Ms. Michelle Spalding Matson  
MSMatson@hawaii.net  
(via e-mail)



Draft Environmental Assessment  
Kapahulu Avenue Zone Change  
TMK (1) 2-7-36: 4 and 16  
Kapahulu, Oahu, Hawaii

Thank you for your letter dated September 10, 2005 providing comments on the Draft Environmental Assessment (DEA) for the above-referenced proposal. Your letter and this response will be included in the final environmental assessment being prepared. We have attempted to summarize your comments by topic/issue, and provide responses to each comment below.

Department of Land and Natural Resources

**Comment:** Why would DLNR exploit lands for greater monetary gain at the expense of the greater public good. It is of serious concern that the "highest and best use" strategy could set a chilling precedent for the future of our school and government campuses, beaches, mountains, and other public lands presently serving the higher public purpose.

**Response:** The Department of Land and Natural Resources (DLNR) is responsible for the management of over 1.3 million acres of public lands, including, but not limited to, lands used for public parks, beaches, forest reserves, hiking trails, aquatic and marine resources, public boating facilities, and conservation lands.

As the manager of the public land trust, it would be inappropriate for DLNR to manage over 1.3 million acres of public lands in a piecemeal fashion, i.e., on a parcel by parcel basis. Instead, DLNR must manage these assets in a manner that will benefit the public trust beneficiaries, e.g., the general public of the State of Hawaii. In furtherance of this objective, DLNR has identified select parcels with income producing potential (which represent a very small percentage of the 1.3 million acres of public lands) to generate revenues to fund and support DLNR's management of public lands. In other words, one of the primary purposes of DLNR seeking the highest and best use of the subject property, is to support the DLNR's management of public lands, including the public beaches and mountains mentioned in your comments.

Background

**Comment:** Public need should be first and foremost in any discussion of the future use of this property, and the highest public need to be addressed by the use of this property should be for public parking.

**Response:** As stated above, DLNR manages over 1.3 million acres of public lands, which are held in public trust for the benefit of, among other things, the general public. These

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Second, the use of the development scenario described above, is intended to convey a maximum development scenario taking advantage of the limits of the building envelope allowed by commercial zoning, in order to project the maximum potential impacts associated with development of the site. The development scenario is not intended to suggest that actual development will duplicate the described maximum development. It is a scenario used to evaluate the greatest potential impacts of developing the site.

Third, it should be noted that the preparation of the Kapahulu Community Plan and the evaluation/selection/designation of the subject property in the Plan as part of a community center complex was done without ever consulting with, or obtaining input from, DLNR (the landowner). It is extremely unusual for third parties to plan, select, determine, and dictate future uses of property they do not own or control without first consulting with the landowner. If consultation with DLNR had occurred during the development of the Kapahulu Community Plan, DLNR's position and future plans for the property could have been incorporated into the final plan at that time, with other alternatives pursued for a community center and/or municipal parking.

Fourth, we further note that the proposed rezoning is consistent with the Primary Urban Center Development Plan (PUC DP), which was adopted by the City Council after open review and public hearings and communicates the development policies of the City and County of Honolulu.

Finally, regarding your characterization of municipal parking in the Kapahulu area as "urgently needed," please note that the City has never pursued development of the Kapahulu Community Plan's proposed parking lot. In fact, although the Kapahulu Community Plan provides for the municipal parking lot to be built on lands already controlled and managed by the City (i.e., within a portion of the Ala Wai Golf Course site), the City has not pursued the development of any municipal parking lot in the area.

DLNR staff has contacted the City's Department of Planning and Permitting regarding a possible municipal parking lot on the project site, but has not received any indication from the City of any desire to pursue funding and construction of the parking lot. Nevertheless, should the City submit a timely request to lease the property and provide the necessary assurances of its ability to fund, construct, and manage the proposed parking lot, DLNR will consider and evaluate the request. In addition, any proposal must also include a development timeline, project costs, projected revenues and lease rent, and firm written commitments from all applicable government agencies whose approval would be required to fund and construct the project. In addition, since the 160-stall municipal parking lot referenced in the Kapahulu Community Plan would require development of property not controlled by DLNR, written commitments from these landowners (i.e., Hawaiian Dredging/Okada Trucking and the Department of Parks and Recreation) would also be required prior to DLNR considering such a proposal. The proposed zone change would not preclude the development of municipal parking or a community center on the site. In the meantime, it would be irresponsible for DLNR to delay or forego plans that could significantly increase revenues to the State in order to wait for the City to initiate a serious proposal, when no such proposal has been forthcoming since the publication of the Kapahulu Community Plan or the placement of the parking facility symbol on the site.

