

October 18, 1978

MEMORANDUM

TO: Honorable William Y. Thompson, Director
Department of Land and Natural Resources

SUBJECT: Environmental Impact Statement for State Park at
Old Kona Airport, Kailua-Kona, Hawaii

Based upon the recommendation of the Office of Environmental Quality Control, I am pleased to accept the subject document as satisfactory fulfillment of the requirements of Chapter 343, Hawaii Revised Statutes, and the Executive Order of August 23, 1971. This environmental impact statement will be a useful tool in the process of deciding whether or not the action described therein should or should not be allowed to proceed. My acceptance of the statement is an affirmation of the adequacy of that statement under the applicable laws, and does not constitute an endorsement of the proposed action.

When you make your decision regarding the proposed action itself, I hope you will weigh carefully whether the societal benefits justify the environmental impacts which will likely occur. These impacts are adequately described in the statement, and, together with the comments made by reviewers, will provide you with a useful analysis of alternatives to the proposed action.


George E. Ariyoshi

✓ bcc: Office of Environmental Quality Control

Office of Environmental Quality Control
Office of the Governor
550 Halekauwila Street
Tani Office Building, Third Floor
Honolulu, Hawaii 96813



ENVIRONMENT IMPACT STUDY CORP.

STATE PARK AT OLD KONA AIRPORT
Environmental Impact Statement
Revised

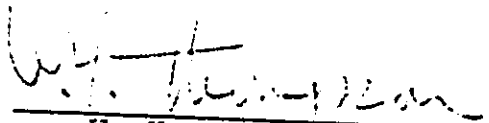
Office of Environmental Quality Control
Office of the Governor
550 Halekauwila Street
Tani Office Building, Third Floor
Honolulu, Hawaii 96813

REVISED
ENVIRONMENTAL IMPACT STATEMENT
FOR THE
STATE PARK AT THE OLD KONA AIRPORT

DIVISION OF STATE PARKS
OUTDOOR RECREATION AND HISTORIC SITES
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE OF HAWAII

JULY 1978

Prepared by:
ENVIRONMENT IMPACT STUDY CORPORATION
Honolulu, Hawaii



W. Y. THOMPSON
Chairman of the Board of
Land and Natural Resources



Date

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SUMMARY

STATE PARK AT OLD KONA AIRPORT
Kailua-Kona, Hawaii

PROPOSED PROJECT: STATE PARK AT OLD KONA AIRPORT
PROPOSING AGENCY: DEPARTMENT OF LAND AND NATURAL
RESOURCES
DIVISION OF STATE PARKS, OUTDOOR
RECREATION AND HISTORIC SITES
ACCEPTING AUTHORITY: GOVERNOR
STATE OF HAWAII

The State Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites, proposes to build a state park on an 89.676 acre site on the grounds of the old Kona Airport, 1 mile from the center of Kailua-Kona, County of Hawaii. The project site is easily accessible from all parts of West Hawaii. Main access routes by car to the project site include Queen Kaahumanu Highway, Palani Road, Kuakini Highway, and Alii Drive.

The objectives of the proposed park are twofold: (1) to preserve the outstanding natural and scenic resources of the area and (2) to provide recreational opportunities to the people of Hawaii.

The conceptual plan for the state park at the old Kona Airport calls for the following phases:

Phase 1

- * provide a park pavilion, pavilion parking lot and appropriate utilities to be located mauka of the runway
- * construct another set of beach pavilions on the makai side of the runway near the northwest end of the park; water and electrical lines from the existing beach pavilions will be extended to the new pavilions
- * provide landscaping and irrigation around beach pavilions
- * provide picnic tables and fire pits
- * clear some of the scrub vegetation in the archaeological area located in the northwestern end of the park and provide interpretive signs and trails for the area
- * provide a canoe launching area near the northwestern end of the park, with minimum disturbance to existing conditions

Phase 2

- * provide road planters and boulders to create curves on the roadway to reduce traffic speed in the area
- * provide road striping, parking, and bikeway delineation
- * provide landscaping mauka of access road

- * selectively clear vegetation in the reserve area located on the southeastern edge of the park and establish a trail system through it
- * provide jogging paths and an exercise field

Phase 3

- * build the shallow lagoon and tot lot area
- * provide cabins and related facilities for overnight camping
- * provide a caretaker's cottage

Funding for development of the park at the old Kona Airport site was made available by Act 195, Session Laws of Hawaii, 1975, in the amount of \$230,000, by Act 226, Session Laws of Hawaii, 1976, in the amount of \$100,000, and by Act 10, Special Session of 1977 in the amount of \$600,000.

The land on which the old Kona Airport is located was formed by prehistoric lava flows from Hualalai Volcano. Soils at the site are mostly pahoehoe lava flows. The climate of the site is warm and sunny. Winds are generally light and follow the land breeze-sea breeze pattern.

Ocean conditions are usually smooth due to the sheltering effects of the mountains of the Big Island. Off-shore waters at the site are classified "AA" by the State Department of Health.

Vegetation at the site consists primarily of coastal species adapted to the arid climate, lava terrain, and

sea spray. Threatened or endangered species were not found at the site during a reconnaissance survey.

There are several archaeological sites on the project area, including petroglyphs and papamu boards, many in good condition. Significant sites will be included in an archaeological interpretive plan.

Potable water, electricity, and telephone service are available to the project site. Park premises are patrolled by police. Response time for fire and rescue services is estimated between 2 and 3 minutes.

Development of a state park at the site would be in compliance with land use plans, policies, and controls for the area.

Anticipated adverse impacts associated with the proposed project involve construction activities. One of the most significant of these would be an increase in existing noise during construction of the park pavilion, beach pavilions and restrooms, cabins, and caretaker's cottage. Another of the impacts possibly could result from some dust during the landscaping program. There will be some traffic disruption during development of the roadway and planters. All of these impacts are not anticipated to be greatly significant and will be of short duration, lasting only for the required construction period.

Long-term impacts from the proposed action include securing a valuable parcel of beach shoreline for the

people of the State and providing needed recreational opportunities for the people. This would be a benefit realized for many generations. Establishing a state park at this site would preclude activities and development incompatible with that of a state park.

proposed project 1

SECTION 1

DESCRIPTION OF THE PROPOSED PROJECT

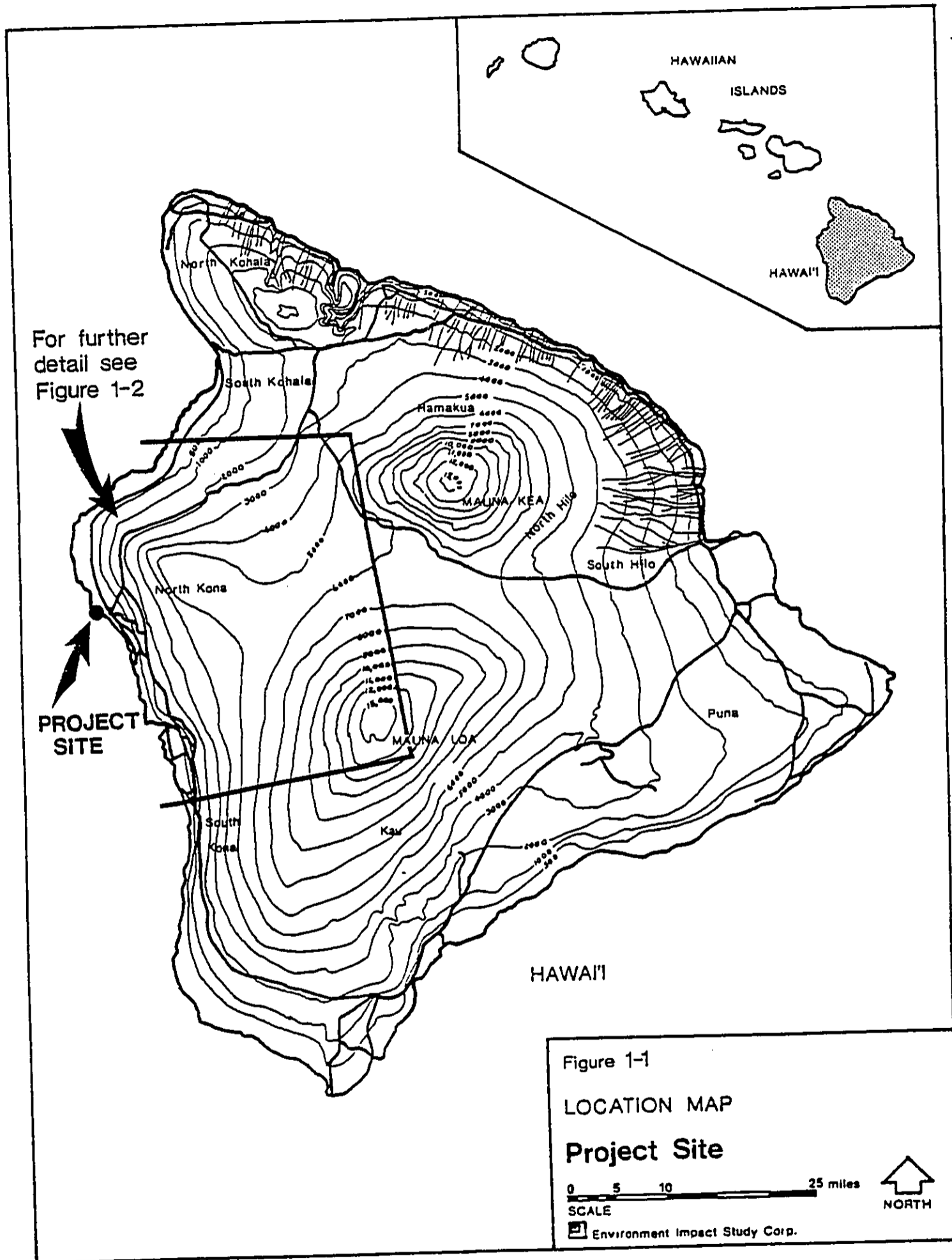
I. INTRODUCTION

The State Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites, proposes to develop a state park on the grounds of the old Kona Airport, which served the Kailua-Kona area until 1970. The project site contains a gross area of 103.758 acres, and a net area of 89.676 acres, after excluding 14.082 acres of a parcel leased from the State by the County of Hawaii and operated as a county park [1.1].

The proposed project is located on the west coast of the island of Hawaii (Figure 1-1) and approximately one mile from the Visitor Desk Station in the center of Kailua-Kona. Other population centers in the vicinity include Keauhou, five miles south of the site along Alii Drive, and Captain Cook, eight miles to the south on Kuakini Highway. The project site is located near the transportation hub of the West Hawaii Region, where Queen Kaahumanu Highway, Palani Road, Kuakini Highway and Alii Drive converge (Figure 1-2).

This Environmental Impact Statement has been prepared to accomplish the following:

1. To comply with Chapter 343, Hawaii Revised Statutes.



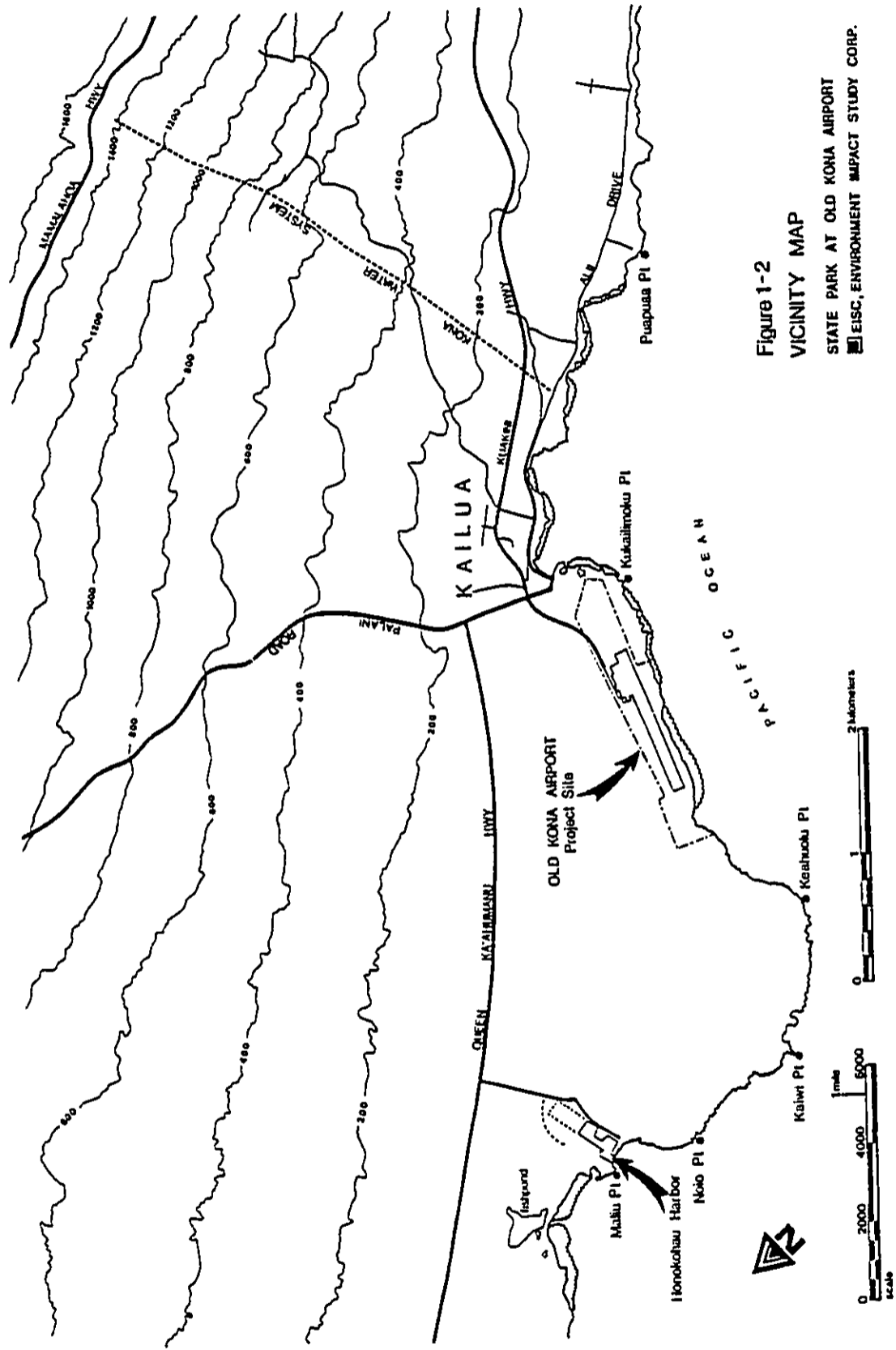


Figure 1-2
VICINITY MAP
STATE PARK AT OLD KONA AIRPORT
EISC, ENVIRONMENT IMPACT STUDY CORP.

2. To inform the public of the proposed project.
3. To assess the environmental setting of the project site and surrounding areas.
4. To outline the anticipated environmental impacts of the proposed action.
5. To serve as a planning tool in the development of the park.

Comments received during the review period of this Environmental Impact Statement are addressed in Section 12 of this Revised Environmental Impact Statement.

II. BACKGROUND

The west coast of the island of Hawaii has long served as a focus of Hawaiian history. It is from this area that Kamehameha I went on to conquer and rule the rest of the Hawaiian Islands. Here too, is located the spot where Captain Cook met his death during his second visit to the Hawaiian Islands in 1779.

Prior to the construction of the old Kona Airport, there used to be a large grove of coconut trees on the site until the early part of the century. It is said that a rope hanging from one of those trees was used by Kamehameha II to hang his half-brother, as punishment for raping Kamehameha II's mother [1.2].

This site had several opae ponds, filled with brackish water of low salt content. Local fishermen used shrimp from these ponds as bait for opelo fishing.

By the end of World War II, citizens of Kona had strongly expressed a desire that an airport be built to serve the area. The site of the old airport was chosen as a convenient spot, easily accessible from Kailua. The land for the airport was acquired by the then Territory of Hawaii from the Trustees of the Liliuokalani Trust through a Final Order of Condemnation on November 15, 1948 [1.3]. The old Kona Airport served the transportation needs of West Hawaii for many years.

The jet age, combined with a growing visitor industry made the Kona Airport facilities obsolete by the 1960's. Limitations of expanding the runway and other facilities necessitated the relocation of the airport to the Keahole Point area. The new airport was officially opened in 1970, at which time the old facilities were closed to aviation.

With the closing of the Kona Airport, an opportunity emerged to develop this recreational resource for the people of Hawaii. This effort was spearheaded during the past years by many local Kona residents and groups.

III. OBJECTIVES OF THE PROPOSED ACTION

The proposed State Park at the old Kona Airport is located in an area with large and growing needs for recreational outlets. The objectives of this park are twofold: to preserve the outstanding and scenic natural resources of this area, and to provide recreational opportunities for the people of Hawaii.

IV. THE PLANNING PROCESS

To accomplish the goals of the proposed State Park, it is necessary to develop a planning methodology that includes relevant factors pertaining to the site and surrounding community. In the planning process, an evaluation initially must be made of the plans, policies and guidelines for the site that have been developed at the State, the County, and the local level. An essential element in this early stage of planning is an evaluation of the community needs and desires for the site. An inventory should also be made of the attributes and constraints that are found at the site, such as location, climate, geological features and biological characteristics, as well as infrastructure characteristics, i.e., transportation, police, fire and medical services. The inventory should consider existing uses of the site to serve as indicators for potential uses, once the park is fully developed.

The next step in the planning process involves an analysis of the interrelationships of the factors catalogued in the inventories. At this stage in planning, the design of the park begins to emerge. The conceptual design involves partitioning the site for different recreational activities, based on the analyses of the previous steps of the planning process. The guidelines of the future park are presented in the conceptual plan, which is subject

to change and further refinement depending on input from the community.

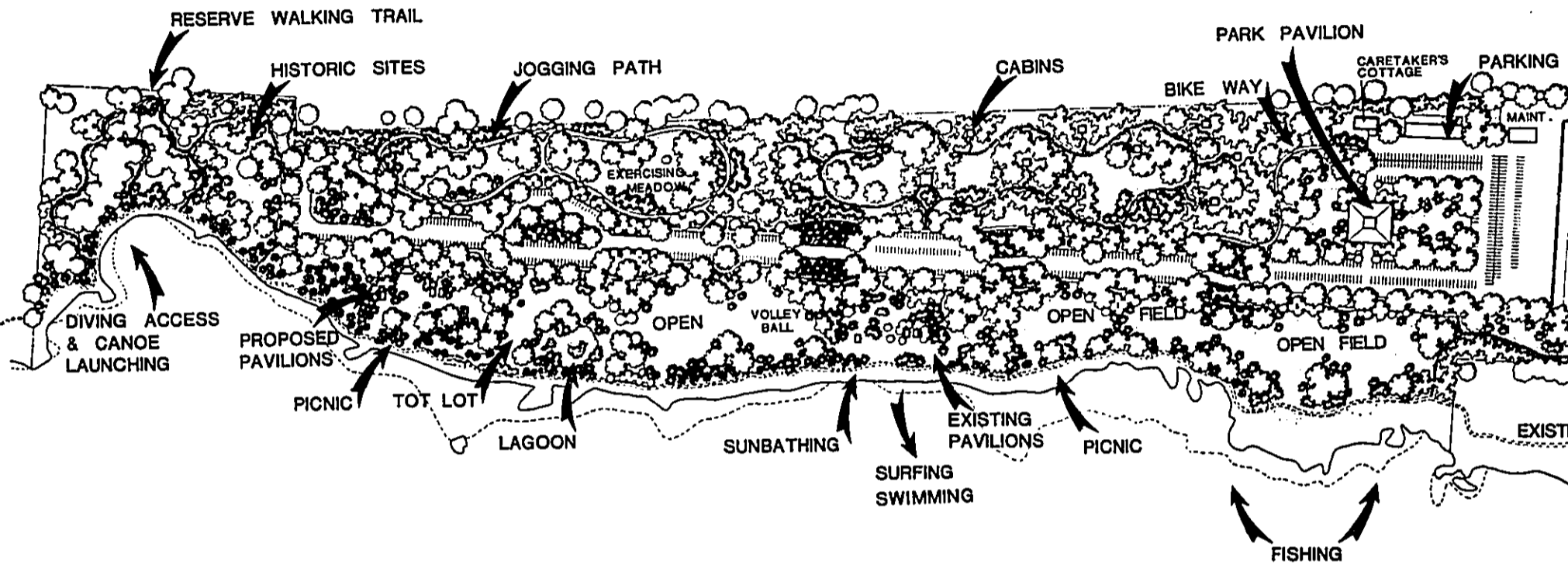
The Environmental Impact Statement (EIS) is an integral part of the planning process. The EIS is a document that assesses the environmental setting of the project site and surrounding areas and outlines the possible environmental impacts of the proposed project. Information obtained in the preparation of the EIS and during the EIS consultation and review periods can serve as an important planning tool in the development of the park.

Details for the park plan are established in the master plan which is adopted before the start of construction. The master plan consists of proposed development stages which are implemented in phases. These phases of construction occur at intervals determined by funding priorities or by changes in community recreational needs.

V. THE PROPOSED ACTION (CONCEPTUAL PLAN)

The Conceptual Plan for the old Kona Airport has been developed based on the considerations outlined above. The description of the proposed action that follows will present the elements of the Conceptual Plan as they will appear once they are implemented (please refer to Figure 1-3).

1. The existing runway will be retained. A two-lane roadway, bikeway, and parking areas (for autos and bicycles) will be delineated on the



SCALE 1" = 200'

LEGEND:

- STATE BOUNDARY
- COUNTY BOUNDARY
- NEW TRAIL
- EXISTING HAWAIIAN TRAIL

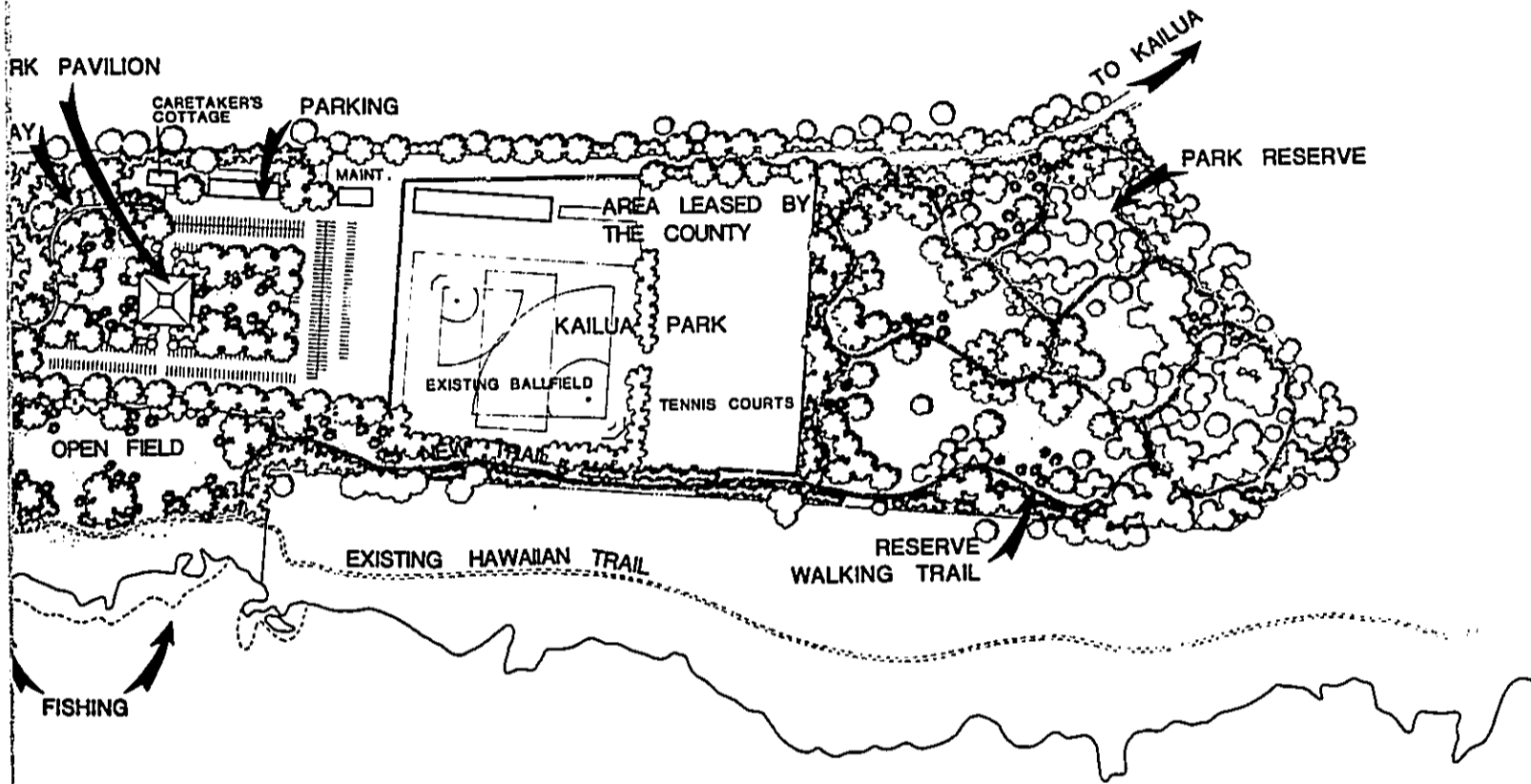


FIG 1-3
CONCEPTUAL PLAN
 STATE PARK AT OLD KONA AIRPORT
 EISC. ENVIRONMENT IMPACT STUDY CORP.

present runway. The roadway will be curved around large decorative planters and boulders interspersed throughout the runway to discourage speeding. Toward the northwest end of the runway, the two-way road will become a one-way traffic loop.

2. A park pavilion, with a capacity of about 1,000 persons, will be built to accommodate community events. Adjacent parking serving the park pavilion will be provided from the existing runway and apron.
3. Camping cabins will be built in an area mauka of the runway.
4. A jogging path and exercising field will be developed adjacent to the cabin area. Jogging would also be allowed along the bike pathway.
5. The northwestern corner of the park will be selectively cleared and access trails delineated to mark archaeological sites in the area. Clearing will be done by hand to prevent destruction of archaeological sites. Interpretive signs for the area will be provided. Petroglyphs for signs are being considered.

