Ualena Impact Analysis Documentation

Follow-up to Meeting at HNL on March 17, 2010

Transportation

The Project will have transportation effects to parking and freight traffic and there will be temporary construction-related effects.

Parking – 30 on-street spaces will be lost on the mauka side of Ualena Street between Ohohia Street and Lagoon Drive. Additionally, 30 on-street spaces (15 mauka and 15 makai) and 7 off-street spaces will be lost on Waiwai Loop. The width of travel lanes will not be reduced along either Ualena Street or Waiwai Loop. Columns will be placed in the center of the existing roadway and a center left-turn lane will be created between columns on Ualena Street. No mitigation is proposed.

Freight Traffic – The industrial area centered on Ualena Street has a high concentration of truck trips than the corridor as a whole. Near the Lagoon Drive Station, column placement could affect existing truck route traffic patterns along certain blocks and streets. Support columns will be located to avoid effects to freight movement.

Construction Impacts – Construction of the Project will have temporary effects on airport facilities and notification of any short-term obstructions (e.g., cranes and gantries) will be made to the appropriate parties. Temporary lane closures on Ualena Street and Waiwai Loop could cause short-term delays to trucking and deliveries at airport-related facilities. Mitigation of construction includes notification for the use of cranes, gantries, or other short-term obstructions near airport operations. The City will minimize disruption to freight movement by limiting road and lane closures and timing work along busy freight routes to avoid conflicts with truck traffic. When construction reaches roadways frequented by heavy truck traffic, detour plans prepared as part of the MOT Plan will also account for truck traffic. Additionally, in areas with significant truck traffic, the City will work with businesses to maintain access to properties taking into account their particular vehicular needs.

Environmental Effects

Land Use – The Ualena Street option shows the conversion of 3 private fully-acquired parcels into transportation use, There will be no effect on farmland or on Land Use Plans and Policies.

Economic Activity – The Ualena Street option shows the conversion of 3 fully-acquired private parcels into transportation use and the subsequent reduction in real property tax. The conversion of fully-acquired parcels into transportation use may also lead to displacement of businesses and changes in employment location.

Acquisitions, Displacements and Relocations – The Ualena Street option requires the acquisition of 18 parcels (5 full takes, 3 of which are vacant lots used for parking, and 13 partial takes of narrow slivers along the row) as well as some displacements of businesses. One full acquisition building is currently vacant.

Community Services and Facilities – The Ualena Street option shows the alignment primarily in the parking lot within Ke'ehi Lagoon Beach Park and requires 2 acres of partial acquisition or use of land from Honolulu International Airport.

The Ualena Street option places the entry point of the Project into the park off Waiwai Loop; the guideway will pass over 1 acre of the park. There will be temporary impacts during construction and mitigation consistent with other parts of the corridor.

The use of the park is considered de minimus under Section 4(f).

Neighborhoods – The Ualena Street option does not affect the character of the Airport neighborhood.

Environmental Justice –There are no identified EJ areas or communities of concern in the Airport neighborhood in the Ualena Street option.

Visual and Aesthetic Conditions – The Ualena Street option has a minor visual and aesthetic effect. A visual simulation shows the effect of the Ualena option.

Air Quality –No substantial air quality impacts are anticipated on the Ualena Street option.

Noise and Vibration –there are no noise or vibration sensitive receptors along the Ualena Street option.

Energy and Electric and Magnetic Fields – The Ualena Street option has no EMF-sensitive receptors.

Hazardous Waste and Materials – The Ualena Street option requires the acquisition of a parcel with an operating gasoline station at the corner of Lagoon Drive and Ualena Street will (phase I assessment).

Ecosystems – The Ualena Street option does not pass through natural ecosystems.

Water – The Ualena Street option does not change the amount of temporary or permanent fill below the ordinary high water mark.

Street Trees – The Ualena Street option has no effect on the number of street trees affected by the project.

Archaeological, Cultural, and Historic Resources –The Ualena Street option does not have an effect on historic properties. There are no properties eligible for the National Register of Historic Places along Ualena Street and Waiwai loop (documented on eligibility determination forms).

Indirect Effects – The Ualena Street option does not have an effect on the Indirect Effect on Growth, Station Area Development (since there is not much TOD potential at Lagoon Drive Station), or Property Values.

Cumulative Effects –The Ualena Street option causes no change to the overall cumulative effects of the project as resource-specific Direct Effects, the Cumulative Effects of our Project plus the other Reasonably Foreseeable Projects are not affected.

Construction Effects – The Ualena Street option affects access and truck movements. The design of the guideway is being developed to reduce those effects.