*Comment: The DEA mistakenly relies on the Safeway store to draw conclusions on the comparative impacts of the proposed action.*

**Response:** In order to discuss cumulative impacts of the proposed action, the Draft EA must include reasonably foreseeable impacts of other known future development in the project vicinity, regardless of public sentiments about the development. Since traffic impacts along Kapahulu Avenue were known to be of concern, the traffic impact analysis included information available about the future Safeway development to draw conclusions on the cumulative, not comparative, impacts of both developments.

**Appropriate Development of the Site**

*Comment: The Draft EA contains a listing of potential uses under the B-2 Business District zoning that are inappropriate for this location. The guideline for permissible uses for the State-owned property should be specified as public parking lot and community meeting facility, in addition to pedestrian-oriented commercial development.*

**Response:** The uses you suggest as inappropriate for the project site are highly unlikely to be considered for development because the site is much too small to accommodate these uses. DLNR must seek a reasonable return for the use of the property and a change in zoning is necessary to increase the range of allowable uses, and bring the property into conformance with the general use of the neighborhood, and City and County of Honolulu's adopted land use policies (Primary Urban Center Development Plan). It is unreasonable to limit uses of the property as suggested.

*Comment: A central public parking lot with 160 spaces is projected to generate approximately \$187,000 annually, paying for itself and becoming more profitable over time.*

**Response:** As noted above, the central parking lot identified in the Kapahulu Community Plan is not located on the DLNR property, but is instead located on portions of the Ala Wai Golf Course, which is under the City's management jurisdiction. Notwithstanding that fact, we have reviewed the fact sheet included with your letter. While we acknowledge that the Kaimuki municipal parking lot that serves as the basis for the revenue estimate appears to be a highly utilized and therefore profitable parking facility, significant differences between the two sites call into question the transferability of the annual per-stall revenue to a 160-stall parking lot in Kapahulu.

1. **Proximity to Businesses.** The Kaimuki lot is surrounded by and directly contiguous to dozens of businesses, including retail, professional, restaurant, and personal services. The primary users of this parking lot do not have to cross any streets to reach their destinations. The 160-stall parking lot evaluated in the fact sheet would be directly contiguous to one office building (Hawaiian Dredging), which already provides on-site parking for nearly 100% of its employees at that location. The only other land uses that would be adjacent to this parking, if it was developed as illustrated in the Kapahulu Community Plan (Figure 4-2), would be a municipal golf course and the community center (which would have 116 parking spaces of its own). Other users of this lot would have to cross one of two busy streets (Kapahulu Avenue or Date Street) and perhaps more, to reach their destinations.

2. **Existing Demand.** If developed solely as a parking lot, the entire 24,400-square foot DLNR property would be able to accommodate approximately 70 parking spaces, not 160 as indicated in your letter. Only a portion of the property (about 20 stalls used by

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*Planners, Inc.*

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January 26, 2006  
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The intersection analysis results contained in the Safeway traffic study do not influence our study's forecasting of future traffic volumes along Kapaehulu Avenue.

Dr. Prevedourous' comments regarding the pass-by rate used for that Safeway study are noted. We also note that his comments on Safeway's peak hour factor appear to be associated with the factors derived from the actual traffic counts taken by the Safeway project's traffic consultant. However, DLNR's traffic consultant took manual traffic counts at the relevant study intersections for this project during the peak hours and used them in the traffic analysis. Therefore, Dr. Prevedourous' concerns regarding the Safeway traffic counts are not applicable to the forecast volumes used in the traffic analysis for the DLNR proposal.

*Comment: The community continues to advocate left turn signals for Mooheau Avenue and Date Street in order to better mitigate the existing dangerous conditions.*

**Response:** The results of the traffic analysis show that the left-turn movement from Date Street operates at an acceptable LOS during both peak hours without and with the project. Therefore, a separate left-turn phase for Date Street is not warranted to provide an acceptable LOS for this movement.