6. Next to the archaeological area will be a diving access and canoe launching area. The canoe launching area will be developed with minimum disturbance to existing conditions. This may include clearing some boulders from within the water.

7. A set of beach pavilions, restrooms and showers will be built on the makai side of the one-way traffic loop. These facilities will be similar to the existing facilities. The area around the beach pavilions will be landscaped.

Provisions for water and energy conservation are being considered in the design of facilities for these pavilions. Feasibility of solar water heating facilities at these pavilions to provide hot water for wash basins and showers is being considered.

8. A tot lot adjacent to a shallow lagoon will be provided. The lagoon will offer children the opportunity for safe wading at all times, particularly when high surf or high tide make the tidal pools unsafe. The concept of the lagoon is to draw ocean water into the lagoon, allow circulation through the lagoon and discharge into the ocean.

9. Picnic tables will be provided along the makai side of the park. A set of volleyball courts and open fields will complete the makai side of the runway.
10. The southeastern end of the project site will be planted with native species, and walking trails will be provided throughout the area, joining it with the rest of the park.
11. A cottage for a caretaker will be provided for better maintenance and security of the park.

VI. PHASING AND FUNDING

The following phases of construction are recommended to implement the park:

A. Phasing

1. Phase 1

- a. Provide a park pavilion, pavilion parking lot and appropriate utilities to be located mauka of the runway.
- b. Construct another set of beach pavilions on the makai side of the runway near the northwest end of the park. Water and electrical lines from the existing beach pavilions will be extended to the new pavilions.
- c. Provide landscaping and irrigation around beach pavilions.

- d. Provide picnic tables and fire pits.
- e. Clear some of the scrub vegetation in the archaeological area, located in the northwestern end of the park, and provide interpretive signs and trails for the area.
- f. Provide canoe launching area with minimum disturbance to existing conditions.

2. Phase 2

- a. Provide road planters and boulders to create curves on the roadway to reduce traffic speed in the area.
- b. Provide road striping, parking, and bikeway delineation.
- c. Provide landscaping mauka of access road.
- d. Selectively clear vegetation in the reserve area located on the southeastern edge of the park and establish a trail system through it.
- e. Provide jogging paths and exercise field.

3. Phase 3

- a. Build a shallow lagoon and tot lot area.
- b. Provide cabins and related facilities for overnight camping.

- c. Build cottage for caretaker to provide for better maintenance and security for the park.

B. Funding

Funding for development of a park at the old Kona Airport site was initially made available by Act 195, Part VI, Item II-B-3 Session Laws of Hawaii, 1975, in the amount of \$230,000.00.

Act 226, Part VIA, Section 91F, Item I-B-6 Session Laws of Hawaii of 1976 provided \$100,000 for plans and construction of the State Park at old Kona Airport as a supplement to prior appropriation.

Act 10, Part IV, Section 86, Item H-31 of the Special Session of 1977 provided an appropriation of \$600,000 for incremental design and construction for shoreline park development at old Kona Airport as determined by park planning now under way. These funds will be available in fiscal year 1978-1979.

REFERENCES TO SECTION 1

[1.1]
State of Hawaii, Department of Accounting and General
Services, Survey Division.
C.F.S. No. 17,956.
August 30, 1977

[1.2]
Thurston, Lorrin. Personal Communication.
December 1977

[1.3]
Ibid. [1.1]

existing environment 2

SECTION 2

DESCRIPTION OF THE AFFECTED ENVIRONMENT

I. PHYSICAL CHARACTERISTICS

A. Geology and Soils

The land on which the old Kona Airport is located was formed by prehistoric lava flows from Hualalai Volcano [2.1], whose summit stands at 8,271 feet in a direction northeast of the airport site. The present shield of Hualalai was built by eruptions from a rift zone that extends northwest from the summit to an area north of Keahole Point (Figure 2-1).

Hualalai is a dormant volcano that last erupted in the years 1800-1801. This eruption produced two lava flows which reached the coast in the area north of Keahole Point. Hualalai has been dormant since 1801, but the possibility of future eruptions exists.

Seismic activity is fairly common in the area, although most quakes are small and do little or no damage. In 1929 several thousand earthquakes were generated beneath the north flank of Hualalai, creating minor damage in central Kona. In 1951, a very strong earthquake (magnitude 7) that originated on the Kealakekua Fault, about 13 miles south of the old airport, caused damages in the Kailua area.

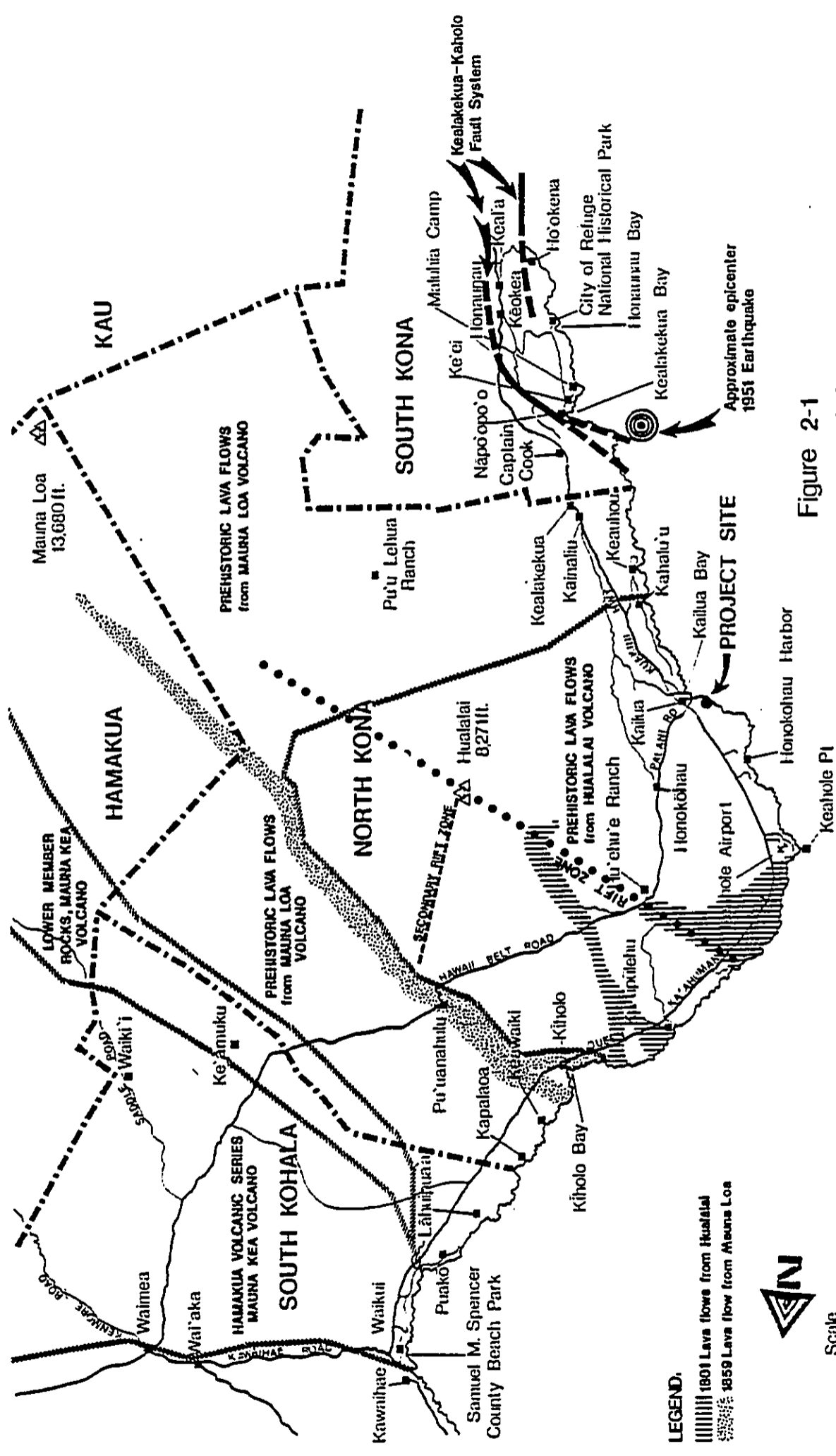


Figure 2-1
GEOLOGY

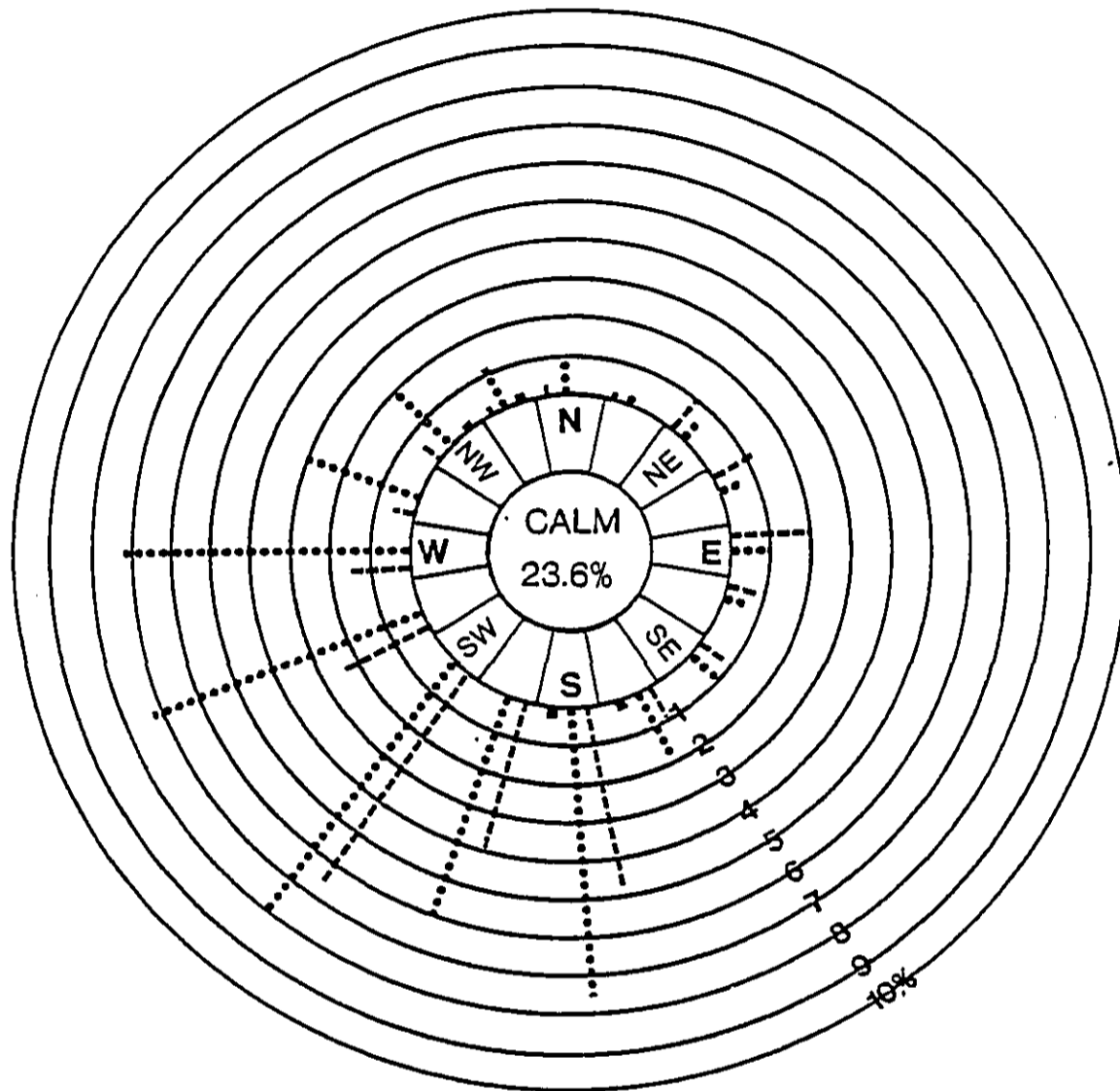
STATE PARK AT OLD KONA AIRPORT

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Soils in Kona have developed from the weathering of underlying volcanic rocks. The old Kona Airport site and surrounding areas are covered mostly with pahoehoe lava flows [2.2], although there are sections of aa lava present. Pahoehoe lava flows have a smooth ropy surface. Aa flows are made of clinkery, hard and sharp lava fragments. These soils have low capacity for sustaining grazing and wildlife and are unsuited for agriculture [2.2], although they can be compatible with recreational activities. They are not subject to significant erosion hazard. The sandy areas along the shoreline consist of fine to coarse sand including components such as lava, coral, and shell fragments.

B. Climate

The Kona Coast of Hawaii is sheltered from the prevailing trade winds by the great masses of Mauna Loa, Mauna Kea and Hualalai mountains. The predominant wind circulation on the Kona Coast is the local land breeze-sea breeze pattern [2.3]. Figure 2-2 shows the wind rose for the airport site taken during daylight hours (mostly between 7:00 A.M. and 5:00 P.M.) for the period 1957-1962. Areas mauka of the airport often receive afternoon showers caused by the sea breeze effect. At approximately the 1,200 foot elevation directly mauka from Kailua, rainfall



LEGEND: MPH
 - - - - - 3.0 - 7.0
 8.0 - 18.0
 - . - . - 19.0 - 24.0
 _____ OVER 24.0

Figure 2-2
WIND ROSE
 STATE PARK AT OLD KONA AIRPORT
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reaches about 75 inches a year, while rainfall at the airport site has averaged about 24 inches for the last 25 years (Figure 2-3). The coastal areas around the airport site are usually sunny with steady sea breezes during the day and lighter land breezes at night. Winds average under 8 miles per hour [2.4] more than 60 percent of the time.

Unlike most Hawaiian rainfall measuring stations, the seasonal distribution of rainfall at the airport falls fairly evenly throughout the year, averaging about two inches per month (Figure 2-4). The number of days with heavy (one inch or more) rain are very rare at the airport site. In the period 1952-1976 there was only an average total of 4.8 days per year in which one inch or more of rain was recorded, and an average of 50.4 days per year with rainfalls of .10 inches or more [2.5]. Thus, it is not likely that significant rainfall will interfere with recreational activities at the site on any given day.

Temperatures at Kona range between the low 80's and the low 60's in the winter and the mid 80's to upper 60's in the summer. Although it is sunny most of the time, temperatures have rarely reached above 90°F.

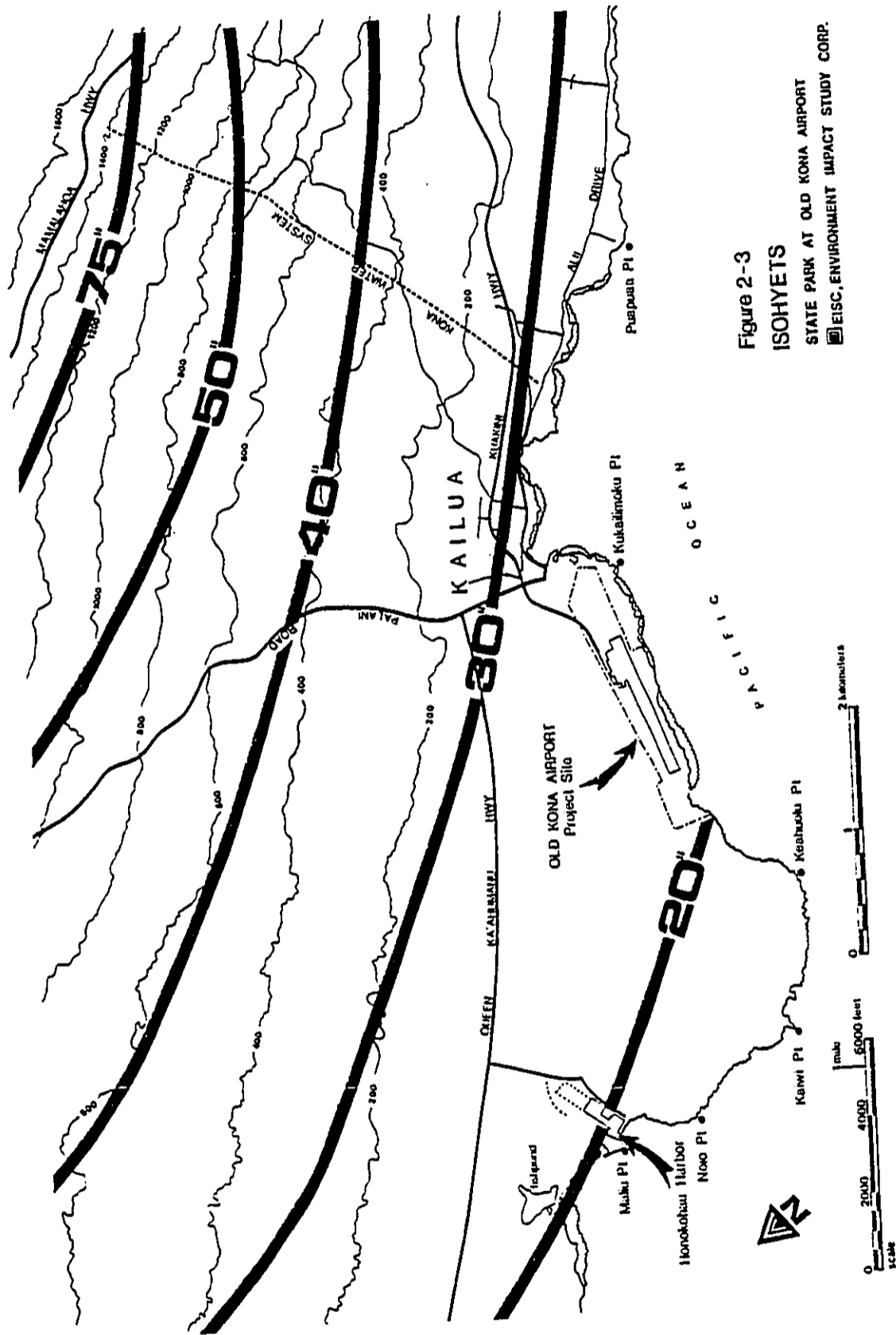
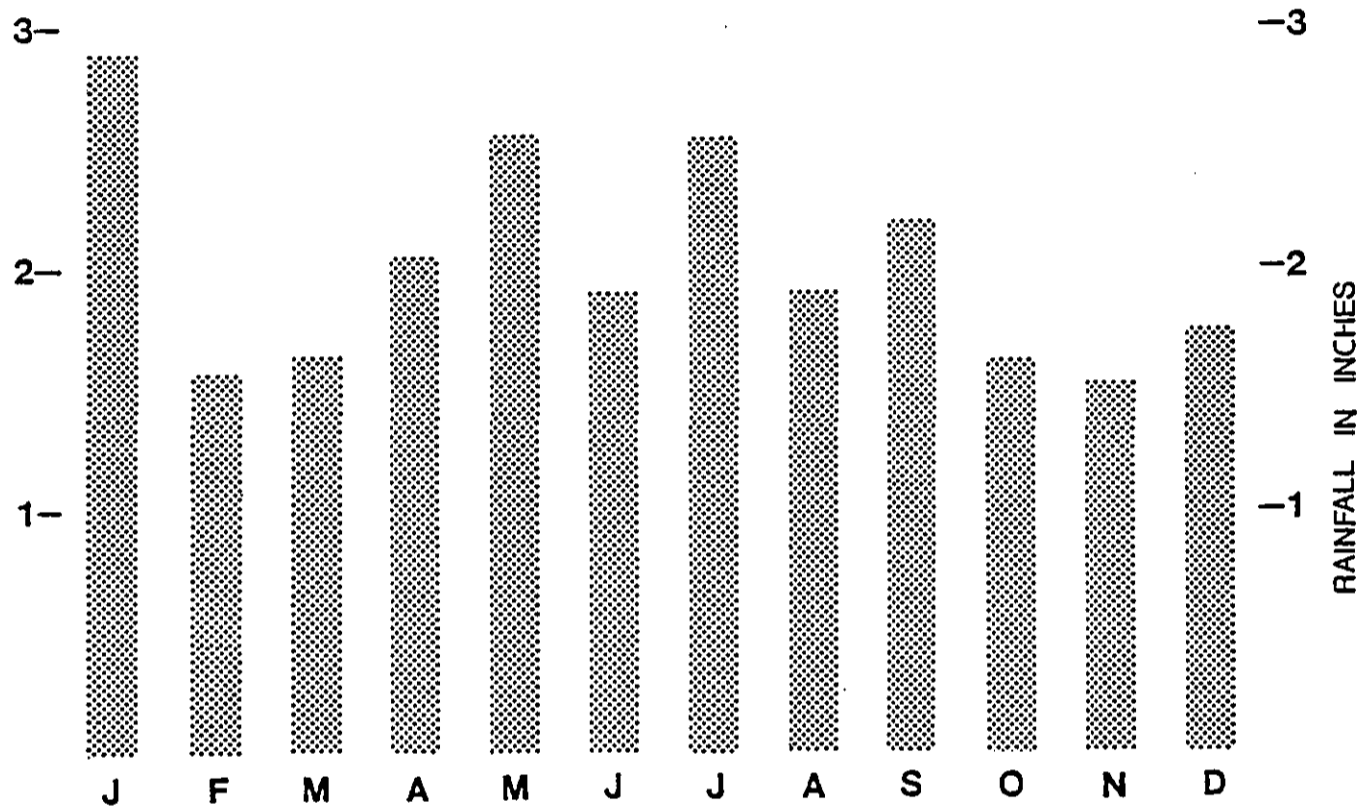


Figure 2-3
 ISOHYETS
 STATE PARK AT OLD KONA AIRPORT
 EISC, ENVIRONMENT IMPACT STUDY CORP.

OLD KONA AIRPORT MEAN MONTHLY RAINFALL 1952-1976



MEAN R.H. 1967

	8AM	2PM
JAN	77%	72%
JUL	77%	71%

Figure 2-4

RAINFALL

STATE PARK AT OLD KONA AIRPORT

☐ EISC, ENVIRONMENT IMPACT STUDY CORP.

The combination of mild temperatures, sunny weather, and light winds make this area among the best locations in the State for outdoor recreational activities.

C. Oceanography

The water quality along most of the western coastline of the island, including the park site, is classified as AA waters [2.6] by the State Department of Health. According to the State Public Health Regulations, Chapter 37-A (Water Quality Standards) [2.7] states:

"The uses to be protected in this class of waters are oceanographic research, the support and propagation of shellfish and other marine life, conservation of coral reefs and wilderness areas, compatible recreation, and aesthetic enjoyment.

It is the objective of this class of waters that they remain in as nearly their natural, pristine state as possible with an absolute minimum of pollution from any source. To the extent possible, the wilderness character of such areas shall be protected. No zones of mixing will be permitted in these waters."

The offshore waters at Kona are sheltered from the prevailing trades by the land mass of the Big Island. As a result, ocean and wave conditions are generally much smoother than most other shorelines of Hawaii.

Wave observations taken at the airport site during the period 1957-1962 [2.8] revealed that 85

percent of the time wave heights at the shoreline are three feet or under, and waves of five or more feet were observed only about 2 percent of the time (Figure 2-5). There, however, have been instances of high surf affecting the West Hawaii area. The high surf is generated by Kona storms or North Pacific storms during the winter season, and occasionally has caused damage along the shoreline. During a Kona storm in February of 1976, heavy swells and surf sank a fishing boat in Kailua Bay, and in February of 1968 high surf generated by a North Pacific storm rolled into a seaside hotel in Kona [2.9].

In general, when small craft warnings are in effect for Hawaiian waters for winds from the easterly quadrant, the immediate offshore waters in the Kailua-Kona area are not affected due to the sheltering effect of the mountains. Boating operations in Kona, however, are affected when small craft warnings are in effect for south, southwest, north or northwest winds. In the period January 1964 through March 1972, there was an average of 13.1 days per year when small craft warnings were in effect for the Kailua-Kona area for winds with a westerly component [2.10]. These warnings occurred only during the winter months, usually in December and January.

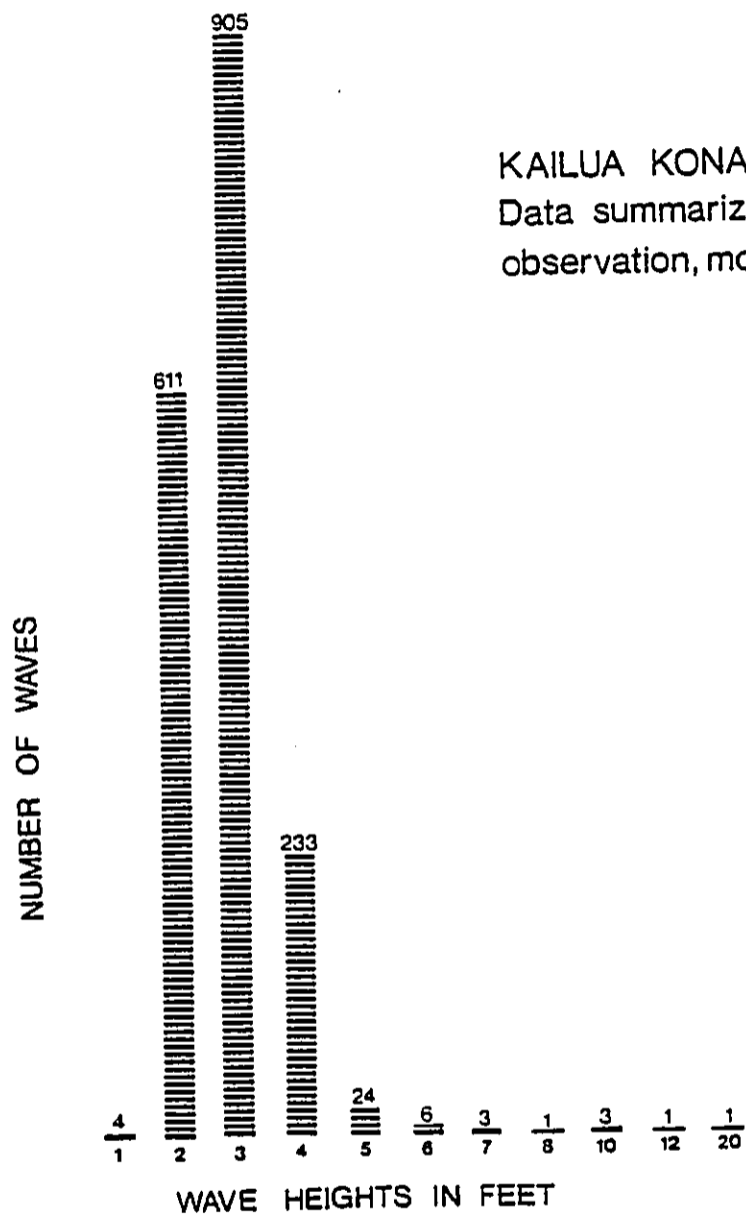


Figure 2-5

WAVE HEIGHT OBSERVATION

STATE PARK AT OLD KONA AIRPORT

☐ EISC, ENVIRONMENT IMPACT STUDY CORP.

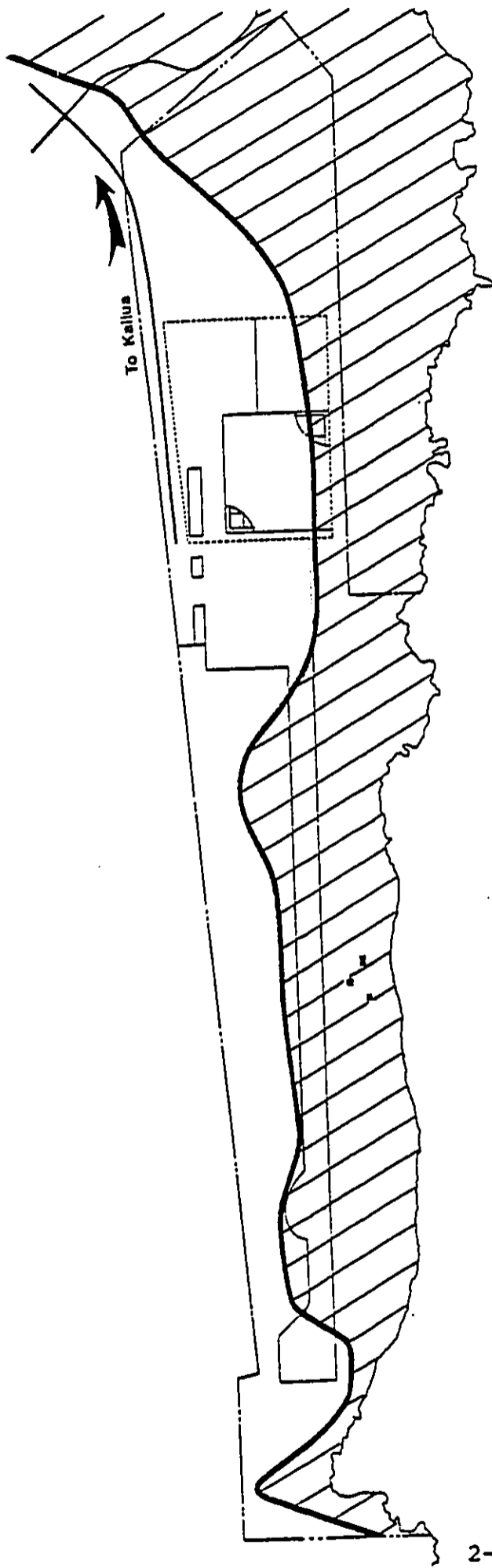
Although rare, small craft warnings can last for many days at a time. There were 16 such days during December of 1967 and 12 in January of 1968.

Offshore currents in the Kona area are variable in direction and magnitude. They are often the result of large scale transient eddies that form downwind of the Alenuihaha channel between Hawaii and Maui [2.11].

Most of the site of the old Kona Airport is located in a tsunami inundation zone. The approximate limits of the 100-year tsunami inundation are shown in Figure 2-6 [2.12]. Historically, tsunami inundations have ranged as high as 11 feet above mean low water datum in the 1946 tsunami of Kailua Bay. Inundations measured during other large tsunamis that affected the Hawaiian Islands in recent years has been smaller, ranging from two feet for the 1952 tsunami to eight feet for the 1960 tsunami [2.13].

D. Slopes and Drainage

The area of North Kona that extends southward from Keahole Point contains a band of high rainfall on the slopes of the Hualalai Volcano (Figure 2-2). The slopes of the Hualalai Volcano are rather steep, averaging about 15 percent. There are not many well-defined natural drainageways on the slopes of Hualalai.



2-12



APPROXIMATE 100-year TSUNAMI LIMIT

Figure 2 - 6
TSUNAMI LIMIT
 STATE PARK AT OLD KONA AIRPORT
 ESC, ENVIRONMENT IMPACT STUDY CORP.

Source: Wm. J. Matthews
 Acting Chief, Engineering Division
 U.S. Army Engineer District, Honolulu
 Building 230, Ft. Shafter, Hawaii
 (January 31, 1978)

While the coastal area is generally dry, the frequent high intensity rains that occur in the mauka area, combined with a lack of well-defined drainage-ways make many areas in the North Kona District vulnerable to flooding.

Although the Kona Airport site is not in a flood prone area, flood water and sediment damage has occurred in the Kailua Village area, a short distance to the south, a result of overflow of the Keopu Stream. The County of Hawaii constructed a covered buffer channel and debris basins for the Keopu Stream in 1972 [2.14]. This should alleviate problems from future flash flooding in the area.

II. BIOLOGICAL CHARACTERISTICS

Field surveys were conducted in May, 1976 and December, 1977 by Environment Impact Study Corporation to determine the species composition of the terrestrial and marine flora and fauna at the old Kona Airport site.

The studies are baseline surveys designed to provide general descriptions of the existing environment. Surveys taken during different times of the year under different conditions may yield variations to the descriptions provided in this report. A checklist of botanical species noted in the surveys is shown in Appendix B.

A. Flora

The project site can be subdivided into two general vegetative zones with the old runway as an approximate

dividing line. The first zone can appropriately be labelled the coastal vegetative zone while the second zone is the lava grasslands.

Coastal Vegetative Zone - Makai (south) of runway

Most noticeable just above the high tide line are stands of beach naupaka (Scaevola taccada), beach morning glory (Ipomoea brasiliensis), sea-shore rush-grass (Sporobolus virginicus) and tree heliotrope (Messerschmidia argentea), which are found growing in the sandy beach areas. Above the coastal vegetation, lava and sparse vegetation characterize the landscape. The most abundant vegetation consists of Madagascar periwinkle (Catharanthus roseus), swollen fingergrass (Choloris inflata), sandbur (Cenchrus echinatus), hi'aloa (Waltheria americana), Spanish clover (Desmondium canum), scarlet-fruited passion flower (Passiflora foetida), Japanese lovegrass (Eragrostis tenella), natal redtop (Rhynchelytrum repens) and Christmas-berry (Schinus terebinthifolius). Scattered growths of lush 'akulikuli kai (Batis maritima) and 'akulikuli (Sesuvium portulacastrum) are found growing in lowlying areas near the runway, giving a carpeted appearance to the area. Less abundant growths include koa-haole (Leucaena leucocephala), kiawe (Prosopis pallida), lantana (Lantana camara), blue morning glory (Ipomoea congesta), narrow-leaved

plantain (Plantago lanceolata), hairy spurge (Euphorbia hirta), and 'ulei (Osteomeles anthyllidifolia). Sparse, intermittent species in this zone include noni (Morinda citrifolia), flora's paintbrush (Emilia sonchifolia), guava (Psidium guajava) and bitter melon (Momordica charantia).

Coconut trees (Cocos nucifera) are found near the makai center of the runway where restrooms and pavilions are located. These trees were planted by the County of Hawaii.

Lava Grasslands - Mauka (north) of runway

The most abundant vegetation is the fountain grass (Pennisetum setaceum) which is a bunchy, erect perennial that can withstand long periods of drought. Natal redtop, hi'aloa and swollen fingergrass are abundant along the edge of the runway. Moderate growths present throughout the lava grassland include swordfern (Nephrolepis sp.), lantana, smooth rattlepod (Crotalaria mucronata), Christmas-berry, lovegrass, sandbur, kiawe, Japanese tea (Cassia leschenaultiana), tree heliotrope, indigo (Indigo anil), bitter melon, and hairy spurge. Sparse growths of noni, scarlet-fruited passion flower and guava are also found here.

B. Fauna

Terrestrial:

During site surveys relatively few terrestrial animals were observed. Dog (Canis familiaris) and

cat (Felis catus) were seen with various families picnicking nearby. Other animals found here probably include rat (Rattus spp.), mouse (Mus musculus), mongoose (Herpestes auropunctatus) and bat (Lasiurus cinereus semotus).

Avian:

The barred dove (Geopelia striata) was the only avifauna noted on the site. Additional birdlife which are found in the general area include cardinal (Richmondia cardinalis), English sparrow (Passer domesticus), lace-necked dove (Streptopelia chinensis), golden plover (Pluvialis dominica fulva) and mynah (Acridotheres tristis). Game birds probably found in the grasslands include quail (Lophortyx californicus), pheasant (Phasianus sp.), chukar (Alectoris graeca chukar), and francolin (Francolinus sp.). Sea birds that may frequent the area include petrel (Pterodroma sp.), tropic bird (Phaethon sp.) and the great frigate bird (Fregata minor palmerstoni). A previous survey (Neighbor Island Consultants, 1972) also recorded the wandering tattler, an indigenous migratory waterbird often seen along the shoreline.

C. Marine Survey:

The intertidal area is characterized by a shallow basalt bench extending approximately 100 to 200 feet from shore. During low tide, tidepools of various

sizes are formed. Common invertebrate species include brittle stars (Ophiocoma spp.), sea urchins (Echinometra mathaei, Heterocentrotus mamillatus and Tripneustes gratilla), sea cucumbers (Actinopyga mauritiana), and coral (Porites lobata and Pocillopora spp.). Additional characteristic macroinvertebrates in the intertidal area are Littorina pintado, Pennaria sp. and Nerita picea. Representative algal species include Ulva lactuca, Ectocarpus sp., Ahnfeltia cocinna, Spirulina subsalsa and Turbinaria ornata.

The basalt reef drops off sharply to depths of approximately 10 to 20 feet. Scattered growths of coral (Pocillopora sp.) indicated the relatively young age of the community where abundant coral species have not had an opportunity to establish themselves. The boulders provide an excellent habitat for the near-shore organisms which abound here. Sea urchins were common, especially species of Echinometra and Tripneustes and the red slate pencil urchin (Heterocentrotus mamillatus).

Fish species of numerous families were well represented. These families include but are not limited to Mullidae (goatfishes), Chaetodontidae (butterfly fishes), Labridae (wrasses), Scaridae (parrot fishes) and Acanthuridae (surgeonfishes).

The abundant marine life found just offshore of the project site is given recognition in a bill introduced in the Hawaii State Senate (S.B. No. 2552-78) in the Ninth Legislature (1978), which calls for preliminary work toward establishment of an underwater park in the area offshore of the old Kona Airport.

III. SOCIO-ECONOMIC CHARACTERISTICS

A. Population

According to the 1970 census, the population of the island of Hawaii was 63,468. By 1976, the island-wide population was estimated at 76,600, an increase of 20.6 percent [2.18]. During the same period, the combined population of the North Kona and South Kona districts grew from 8,836 to 11,700. The resulting increase of 32.4 percent in these two districts was substantially greater than the island-wide increase.

A 1975 estimate [2.18] placed the mean age of the Kona population at 27 years. Between 1960 and 1970, there was a drop in the number of children under 15 years residing in the Kona area while the total over-65 population increased. There was also a substantial increase in the number of residents between 25 and 44 years of age. Twenty-six percent of the 1975 residents of Kona had been born outside the State [2.19].

Various population projections have placed the number of people that will be living in the Kona District between 14,200 to 14,500 by 1980, between 16,500 and 17,300 by 1985 and between 17,500 and 18,300 by 1990 [2.20].

In 1975 it was estimated that 33.1 percent of the population of Kona was Caucasian, 30.6 percent Japanese, 17.2 percent part Hawaiian, 16.1 percent Filipino and 2.4 percent Chinese. There has been a rapid increase in the Caucasian population and a corresponding decrease in the Japanese, Hawaiian and part Hawaiian populations [2.21].

B. Economic Aspects

Kona has an undiversified economic base, relying mainly on the visitor industry, construction, and agriculture. The visitor industry is the most important contributor to the economic life of the community. For the island of Hawaii, there was a 2.7 percent increase in visitors for 1977 compared to 1976. The number of visitors went from 816,514 in 1976 to 838,433 in 1977 [2.22].

A recurring problem for the visitor industry has been the low occupancy rates of hotels in Kona. The lack of new hotel openings for the last two years has helped alleviate the occupancy situation somewhat.

Average monthly occupancy for 1977 was 65.2 percent compared with 58.4 percent in 1976 [2.23].

Coffee production in Kona during the past crop year totalled 2,020,000 pounds, an increase of 8.6 percent over the previous crop. Increased production and higher prices for the crop year brought coffee farmers the highest revenues since 1965. Preliminary estimate of revenues is \$2,283,000, a figure which the Department of Agriculture expects to be higher when final data is tabulated. This compares to coffee revenues which reached a low of \$714,000 in the 1974-75 crop year [2.24].

Agriculture, in the County of Hawaii as a whole, has shown growth in recent years, with the exception of the depressed sugar and beef industries. Raw sugar revenues received by Big Island planters in 1976 were \$88.7 million, down 32.7% from the previous year, while island cattle revenues dropped from \$11.7 million in 1975 to 11.6 million in 1976. Other agricultural products grown in Hawaii County that show substantial economic promise are macadamia nuts (\$7 million in revenues in 1976), anthuriums and nursery products (\$4.9 million in 1976) and papaya [2.24].

The proposed 200-acre agricultural park near Keahole Point will help strengthen diversified agricultural production in the Kona area through the

cultivation of decorative plants and tomatoes [2.25].

Overall, construction in the Big Island remains in a slump. Public contracts awarded during the first six months of 1977 amounted to about \$11.5 million, a drop of 37.6% compared to the same period in 1976. Construction of single family units, however, showed a substantial recovery over the same time span, showing a 40.5% increase, from approximately \$12.9 million to \$18.2 million [2.24].

County-wide unemployment figures for the month of January 1978 stood at 7.9%, which translates to an estimated 2,850 unemployed residing on the Big Island. This compares to a total percentage of 6.4% state-wide [2.26]. Recent unemployment figures for the County have shown a significant improvement over 1976, when the monthly average unemployment rate was 11.2% [2.24].

IV. INFRASTRUCTURE

A. Utilities

Potable water, electricity, and telephone service are available at the project site. A public telephone is located at the existing restroom facilities. Water is piped in from the Kona water distribution system.

The section of the park leased by the County is irrigated using treated effluent from a secondary treatment plant located nearby. Interviews with

personnel at the treatment plant indicate that approximately 600,000 gallons of treated effluent are produced per day, which could be used for irrigation of other areas in the park. The irrigation system will be designed to also allow irrigation with potable water.

B. Police Protection

The park premises are patrolled by police cars several times a day. There is normally one officer per patrol car. Police patrols are dispatched out of the police station at Captain Cook and their patrol routes include Kailua. The approximate time for police assistance to reach the park is 3-4 minutes.

For the period January-December, 1977 the Kona district (both North and South combined) reported a grand total of 1,293 Part I offenses. Among these were included 2 murders, 7 manslaughters, 4 rapes, 5 robberies, and 365 burglaries. There were also 750 larcenies (thefts), including auto thefts (81).

Interviews with the park caretaker [2.27] indicate that crime is not a particularly significant problem in the administration of the park, although instances of petty vandalism, unauthorized camping on the premises, and other minor offenses occur on a relatively frequent basis. According to the Police Department, services to the site are frequent during off-hours. [2.28] These offenses are usually crimes against persons.

C. Fire Protection

A fire station is located at 74-5537 Palani Road in Kailua-Kona. There are 16 men assigned to the station, working three shifts around the clock. The first two shifts each have 5 men on duty and the third has 6 men on duty.

Equipment at the station consists of two triple pumpers (1,000 gallon capacity), one 1,200 gallon tanker, and a rescue wagon.

The Kailua-Kona Station is one of two on the island designated as a rescue station. This means that the firemen are also trained in rescue procedures. Rescue equipment includes a Boston Whaler, masks, fins, surfboards, and SCUBA gear.

The response time to the project site is estimated between two and three minutes.

In the past there have been infrequent small grass fires at the site.

D. Medical Services

The following health facilities are located in the Kona area:

*The Kona Coast Medical Group Association (private). The staff consists of a psychiatrist, ophthalmologist, general practitioner, obstetrician-gynecologist, surgeon, and emergency physician.

*The Kona Medical Association (private). The staff consists of a general practitioner, obstetrician-gynecologist, surgeon, internal medicine specialist, radiologist and pharmacist.

*Kona Hospital (public). Hospital contains 79 beds (47 acute care, 32 long-term care). Other health-related facilities in the Kona area include a Public Health Center, Awareness House (a drug and alcohol rehabilitation center) and Kona Krafts (training for the retarded).

The local Fire Department also has an emergency team. Three certified Mobile Intensive Care Technicians (MICT) are assigned to the station. There are three shifts and one MICT is assigned to each shift. Emergencies are taken to Kona Hospital with a travel time to the hospital of 10-12 minutes. Thus far there has been no problem with handling emergencies. [2.29]

Emergency service statistics from the State Department of Health for the first and second quarter of 1977 reveal that 235 instances of emergency medical services were reported during the January-June period of 1977 for the Kailua Village area. This accounted for between 12 and 13 percent of the County total.

E. Transportation

The project site is easily accessible from all parts of West Hawaii. Main access routes by car to the project site include Queen Kaahumanu Highway, Palani Road, Kuakini Highway, and Alii Drive. The nearest airport serving this site is located at Keahole Point, approximately eight miles to the north along Queen Kaahumanu Highway.

There is a small boat harbor located at Honokohau, two miles north of the site along Queen Kaahumanu Highway. The present capacity of the boat harbor is 58 boats, although construction for Phase II of the harbor is scheduled to begin in April 1978 and to be finished in April 1979. After construction of Phase II, the total mooring capacity at the boat harbor will be 143 boats. Eventual capacity of the boat harbor is expected to be 350 boats (after completion of Phase III).

The nearest deep draft harbor to the project site is located at Kawaihae, 36 miles to the north. Kawaihae Harbor has a Young Brothers ship arriving every Tuesday and Friday from Honolulu and the ships leave every Monday and Thursday on their return trip to Honolulu.

The Hawaii County Mass Transit System was inaugurated in early 1974 and the Hele On System, using

County owned buses, began service December 15, 1975 [2.30]. It provides daily service into the various County districts and within the City of Hilo and the Village of Kailua. Buses run daily in the Kona system. Schedules for the rural routes are limited to twice a day for most routes with a morning and an afternoon trip each day. The fares range from 25 cents on intra city routes and on routes between several towns, to \$2.25 for routes from Hilo to Captain Cook. The bus may be flagged down along its route where safety conditions permit.

F. Schools

The following schools serve the vicinity of the project area:

Kealakehe School
(kindergarten through 8th grade)
enrollment of 985 students
(45 special education students)

Holualoa School
(kindergarten through 8th grade)
enrollment of 217 students
(17 special education students)

Konawaena School
(kindergarten through 6th grade)
enrollment of 542 students
(42 special education students)

Konawaena High and Intermediate School
enrollment of 1,145 students
(65 special education students)

In addition to these schools, the Kailua-Keauhou Elementary School is scheduled to open in September of 1980, with approximately 225 students in Grades

K-6. The ultimate design enrollment projected for the school is 550 students after 1990.

V. ARCHAEOLOGICAL CHARACTERISTICS

An archaeological reconnaissance was performed on the site by Neighbor Island Consultants for an Environmental Assessment performed for a previous plan for the site [2.31]. Most of the archaeological discussion will be from the report prepared by Neighbor Island Consultants entitled "An Assessment of Environmental Impact Resulting from the Development of Kailua Park, Kailua-Kona, Hawaii."

Former residents familiar with the area as children around the turn of the century describe the area around Pawai Bay as a fishing complex. Planked and dugout canoes were mainly used for opelu fishing. There was at least one ko'a (traditional fishing area) known offshore and a large pond for raising opae is said to have existed near the northwest end of the present runway.

There is a large rock located offshore known as Pohaku-loa. This rock has been described by former residents of the area as one of three "brother rocks," the other "brothers" being rocks with similar shapes at Kailua and Keauhou. This particular rock is located offshore towards the northern end of the runway.

There are petroglyphs in good condition approximately 60 feet from the north fence line and about 1,100 feet from the northwest end of the runway.

At the southeast end of the shoreline there is a small cove with an adjacent cluster of bait mortars. Bait mortars are also found along Pawai Bay. At least four salt pans in good condition are located approximately 360 feet from the cove.

There is a house site approximately 100 feet makai of the runway and approximately 330 feet from the southeast fenceline. This particular site is in the Hawaii Register of Historic Places. There are probably a couple of burials associated with the house. The physical condition of the house site is fair.

Approximately 150 feet from the makai edge of the runway and about 350 feet from the southeast fenceline are located a petroglyph and papamu, of 11 x 12 rows of holes. This site is in the Hawaii Register of Historic Places. Two additional papamus are located close by, one to the south and one that has only been partially completed. Apparently, the small papamu is unusual and could have been used for teaching children. The physical condition of these is good.

VI. COMMUNITY RECREATIONAL NEEDS

According to the Hawaii State Comprehensive Outdoor Recreation Plan of 1975 (SCORP), outdoor recreation in

the State is oriented toward the sea. More than 50 percent of the total activities occur at shoreline areas or in offshore waters. Swimming and sunbathing are the preferred leisure activities for the State, the second most popular being walking for pleasure and/or jogging. Other preferences, in order of popularity, are picnicking, bicycling, playing outdoor games, and attending outdoor events.

The need to secure beach space on the island of Hawaii to accommodate swimming and sunbathing activities is critical. To alleviate this condition, SCORP recommends providing alternate recreational opportunities, as well as securing access ways and restricting beach areas to specific recreational uses. It is also anticipated that activities such as fishing, diving and surfing will continue to increase in popularity, and measures to preserve the quality and availability of open recreational resources should be promoted.

Among the high need activities that have been identified for the County of Hawaii, SCORP includes swimming/sunbathing, camping facilities, hiking, attending outdoor events, walking/jogging and bicycling. As is the case for the State as a whole, approximately 50 percent of the peak weekend summer activity on the island of Hawaii includes swimming/sunbathing, walking/jogging, bicycling and picnicking.

SCORP indicates that the need to preserve and to maintain shoreline resources is critical for the Kona District. The Kona District is the second most populated district in the County and has a high need for most recreational activities. It has historic significance and contains the majority of the island's usable beaches. The shoreline resources are impacted by the resort industry.

Of all counties, Hawaii County has the least beach area. A State inventory of public outdoor and open space acreage indicates that of the total State recreational beach acres, 25 percent is in Kauai County, 29 percent in Oahu, 31 percent in Maui, and 14 percent in Hawaii. Of the State total beach acreage fronting an improved park, 23 percent of the total can be found in Kauai County, 56 percent in Oahu, 17 percent in Maui, and 3 percent in Hawaii. With these figures it becomes evident that the island of Hawaii is not endowed with as much sandy beach as the other islands and that it has the least acreage fronting improved recreational facilities. Since most of the sandy beaches on the island of Hawaii are located along the west coast, it becomes particularly important to secure sandy beach areas as a resource for potential recreational pursuits.

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land use plans

3

SECTION 3

THE RELATIONSHIP OF THE PROPOSED ACTION TO LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AFFECTED AREA

I. EXISTING USES OF THE SITE

A. Area leased by the County of Hawaii

An area of 14.082 acres within the old Airport boundaries was leased from the State of Hawaii by the County of Hawaii in June 1976 for a 10-year period (refer to Figure 1-3). This leased area is operated and managed by the County. Within this leased area are two baseball fields which were utilized by 10,130 individuals during the period July 1, 1976 to June 30, 1977 [3.1]. Among the activities at the baseball fields are youth baseball, adult baseball, softball, soccer games, canoe club outings, and Pop Warner football.

The County of Hawaii also has built four tennis courts within the County lease area. The courts are expected to be available in the immediate future.

The former terminal building for the airport, also located within the County lease area, is being planned as a community recreation center [3.2].

B. State Area

After the closing of the airport in 1970, the runway often was used for drag racing. Scheduled

The total number of people that made use of the old airport site from September 1976 through October 1977 was 151,515. This number includes both the State administered and the County lease areas.

II. GOVERNING PLANS AND POLICIES

A. State

1. SCORP Recommendations

The 1975 State Comprehensive Outdoor Recreation Plan (SCORP) [3.3] divided the State into different planning areas in order to comprehensively study the recreational needs of the people of Hawaii, to inventory available recreational facilities, and to pinpoint areas of urgent need for more recreational outlets. The formulation of SCORP was accomplished through the cooperation of Federal, State, County, private organizations, and the general public. SCORP takes into consideration guidelines and recommendations presented in the National Outdoor Recreation Plan.

The proposed State Park at the old Kona Airport falls within planning area number 42, which covers the North and South Kona districts. SCORP takes into account the outstanding recreational potentials of the Kona area, in particular the historic significance, ideal weather conditions, excellent deep-sea fishing, and the presence

of the majority of the few sandy beaches on the island.

SCORP notes that, in common with other Hawaii County districts, a large amount of district recreational activities take place at unimproved sites, or areas not primarily intended for recreation uses. SCORP notes that the Kona planning area recreational facilities are inadequate to meet present demands. In particular, swimming, sun-bathing, walking, jogging, and camping exhibit high levels of need.