The left-turn signalization planned for the Kapaehulu Avenue to Date Street/Mooheau left-turn movements may likely alter both the cycle length and signal timing at this intersection along with adjacent intersections. Until that signalization timing is known, existing data had to be utilized in the traffic impact analysis. For the Mooheau Avenue left-turn movement, the traffic study recommended adjusting the signal timing to increase the green time given to this movement to improve operating conditions as part of the City's signalization improvement project. Our understanding is that the City is in the process of evaluating ways to improve this intersection movement without diminishing the overall operation of the intersection.

**Parking**

*Comment: Parking for businesses on Kapaehulu Avenue spill over onto streets used for residential purposes, impacting residents, and it is reckless to presume that any present public parking servicing nearby Kapaehulu businesses can be relocated from the subject site to the residential side streets in this vicinity.*

**Response:** As noted above, the history of development and early zoning in Kapaehulu has created a situation that allows nonconforming buildings to continue to operate without providing adequate parking spaces. It is erroneous to claim that DLNR is "imposing additional parking impacts" on the neighborhoods when in fact, the situation was created by the existing businesses and residential properties that have failed to provide for their own off-street parking as required by the City and County's Land Use Ordinance (i.e., zoning code). DLNR made it clear to the parties that are using the subject property for temporary parking, that the arrangement would not be permanent, and therefore, the permits allowing the parking use have always stated that DLNR may terminate the permits at any time, for any reason, with 30 days notice. In the case of the businesses involved, it is more logical to assume that spillover parking would occur on Campbell Avenue, and not on residential streets. A long term parking solution must include looking at redevelopment of the parcels that are nonconforming.

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the New Kapaehulu Business Association) is now available for parking with uncontrolled access. It is unlikely that this lot is utilized to the levels of the Kaimuki lot, even though parking in this area is currently free of charge.

Based on the differences between the two sites described above, it is difficult to accept the fact sheet's assumption that the same annual per-stall revenue of \$1,169 for the Kaimuki lot should be applied to a lot in this area. The fact sheet you provided did not include an economic analysis of the net present value of costs (e.g., initial construction cost, ongoing operations, maintenance, and financing) versus revenue over time that details the basis on which the conclusion was made that a municipal parking lot on the 0.5-acre project area would "pay for itself and become more profitable over time." Without supporting documentation, it is difficult to validate the assertions of the fact sheet and its applicability to the Kapaehulu site. Nevertheless, DLNR would consider proposals for this type of use if supported by a properly documented business plan and economic analysis forecasting its economic feasibility, together with all of the required information stated above (i.e., commitments to fund, construct and manage the project, as well as commitments from applicable governmental agencies and adjacent landowners, etc).

**Scenic Landscape**

*Comment: The development of this public land should take into consideration the scenic and intrinsic value of the valuable mature tree specimens on the subject property and incorporate them within the site plan. It should also be stipulated in any lease that these trees must remain intact as valuable public assets.*

**Response:** The location of the existing mature trees near the ewa property does not contribute to the pedestrian experience along Kapaehulu Avenue, because they are located primarily at the rear of the property. There is a tremendous opportunity to implement a landscape plan for the property that is more sympathetic to the Kapaehulu Avenue streetscape. Many of the mature trees are Opluma, which is not a highly valued landscape species. It is quite possible that some or most of the mature trees can be integrated into a new development plan, but new trees could also be planted that would be equally impressive within ten years or so. If redeveloped, the property would be required to submit a landscape plan to the Department of Permit and Planning for review.

**Traffic Impacts**

*Comment: The DEA should not rely on the traffic report prepared for the nearby Safeway project since Panos D. Prevedourous determined that the report contains technical analysis aspects and potential deficiencies which may result in large errors...*

**Response:** The traffic forecasts developed for the project traffic impact analysis report utilized best available information and data. Consequently, the proposed Safeway development in Kapaehulu was identified and researched to obtain available information for assisting with the forecast of future conditions in the vicinity of the DLNR property.

Although Dr. Prevedourous commented on the Safeway traffic study, he indicated his volunteer review of it was based upon very limited time constraints. Most of the comments concerning the technical aspects of that Safeway study are associated with the intersection



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We reiterate that the parking uses currently on the subject property do not constitute "public" parking; the project area is currently leased on a month-to-month basis to 2 private entities. One of the entities (New Kapahulu Business Association (NKBA)) is comprised of 4 businesses/organizations. In other words, only 5 businesses/organizations are technically permitted to use the project area's parking facilities. It should further be noted that DLNR has never authorized the project area's permit-holders to use the subject property to fulfill their off-street parking requirements. Prior to the execution of the permits with DLNR, parking related to the permit-holders' businesses occurred on surface streets.

Since City policies have resulted in the existing parking nonconformities in the area, it is the appropriate level of government responsible for addressing solutions. It is unreasonable and inappropriate to impose the responsibility for addressing the existing parking shortfall of the area's nonconforming businesses and residential projects upon the DLNR site, or upon any other property that is not owned or controlled by these nonconforming businesses or residential projects.

*Comment: The DEA questionably states that "no funds have been appropriated for the acquisition and/or construction of a municipal parking facility on the Project Area. The City and County of Honolulu has no current plans to pursue implementation of this project, and it is not included in the capital improvement program budget." From what source was this information derived? It is very clear from the City's department directors' comments that there is indeed recognition of the Kapahulu Community Plan guidelines and that a municipal parking facility has been designated for this location.*

**Response:** Research conducted for the preparation of the DEA included discussions with City and County officials regarding the budgetary status of the Community Center and the parking facility. There are no current or future plans to include funding for these facilities in any City and County budget cycle. Appropriate references will be included in the final EA. A review of the City's adopted FY2005 CIP budget reveals no appropriated funds for these projects. Their comments on the Draft EA notwithstanding, neither the Department of Planning and Permitting and Department of Transportation Services nor the Department of Design and Construction recommended appropriating funds for these projects in the FY2006 CIP budget. Without appropriated or even requested funding for these projects, it is not unreasonable to conclude that the City has no current plans to implement the projects.

*Comment: The Date Street Bike Path is an important recreational feature within the Kapahulu community. However, the site is affected by vandalism and vagrancy, and the path is reported to be unsafe. Provision of a public parking area within the subject site will dually allow more activity as well as supporting the recreational needs of the community.*

**Response:** Any long-term use of the property (not only a public parking lot) will increase security for the area and inhibit vagrancy and vandalism, particularly if the area is better lighted, and there is active use in the later evening hours. This would be the case for most, if not all, uses allowable under the proposed rezoning.

*Comment: Unused utility poles should be removed by the utility prior to public auction of any lease. This scenic improvement would eliminate undesirable blight and enhance the visual appearance of the street frontage of the subject site.*

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**Response:** The unused utility poles are not within the project property boundaries, and are not within the governmental purview of the DLNR. It is not within the powers of DLNR to require their removal, as much as it would improve the streetscape of this section of Kapahulu Avenue.

*Comment: The DEA states that the site should not require extensive grading (Section 4.1.1), yet the DEA also refers to "earth moving operations" (Section 4.1.5). This is not consistent. Please explain the concept of earth-moving operations that do not require extensive grading, and whether these statements might relate to such preferred alternatives.*

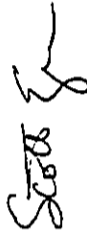
**Response:** Any redevelopment of the project site will require removal of existing surface-covering materials, and final grading for drainage and landscaping purposes. Section 4.1.5 deals with the environmental consequences related to air quality as a result of the redevelopment of the project site. The impacts referred to in this Section (particulate emissions) are considered as a result of any earth moving operations that could occur, including those described above. These impacts have the potential to be greater if excavation were to be involved if below grade parking is part of the development plan. Clarification will be provided in the Final EA.

*Comment: There is no discussion of sub-surface conditions should the alternative of below-grade parking be considered as a portion of the potential development.*

**Response:** Discussion of potential subsurface work (in the form of excavation for below-grade parking) will be added to the Final EA under Soils.

If you have any questions regarding this project, please call me at 5-45-2055.

HELBER HASTERST & FEE, Planners



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Principal

C: Department of Land and Natural Resources, Land Division  
Representative Scott Nishimoto  
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Panos D. Prevedouras, University of Hawaii Department of Civil Engineering  
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