SCORP recommendations for the Kona area include the following:

- a. Development of recreational areas to accommodate more possible high and medium activity needs.
- b. Establishment of beach and shoreline reserves and right-of-ways to assure public use, access and enjoyment of the shoreline.
- c. Investigation and assessment of the significance of the numerous historic sites in the district.

The proposed park at old Kona Airport can be expected to meet some of the recreational

needs of the Kona planning district for picnicking, sun-bathing, hiking, as well as the preservation and protection of historic sites.

2. State Land Use

The State Land Use designations for the old Kona Airport site and surrounding areas, including Kailua town, is Urban. Portions along the shoreline makai of the highwater mark are designated Conservation. Adjacent shoreline areas to the north of the site are classified Conservation and areas mauka of the airport are Agriculture (Figure 3-1).

Urban districts are generally defined as lands in urban use with sufficient reserve areas to accommodate foreseeable growth. Specific land use through zoning within urban districts is determined and administered by County Government.

Agricultural districts include lands with a high capacity for cultivation. Uses permitted within the agricultural districts are the growing of crops, raising livestock, grazing, farm buildings and public buildings necessary for agricultural practices.

Conservation districts primarily comprise lands in the existing forest and water reserve zones. Lands needed for the protection of water

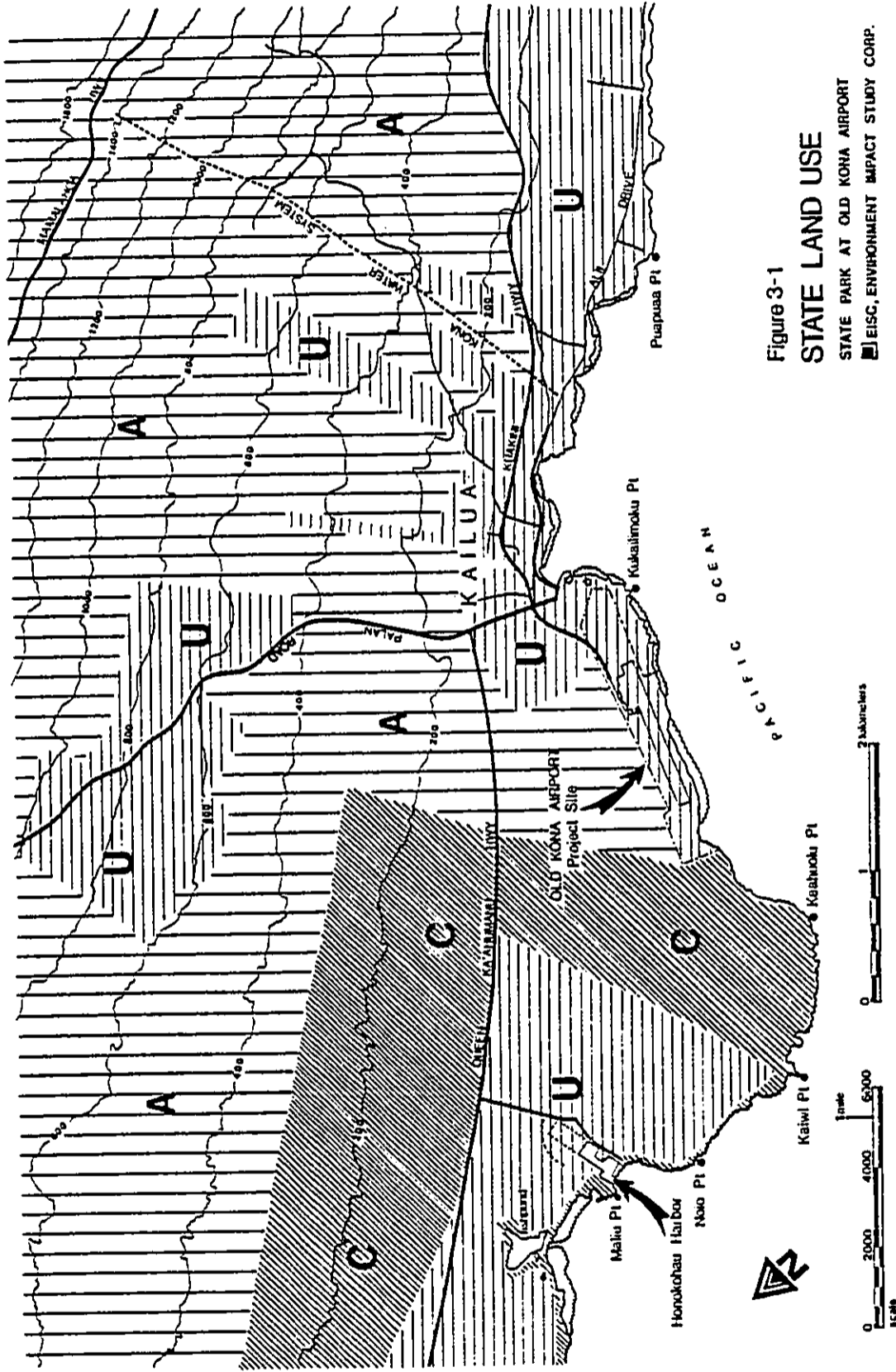


Figure 3-1
STATE LAND USE

STATE PARK AT OLD KONA AIRPORT

■ EISC, ENVIRONMENT IMPACT STUDY CORP.

LEGEND:
 A-Agriculture
 C-Conservation
 U-Urban

sources, native plants and animals and scenic areas, for parks, shorelines, forestry and open space were added to this classification.

B. County Plans and Policies

1. The County of Hawaii General Plan

The General Plan for the County of Hawaii is the policy document for the long-range comprehensive development of the island of Hawaii. The County Charter, adopted in 1968, mandated the County Council to:

"Adopt by ordinance a General Plan which sets forth the Council's policy for long-range comprehensive physical development of the County [3.4]."

The General Plan was adopted in 1971, becoming County Ordinance Number 439.

The planning process for the County General Plan considered many elements, including economic activities, environmental qualities, flood control and drainage, historic sites, housing, natural beauty, etc. Each of these study elements was analyzed for each district in the County, based on then-existing conditions. The plan proceeded to establish goals, policies, and standards for the different districts regarding each of the elements.

Most of the old Kona Airport site was classified Open by the County General Plan Land Use Allocation Guide Map (Figure 3-2). Open areas are designated for parks and historic sites. Surrounding land use designations in the County General Plan include: Conservation, which is a general designation for forest and water reserves, natural and scenic reserves, etc.; Industrial, used for manufacturing and processing, wholesaling, storage and transportation facilities, etc.; Resort, used for hotels and supporting services; and Extensive Agriculture, referring to pasture and range land. The extensive agricultural area directly mauka of the airport site is also classified for alternate urban expansion.

2. The County of Hawaii Recreation Plan

The County of Hawaii Recreation Plan of 1974 is an integral part for the implementation of the General Plan [3.5]. It was designed to serve as a decision-making tool for administrators, legislators, and communities, and reflects the major policies and strategies outlined in the State Comprehensive Outdoor Recreation Plan. The objective for this plan is to serve as a coordinating document which can be utilized by

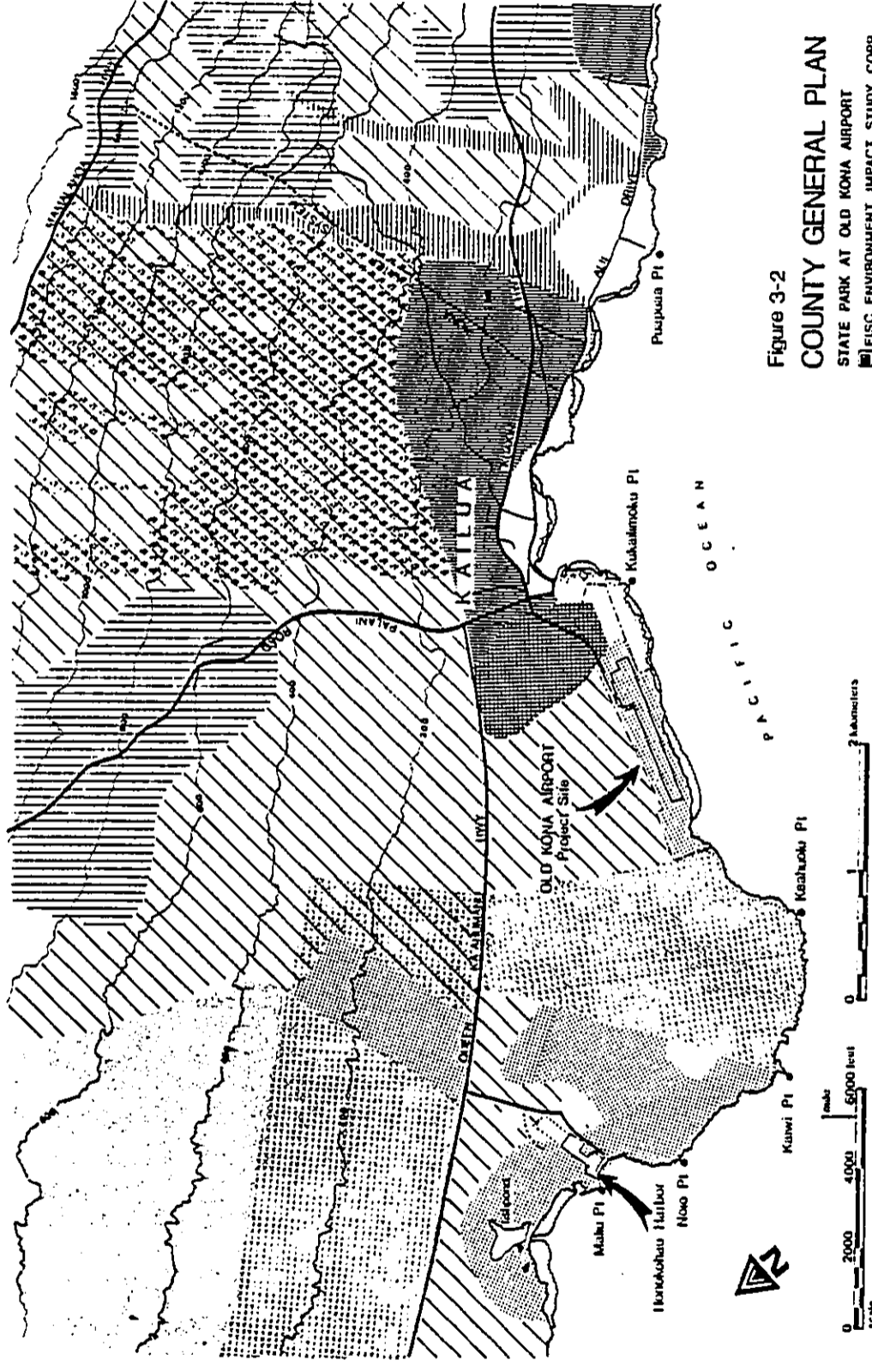


Figure 3-2
COUNTY GENERAL PLAN
 STATE PARK AT OLD KONA AIRPORT
 EISC, ENVIRONMENT IMPACT STUDY CORP.

- LEGEND:**
- CONSERVATION
 - OPEN AREA
 - RESORT
 - INDUSTRIAL
 - ORCHARDS
 - LOW DENSITY
 - MEDIUM DENSITY
 - FLOOD PLAINS
 - EXTENSIVE AGRICULTURE
 - ALTERNATE URBAN EXPANSION

all levels of government for recreational planning of Hawaii County.

The plan designates overall priorities, honoring those of the communities, County General Plan, and the State Comprehensive Outdoor Recreation Plan. This plan establishes a park distribution pattern for each district, whereby the development of new parks are synchronized with the population growth and demand.

In its analysis of the North Kona District, the County of Hawaii Recreation Plan takes note of the expanded population of the area, a result of the growing visitor industry. With the increase in population has come an increase of recreational demand. The County of Hawaii Recreation Plan recognizes the potential of the old airport site for alleviating some of the current district demands for recreational activities.

3. The Kona Community Development Plan

The Kona Community Development Plan has not been finalized. It is a part of the larger County of Hawaii General Plan Program. It provides the public and government officials guidance on how the General Plan Policies could be implemented in Kona over the next few years [3.6]. The preliminary draft of the Kona Community

Development Plan calls for giving highest recreational priority to the Kona Regional Recreation Center, as well as to neighborhood parks. It stresses the effort to identify and restore Hawaiian trails that run along the shoreline as well as those that travel mauka-makai.

4. Zoning

The entire project site is presently zoned ML-20 (limited industrial). The immediate area makai of the site is zoned RS-15 (single family residential) [see Figure 3-3]. The park and recreational use is permissible through Article 26 of the County Zoning Code.

C. Hawaii Coastal Zone Management Program

The concept, and intent of the proposed State Park is consistent with the purpose of the Coastal Zone Management (CZM) Act of 1972. The CZM Act declares that it is national policy [3.8]:

- (a) to preserve, protect, develop, and where possible, to restore or enhance, the resources of the Nation's coastal zones for this and succeeding generations;
- (b) to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone, giving full consideration to

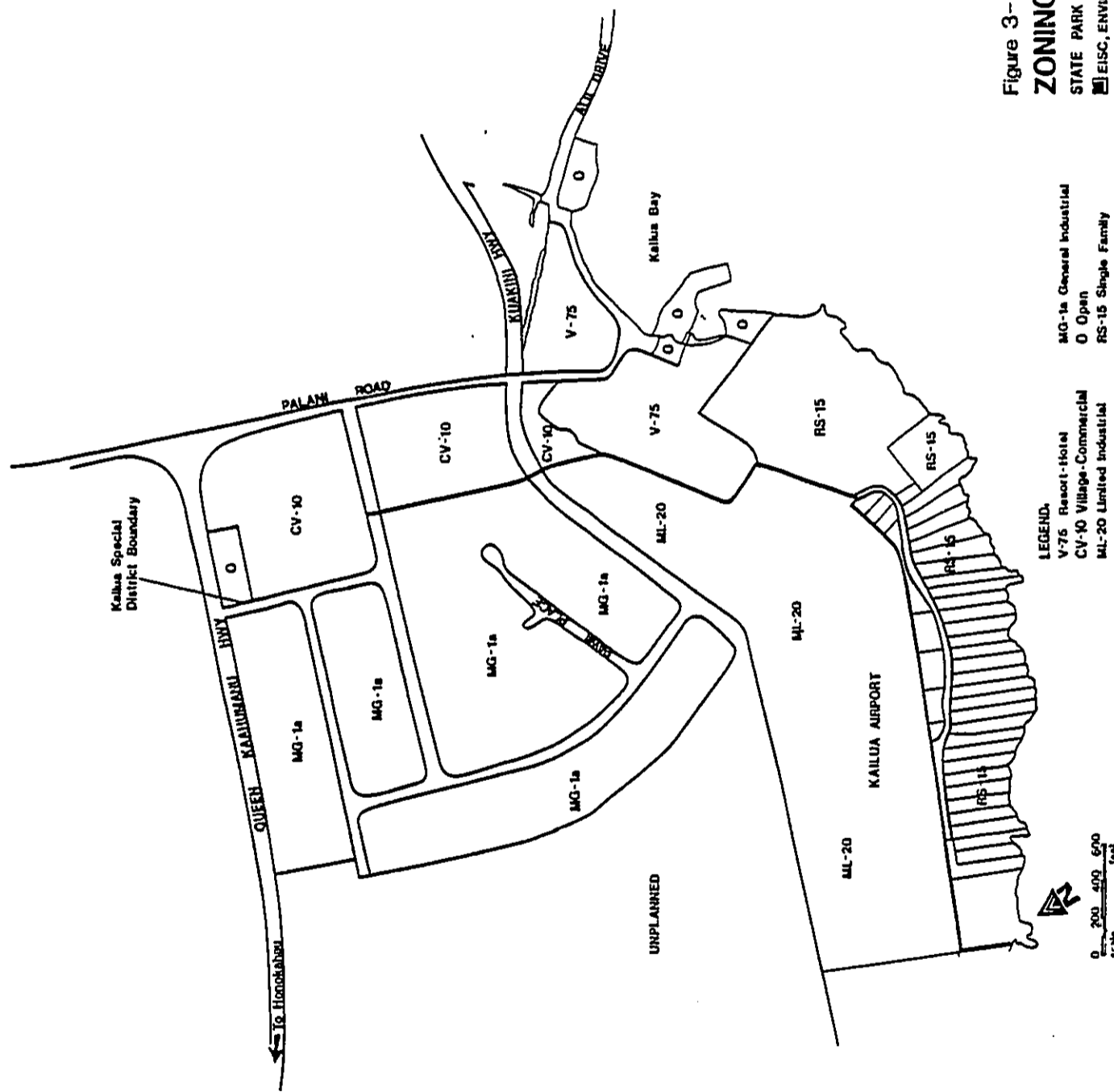


Figure 3-3

ZONING

STATE PARK AT OLD KONA AIRPORT

EISC, ENVIRONMENT IMPACT STUDY CORP.

ecological, cultural, historic, and aesthetic values as well as to needs for economic development;

- (c) for all Federal agencies engaged in programs affecting the coastal zone to cooperate and participate with state and local governments and regional agencies in effectuating the purposes of this title; and
- (d) to encourage the participation of the public, of Federal, state, and local governments, and of regional agencies in the development of coastal zone management programs. With respect to implementation of such management programs, it is the national policy to encourage cooperation among the various state and regional agencies including establishment of inter-state and regional agreements, cooperative procedures, and joint action particularly regarding environmental problems. (Public Law 92-583, Sec. 303, hereafter referred to as CZMA).

D. Special Management Area:

The proposed park site is located within the Special Management Area (SMA) and will be subject to SMA regulations. For the County of Hawaii the regulations are contained within Rule No. 9 "Rules and Regulations Relating to Environmental Shoreline Protection." The proposed action will comply with these regulations. The park has been proposed and will be designed to conform with the spirit and objectives of the SMA.

The purpose of Rule No.9 is as follows: [3.9]

It is the State policy to preserve, protect, and where possible, to restore the natural resources of the coastal zone of Hawaii. Until a general coastal zone management program can be developed and implemented, special interim controls on development within an area along the shoreline are necessary to avoid permanent loss of valuable resources and the foreclosure of management options, and insure that adequate public access is provided to public-owned or used beaches, recreation areas, and natural reserves, by dedication or other means.

The general policies of this Rule are to:

1. Maintain the undeveloped portion of the special management area of the County where needed for recreation, scenic, educational and scientific uses in a manner that protects resources and is of maximum benefit to the general public.
2. Encourage public and private agencies to manage the natural resources within the County in a manner that avoids or minimizes adverse effects on the environment and depletion of energy and natural resources to the fullest extent possible.
3. Protect the shoreline of the County where needed from encroachment of man-made improvements and structures.
4. Encourage the definition and development of operational criteria and standards for special management area which lead toward progressive enhancement of the relationship between mankind and the natural environment.
5. Carry out a program of intergovernmental and private - public interaction and coordination on special management area planning and management.
6. Encourage citizen participation in the planning process for the special management area so that it continually embraces more citizens and more issues.

REFERENCES TO SECTION 3

- [3.1]
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- [3.2]
Ibid.
- [3.3]
State of Hawaii, Department of Planning and Economic Development. State Comprehensive Outdoor Recreation Plan. 1975
- [3.4]
County of Hawaii. The General Plan. 1971
- [3.5]
County of Hawaii, Department of Parks and Recreation. County of Hawaii: Recreation Plan. 1973
- [3.6]
Donald Wolbrink and Associates, Inc. Kona Community Development Plan, Preliminary Draft. 1975
- [3.7]
State of Hawaii, Department of Planning and Economic Development. Hawaii Coastal Zone Management Program, Pacific Urban Studies and Planning Program, Univ. of Hawaii. August, 1975 [3.9]
- [3.8]
County of Hawaii, Planning Department. Addendum, Rules Relating to Administrative Procedures, Planning Commission.

environmental impacts 4

SECTION 4

ANTICIPATED ENVIRONMENTAL IMPACTS AND MITIGATIVE MEASURES TO MINIMIZE ADVERSE IMPACTS

This section will summarize and discuss the probable impacts of the proposed action on the environment.

I. INTRODUCTION

The proposed project will generate primary and secondary environmental impacts. Primary impacts are those resulting directly from construction activities and from the recreational uses of the proposed facility. Secondary environmental impacts are those which are anticipated over the duration of the park and which may include potential use conflicts and indirect benefits arising from the proposed action.

Section II. General Discussion of Impacts from the Proposed Project will first consider the overall impacts, both primary and secondary, anticipated as a result of the action. These anticipated impacts will include infrastructural, biophysical, recreational, economic, and land use factors.

Section III. Discussion on Specific Impacts of the Phases will consider the more specific impacts anticipated from each proposed phase. Each phase will be described and the anticipated impacts resulting from each phase and mitigative measures will be presented.

II. GENERAL DISCUSSION OF IMPACTS FROM THE PROPOSED PROJECT

A. PRIMARY IMPACTS OF PROPOSED PROJECT

1. Short-term Impacts

Short-term impacts, beneficial and adverse, generally result from construction related activities. Consequently, these impacts are of short duration and should not last longer than the duration of the construction period.

a. Economic:

During the construction of the park pavilion, beach pavilions, picnic tables, fire pits, cabins, landscaping, and other improvements, there will be infusion of cash into the local economy. This will be a short-term positive impact for the local economy.

b. Air Quality:

During construction of the park pavilion, beach pavilions, restrooms and cabins, there may be some dust generation. This problem, however, is not anticipated to be significant since the soil type at the site is predominantly pahoehoe lava which is not subject to significant erosion. During the landscaping program, soil will be brought to the site. With initial grading and development, dust

will be generated. If dust is a significant problem, it will be mitigated in the field by use of appropriate water sprinkling methods.

Exhaust emissions from construction equipment are not expected to significantly affect the air quality of the area. The prevailing sea-breeze regime should help to quickly disperse any exhaust gas concentrations.

c. Water Quality:

Since the soil type on the site is mostly pahoehoe lava, significant erosion and sedimentation are not expected. During the landscaping program, soil will be brought to the site. The contractor will ensure that procedures for stockpiling and erosion control comply with necessary governmental regulations. The site will be graded and contoured to minimize potential erosion and effluent drainage into offshore waters. During final design of the park, if it should be determined that erosion and sedimentation are possible, necessary precautions will be taken to minimize these impacts, such as the construction of temporary siltation ponds.

d. Noise:

During site preparation and construction of buildings an increase of ambient noise is inevitable. Noise levels (generated by construction machinery) which can be expected during construction are presented in Figure 4-1.

Impacts of construction noise can be mitigated. The contractor will ensure that mufflers on equipment are in proper operating condition and will limit the hours of construction. The increase in noise will be temporary and should last only for the duration of the construction period.

e. Biological:

Vegetation in the project area is not considered rare or endangered by State or Federal agencies. The majority of species are introduced and one recorded species, fountain grass, has been declared noxious by the State Department of Agriculture. Significant impacts on the existing botanical community are not expected.

Native plants encountered during development will be retained or relocated on the site for landscaping purposes. Existing

FIGURE 4-1
CONSTRUCTION EQUIPMENT NOISE RANGES

		NOISE LEVEL (dba) AT 50 FT					
		60	70	80	90	100	110
EARTH MOVING	INTERNAL COMBUSTION ENGINES	COMPACTERS (ROLLERS)		H			
		FRONT LOADERS		-----			
		BACKHOES		-----			
		TRACTORS		-----			
		SCRAPERS, GRADERS		-----			
		PAVERS			H		
		TRUCKS			-----		
MATERIALS HANDLING	POWERED BY INTERNAL COMBUSTION ENGINES	CONCRETE MIXERS		-----			
		CONCRETE PUMPS			H		
		CRANES (MOVABLE)		-----			
		CRANES (DERRICK)				H	
STATIONARY	EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES	PUMPS		H			
		GENERATORS		-----			
		COMPRESSORS		-----			
IMPACT EQUIPMENT	INTERNAL COMBUSTION ENGINES	PNEUMATIC WRENCHES			-----		
		JACK HAMMERS AND ROCK DRILLS			-----		
		PILE DRIVERS (PEAKS)				-----	
OTHER	INTERNAL COMBUSTION ENGINES	VIBRATOR		-----			
		SAWS		-----			

Note: Based on Limited Available Data Samples

Source: Noise From Construction Equipment and Operations Building Equipment, and Home Appliances, EPA, 1971

trees will also be retained or relocated on the site as part of the landscaping program.

Terrestrial fauna in the project area are primarily introduced species associated with urbanized areas. Native birds and mammals may visit the area, but the site does not offer suitable habitat with its lack of food and water sources.

During construction fauna in the immediate vicinity of construction activities may relocate into adjacent areas but would be able to return to the site upon completion of construction. Adverse impacts on faunal communities are not expected because of the proposed action.

Construction activities are not expected to interfere with the quality of the off-shore waters; therefore, adverse impacts on the marine biota are not anticipated. Precautions will be taken to prevent significant alteration of the shoreline. Any clearing of boulders in the water at the canoe launching area or at selected swimming areas will be minimal. Plans for such clearing will be cleared with the appropriate governmental agencies and necessary approvals obtained.

f. Archaeological:

Care will be taken not to disturb or damage archaeological sites. To prevent potential damage, clearing of scrub vegetation will be conducted by hand.

2. Long-term Impacts:

Primary long-term impacts, both beneficial and adverse, are those anticipated to result directly from establishment of and recreational use of the park. These are impacts that can be expected for the duration of park use.

a. Air Quality:

Development of a park at the site will probably result in some increase in vehicular traffic.

The most significant impact on air quality at the project site is expected from traffic entering and leaving the park pavilion's parking lot when events are held at the pavilion.

To ascertain the magnitude of impact, calculations of anticipated carbon monoxide levels were made using procedures set forth in the U. S. Environmental Protection Agency's Guidelines of Air Quality Maintenance and Analysis, Volume 9. [4.1] (Detailed calculations are in Appendix A). It is estimated

that a receptor located ten meters from the edge of the park pavilion's parking lot would record a one-hour CO concentration of less than 1 part per million under adverse meteorological conditions.

The maximum estimated, one-hour average increase in carbon monoxide levels at the nearby Kuakini Highway-Palani Road intersection would be about 1 part per million (ppm) at a receptor located 10 meters from the nearest traffic lane at that intersection.

The State of Hawaii's Air Pollution Standards call for maximum CO concentrations of 10 gm/m³ (9 ppm). Thus, although the construction of the park pavilion will result in an increase in CO levels in the project site and nearby areas, such increases will be relatively minor and will result in overall CO levels under the State standards.

b. Water Quality:

Use of this area for park purposes precludes other uses for the land. This particular park concept is designed to maintain the existing shoreline, thereby retaining the natural environment. Grading and the irrigation system will be designed to alleviate

effluent draining into off-shore waters. Long-term adverse impacts on water quality are not anticipated.

c. Biological:

Native species of flora on the site will be retained as part of the landscaping program. Additional landscaping will include as many appropriate native species as can be cultivated at the site. This will improve the site and will promote cultivation of native species of vegetation. Adverse impacts to biological communities are not anticipated with the proposed action.

If anchialine ponds are encountered on the site, they will be retained as part of the park. Some of these ponds may have been used to hold bait and could be incorporated both for their biological value and for their historical value.

d. Archaeological:

As part of the park, existing archaeological features will be maintained and appropriate sites will be incorporated into an archaeological-historical interpretive program. Additional archaeological and historical interpretives can be added, such as

petroglyph signs and fields, to promote and preserve these features. As part of the park program archaeological-historical assets can be preserved and maintained to add to the overall integrity of the park.

e. Economic

The existing site is being used for recreational purposes and is being maintained by personnel from Lapakahi State Park. During the past year, an estimated \$45,000 was required to maintain the existing site. This included 1 park supervisor, 4 park caretakers, and expendable items needed for park operation. Phase 1 should not require amounts significantly greater than what is presently required.

As the park is further developed, additional funds will be required for additional personnel and equipment. The costs for park maintenance will be required for the duration of the park.

f. Infrastructural Factors:

(1) Electricity:

The additional demand for electricity with the park should be insignificant. Lighting will be provided at the park

pavilion and areas in the parking lot, at the new beach pavilions and restrooms, and for the cabins. Other lighting requirements can be evaluated later.

(2) Water:

Water for irrigation will be supplied by effluent from the nearby sewage treatment plant which discharges approximately 600,000 gallons of effluent per day.

[4.2] By the time the park is developed the new Kona Water Shaft project should be completed and comments from the Hawaii County Department of Water Supply indicates that with completion of the water shaft project, there should be no problem with availability of water. [4.3]

(3) Solid Waste:

Waste receptacles will be provided and scheduled collection by state park personnel will be maintained. The refuse will be delivered to the nearby Kailua Landfill. Correspondence with the County of Hawaii Department of Sewers and Sanitation indicates that the existing landfill will be able to accommodate refuse generated by the park. [4.4]

(4) Liquid Waste:

The new beach pavilions will use a cavitette system for sewage disposal. The existing beach pavilions have a cavitette facility and adverse impacts from this type of set-up has not been and is not anticipated to be a problem. State Department of Health regulations will be complied with in the design of the disposal system.

g. Security and Emergency:

The caretaker may be granted the authority to enforce security measures during park hours. Security also will be maintained by the local police department, which will be reactive in nature. The approximate response time by the police department to the park site would be within 5 minutes.

Design of the park will be to maximize security measures. Design parameters to maximize security will include use of vegetation with a high canopy and minimal use of low shrubbery, allowing visibility of the parking lot to the

people and will include controlling specific activities to certain areas of the park. Providing a cottage for a caretaker will allow for better security for the park at all times.

There have been very infrequent grass fires at the site and these fires have been very minor in nature [4.5]. There apparently is no problem with handling fires should they break out. The response time by the local fire department to the site is approximately 2-3 minutes [4.6]. Providing fire pits will also encourage controlled use of fire.

The local fire department also has an emergency team. Three (3) certified Mobile Intensive Care Technicians (MICT) are assigned to the local station. There are three shifts and one MICT is assigned to each shift. Emergencies are taken to Kona Hospital and the approximate travel time to the hospital is 10-12 minutes. Thus far there has been no problem with handling emergencies. [4.7]

h. Traffic:

The roadway and parking areas have been designed to maximize use of the existing runway, a very valuable asset which allows for cost effective development. Careful placement of the boulder planters should effectively reduce traffic speed along the roadway. Proper landscaping considerations and planter construction will allow proper visibility for drivers and pedestrians along the roadway.

Since the airport site is already actively used for recreational purposes, a significant increase in traffic because of the proposed action is not anticipated. Existing traffic patterns at the site is not a significant problem. Field reconnaissances of the site have shown about 25-30 vehicles along the length of the runway on week-end days with good climatic conditions. [4.8] During large community events at the park pavilion, park personnel and/or local patrolmen can assist in directing traffic, if necessary.

i. Recreational Need:

As discussed in Section 2 of this EIS the Hawaii State Comprehensive Outdoor Recreation Plan of 1975 (SCORP) states that more than 50 percent of the total activities occur at shoreline areas or in offshore waters and that swimming and sunbathing are the preferred leisure activities for the State. Other activities, ranked in order of preference, include walking for pleasure and/or jogging, picnicking, bicycling, playing outdoor games, and attending outdoor events.

According to SCORP high need activities for the County of Hawaii include swimming/sunbathing, camping facilities, hiking, attending outdoor events, walking/jogging and bicycling. Since Hawaii County has the least sandy beach area of all other counties and since most of the sandy beaches on the island of Hawaii are located along the west coast, it is particularly important to secure sandy beach areas for recreational pursuits.

SCORP also indicates the need to preserve and to maintain shoreline resources as being critical for the Kona District. By securing this area as a state park, it will be possible to provide both for preservation of valuable shoreline and for recreational pursuits for the people.

The proposed park plan has been designed to fulfill the recreational needs by providing for sunbathing/swimming, surfing, walking for pleasure, jogging, picnicking, bicycling, open fields for informal outdoor games and events, and camping. Many of these activities are already enjoyed at the existing site and other pursuits, such as diving and fishing will be allowed to continue.

B. SECONDARY IMPACTS OF PROPOSED PROJECT

1. Land Use:

Use of this area as a state park will preclude other actions for the land. Actions, therefore, incompatible with the intent of a state park will not be permitted.

2. Educational Opportunity:

The proposed site and park plan offers educational opportunities to those visiting the site.

Landscaping with native vegetation will allow familiarization and possibly appreciation for the flora. Tidal pools along the shore will provide opportunities for many individuals and groups to study this marine resource, which contains various marine communities of biota.

Historically, the site is a resource for a historical and archaeological interpretive program. The petroglyphs and historical past of the site can be restored. With careful planning interpretive programs could be established for historical and biological aspects of the park to provide an overall appreciation of how the land and sea were used in the past.

III. PHASE IMPACTS

The following discussions on specific phase impacts will present primary short-term and long-term impacts anticipated with each phase of development. Secondary impacts expected from the proposed project are general in nature and have been presented in the previous section. Specific secondary impacts with each phase of development, therefore, will not be presented.

A. PHASE 1

Phase 1 of the park plan proposes a park pavilion, new beach pavilions and restrooms, landscaping around the beach pavilions, picnic

tables and fire pits, selective clearing, trails and interpretive signs in archaeological area, and designating a canoe launching area.

1. Primary Short-term Impacts of Phase 1

a. Air Quality:

Fuel emissions from construction equipment will be generated but the level of emissions is anticipated to be insignificant. Dust is not expected to be a significant problem since the soil type is predominantly pahoehoe lava. Soil for the landscaping program may result in generation of dust. If dust should be a significant problem, it will be mitigated with water sprinkling.

b. Water Quality:

Since the predominant soil type at the site is pahoehoe lava, erosion and sedimentation problems are not expected. If it is determined that erosion could pose a problem, necessary precautions will be taken to minimize these impacts. These would include compliance with all necessary governmental regulations to mitigate erosion and sedimentation into off-shore waters.

c. Noise:

During construction of the park pavilion and beach pavilions, there will be an increase

in ambient noise. The noise ranges which can be expected are shown in Figure 4-1 (page 4-5). The contractor will ensure that mufflers on equipment are operating properly and will limit the hours of construction. This increase in noise will be temporary and will last only for the duration of construction.

d. Economic:

During construction of the park pavilion, beach pavilions and restrooms, and picnic tables and fire pits, there will be a short-term positive impact from cash infusion into the local economy. This will be of short duration, lasting for the required construction time.

e. Biological:

Species of rare or endangered flora were not found on the site during a reconnaissance survey. Native plants that are encountered will be retained or relocated on the site as part of the landscaping program.

Terrestrial fauna are mostly introduced species. During construction fauna in the immediate vicinity may relocate into adjacent

areas but could return to the area upon completion of the construction period. Adverse impacts on the existing biota are not anticipated with implementation of Phase 1.

f. Archaeological:

The proposed structures will be located at sites where archaeological sites have not been reported.

The interpretive trail will be cleared by hand to prevent destruction of known archaeological sites or potential sites which may be uncovered during the clearing process.

2. Primary Long-term Impacts of Phase 1

a. Air Quality:

The greatest anticipated potential impact on air quality at the site would be from vehicular emissions during large events held at the park pavilion. Calculations for carbon monoxide (CO) levels reveal that even during large events, the CO level will be considerably below state standards (Appendix A).

Increased use of the improved beach area as a park will result in an increase of vehicular emissions; however, the anticipated increase should not exceed State standards. Field reconnaissances of the site have shown about

25-30 vehicles along the length of the runway on weekend days with good climatic conditions.

[4.9] Since the site is already actively used for beach activities, a substantial increase in vehicular traffic is not anticipated. Calculations for community events at the park pavilion, involving 350 vehicles, reveal that CO levels will be considerably below state standards so vehicular CO levels associated with Phase 1 development are expected to be minor.

b. Water Quality:

Improvements to the beach area such as new beach pavilions and picnic tables should increase use of the area. The park will be designed for a carrying capacity based on the shoreline as the most fragile resource at this site. Adverse impacts on water quality are not anticipated.

c. Noise:

There may be an increase in audible noise during large community events or at large gatherings, but the increase in noise should be insignificant.

d. Biological:

Long-term negative impacts on biological aspects of the park are not expected. Native

floral species encountered on site will be retained or relocated as part of the landscaping program.

The site does not have any critical wildlife habitats and does not appear to provide habitats conducive for wildlife habitation.

Significant impacts on marine biota with implementation of Phase 1 are not anticipated. Precautions are being taken in the park plan to minimize disturbance of the shoreline.

e. Archaeological/Historical:

Including archaeological and historical aspects of the area into the park concept will allow preservation and maintenance of these sites. This will also add value to the total integrity of the park.

f. Traffic:

On weekend days with good climatic conditions there were about 25-30 vehicles. Phase 1 should not significantly increase use of the park site so a significant increase in vehicles for the beach and makai areas are not anticipated. The site and designed roadway can accommodate considerably greater traffic volumes without resulting in congestion.

If necessary, assistance in directing traffic for community events at the park pavilion can be accomplished by park personnel and patrolmen. Adverse impacts on traffic are not anticipated.

g. Recreation:

Provision of the large park pavilion will satisfy a significant need, according to the local community. This will enable large group gatherings and meetings, a function of great demand in the area.

Improvements to the beach area in Phase 1 include duplicating another set of beach pavilions and providing picnic tables and fire pits. These facilities will help fulfill needs of beach and picnic oriented activities, activities of high priority according to the State Comprehensive Outdoor Recreation Plan (SCORP).

B. PHASE 2

Phase 2 of the park plan proposes road planters and boulders to create curves along the roadway, provide road striping, parking, and bikeway delineation, provide landscaping mauka of the access road, selectively clear vegetation in the reserve area located on the

southeastern edge of the park and establish a trail system through it, and provide jogging paths and an exercise field.

1. Primary Short-term Impacts of Phase 2

a. Air Quality:

Fuel emissions from construction equipment will be generated when providing road planters and boulders to create curves along the roadway; however, the levels of emissions is anticipated to be insignificant. Dust may be generated during the landscaping program mauka of the access road. If this should become a serious problem, it will be mitigated with water sprinkling.

Since the reserve area located at the southeastern edge of the park will be cleared by hand, impacts to the air quality are not anticipated.

b. Water Quality:

Adverse impacts on the water quality are not anticipated. Grading for the landscaping program will be designed to minimize erosion of soil. Necessary precautions will be taken to minimize erosion problems by compliance with all necessary governmental

regulations to mitigate problems stemming from erosion.

c. Noise:

During construction of the road planters and the boulders to create curves in the roadway and during grading for the landscaping program, there will be some increase in ambient noise. The increase, however, should be quite insignificant and will last only for the duration of this particular construction period.

d. Economic:

During construction and development of this phase, there may be a short-term positive impact from cash infusion into the local economy. This will be of short duration, lasting for the required construction time.

e. Biological:

As was presented in the discussion for Phase 1 of the proposed project, a reconnaissance survey revealed that no rare or endangered species of flora were present at the site. Native plants that are encountered will be retained or relocated on the site as part of the landscaping

program. Terrestrial fauna mostly are introduced species, which may relocate into adjacent areas during the construction and development period. Adverse impacts on the existing biota are not anticipated with implementation of Phase 2.

f. Archaeological:

If additional archaeological sites or points of historic interest are encountered during Phase 2 development, these sites will be retained and can be incorporated into the archaeological and historical interpretive plan that is to be established with Phase 1.

Adverse impacts on archaeological sites with implementation of Phase 2 are not expected.

g. Traffic:

During construction of planters and delineation and striping of the roadway, there may be disruption of traffic patterns. Proper scheduling of construction activities and direction of traffic during this period should alleviate adverse impacts. The disruption will be temporary, lasting only for the duration of the construction period.

2. Primary Long-term Impacts of Phase 2

a. Air Quality:

Adverse impacts on the air quality with the implementation of Phase 2 are not anticipated.

b. Water Quality:

Since impacts to the water quality of the site are not expected with the implementation of this phase, discussion of this is precluded.

c. Noise:

Significant alterations to noise patterns are not anticipated with the implementation of Phase 2.

d. Biological:

Long-term negative impacts on the biota of the park are not anticipated. The site does not contain any critical wildlife habitats and does not appear to provide habitats conducive for habitation by wildlife.

e. Traffic:

Providing road planters and boulders to create curves in the roadway are anticipated to have a long-term positive impact over the existing traffic patterns at the

present site. The purpose of these planters and boulders are to reduce the traffic speed along the runway corridor. The planters and the design of the roadway will be such that there will be no blind curves. This, along with providing road striping and parking, will help to control the traffic pattern through the park.

f. Recreation:

Providing a bikeway as part of the park concept will allow controlled bicycling through the park. This is beneficial since it will delineate the bikeway and also provide for a recreational activity considered of high need in the State of Hawaii as well as the County of Hawaii.

Provision of the jogging paths and exercise field will maximize use of the site and will also provide for a recreation of high need, according to the Hawaii State Comprehensive Outdoor Recreation Plan of 1975. Provision of the trail and walkway system in the reserve area at the southeastern edge of the park will link this sector of the site with the rest of the park and will provide for pleasure walking, which is

the second most popular leisure activity for the State.

C. PHASE 3

Phase 3 of the park plan proposes a shallow lagoon and tot lot area, cabins and related facilities for overnight camping, and a park caretaker's cottage.

1. Primary Short-term Impacts of Phase 3

a. Air Quality:

During development of the lagoon, tot lot area, cabins, and caretaker's cottage, fuel emissions from construction equipment will be generated, but the level of emissions should be insignificant. Dust may be generated, and if it should become a significant problem, it will be mitigated with water sprinkling.

b. Water Quality:

Environmental impacts from construction of the cabins and the caretaker's cottage are not anticipated. During construction of the lagoon and tot lot area, necessary precautions will be taken to minimize impacts. These will include compliance with all necessary governmental regulations to mitigate sedimentation into offshore waters.

c. Noise:

During construction of structures associated with Phase 3, there will be an increase in ambient noise. This increase will be temporary and will last for the duration of the construction period. To mitigate this the contractor will ensure that mufflers on the equipment are operating properly and will limit the hours of construction.

d. Economic:

During construction of the lagoon and tot lot area, cabins, and caretaker's cottage, there will be a short-term positive impact of cash infusion into the local economy. This will last for the required construction time.

e. Biological:

Since there are no rare or endangered species of flora at the site, adverse impacts on such species are precluded. Any native plants that are encountered will be retained or relocated on the site for landscaping purposes. Although fauna on the site may relocate into adjacent areas during the construction period, they could return to

the area upon completion.

f. Archaeological:

The proposed structures have been located where archaeological sites were not plotted.

g. Traffic:

During the construction period there may be minor disruptions in the traffic pattern because of necessary construction equipment traffic. The pattern disruption can be mitigated by proper scheduling and direction of traffic and will be of short duration, lasting for the construction period.

2. Primary Long-term Impacts of Phase 3

a. Air Quality:

Environmental impacts on the air quality with implementation of Phase 3 are not anticipated.

b. Water Quality:

Development of the cabins and the caretaker's cottage should not result in significant environmental impacts.

Detailed plans for the lagoon and the tot lot area are unavailable at this time since detailed plans for Phase 1 only are

being developed at this time. Tentative plans for the shallow lagoon are to draw water from the ocean water table, allow it to circulate through the lagoon, and to discharge back into the ocean. Significant environmental impacts with this concept are not anticipated. Prior to construction of the lagoon, detailed plans will be submitted to appropriate agencies for their review. All necessary approvals and permits will be obtained.

c. Noise:

There may be some increase in noise where the lagoon and tot lot area are located because of increased activity in that area; however, the increase in noise is expected to be insignificant.

d. Biological:

Long-term adverse impacts on the biota with Phase 3 are not anticipated.

e. Recreation:

Swimming and sunbathing are the preferred leisure activities for the State and is of high priority for the island of Hawaii. Providing a shallow lagoon will enable children to enjoy this activity at

all times, even during months when high surf conditions would otherwise not allow this activity in the offshore area.

Another activity which Phase 3 will provide for is the need for camping facilities, as indicated for the County of Hawaii in SCORP.

f. Security:

Provision of a caretaker's cottage and accommodations for a full-time caretaker will not only allow for better maintenance of the park but will also allow for security of park users. If it is deemed necessary, a park supervisor can be granted the authority to execute warrants and arrest offenders in all matters relating to the enforcement of the State Park.

REFERENCES TO SECTION 4

- [4.1]
U. S. Environmental Protection Agency, Guidelines of Air Quality, Maintenance and Analysis, Volume 9.
- [4.2]
Kailua Sewage Treatment Facility, Personal Communication with personnel, December 9, 1977.
- [4.3]
County of Hawaii, Department of Water Supply. Comment letter to the Notice of Preparation from Akira Fujimoto, Manager (see Section 11 of this EIS).
- [4.4]
County of Hawaii, Department of Sewers and Sanitation. Personal Communication, April 3, 1978.
- [4.5]
Kailua-Kona Fire Department. Personal Communication, December 9, 1977.
- [4.6]
Ibid.
- [4.7]
Kailua-Kona Fire Department. Personal Communication, March 21, 1978.
- [4.8]
Field Reconnaissance. November, 1977, December, 1977, and February 1978.
- [4.9]
Ibid.

adverse environmental effects 5

SECTION 5

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT
BE AVOIDED

This section will briefly discuss probable adverse environmental impacts and mitigative measures when applicable, and the rationale for proceeding with the proposed action notwithstanding unavoidable effects.

I. PRIMARY SHORT-TERM IMPACTS

A. Probable Impacts and Mitigative Measures

During construction of the park pavilion, beach pavilions and restrooms, cabins, road planters, and caretaker's cottage, there will be an increase in existing noise. This will be of short duration, lasting for the construction period and can be mitigated by the contractor ensuring proper functioning of mufflers on equipment and by limiting the hours of construction.

The landscaping program may result in some dust problems. If dust should be a serious problems, it will be mitigated by water sprinkling.

During development of the roadway and with provision of boulders and planters, there may be some disruption of the traffic pattern. This disruption will last only for the duration of this phase of development, so it should not result in significant adverse impacts with proper direction of traffic and scheduling of construction.

Fuel emissions from construction vehicles are inevitable; however, the level of emissions should be quite insignificant and are not anticipated to result in adverse environmental impacts.

B. Reasons for Proceeding

The probable short-term adverse impacts encountered during the construction phase of the proposed park are minor and can be controlled by using acceptable mitigative measures.

II. PRIMARY LONG-TERM IMPACTS

A. Probable Impacts and Mitigative Measures

Clearing and grubbing of some existing scrub vegetation will be required for the archaeological area and for the reserve area. Only those portions required will be cleared of vegetation. The site is predominantly pahoehoe lava so erosion of cleared areas is not expected.

Adverse impacts to emergency, security, electrical, sewage, and refuse disposal are not anticipated. Existing physical and biological aspects of the site should not be significantly affected by the proposed action.

Maintenance of the park will require a commitment for the duration of the park. The site is being used for recreational purposes and is being maintained by the Division of State

Parks. The cost of maintaining the park in its existing condition was approximately \$45,000.00 during the last year. This includes personnel, equipment, and expendable items necessary for park maintenance. Phase 1 should not require annual funds in significant excess to the above amount; however, the cost of such maintenance can be expected to increase annually. With development of Phases 2 and 3, there would be an increase in cost. The increase funds that will be required should be determined later since the number of required personnel and required maintenance items can vary considerably.

B. Reasons for Proceeding

Selective clearing of scrub vegetation is necessary for implementation of the park plan. Scrub vegetation consists primarily of common weeds, shrub and trees and no significant adverse impacts are anticipated.

Although development of the park will require the commitment of funds, it would be a cost well spent. Establishing a state park will preserve this valuable shoreline for the people. The island of Hawaii is the island most deficient in sandy beaches, with most of the sandy beaches located on the west coast of the island. The

proposed State Park will secure a sizeable stretch of sandy beach for the public. As planned the State Park will also provide for a number of recreational activities in high need according to the State Comprehensive Outdoor Recreation Plan and to the County of Hawaii Recreation Plan. Some of these activities include swimming, sunbathing, picnicking, jogging, walking, outdoor events, and camping.

III. SECONDARY IMPACTS

A. Probable Impacts and Mitigative Measures

Use of this parcel of land for park purposes precludes uses incompatible with that of a state park.

B. Reasons for Proceeding

The long-term beneficial impact of securing this parcel of beach land would be realized for many generations. The proposed action would set aside this land for the people of the State and will provide for many recreational activities considered in high need.

alternatives 6

SECTION 6

ALTERNATIVES TO THE PROPOSED ACTION

This section discusses the alternatives to the proposed action that have been considered.

I. NO ACTION

A no action alternative would not accomplish the objectives of the Department of Land and Natural Resources, Division of State Parks. These objectives are: to preserve the outstanding and scenic natural resources of this area and to provide recreational and educational opportunities to the people.

Since the site is used for recreational purposes, no action would result in uncontrolled use of this site as a park. This would deter from proper maintenance and regulation of this parcel.

II. ALTERNATIVE SITES

Alternative park sites were not evaluated because of the need to secure this park site. This site is in close proximity to Kailua-Kona and is already being used for recreation. Development of this parcel is desirable since the cost of land acquisition is not a factor and since many minimum improvements were made when the airport was first constructed.

The 1975 State Comprehensive Outdoor Recreation Plan (SCORP) noted that the Kona planning area recreational facilities are inadequate to meet present demands.

SCORP recommendations for the Kona area include the following:

- a. Development of recreational areas to accommodate more possible high and medium activity needs.
- b. Establishment of beach and shoreline reserves and right of ways to assure public access and enjoyment of the shoreline.
- c. Investigation and assessment of the significance of the numerous historic sites in the district.

The old Kona Airport site will meet most of these recommendations and is a State controlled site near high density areas that is readily available and can meet the SCORP recommendations.

III. ALTERNATIVE USES AND DEVELOPMENT CONCEPTS

During the review of the proposed park plan, some of the suggested uses included a rodeo arena, an archery range, skateboarding course, and facilities for tent and vehicular camping. An archery range and a skateboarding course are activities compatible with that of a county park. The rodeo arena is felt to be incompatible with the intent of the State Park and a more compatible site which could accommodate this activity could be found.

Providing facilities for tent and vehicular camping was considered, but because of security considerations, cabins are preferred.

The basis of the park plan is to fulfill the recreational needs of the people, to secure beach front lands for recreation, to maintain the existing environment, and to be flexible to meet future desires of the community. The design for the park is intended to be dynamic, allowing for alterations in emphasis based on future needs, so alternatives which may deter from the basic concept would be considered incompatible.

short term uses
long term productivity **7**

SECTION 7

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES
OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND
ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The section will include a brief discussion of the extent to which the proposed action involves trade-offs between short-term environmental gains at the expense of long-term losses, or visa versa, and a discussion of the extent to which the proposed action forecloses future options, narrows the range of beneficial uses of the environment, or poses long-term risks to health or safety.

The proposed actions developed for the State Park at the old Kona Airport have considered the environmental attributes of the area, public desires for recreational uses of the area, and recreational needs of the people. The proposed actions, when implemented, will enhance the natural and cultural resources of this area. Diverse recreational opportunities will be available to residents of the State, especially West Hawaii, without destroying or impairing features and values which can be preserved.

The proposed actions will not involve trade-offs between short-term losses, foreclose future recreational options, narrow the range of beneficial use of the environment, or pose long-term risks to health and safety.

The proposed actions for the State Park will enhance recreational opportunities by providing controlled and regulated recreational uses which are compatible.

resource commitment 8

SECTION 8

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

This section considers the commitment of resources that is made once the project is implemented.

State funds, labor, construction and building materials, and fuel will be committed to the project. Additional maintenance and operation, manpower, and funds will be required. Restroom facilities and showers will require water. Irrigation primarily will use treated effluent from the nearby sewage treatment plant. The park designation for this area will prohibit urban and resort developments.

government policy 9
offsetting adverse effects

SECTION 9

AN INDICATION OF WHAT OTHER INTERESTS AND CONSIDERATIONS
OF GOVERNMENTAL POLICIES ARE THOUGHT TO OFFSET THE
ADVERSE ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION

As indicated in Section 4, Anticipated Environmental Impacts and Mitigative Measures to Minimize Adverse Impacts, most of the adverse impacts are short-term and related to construction activities. All adverse impacts anticipated from implementation of the proposed actions are insignificant when compared to the benefits to be gained. The preservation of this area through a park system will be in accordance with the goals and objectives presented in the 1975 State Comprehensive Outdoor Recreation Plan. Basic SCORP goals such as the preservation and protection of natural resources and historic sites will be accomplished from the implementation of the park with minimal adverse environmental effects.

approvals 10

SECTION 10

LIST OF NECESSARY APPROVALS

1. Since the project area is within the Special Management Area, a permit through the County Planning Commission will be required for structures and plans inland of the shoreline. (Act 176, SLH75).
2. If any structures fall within 40 feet of the shoreline, they will be subject to the shoreline setback regulations (Act 107, SLH73).
3. The following will be required from the County of Hawaii, Department of Public Works:
 - a. Grading permit
 - b. Grubbing permit
 - c. Stockpiling permit (if the amount is greater than 500 cubic yards)
 - d. Building permit
4. The Department of Land and Natural Resources will allow the necessary governmental agencies to review the plan for the shallow lagoon prior to construction for necessary approvals.
5. Prior to clearing of boulders in selected areas, plans for operations will be approved by necessary governmental agencies.

**notice of preparation
consultation period 11
comments & responses**

SECTION 11

ORGANIZATIONS AND PERSONS CONSULTED

The following list includes those agencies and organizations to whom Preparation Notices were sent. Those items with an asterisk are those from whom written comments were received. The comments and the corresponding response follow in the order of the list presented below.

Federal Government

- *Department of the Army, U.S. Army Engineer District, Honolulu
- *United States Department of Agriculture, Soil Conservation Service
- *United States Department of the Interior, Fish and Wildlife Service, Division of Ecological Service
- *United States Department of the Interior, Geological Survey, Water Resources Division

State of Hawaii

- *Department of Agriculture
- *Department of Health
- *Department of Planning and Economic Development
- *Department of Transportation
- Senator Stanley Hara
- Senator Richard Henderson
- Representative Minoru Inaba
- Senator John T. Ushijima
- *Office of Environmental Quality Control, Office of the Governor
- University of Hawaii, Environmental Center
- *University of Hawaii, Water Resources Research Center

County of Hawaii

*County Council

*Department of Parks and Recreation, Milton T. Hakoda
Department of Parks and Recreation, Mr. Mori, Supervisor

*Department of Public Works

*Department of Water Supply

Fire Department

Office of Housing and Community Development

*Office of the Mayor, Mayor Herbert T. Matayoshi

*Planning Department

*Police Department

Other

Mr. Solomon K. Alani

Mr. Gordon Bartsch, Chamber of Commerce, Kona

Mr. Roy Crytser

Mr. John Deleon, Protect Kahoolawe Ohana

Mr. Jack Fischer, Kona Rotary Club

Mr. James Greenwell, Lanihau Corporation

*Ms. Judy Graham

Mr. Ken Knight, General Aviation Council of Hawaii

Mr. Hisashi Kimura, Kainaliu Business men Association

Mr. & Mrs. Shigeo Kunitake

Mr. Peter L'Orange

*Dr. Thomas M. Mar, Kona Kai Opua, Inc.

Mr. James Manalii, Ad Hoc Advisory Committee for
Kealakehe Sports

Mr. Roy Morioka, Kona Mauka Trollers

*Mr. Wayne S. Ogata, Kona Mauka Trollers, Inc.

Mr. Herman Paakonia, Alu Like, Inc.

Mr. Phil Parker, Kailua Athletic Club

Mr. David K. Roy, Jr., Congress of Hawaiian People

Mr. Royce Stine, Exchange Club of Kona

Mr. Lorrin Thurston, West Hawaii Committee

Mr. John Michael White, Hilton Head Corp.

*Mr. Frank Zuzak, Zuzak & Associates



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 230
FT. SHAFTER, HAWAII 96859

FODED-TV

31 January 1978

Mr. W. Y. Thompson
Chairman of the Board
Division of Parks
Department of Land and Natural Resources
State of Hawaii
P. O. Box 621
Honolulu, HI 96809

Dear Mr. Thompson:

The proposed State Park at the Old Kona Airport has not been subject to riverine flooding based upon our most recent Flood Insurance Study for the island of Hawaii. However, portions of the proposed park lie within the 100-year tsunami inundation zone. The tsunami hazard area is delineated in red on the attached park conceptual plan (Incl 1). Necessary planning and structural design should consider actions to prevent or reduce potential tsunami losses or damages.

While the park development does not conflict with any Corps projects, a Department of the Army permit may be required for any work such as storm drain outlets in the shoreline area. We hope you consider stormwater disposal systems designs which do not involve discharges into coastal waters. You are advised to contact Mr. Stan Arakaki, Chief, Operations Branch, (phone: 438-9258), for details on the Corps permit requirements.

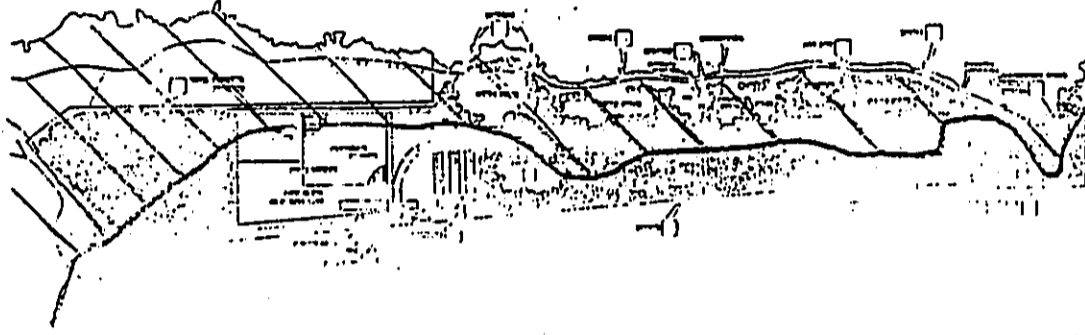
The park landscape design could include preserving existing native or coastal strand vegetation which may reduce irrigation requirements. If any anchialine ponds are found in the park, their preservation and incorporation into the park design could also be considered.

We hope you find our comments useful for your planning considerations.

Sincerely yours,

James W. Matthews
W. J. MATTHEWS
Acting Chief, Engineering Division

1 Incl
As stated



Approved 100-year Tsunami Limits

GEORGE R. ARIZUSHI
GOVERNOR OF HAWAII



H. Y. THOMPSON
XXXXXXXXXX CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMAHAU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

P. O. BOX 881
HONOLULU, HAWAII 96809

March 7, 1978

Mr. Mm. J. Matthews
Acting Chief
Engineering Division
U. S. Army Engineer District, Honolulu
Dept. of the Army
Building 230
Ft. Shafter, HI 96858

Dear Mr. Matthews:

SUBJECT: STATE PARK AT OLD KOHA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation.

Your comments concerning stormwater disposal will be considered during the design of the park. Your thorough evaluation of the document is appreciated.

Very truly yours,

H. Y. Thompson
H. Y. THOMPSON
Chairman of the Board

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

P. O. Box 50004, Honolulu, HI 96850

February 6, 1978

Mr. M. Y. Thompson
Chairman of the Board
Board of Land & Natural Resources
P. O. Box 621
Honolulu, HI 96809

Dear Mr. Thompson:

Subject: EIS - State Park at Old Kona Airport, Kailua-Kona, Hawaii

No have reviewed the above notice of preparation and have no comments to offer. Thank you for the opportunity to review this document.

Sincerely,

Jack P. Kanalz
Jack P. Kanalz
State Conservationist



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF STATE PARKS
P. O. BOX 881
HONOLULU, HAWAII 96809

March 7, 1978

W. Y. THOMPSON,
Chairman
DIVISIONS
CONSERVATION
PLUM AND GARDEN
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

FILE NO _____

GEORGE R. ANIYOSHI
GOVERNOR OF HAWAII

Mr. Jack P. Kanalz
State Conservationist
Soil Conservation Service
United States Department
of Agriculture
P. O. Box 50004
Honolulu, HI 96850

Dear Mr. Kanalz:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review and comments on the subject
Notice of Preparation.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Division of Ecological Services
300 Ala Moana Blvd., Rm. 5302
P. O. Box 50167
Honolulu, Hawaii 96850

Reference: 82

February 21, 1978

Mr. E. Y. Thompson
Department of Land and Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Re: FIS - State
Park at Old
Kona Airport,
Hawaii

Dear Sir:

We have reviewed the notice of preparation for the Environmental Impact Statement concerning a State Park at Old Kona Airport, Island of Hawaii. We believe that the following points should be addressed in the FIS.

The shallow lagoon adjacent to the lot lot (ref. Section 1-V.7, and Fig. 1-3) should be described in greater detail. The FIS should be specific with respect to the location and the method of construction of this facility. Spoil created from the excavation of a lagoon or runoff therefrom should be prevented from entering the marine environment. A permit issued by the Corps of Engineers may be required if construction of this lagoon will in any way affect marine waters.

Areas to be irrigated with treated effluent from a secondary sewage treatment facility (ref. Sections 1-V.8 and 2-IV.A) should be specified, as well as what precautions will be taken to control erosion and prevent the effluent from entering the marine environment.

Specific measures to control erosion and minimize turbidity during and after construction of all new facilities should be described.



Save Energy and You Serve America!

We appreciate the opportunity to comment on this Notice of Preparation.

Sincerely yours,
for *Nevin J. Hickey*
Nevin J. Hickey
Field Supervisor

cc: HA
HIFS
HDFR

GEORGE R. ARITOSH
GOVERNOR OF HAWAII



W. Y. THOMPSON
KAWAIAWA
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAHAEU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 81
HONOLULU, HAWAII 96808

DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

March 7, 1978

Mr. Maurice H. Taylor
Field Supervisor
Fish & Wildlife Service, Division of
Ecological Services
United States Department of the Interior
P. O. Box 50167
Honolulu, HI 96850

Dear Mr. Taylor:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation. Your comments will be considered during the preparation of the Environmental Impact Statement.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board



United States Department of the Interior

GEOLOGICAL SURVEY
Water Resources Division
P. O. Box 50166
Honolulu, Hawaii 96850

January 26, 1978

Mr. M. Y. Thompson
Chairman of the Board
Dept. of Land and Natural Resources
Division of State Parks
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

Subject: State Park at Old Kona Airport - Environmental
Impact Statement, Notice of Preparation

We have reviewed the subject report. On the basis of our information, the proposed park would be compatible with the hydrology and geology of the area.

Your staff is to be congratulated on a clearly written, concise report.

Sincerely,

Benjamin L. Jones
Benjamin L. Jones
District Chief

GEORGE R. ANTONI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96808

March 7, 1978

H. Y. THOMPSON
CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES

EDGER A. HANASU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONVEYANCES
FISH AND WILDLIFE
FORESTRY
LAND MANAGEMENT
PLANNING
STATE PARKS
WATER AND LAND DEVELOPMENT

Mr. Benjamin L. Jones
District Chief
Geological Survey,
Water Resources Division
U. S. Dept. of the Interior
P. O. Box 50166
Honolulu, HI 96850

Dear Mr. Jones:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review and comments on the subject Notice of Preparation.

Very truly yours,

H. Y. Thompson
H. Y. THOMPSON
Chairman of the Board

GEORGE R. ARITOMI
GOVERNOR



JOHN FARIAS, JR.
CHAIRMAN, BOARD OF AGRICULTURE
1428 SOUTH KING STREET
HONOLULU, HAWAII 96814
DEPUTY TO THE CHAIRMAN
MEMBERS

STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
1428 SOUTH KING STREET
HONOLULU, HAWAII 96814
JANUARY 24, 1978

EMMETT MORGAN
MEMBER AT-LARGE
SIDNEY COO
MEMBER AT-LARGE
SHIZUO KADOYA
HAWAII MEMBER
STEPHENO L. LIU
KAUAI MEMBER
FRED AL. OCEANAKA
SOUTH MEMBER

GEORGE R. ARITOMI
GOVERNOR OF HAWAII



W. Y. THOMPSON
XXXXXXXXXXXXXXXXX CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANASU
DEPUTY TO THE CHAIRMAN
DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 521
HONOLULU, HAWAII 96809

March 7, 1978

MEMORANDUM

To: Mr. W. Y. Thompson, Chairman
Board of Land and Natural Resources

Subject: Notice of Preparation - EIS
State Park at Old Kona Airport

The Department of Agriculture has reviewed the proposed project. This agency has no objections or comments on the request.

Thank you for the opportunity to comment.

JOHN FARIAS, JR.
Chairman, Board of Agriculture

Mr. John Farias, Jr.
Chairman, Board of Agriculture
Dept. of Agriculture
State of Hawaii
1428 South King Street
Honolulu, HI 96814

Dear Mr. Farias:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation.

Very truly yours,

W. Y. THOMPSON
Chairman of the Board

11-10

GEORGE R. ASIYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. Box 5278
HONOLULU, HAWAII 96801
February 2, 1978

GEORGE A. L. TUETI
DIRECTOR OF HEALTH
Audrey W. Welch, M.D., M.P.H.
Deputy Director of Health
Henry M. Thompson, M.A.
Deputy Director of Health
James S. Kumagai, Ph.D., P.E.
Deputy Director of Health

GEORGE R. ASIYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 823
HONOLULU, HAWAII 96801

W. Y. THOMPSON
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMAHAU
DEPUTY TO THE CHAIRMAN
DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

Mr. William Y. Thompson, Acting Chairman
Department of Land and Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

Subject: Request for Comments on Proposed Environmental Impact Statement (EIS) for State Park at Old Kona Airport

Thank you for allowing us to review and comment on the subject proposed EIS. Please be informed that we have no comments or objections to this project at this time.

We realize that the statements are general in nature due to preliminary plans being the sole source of discussion. We, therefore, reserve the right to impose future environmental restrictions on the project at the time final plans are submitted to this office for review.

Sincerely,

James S. Kumagai
JAMES S. KUMAGAI, Ph.D.
Deputy Director for
Environmental Health

James S. Kumagai, Ph.D.
Deputy Director for
Environmental Health
Department of Health
State of Hawaii
P. O. Box 3378
Honolulu, HI 96801

Dear Dr. Kumagai:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation.

The Environmental Impact Statement will be available to you during the review process for your comments.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board



**DEPARTMENT OF PLANNING
AND ECONOMIC DEVELOPMENT**

Kaunohiki Building, 250 South King St., Honolulu, Hawaii • Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

GEORGE R. ARITOHAI
Chairman
HIDEYO KONO
Director
FRANK SERVAZIK
Deputy Director

January 30, 1978

Ref. No. 5479

The Honorable William Y. Thompson
Chairman
Department of Land and Natural Resources
State of Hawaii
Honolulu, Hawaii

Dear Mr. Thompson:

Subject: State Park at Old Kona Airport Environmental Impact
Statement Preparation Notice

We have reviewed the subject E.I.S. preparation notice and wish to offer the following comments for your consideration.

1. The anticipated impacts should include an assessment of increased vehicular traffic on the main access roads to the park site that may result from the proposed action. Appropriate measures to mitigate such impacts should be considered.
2. Impacts on the existing infrastructure and services should be identified and evaluated in conjunction with the anticipated usage of the proposed park.

We appreciate the opportunity to comment on this preparation notice and look forward to reviewing the final E.I.S. document.

Sincerely,

Frank Kono
for HIDEYO KONO



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU HAWAII 96808

March 7, 1978

Mr. Hideto Kono, Director
Department of Planning and
Economic Development
State of Hawaii
P. O. Box 2359
Honolulu, HI 96804

Dear Mr. Kono:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation.

Your comments will be considered during the preparation of the Environmental Impact Statement.

Yours very truly,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

W. Y. THOMPSON
SUPERINTENDING CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION
PLANNING AND SURVEY
FORESTRY
LAND MANAGEMENT
WATER RESOURCES
WATER AND LAND DEVELOPMENT

H. Y. THOMPSON,
XXXXXXXXXXXX

E. ALVEY WRIGHT
DIRECTOR
STATE DIRECTOR
BUREAU OF LAND
RESOURCES
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

WE WANT REFER TO:
STP 8.4709



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

February 13, 1978

GEORGE R. ARTHUR
DIRECTOR

Mr. M. Y. Thompson
Chairman of the Board
Department of Land and
Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

Subject: State Park at Old Kona Airport
Environmental Impact Statement
Notice of Preparation

Thank you very much for giving us the opportunity to review
and comment on the above-captioned document. We have no comments
to offer which could improve the document.

Sincerely,

R. Higashionna
R. HIGASHIONNA, Ph.D.
Acting Director

March 30, 1978

Dr. R. Higashionna
Acting Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Dr. Higashionna:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement
Notice of Preparation

Thank you for reviewing the subject Notice of Preparation.

W. Y. Thompson
H. Y. THOMPSON
Chairman of the Board

J. Hattos
cc: Hawaii Bd. Member
S. Kaulaure
J. Hattos

GEORGE R. ANTONIO
Director



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
OFFICE OF THE GOVERNOR
STATE HALL, 2ND FLOOR
HONOLULU, HAWAII 96825

RICHARD E. MARLAND, Ph.D.
Director
1111 KANELOA RD.
HONOLULU, HI 96813

February 1, 1978

MEMORANDUM

TO: William Y. Thompson, Chairman
Department of Land and Natural Resources

FROM: Harry Y. Akagi, Acting Director
Office of Environmental Quality Control

SUBJECT: Environmental Impact Statement Preparation Notice for
the Proposed Old Kona Airport State Park, Kailua-Kona

Thank you for providing us with a copy of the subject
EIS Preparation Notice. We have reviewed the subject document
and offer the following comments for your consideration during
your preparation of the EIS:

Corrections

- 1) The developed area of Keauhou, not Keahole as found on p. 1-1 is five miles south of the site.
- 2) Seaflight no longer serves Kailua-Kona, as stated on p. 2-20 of the Preparation Notice.

Contents of the upcoming EIS

1) The preparation notice presents a conceptual plan for the proposed park along with a listing of the actions proposed for the three phases of development. We wish to point out that a prime purpose of preparing an EIS is the generation of a document which can be used as a decision-making tool. If the final conceptual plan for the park has been adopted, then the usefulness of the EIS process is short-changed. With this in mind, we recommend that the EIS contain a thorough discussion of the proposed conceptual plan and its environmental impacts. The final decision on what the development of the park will be should occur after acceptance of the EIS by the Governor.

Some examples of other schemes could include a camping area rather than for cabins, bike paths, and perhaps an adjacent marine park. The park could act as a support area for a coastal trail system providing restroom facilities and camping areas. The camping area could be operated on a 6-day permit schedule with one "cleared-of-campers" day for maintenance and discouragement of camp-ground squatters.

- 2) Will the canoe launching area be effective? It appears that the launching area is at least 500 feet from the nearest road.
- 3) The EIS should contain details of the proposed lagoon, including how it will be constructed and the environmental impacts of the construction and potential for shoreline changes. The various permits needed for such a lagoon should be identified in the EIS.
- 4) How was the visitation number on page 3-3 arrived at? The sources of figures such as this should be identified in the EIS.
- 5) There is a lack of discussion in the Preparation Notice of the relationship of the project to the requirements and policies of the Shoreline Management Act and current CZM planning. A discussion of this topic should be included in the EIS.
- 6) Last year, your department was working on a study of proposed and potential recreation areas for the Island of Hawaii. What is the present status of this study and how does this proposed project relate to that study?

We hope that our comments will be useful in the preparation of the EIS for the proposed Old Kona Airport State Park. We will review the EIS when it is made available by your Department.

GEORGE R. ANTOUSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 831
HONOLULU, HAWAII 96808

W. Y. THOMPSON
DEPARTMENTAL CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAWAII
DEPUTY TO THE CHAIRMAN
DIVISIONS:
CONSERVATION
PLANNING AND ZONING
FORESTRY
LAND MANAGEMENT
STATE PLANS
WATER AND LAND DEVELOPMENT

Mr. Richard O'Connell

-2-

March 7, 1978

conceptual plan reflects the philosophy of this department, the desires and wishes of most of the Kona residents based on the physical and biological attributes and constraints of the site.

2. The proposed canoe launching area has been coordinated with the local canoe club and reflects their desires. Based on their input, the consultants have designated the canoe launching area.
3. The proposed lagoon will accommodate children during high wave conditions. The details of the lagoon will be available when the project is designed and are not available at this time. The potential environmental impacts based on available information will be included in the EIS as well as permits which will be required for the implementation of this phase of the project.
4. The visitation number was based on the information provided by the Division of State Parks.
5. The requirements and policies of the Shoreline Management Act and current CZM planning will be discussed in the EIS.
6. The Department of Land and Natural Resources published a preliminary report in July, 1977, entitled "Statewide Trail and Access System." This report inventoried existing and proposed trails and access to recreational areas in the State. The proposed park concept would be compatible with the existing and the proposed trail systems at the old Kona Airport.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

Mr. Richard L. O'Connell
Director
Office of Environmental Quality Control
Office of the Governor
State of Hawaii
550 Halekauwila Street
Room 301
Honolulu, HI 96813

Attention: Mr. Harry Y. Akagi

Dear Mr. O'Connell:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your comments on the subject Preparation Notice. The responses are in the order they were presented.

Corrections

1. Thank you for the comment. This will be corrected in the Environmental Impact Statement.
2. At the time the preparation notice was prepared and submitted for agency and public review, Seafight was still in operation. The EIS will reflect the changes in the Seafight operation.

Contents of the upcoming EIS

1. We are in complete agreement with your comments regarding the purpose of the EIS, that it is to be used as a decision-making tool. The conceptual plan for the park has not been adopted by the Land Board but will be presented to the Land Board after public review of the EIS. The draft conceptual plan, has been presented to the people of Kona and discussions of the plan are being coordinated with the people by the consultants retained by this department. The draft

UNIVERSITY OF HAWAII

Water Resources Research Center

January 24, 1978

H. Y. Thompson
Dept. of Land and Natural Resources
Division of State Parks
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

We have read with interest the EIS Preparation Notice for the proposed State Park at the Old Kona Airport. We have no comment at this time, but look forward to reviewing the completed EIS.

Sincerely,

Reginald H. F. Young
Reginald H. F. Young
Asst. Director, WRSRC

RUPY:jm



H. Y. THOMPSON
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMAHAU
REPORT TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
P. O. BOX 621
HONOLULU, HAWAII 96809

March 7, 1978

Mr. Reginald H. F. Young
Assistant Director
Water Resources Research Center
University of Hawaii
2540 Dole Street
Honolulu, HI 96822

Dear Mr. Young:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation.

Very truly yours,

H. Y. Thompson
H. Y. THOMPSON
Chairman of the Board

STEPHEN K. YAMASHIRO
Chairman & Presiding Officer
JOSEPH R. GARCIA, JR.
Vice Chairman



COUNTY COUNCIL
COUNTY OF HAWAII
HAWAII COUNTY BUILDING
HILO, HAWAII 96720

January 26, 1978

Mr. W. Y. Thompson
Chairman of the Board
Dept. of Land & Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Re: Notice of Preparation for State Park at
Old Kona Airport

Your letter of January 13, 1978, was received and
referred to the Council's Committee on Public Works
for study and recommendation.

When the Hawaii County Council acts on your letter,
you will be notified.

for
Stephen K. Yamashiro
COUNCIL CHAIRMAN

JAMES L. K. DAHLBERG
TAKASHI OGIMINGO
TOMO FUJI
WILLIAM S. KAWAIARA
MERLE K. LAI
MUNEO SAMESHIMA
HARVEY S. TAKIHI
Council Members

GEORGE R. ARIOCHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 622
HONOLULU, HAWAII 96809

March 7, 1978

Mr. Stephen K. Yamashiro
Chairman
City Council
County of Hawaii
Hawaii County Building
Hilo, HI 96720

Dear Mr. Yamashiro:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your letter of January 26, 1978 concerning
the subject Notice of Preparation.

We look forward to receiving comments from the Council's
Committee on Public Works and from the Hawaii County Council.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

W. Y. THOMPSON
XXXXXXXXXX CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HIRASAKI
DEPUTY TO THE CHAIRMAN

DIVISIONS
ENVIRONMENTAL
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

Supplies of ...

GEORGE R. ANIYOSHI
GOVERNOR OF HAWAII



W. Y. THOMPSON
XXXXXXXXXX
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANAU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 931
HONOLULU, HAWAII 96809

To: Planning Dept.
From: Parks and Recreation
Subject: Comments on EIS for State Park at Old Kona Airport, Notice of Preparation
Dept. of Land and Natural Resources

Feb. 6, 1978

March 7, 1978

1. Page 1-5, "This effort was spearheaded during the past years by local Kona residents, Mr. and Mrs. Shigeo Kunitake." Not to take anything away from the Kunitake's, but there were many other people involved in this project from the outset and to give them equal credit, we feel that the statement should end in the following manner: "...by many local Kona residents."

2. The overall conceptual plan should show areas to be set aside for tent and vehicular camping, the latter with the inclusion of sewer, electrical and water hookups. On page 137 of the County of Hawaii's Recreational Plan, it shows that the people of North Kona have placed a high priority for the development of more camping areas in the district. As the State is most aware, there are no camping sites in North Kona and the development of same is often requested at many of the community meetings, not only in the North Kona district but also from other districts in the County.

3. Now that the State intends to operate the two largest beach parks in Hawaii County, we feel that it should provide as many tent and vehicular camping spaces at the old Kona Airport and at Hapuna in South Kohala as possible. This will greatly alleviate the over-crowded conditions at the much smaller County parks on the west side of the island. At least 10 acres should be developed at each park to accommodate camping activities. The people in the low income bracket from the east side of the island will then have an opportunity to spend some time in Kona without having to pay for lodging at one of the hotels.

4. Regarding the placement of boulders, plantings on the existing runway to eliminate the necessity of installing road bumps, we feel that a straightaway interior road without blind curves would be more safe. We base this on the fact that chronic speedsters, regardless of where they may be driving, will continue to travel at a high rate of speed. It would be more safe for the other drivers and pedestrians at the park if they had an unobstructed view of the road and the oncoming traffic.

Milton T. Hakoda
Milton T. Hakoda
Director

Mr. Milton T. Hakoda, Director
Dept. of Parks & Recreation
County of Hawaii
25 Aupuni Street
Hilo, HI 96720

Dear Mr. Hakoda;

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation. We appreciate your thorough evaluation of the document and your comments will be considered during the preparation of the Environmental Impact Statement.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board



DEPARTMENT OF PUBLIC WORKS

COUNTY OF HAWAII - 25 ALUPOA STREET - HONOLULU, HAWAII 96813 - TELEPHONE 528-9611

EDWARD K. HARADA
Chief Engineer
ARTHUR I. ESQUIRO
Inspector & Chief Planner

Mr. William Y. Thompson
2
January 30, 1978

January 30, 1978

Mr. William Y. Thompson
Chairman of the Board
Board of Land & Natural Resources
State of Hawaii
P. O. Box 621
Honolulu, HI 96809

SUBJECT: STATE PARK AT OLD KOHA AIRPORT
E.I.S. - NOTICE OF PREPARATION

Thank you for the opportunity to review the subject document.

Our comments have been noted in red on the paper clipped pages 1-1, 1-8, 2-12, 2-20 and 3-9. We believe the conceptual plan to be generally okay as laid out, but this differs from the master plan study prepared by the County in 1974.

Relative to Fig. 1-3 (page 1-8) - Bikeway is shown located between the two lanes of traffic. Will protective barrier be provided? Has evaluation been made on the advantages and disadvantages of locating bikeways between or on the outside of the vehicular travel paths? Consider U-turn areas to preclude the necessity of traveling all the way to the turnaround at the northwest end of the runway. This will conflict with the turnaround proposed to be located between two lanes of traffic.

On page 2-12 reference is made to the proposed Keopu drainage channel. This project was completed in December, 1972.

There is need to check the status of the marine hydrofoil system (Seaflight) as to the scheduled flights to and from Kailua-Kona, Hawaii (Page 2-20).

Lastly, no mention is made of the planned regional park at Kealahou, North of the Kailua Sanitary Landfill site (Page 3-9).

Other comments are primarily typographical.

The marked up document is being returned attached.

Edward K. Harada

EDWARD HARADA
Chief Engineer

Attach.

cc: Mayor
Planning Department
Parks & Recreation

GEORGE B. ARIVOHAI
GOVERNOR OF HAWAII



W. Y. THOMPSON

XXXXXXXXXXXXX CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HANASU
SECRETARY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

DIVISIONS

CONSERVATION
PLANNING AND USE
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

P. O. BOX 621
HONOLULU, HAWAII 96808

March 7, 1978

Mr. Edward Harada
Chief Engineer
Dept. of Public Works
County of Hawaii
25 Aupuni Street
Hilo, HI 96720

Dear Mr. Harada:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation. Your comments will be considered during the preparation of the Environmental Impact Statement.

We appreciate your thorough evaluation of the subject document.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII
 P. O. BOX 1820 • HILO HAWAII 96720 • 25 ALUPINI STREET

February 8, 1978

Mr. W. Y. Thompson
 Chairman of the Board
 Department of Land and
 Natural Resources
 P. O. Box 621
 Honolulu, HI 96809

STATE PARK AT OLD KONA AIRPORT

Thank you for allowing us to review your proposed Kona Airport Park plan.

Since your improvements will most likely occur after the Kona Water Shaft Project is completed, there should be no problem on the availability of water. Also, the irrigation for the park, being the biggest additional water use, could be done by the sewer effluent.

Akira Fujimoto
 Akira Fujimoto
 Manager
 MMS

... Water brings progress...

11-21



STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 P. O. BOX 521
 HONOLULU HAWAII 96809

W. Y. THOMPSON
 CHAIRMAN
 BOARD OF LAND & NATURAL RESOURCES
 EDGAR A. HAMADA
 DEPUTY TO THE CHAIRMAN

Mr. Akira Fujimoto
 Manager
 Department of Water Supply
 County of Hawaii
 P. O. Box 1820
 Hilo, HI 96720

Dear Mr. Fujimoto:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
 ENVIRONMENTAL IMPACT STATEMENT
 NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation.

Thank you also for the information that the Kona Water Shaft Project should occur prior to the subject project and that there should be no problem with availability of water. We have considered the use of sewage effluent for park irrigation, and our engineer will be working closely with you in developing this possibility. With the use of effluent for irrigation, there should not be a significant demand for potable water for the proposed project.

Your thorough evaluation of the document is appreciated.

Very truly yours,

W. Y. Thompson
 W. Y. THOMPSON
 Chairman of the Board

GEORGE R. ARITOSHII
GOVERNOR OF HAWAII



W. Y. THOMPSON
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HIRABARU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

March 7, 1978

Mayor Herbert T. Matayoshi
County of Hawaii
Hilo, HI 96720

Dear Mayor Matayoshi:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your letter of February 1, 1978 concerning
the subject Notice of Preparation.

We look forward to receiving comments through the Planning
Department.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

HERBERT T. MATAYOSHI
MAYOR

*Office of the
Mayor*

February 1, 1978

Mr. W. Y. Thompson
Chairman and Member
Board of Land and
Natural Resources
P. O. Box 621
Honolulu, HI 96809

Subject: Notice of Preparation Environmental Impact Statement
for State Park at Old Kona Airport

Thank you for the copy of the subject notice of preparation for
the proposed State Park at the Old Kona Airport.

I have asked the Planning Department to coordinate the submittal
of comments of the various County agencies. They will be
forwarding you the County's response within two weeks.

Herbert T. Matayoshi
HERBERT T. MATAYOSHI
MAYOR

HHTH:smt

COUNTY OF HAWAII • HILLO, HAWAII 96720

11-22



PLANNING DEPARTMENT

26 ALI'UNI STREET • HILLO, HAWAII 96720

BURBET L. MALAYONUI
Director
SIDNEY F. FUKU
Director
HUANEKANIWA
Supervisor

COUNTY OF
HAWAII

February 10, 1978

Mr. William Y. Thompson, Chairman
Board of Land and Natural Resources
P. O. Box 621
Honolulu, HI 96809

Dear Mr. Thompson:

Notice of Preparation for an Environmental Impact
Statement for the proposed State Park at the Old
Kona Airport

We have reviewed the subject document assessing impacts to
the environment for the proposed State Park at the Old Kona Air-
port, Island of Hawaii.

We have enclosed comments submitted by the Department of
Parks and Recreation for your consideration. The following are
our comments:

1. Although the project is still in a conceptual stage,
the environmental impact statement should include a site
plan which shows the proposed structures and actions
in relation to a surveyed shoreline. This should be
included to identify permit requirements for both the
overall project and specific actions. As much as is
possible, the environmental impact statement should
also discuss in Section 3, relating to land use plans,
policies and controls, all of the permits which will
be required. Knowledge of the location of the shoreline
will aid in this discussion. For example, since the
project area is within the Special Management Area, a
permit through the County Planning Commission will be
required for all activities and structures inland of
the shoreline (Act 176, SLH 75). Further, those
activities which fall within 40 feet of the shoreline
are subject to the shoreline setback regulations
(Act 107, SLH 73). Other activities such as the
creation of a shallow lagoon may require both Conser-
vation District Use and Corps of Engineers permits.

Mr. W. Y. Thompson
Page 2
February 10, 1978

2. In Section 3, three corrections need to be made. On
page 3-5, in the discussion on State Land Use. The
second paragraph should read "Urban districts...foresee-
able growth. Specific land use through zoning within
urban districts is determined and administered by County
government." The last sentence of that paragraph should
then be deleted, since the jurisdiction over permissible
uses lies with the County.

On page 3-7, the last paragraph, first sentence, should
read "The Old Kona Airport site is classified "Open" by
the County General Plan Land Use Pattern Allocation
Guide Map (Figure 3-2)."

On page 3-11, item 4. The entire project site is presently
zoned MU-20 or limited industrial, rather than just the
southern portion. The park and recreational use is per-
missible through Article 26 of the County Zoning Code.

We thank you for this opportunity to review and comment on the
subject notice of preparation.

Sincerely,

SIDNEY FUKU
Director

VKG:mhk

Enclosure

xc: P&R
DPW

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII



W. Y. THOMPSON
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. IIMASU
DEPUTY TO THE CHAIRMAN

DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 821
HONOLULU, HAWAII 96809

March 7, 1978

Mr. Sidney Fuke, Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, HI 96720

Dear Mr. Fuke:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation. We appreciate your thorough evaluation of the document and your comments will be considered during the preparation of the Environmental Impact Statement.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board



POLICE DEPARTMENT

COUNTY OF HAWAII
348 KAPOLAHU STREET
HILO, HAWAII 96720



OUR REFERENCE

GUY A PAUL

YOUR REFERENCE

February 8, 1978

Mr. H. Y. Thompson
Chairman of the Board
Division of State Parks
Department of Land & Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Thank you for allowing us to review and comment on the Notice of Preparation of the Environmental Impact Statement currently underway on the proposed State Park at the site of the old Kona Airport.

Upon review of the booklet, the following observations were noted and are submitted for consideration.

Page 2-17, Police Protection

Comments submitted by park caretakers involve their respective areas of responsibilities and hence only offenses that come to their attention.

In reality, demands for police services are frequent especially during the periods of darkness when caretakers are not available. These offenses are normally crimes against persons occurring during park non-working hours.

Page 3-3, Existing Uses of the Site

Total number of people using the facilities from September 1976 through October 1977 was estimated at 151,515. Any improvement or expansion of the area will undoubtedly generate added incidents requiring police attention.


Mr. H. Y. Thompson
February 8, 1978
Page 2

Page 4-1, Mitigative Measures

"Long-term measures that can maximize safety for people, plants, and structures at the site include continued security and maintenance of the park."

If budgetary restrictions of the County of Hawaii prevail and no additional resources or personnel are granted during the next fiscal period, calls for police services will be reactive in nature and patrols of the facilities will be on the basis of availability only.

We also note a minor discrepancy that appears on page 1-1, paragraph 2, "... Other population centers in the vicinity include Keahole, five miles south of the site along Ahi Drive..." The substitution of Keahou for Keahole should correct this.


GUY A. PAUL
CHIEF OF POLICE

HCC/K

GEORGE B. ARIFIDHI
GOVERNOR OF HAWAII



H. Y. THOMPSON
XXXXXXXXXXXX CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

March 7, 1978

Mr. Guy A. Paul
Chief of Police
Police Department
County of Hawaii
349 Kapiolani Boulevard
Hilo, HI 96720

Dear Mr. Paul:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your comments on the subject Notice of Preparation.

Park personnel can be granted enforcement authority by the State Land Board during park hours. We agree that during off-hours calls for police services probably will be reactive in nature. With effective park design and control of activities, we do not anticipate significant increase in incidence of crime.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

General Delivery
Honolulu, HI 96725
March 1, 1978

Jake Pyo
Department of Land and Natural Resources
1491 Punchbowl Street
Honolulu, HI 96811

Dear Jake Pyo:

I would like to comment on the Preparation Notice, Environmental Impact Statement for the State Park at Old Kona Airport. In general, I am not in favor of the park as presently designed and described, and feel that your "Anticipated Environmental Impacts and Mitigative Measures," at one page, is far too short. My reservations and suggestions are as follows:

1. Sandwiched Between Resorts? See map, page 3-8. This map needs to be redone. Resort areas are shown in white, as if nonexistent, whereas they are at the heart of the action in this area. Thus the map misleads the reader.

If this map is correct, there are to be resorts on either side of the proposed park. Thus, the park will shortly be dominated by tourists and newcomers, as has occurred at Kahala, Mauna and elsewhere. This is a negative impact from the point of view of present residents who are funding the park to the tune of over \$600,000 for the 1978-1979 fiscal year. This impact should be mentioned in your "Anticipated Environmental Impacts" section, and proposals for mitigating it put forth.

Please compare the above with the map on page 3-12, where the southern boundary is shown zoned single-family residential, and the northern boundary is not shown. The conflict between these two map presentations should be resolved, so that the true picture is clear.

2. Too Passive, Too Feminine See Conceptual Plan, page 1-8. Your overall design is too passive and not masculine enough. The present feeling-tone of the area is masculine--cycles, men with model planes, baseball, canoe clubs, serious jogging, throw netting and fishing. Your Exercising Leader, Lagoon, Tot Lot and 1000-foot Jogging Path are feminine. They will appeal to (and perhaps are designed for) people coming into the Kona area as tourists or condominium dwellers. They will not appeal to the longtime resident population who, for this and other reasons, will leave.

There are many ways of retaining the area's masculine flavor. Several are: a) put the jogging path around the air strip runway; b) add another volleyball field; c) eliminate the exercising meadow and d) link the park directly with Hawaiian canoe clubs or Hawaiian sports.

3. Reef Neglected and Abused See pages 2-13 and 2-14 where the reef is described as follows: "During periods of low tide the pools provide a unique educational opportunity for visitors and residents alike in viewing native marine life." And: "Abundant fish species provide the fisherman and diver with additional recreational pursuits." This is a misconception of the nature of reef life, and of the longtime resident's perception of it: the reef does not exist for human recreational or visitor pursuits, but in and of itself as irreplaceable life.

The Notice cites no adverse impact on the reef, but Oahu experience shows that: the sizable population input apparent from the resort, the introduction of human wastes into reef water, fertilizer runoff, increased spearfishing and snorkeling, and fishgathering for ornamental or exotic purposes will all be part of the impact and will be negative.

Although the reef is not under the jurisdiction of the DNR, the DNR must curtail its activities such that the reef is not damaged in a spin-off effect.

This matter needs attention in your "Anticipated Environmental Impacts" section, along with proposed mitigation.

4. Conservation, Open or Park? On page 3-7 it is asserted that the site land is classified Open in the General Plan and that "Open areas are designated for parks and historic sites." Elsewhere, the report asserts that urban-zoned land may be taken for State parks, and on page 3-6 a map shows the site land zoned urban. On page 3-5, the Notice asserts that Conservation land may be "for parks, shorelines, forestry and open space . . ." and on page 3-6 offers a map to show that the northern boundary is zoned Conservation.

It appears that no land, with the possible exception of Agricultural, is safe from becoming a State park, and that there is, in effect, no provision for wild land. Further, I note that in the DNR's North Kohala: Preservation of Historic Resources (which proposes 8, frankly tourist-oriented State parks), it is said that the Conservation land "should be acquired" for park use. How is it that in North Kohala Conservation land should be acquired, whereas in North Kona it could merely be subsumed, according to the present Notice? I would be grateful to have cited sources and dates wherein the DNR was empowered to convert Conservation or Open land to State park use.

5. Undue Influence On pages 6-1 and 6-2, the Notice gives a list of sources consulted. Under "Other Organizations" there appear on the local or Hawaiian side the names Herman Paakonia, David Roy and John Deacon. On the developer side, there appear the Chamber of Commerce, Hilton Head Corporation, Greenwell's Lanikai Corporation and possibly Lorrin Thurston (an historic name). For reasons previously and to be cited, I submit that in its Notice and park design, the DJJR has been unduly influenced by the developer side.

Secondly, I am aware that Hilton Head, a developer of resorts off the southern mainland, plans resort hotels and ranchettes on 4,000 acres of former Kahua Ranch land in North Kohala. And, as conveyed in a telephone conversation with John Michael White of Hilton Head, that the firm also has real estate in South Kona. What is this margin developer doing in the list of sources consulted on page 6-2? If Hilton Head owns real estate or plans resorts adjacent or near to the proposed park in North Kona, this fact should be clearly indicated in both text and maps. The same would hold for other resort interests in the area.

6. Touristic Landscaping I do not care for the landscaping and design described in the Conceptual Plan, pages 1-7 to 1-10. Other than reasons already cited, it has that stock, designed look that I find typical of other State parks, which in the long run are going to give the impression of a kind of Socialist Realism as they stand in relation to the tourist industry of Hawaii. A more imaginative, unique, and integrated-to-Kona plan should have been solicited from the community.

Because I prefer wild, open land, I disagree with the statement on page 4-1 that "the long-term beneficial impacts of the proposed action involves . . . the aesthetic enhancement of the area."

Most specifically, I do not wish to see "interpretive signs" in this area. I do not enjoy living in a landscape which is everywhere labelled for visitor consumption.

7. Racial Resentment In the "Environmental Impact" section on page 4-1, the DJJR proposes to mitigate construction sounds and dust, and to mitigate a possible "safety" problem.

One major impact not cited is going to be a change in race of those using the site land, unless revisions of design are made. The land is now predominantly used by persons of non-Caucasian ancestry. In future, because the tourists will be predominantly Caucasian (see The Golden Borders, 1976, by two British scholars), and because incoming residents are predominantly Caucasian (see your page 2-15), the land will be co-opted by persons of Caucasian ancestry. On a broader scheme, unless an Affirmative Action approach is taken, Hawaii is going to have

Caucasian (predominantly State) and local (predominantly County) parks. This is an unpleasant picture. The local population leaves for a variety of reasons; as a Japanese-American has put it to me, "With all the tourist on the beach, sunbathing . . . my wife and I do not enjoy ourselves anymore by going there."

This long-term picture could be mitigated in this instance by: a) making the park more masculine--tourism is an effeminate industry; b) forbidding advertising of the park in tourist brochures and programs; c) prohibiting tour buses; and d) linking the park integrally with one or another of the local canoe clubs. For example, if the membership of the Liliuokalani Canoe Club, which now uses the land for club meetings, baseball and social gatherings, remains comfortable in the park, other non-Caucasian residents will feel comfortable. If the Canoe Club no longer feels comfortable, other locals will also leave.

Unless some such revision is made, the negative impact will be racial resentment both towards those Caucasians who have co-opted the park, and towards the DJJR as a supplier of tourist parks. The DJJR must begin to take an Affirmative Action approach toward the State parks it develops.

9. Euphemism The report is euphemistic in several regards--nomenclature and assignment of causes.

While it does show that the population in the area will increase by over 5,000 in the next 7 years (page 2-15), these figures are widely separated from the cause of that increase. Page 1-5 reads, "The proposed State Park at old Kona Airport is located in an area with large and growing needs for recreational outlets." The expression is vague. Elsewhere the Notice says that the County Recreation Plan "takes note of the expanded population of the area, a result of the growing visitor industry" (page 3-10). On page 2-24, it is said that "shoreline resources are impacted by the resort industry."

This material should be rewritten and clustered together to show clearly the cause of expanding population and the press on shoreline recreational resources; international tourism and related condominium development.

I suggest tourism or international tourism as more palatable than global tourism or mass tourism which various scholars use. I encourage the DJJR to refrain from using the euphemism "visitor industry," nor commonly acknowledged as such.

Finally, I would like to see included a population projection for 10 and 20 years hence. Developers in this region and elsewhere are

GEORGE A. ARIYOSHI
GOVERNOR OF HAWAII



H. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANAU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
P. O. BOX 621
HONOLULU, HAWAII 96809
March 30, 1978

5
Thinking in such time units, and their plans are available to the DNR.
Only with such projections can an adequate environmental impact on the
reef, for example, be measured.

I would like to thank you for this opportunity to express my views
on the projected park. To the extent that a tone of bitterness has
occasionally entered, I trust that this may be overlooked, and that the
suggestions will be useful to you.

Sincerely,
Judith Graham
Judith Graham

Ms. Judith Graham
General Delivery
Holualoa, Hawaii 96725

Dear Ms. Graham:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement
Notice of Preparation

Thank you for your review of the subject Notice of
Preparation. The Environmental Impact Statement, which is a
more detailed document, will discuss the anticipated impacts
and mitigative measures in greater depth.

1 - The map on page 3-8 of the document was done to reflect the
General Plan for the County of Hawaii as adopted in 1971.
To key the resort designation as white was not meant to
indicate that these areas are nonexistent. The General Plan
is the policy document for the long-range comprehensive
development of the Island of Hawaii. Many factors were
considered and each of these factors was analyzed for each
district in the County, based on then-existing conditions
(please refer to pages 3-7 and 3-9 of the document). The
County General Plan map indicates that a portion of the
southeastern end of the park was planned for resort deve-
lopment. The establishment of this area for park develop-
ment by the State will preclude other development.

2 - This plan reflects desires of Kona residents and it met with
general approval at the public meeting held in December, 1977.
The purpose of the plan is to provide for the recreational
needs for the area. It is not a static plan; therefore, it
is subject to change according to the needs, as determined
by the community as a whole. The proposed activities do not
preclude cycling, jogging, throw-net fishing, diving, surfing,
and use of facilities by the canoe clubs. Baseball and other
organized team activities are within the County jurisdiction.
We do not anticipate that these recreational activities will
not appeal to the Kona residents but rather enhance recrea-
tional activities for the people.



Ms. Graham

- 2 -

March 30, 1978

As for retaining "masculine" flavor of the park as you have suggested:

- a. Placement of the jogging path around the airstrip may create potential automobile-jogger safety problems and may conflict with other recreational activities near the beach areas.
- b. Addition of another volleyball field will be considered in the Master Plan.
- c. Elimination of the exercise meadow is not desirable because it provides additional active recreational uses by maximizing land use.
- d. The provision for the Hawaiian canoe clubs is being considered in the park Master Plan. A canoe launching area will be designated and facilities for meetings, boat storage and repairs are being considered.

3 - Setting this parcel of land for park purposes will preclude other uses of this land. By assuming responsibility for this land as a park, the Department of Land and Natural Resources can monitor and regulate this area, both from the standpoint of human uses and of reef communities.

4 - Section 3 of the document was presented to describe the existing State Land Use designations for the area, the County General Plan, and the Zoning. Details as to what is involved in the land and permits required for park development will be presented in the EIS.

5 - The development of the park has not been influenced by special interest groups. This parcel of land was designated for park use after considerable input from community groups and concerned local citizens. Community input has been solicited and the community desires incorporated into the planning process.

6 - A landscape plan for the area has not been prepared and only broad parameters stated in the EIS Preparation Notice. As such, the landscaping objectives are to leave much of the area in its natural form and native plants to be used whenever possible. The area has been modified and does not exist in the "wild state" as you have depicted the area.

As for "interpretive signs", these signs function to prevent potential misuse of the area, to designate specific areas for recreational uses, to prevent conflicts, and to provide a means to warn people of potentially dangerous areas. The

Ms. Graham

- 3 -

March 30, 1978

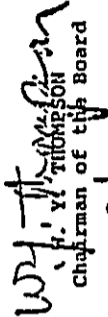
signs will be incorporated to make them aesthetically pleasing and petroglyphs are being considered for signs.

7 - The proposed park is not anticipated to have a significant impact on the racial structure of the Kona community. Furthermore, it is not possible to discriminate park uses based on racial basis nor is it possible to have recreational activities based on ethnicity.

8 - (This is numbered "9" in your letter.) Population projections for the Kona District are between 14,200 and 14,500 by 1980, between 16,500 and 17,300 by 1985 and between 17,500 and 18,300 by 1990. These figures are from the Kona Community Development Plan, Preliminary Draft, 1975. The State Department of Planning and Economic Development and the County of Hawaii, Department of Research and Development do not have district population projections for Kona at the present time.

It is the sincere contention of this department to design a State park that will be compatible with the desires and needs of the residents of Kona and of all the people of Hawaii. By doing this the State can monitor, regulate, and preserve this area, a benefit to be seen both by the people and by the environment.

Very truly yours,


W. Y. THOMPSON
Chairman of the Board



cc: Hawaii Bd. Member
S. Kamimura
J. Nattos

Kona Kai Camp, Inc.

THOMAS M. HAIL M.D.
P. O. BOX 88
KAILUA-KONA, HAWAII 96740
TELEPHONE 328-1444

February 3, 1978

William Y. Thompson

Chairman of the Board

Department of Land and Natural Resources

P. O. Box 621

Honolulu, Hawaii 96809

Dear Mr. Thompson:

Thank you for your letter of January 13, 1978 and copy of Notice of Preparation of State Park At Old Kona Airport. We are happy to know that definitive work is to take place for a facility as planned which is greatly needed not only by Kona residents but the rest of the big island and state and to a lesser degree by out of state visitors, in increasing numbers in the past several years who have been by-passing the hotels. Because of our unparalleled climate and friendliness of the people as a whole (excepting the trouble makers, many visitors are arriving as a family group in search of camping grounds, cabins etc. and some in campers looking for overnight facilities. I have taken the liberty of making some comments following the brochure by page and paragraph.

Summary

Pg. 1 Phase 1

Community Pavilion -- Greatly needed as Hale Halewai (county) is no longer able to handle the large number of people that go there and it is contained by the ocean, street and hotel buildings.

Another set of beach pavilions - this will help alleviate the present congestion from the existing ones esp. on weekends, holidays and vacation times.

Provide picnic tables and fire pits-- a much needed facilities so that indiscriminate building of fires along the shoreline and elsewhere in the park could be controlled and supervised.

Pg. ii Phase 2

Very Good

Pg. ii Phase 3

Cabin etc. -- greatly needed. Suggest that area for future cabins

be set aside and implemented later.

Kona Kai Camp, Inc.

THOMAS M. HAIL M.D.
P. O. BOX 88
KAILUA-KONA, HAWAII 96740
TELEPHONE 322-2666

Page 2

Pg. 1 - 13. [1.2] Thurston, Lorrii.. Personal Communication.

Does he still own the shoreline makai of the old runway? Has the state moved to acquire same? Does he feel that the concept of a state park as projected is a hindrance or is he in favor of it.

Pg. 2-1 etc.

Section 2

Very well done except that Section VI, the 1975 SCORP. We feel that sites should be set aside for housing; no workshop for canoeing to be tied in with the park. There are no available sites for this and there is a tremendous impetus to revive this ancient Hawaiian sport as evidenced by the formation of new canoe clubs throughout the state with two new clubs in Kona. Kai Opua Canoe Club has a membership of two hundred and with others in the family makes up a sizeable number. I am making unofficial comments as a director of Kai Opua and will discuss this at next board of directors meeting on February 8, 1978 and the club will write you. Before the new King Kamehameha Hotel was built we were promised a shed etc. for canoeing but we are using a shed at the old airport. Would it be possible for a request to have housing and a workshop for this purpose? As the canoes are forty feet long and in order to keep them out of the elements when not in use and also for repairing and maintenance we will be without a home with the building of a state park. For many have no idea of what it takes to keep a canoe club in existence, we would like to give them a little back ground. A Kona canoe is worth in the vicinity of \$15,000.00 - the last one built for The Cutrigger Canoe Club cost this much and was named "Luke P. Kahanumoku". This does not include the accessories. Our board of directors and officers are made up of individual business and professional men who give unselfishly of their time, talents etc. meeting almost weekly and many times twice a week to make the club a success. Our annual budget is in the vicinity of \$4,000.00. This is about the cost of keeping over 1 juvenile in the reform school but it is a tremendous sum to raise in a year. We would appreciate you and your boards help in this matter. We see the revival of this Hawaiian sport as a perpetuation of Hawaiianism and also to make better citizens and as a tourist attraction.

Kona Kai Club, Inc.

7 THOMAS M. MAR, M. D.
P. O. BOX 98
KAILUA-KONA, HAWAII 96740
TELEPHONE 329-1444

Fig. 3 Section 3

Fig. 3-1 Relationship Etc.

We see no conflict between the State and County. Each component the other. Many are confused as to the autonomy of each in their ob- tives. It is important to have adequate recreational facilities for the general public and to project this for the distant future in conserving and acquiring land for this purpose before most of it in prime locations are acquired by private interests. We must have a satisfied local popu- lace in order to have a pleased visitor industry. Many misconceptions can be avoided if the local populace is satisfied.
Pg. 4-1 Section 4 and Pg. 5-1 Section 5 are self explanatory.
Thank you for allowing me to make these comments.

Yours truly

Thomas M. Mar
Thomas M. Mar, M.D.



GEORGE R. ARITOMI
GOVERNOR OF HAWAII

W. Y. THOMPSON
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMAHA
DEPUTY TO THE CHAIRMAN

DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 821
HONOLULU HAWAII 96808

March 7, 1978

Kona Kai Opua, Inc.
c/o Thomas M. Mar, M. D.
P. O. Box 98
Kailua-Kona, HI 96740

Dear Dr. Mar:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of Preparation.

Thank you for your proposal for the canoe club. Any requirements for the club should be submitted for consid- eration.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board



GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII



H. Y. THOMPSON
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANAU
OFFICE TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P O BOX 921
HONOLULU HAWAII 96809

POST OFFICE BOX 1155 KEALAKEKUA-KONA, HAWAII 96750

January 27, 1978

March 7, 1978


Sir, Jake Poo
Division of State Parks
Department of Land and Natural Resources
1151 Punchbowl Street
Honolulu, HI 96813

Subject: State Park at Old Kailua Airport
Environmental Impact Statement
Notice of Preparation

Dear Sir:

We have reviewed the Environmental Impact Statement preparation
notice and have no adverse comments to offer on the project.
Thank you for the opportunity to review the report.

Sincerely,


Wayne S. Ogata
President,
Kona Hauka Trailers, Inc.


Mr. Wayne S. Ogata
President
Kona Hauka Trailers, Inc.
P. O. Box 1455
Kealahou-Kona, HI 96750

Dear Mr. Ogata:

SUBJECT: STATE PARK AT OLD KONA AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
NOTICE OF PREPARATION

Thank you for your review of the subject Notice of
Preparation.

Very truly yours,


H. Y. THOMPSON
Chairman of the Board

ZUZAK & ASSOCIATES

REAL ESTATE ADVISORS AND COUNSELORS

February 25, 1978

Dept. of Land & Natural Resources
P. O. Box 621
Honolulu, HI 96809
ATTN: W. Y. THOMPSON

Re: KAILUA PARK
Kailua-Kona

ALOHA Bill,

Your recent letter was on the desk in the stack of mail awaiting my return to KONA. Thank you very much for the copy of the Notice of Preparation.

You asked for comments that might be helpful in planning efforts. In addition to the "still under wraps, and in the layout stage anticipating presentation to you and the Consultants in the very near future" project that I spoke with you about and that Jim Beimborn and I, through your courtesy, presented to the Land Board, there are several other activities that have been suggested that you may wish to consider for KAILUA PARK:

- 1) a skateboard course for young boys and girls
- 2) an archery range
- 3) rodeo and polo field

Hope the foregoing thoughts can be of help to you, Bill. When do you and the Consultants expect to return to KONA for the second "open discussion" session? As a suggestion, Bill . . . it would probably be a good idea to hold the second session at Yano Hall and then the third one at Hale Halavi.

Warmest Aloha,

FRANK J. ZUZAK

March 30, 1978

Mr. Frank J. Zuzak
Zuzak & Associates
P. O. Box 1536
Kailua-Kona, Hawaii 96740

Dear Mr. Zuzak:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement
Notice of Preparation

Thank you for reviewing the Notice of Preparation. Your suggestions regarding provision for a skateboard course, archery range, and rodeo/polo field were considered and eliminated from the plan. These types of activities, especially archery ranges and skateboarding, are handled at the County level and not within the State's jurisdiction.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

cc: Hawaii Bd. Member
S. Kakuura
J. Mattos

e.i.s. responses 12
and comments

SECTION 12

AGENCIES, ORGANIZATIONS AND PERSONS CONSULTED
IN EIS REVIEW PROCESS

The following list includes organizations to whom the EIS was sent during the review period. Those with an asterisk are those from whom comments were received. Those comments with its corresponding response follow this list in the order given in the list.

After this section will be a subsection of supportive letters and petitions received on the plan and the EIS.

Federal Government

- *Congress of the United States, House of Representatives,
Representative Daniel K. Akaka
- *Department of the Army, U.S. Army Engineer District,
Honolulu
- *United State Army Support Command Hawaii, Directorate
of Health Services
- *United States Department of Agriculture, Soil Conserv-
ation Service
- United States Department of the Interior, Fish and
Wildlife Service, Division of Ecological Service
- *United States Department of the Interior, Geological
Survey, Water Resources Division
- *United States Navy, Headquarters Fourteenth Naval
District
- *United States Senate, Senator Daniel K. Inouye

State of Hawaii

- *Department of Accounting and General Services
- *Department of Agriculture
- *Department of Defense

*Department of Education

*Department of Education, Konawaena Elementary School

Department of Health

*Department of Land and Natural Resources, Historic

Preservation Officer

*Department of Planning and Economic Development

*Department of Social Services and Housing, Hawaii

Housing Authority

*Department of Transportation

Senator Stanley Hara

*Senator Richard Henderson

Representative Minoru Inaba

*Senator John T. Ushijima

*Office of Environmental Quality Control, Office of
the Governor

*University of Hawaii, Environmental Center

*University of Hawaii, Water Resources Research Center

County of Hawaii

County Council

*Department of Parks and Recreation, Milton T. Hakoda

Department of Parks and Recreation, Mr. Mori Super-

visor

*Department of Public Works

*Department of Water Supply

Fire Department

*Office of Housing and Community Development

Office of the Mayor, Mayor Herbert T. Matayoshi

*Planning Department

*Police Department

Other

Mr. Solomon K. Alani

Mr. Gordon Bartsch, Chamber of Commerce, Kona

Mr. James Beimborn, Pacific Architectual Design

*Mr. Roy Crytser

Mr. John Deleon, Protect Kahoolawe Ohana

Mr. Jack Fischer, Kona Rotary Club

Mr. James Greenwell, Lanihau Corporation

*Ms. Judy Graham

Mr. Ken Knight, General Aviation Council of Hawaii

Mr. Hisashi Kimura, Kainaliu Businessmen Association

*Mr. & Mrs. Shigeo Kunitake

*Mr. Peter L'Orange

*Mr. Hugh MacIsaac

Dr. Thomas M. Mar, Kona Kai Opuu, Inc.

Mr. James Manalii, Ad Hoc Advisory Committee for Kealakehe

Sports

Mr. Roy Morioka, Kona Mauka Trollers

Mr. Wayne S. Oyata, Kona Mauka Trollers, Inc.

*Mr. Herman Paakonia, Alu Like, Inc.

Mr. Phil Parker, Kailua Athletic Club

Mr. David K. Roy, Jr., Congress of Hawaiian People

Mr. Royce Stine, Exchange Club of Kona

Mr. Lorrin Thurston, West Hawaii Committee
Mr. John Michael White, Hilton Head Corp.
*Mr. Ben Lee Wilson, AIA
Mr. Frank Zuzak, Zuzak & Associates

DANIEL K. AKAKA
SECOND DISTRICT, HAWAII

COMMITTEES:
AGRICULTURE
MERCHANT MARINE AND
FISHERIES
SELECT COMMITTEE
ON POPULATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

June 12, 1978

215 Cannon House Office Building
Washington, D.C. 20515
Telephone: (202) 225-4948

OFFICE ADDRESS:
3100 Prince Jonah Kamehameha
Malamuna Building
P.O. Box 20145
Honolulu, Hawaii 96828
Telephone: (808) 548-4923

IN HONOLULU, HAWAII
MESH 70
H-12385F

GEORGE R. ARITOHII
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

W. Y. THOMPSON
CHAIRMAN
EDGAR A. HAMABU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
PLANNING
WATER AND LAND DEVELOPMENT

June 29, 1978

Mr. Jacob Pyo, Planner
Development Branch
Division of State Parks
Department of Land & Natural Resources
State of Hawaii
P. O. Box 621
Honolulu-Hawaii 96809

Dear Mr. Pyo:

Thank you very much for the copy of the report State Park
At Old Kona Airport, Environmental Impact Statement.

I would appreciate an update on this report, and any other
information you may have on the Old Kona Airport and its planned
use.

Warmest personal regards and best wishes to you.

Aloha pumehana,

Daniel K. Akaka

DANIEL K. AKAKA
Member of Congress

Representative Daniel K. Akaka
Member of Congress
Congress of the United States
House of Representatives
5104 Prince Kuhio Federal Building
P. O. Box 50144
Honolulu, HI 96850

Dear Representative Akaka:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.
We will be pleased to provide you updates on the proposed
park and its planned use.

Very truly yours,

W. Y. Thompson

W. Y. THOMPSON
Chairman of the Board

cc: EISC

DANIEL K. AKAKA
SECOND DISTRICT, HAWAII

COMMITTEES:
AGRICULTURE
NUTRITION, MARINE, AND
FISHERIES
SELECT COMMITTEE
ON POPULATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

415 Cannon House Office Building
Washington, D.C. 20515
Telephone: (202) 725-2446
FACSIMILE: (202) 725-2446
F.O. Box 9410
Honolulu, Hawaii 96814
Telephone: (808) 538-5711

MEMBER, HAWAII
LEGISLATURE
12330F

June 23, 1978

Mr. William Thompson
Chairman of the Board
Department of Land and Natural
Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Dear Bill:

It has come to my attention that there is a proposal to create a Kona State Park at the Old Kona Airport.

I received the conceptual plan of the proposal and would like to share my support, for a park of this kind would be a very worthwhile one. If I may be of some assistance, please do not hesitate to contact me.

Mahalo nui loa for your consideration, Bill.

Best wishes and warmest personal regards.

Aloha pumehana,

DANIEL K. AKAKA
Member of Congress



W. Y. THOMPSON,
MEMBER OF CONGRESS, CHAIRMAN
COMMITTEE ON LAND & NATURAL RESOURCES

EDGAR A. HAMARU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
PLANNING
STATE AND LAND DEVELOPMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 627
HONOLULU, HAWAII 96809

July 11, 1978

Honorable Daniel K. Akaka, MC
House of Representatives
4103 Prince Jonah Kūhiō Kalanianaʻole
Federal Building
P. O. Box 50144
Honolulu, Hawaii 96850

Dear Representative Akaka:

SUBJECT: State Park at Old Kona Airport

Thank you for your review of the proposed park plan and for your support. We truly appreciate your offer of assistance in this proposed project.

Very truly yours,

W. Y. THOMPSON
Chairman of the Board

JTP:hh,
cc: JISC



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 230
FORT SHAFTER, HAWAII 96858

FODED-IV

31 May 1978

Mr. W. Y. Thompson
Chairman of the Board
Department of Land and Natural
Resources
State of Hawaii
P. O. Box 621
Honolulu, HI 96809

Dear Mr. Thompson:

We have reviewed the environmental impact statement for the Old Kona Airport State Park forwarded to us by the Office of Environmental Quality Control on 23 May 1978. We hope that the tsunami information transmitted to you on 31 January 1978 will be considered in park planning to prevent or reduce potential tsunami losses or damages.

A Department of the Army permit will be required for work performed or structures placed in the water or along the shoreline. You are advised to contact Mr. Stan Arakaki, Chief, Operation Branch or Mr. Manny Masuda (438-9258) during detailed design of the park for an early determination of the need for a Department of the Army permit. The need for a Federal Environmental Statement will be evaluated when a permit application is received with more specific construction details.

We hope the use of native coastal strand vegetation would be considered in park planning to reduce irrigation requirements.

We thank you for the opportunity to review your environmental impact statement for the project.

Sincerely yours,

B. R. Schlapak
B. R. SCHLAPAK
Lt Col, Corps of Engineers
District Engineer

CF:
Office of Environmental Quality Control
550 Halekuanila Street
Room 301
Honolulu, HI 96813



GEORGE R. ANIYOSHI
GOVERNOR OF HAWAII

W. Y. THOMPSON,
ADMINISTRATIVE CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANAU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

July 21, 1978

Lt. Col. B. R. Schlapak
District Engineer
U. S. Army Engineer District,
Honolulu
Department of the Army
Building 230
Fort Shafter, Hawaii 96858

Dear Lt. Col. Schlapak:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Thank you again for the tsunami information transmitted on January 31, 1978. This information is being considered in the planning of the proposed park. Details of the construction will be available for your department's review.

The use of native coastal strand vegetation is being considered in the proposed park development. Any native vegetation existing on the site will be retained as part of the landscaping program.

We appreciate your thorough review of the document.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JYP:hk
CC: EISC



STATE OF HAWAII
 ENVIRONMENTAL QUALITY COMMISSION
 OFFICE OF THE GOVERNOR

330 MAHEAULUOHI ST.
 HONOLULU, HAWAII 96813

May 23, 1978

STATE OF HAWAII
 TELEPHONE NO.
 548-1315

M. Y. THOMPSON,
 XXXXXXXXXXXXX

June 19, 1978

Dear Reviewer:

Attached for your review is an Environmental Impact Statement (EIS) prepared pursuant to Chapter 343, Hawaii Revised Statutes and its Rules and Regulations:

Title - State Park at Old Kona Airport
 Location - Kona, Island of Hawaii
 Classification - Agency Action

We would appreciate your comments or acknowledgement of no comments. Please submit one copy each to:

1) Accepting Authority: Ofc. of Environmental Quality Control
 Address: 550 Halekaunila St.
Room 301
Honolulu, Hawaii 96813

2) Proposing Party: Dept. of Land & Natural Resources
 Address: 1151 Punchbowl St.
HONOLULU, HAWAII 96813

Your comments must be received or postmarked by: June 22, 1978

If you have no future use for this document, please return the EIS to the Commission. (Comments or acknowledgement of no comments should be directed to both the accepting authority and proposing party.)

Thank you for your participation and cooperation in the EIS process!

1 June 1978

No comments.

Patricia A. Greene
 PATRICIA A. GREENE
 Colonel, AMC
 Chief, Preventive Medicine Activity
 Directorate of Health Services

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

M. Y. Thompson
 M. Y. THOMPSON
 Chairman of the Board

JTB
 JTB/pbk

NOTE: This letter also mailed to people on the attached list.

W. Y. THOMPSON,
XXXXXXXXXXXX

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

P. O. Box 50004, Honolulu, HI 96850

June 2, 1978

Mr. W. Y. Thompson
Chairman of the Board
Board of Land & Natural Resources
P. O. Box 621
Honolulu, HI 96809

Dear Mr. Thompson:

Subject: EIS - State Park at Old Kona Airport, Kailua-Kona, Hawaii
We have reviewed the subject environmental impact statement and have no comments to offer. Thank you for the opportunity to review this document.

Sincerely,

Jack P. Kanals
Jack P. Kanals
State Conservationist

cc: Office of Environmental Quality Control
550 Halekaunila St, Room 301
Honolulu, Hawaii 96813

June 19, 1978

Mr. Jack P. Kanals
State Conservationist
Soil Conservation Service
U. S. Department of Agriculture
P. O. Box 50004
Honolulu, Hawaii 96850

Dear Mr. Kanals:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JPK
JPK:bbk





United States Department of the Interior

GEOLOGICAL SURVEY
Water Resources Division
P. O. Box 50166
Honolulu, Hawaii 96850

June 20, 1978

GEORGE W. ANTHONY
GOVERNOR OF HAWAII



W. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANASU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 871
HONOLULU, HAWAII 96808

July 7, 1978

DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

Mr. Albert Q. Y. Tom
Office of Environmental Quality Control
550 Halekauwila St., Room 301
Honolulu, Hawaii 96813

Dear Mr. Tom:

Subject: State Park at Old Kona Airport - Environmental Impact Statement

We have reviewed the subject report and offer the following comment for your consideration. Has the alternative of disposing of liquid waste through use of the existing secondary sewage treatment plant been explored? This method would be preferable over the use of a cavitate system.

Sincerely,

Benjamin L. Jones
District Chief

cc: Dept. of Land & Natural Resources

Mr. Benjamin L. Jones
District Chief
Geological Survey
Water Resources Division
U. S. Department of the Interior
P. O. Box 50166
Honolulu, Hawaii 96850

Dear Mr. Jones:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

We have already explored the possibility of utilizing waterless closets instead of the proposed cavitate system at the beach pavilion. The waterless closet system would have entailed periodic pumping of the accumulated sludge and deposition of the sludge at the nearby existing secondary sewage treatment plant. Correspondence with the County sanitation personnel indicates that to process a truckload of the sludge at a given time would be difficult for the plant and that they may not be able to comply with the standards imposed by the State Department of Health.

Very truly yours,

W. Y. THOMPSON
Chairman of the Board

JTP:dkx
COI/SIBC

M. Y. THOMPSON,
XXXXXXXXXXXX

HEADQUARTERS
FOURTEENTH NAVAL DISTRICT
PEARL HARBOR, HAWAII 96345

IN REPLY REFER TO:
002A:FMD:ann
Ser 1181

June 19, 1978

Environmental Quality Commission
Office of the Governor
State of Hawaii
550 Halekauwila Street, Room 301
Honolulu, Hawaii 96813

Gentlemen:

State Park at Old Kona Airport
Environmental Impact Statement

The Environmental Impact Statement for the State Park at
the old Kona Airport forwarded by your letter of 23 May 1978
has been reviewed, and the Navy has no comments.

As requested, the subject EIS is returned.
Thank you for the opportunity to review the EIS.

Sincerely,
R. P. NYSTEDT
CAPTAIN, CEC, USN
DISTRICT CIVIL ENGINEER
BY DIRECTION OF THE COMMANDANT

Encl

Copy to: (w/o encl)
OEQC
Dept of Land & Natural Resources

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,
M. Y. Thompson
M. Y. THOMPSON
Chairman of the Board

JTB
JTB:ibk

NOTE: This letter also mailed to people on the attached list.

DANIEL K. INOUE
HAWAII

United States Senate

ROOM 412, RUSSELL SENATE BUILDING
WASHINGTON, D.C. 20510
(202) 512-2124

Please Return Papers, Envelopes
From Other, Not All Return Documents
Hawaii, Hawaii 96725
(808) 242-7726

GEORGE R. ARITOMI
GOVERNOR OF HAWAII



W. Y. THOMPSON,
MEMBER OF THE BOARD,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HIRABU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

P. O. BOX 821
HONOLULU, HAWAII 96809

July 10, 1978

Mrs. Shigeo Kunitake
P. O. Box 135
Holualoa, Hawaii 96725

June 7, 1978

Dear Mrs. Kunitake:

Thank you for your recent letter expressing your appreciation for the time I took to see you and to review the Kona State Park Plan.

You may be assured that I shall support the Kona State Park Plan and provide whatever assistance I can to help implement this plan.

Your thoughtfulness in contacting me regarding this important matter is very much appreciated.

Aloha,

DANIEL K. INOUE
United States Senator

DKI:jmp1

Honorable Daniel K. Inouye
United States Senate
Prince Jonah Kūhiō Kalanianoʻle
Federal Building
Room 6104, 300 Ala Moana Blvd.
Honolulu, Hawaii 96813

Dear Senator Inouye:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Your letter to Mrs. Shigeo Kunitake of June 7, 1978 was referred to us by her. Thank you for your support of the Kona Airport State Park Plan.

Your assistance and interest in this matter is much appreciated.

Very truly yours,

W. Y. THOMPSON
Chairman of the Board

JTF:hk
CS: JISC

GEORGE R. ANTIOSH
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 114, HONOLULU, HAWAII 96810

JUL 8 1978

HIDEO MURAKAMI
COMPTROLLER
MIKE H. TORIBUAGA
DEPUTY COMPTROLLER

LETTER NO. (P) 1767.8

GEORGE R. ANTIOSH
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 871
HONOLULU, HAWAII 96810

June 23, 1978

W. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDWIN A. HAMABU
DEPUTY TO THE CHAIRMAN

DIVISIONS
CONSERVATION
FISH AND BIRD
FORESTRY
LAND MANAGEMENT
PLANNING
WATER AND LAND DEVELOPMENT

Honorable William Thompson
Chairman
Department of Land and
Natural Resources
State of Hawaii
Honolulu, Hawaii

Dear Mr. Thompson:

Subject: EIS for State Park at Old Kona Airport

Our review of the subject statement revealed that the project will not have any adverse environmental effects on any existing or planned facilities serviced by our department.

Thank you for this opportunity to review.

Very truly yours,

Hideo Murakami
HIDEO MURAKAMI
State Comptroller

Honorable Hideo Murakami, Comptroller
Dept. of Accounting & General Services
State of Hawaii
P. O. Box 119
Honolulu, Hawaii 96810

Dear Mr. Murakami:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

We appreciate your confirmation that the proposed project will not have any adverse environmental effects on any existing or planned facilities serviced by your department.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JYP:hhk
cc: SISC

GEORGE R. ANTONIO
GOVERNOR



JOSEF P. FARIA, JR.
CHAIRMAN, BOARD OF AGRICULTURE
YONGE BETHAM
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
1415 SO. KING STREET
HONOLULU, HAWAII 96814

GEORGE R. ANTONIO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 631
HONOLULU, HAWAII 96809

W. Y. THOMPSON, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAKABU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

June 23, 1978

MEMORANDUM

To: Environmental Quality Commission
Subject: EIS for State Park at Old Kona Airport
Kona, Island of Hawaii

The Department of Agriculture has no comments on the proposed project.

We appreciate the opportunity to review the document.

John Farias, Jr.

JOHN FARIAS, JR.
Chairman, Board of Agriculture

cc: Department of Land and Natural Resources ✓

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,
W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

cc: VEISC

W. Y. THOMPSON,
XXXXXXXXXXXX

VALENTINE A. SIEFERMAN
ADJUTANT GENERAL



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE ADJUTANT GENERAL
Fort-Rose-Honolulu-Hawaii-96816
3949 Diamond Head Road, Honolulu, Hawaii 96816

30 MAY 1978

June 19, 1978

GEORGE A. AYCOCK
CORPORAL

HIENG

Dept. of Land & Natural Resources
1151 Kunchboo Street
Honolulu, Hawaii 96813

Gentlemen:

State Park at Old Kona Airport
Kona, Island of Hawaii

We have received a copy of the "State Park at Old Kona Airport, Kona, Island of Hawaii" Environmental Impact Statement, and have no comments to offer at this time.

Yours truly,

Wayne R. Tomoyeso
WAYNE R. TOMOYESO
Captain, CE, HARBG
Contr & Engr Officer

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,
W.Y. Thompson
W. Y. THOMPSON
Chairman of the Board

WY
WY:shk

NOTE: This letter also mailed to people on the attached list.



STATE OF HAWAII
 DEPARTMENT OF EDUCATION
 KONAWAENA ELEMENTARY SCHOOL
 P. O. BOX 738
 KEALAKEUA, HAWAII 96750
 June 16, 1978

Mr. Jake Pyo
 Division of State Parks
 Dept. of Land and Natural Resources
 1151 Punchbowl Street
 Honolulu, Hawaii 96813

Dear Mr. Pyo:

The proposed plan for the old Kona Airport development is an excellent one. Phase I should be implemented as soon as possible.

May I suggest that the land adjoining the southern third of the park to the ocean be purchased thru eminent domain and reserve the entire area for the people of Hawaii as a regional park. This area could have a mini-cultural center with exhibits for Hawaiiana and other culturally significant things for the history and development of Kona. There should be open spaces for concerts under the stars, for large group gatherings, and small pavilions for family or small group activities. The existing Hawaiian trail should be restored and connected to the proposed walking trail.

May I make a correction to page 2-21, section F, schools: Konawaena School should be Konawaena Elementary (K-6th grade) and not 8th.

May we urge the Department of Land and Natural Resources to have all systems GO with Phase I.

Sincerely yours,

Kazumi Oshita

Kazumi Oshita, Principal

KO:ml

GEORGE R. ARITOMI
 GOVERNOR OF HAWAII



STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 P. O. BOX 621
 HONOLULU, HAWAII 96809

June 29, 1978

Mr. Kazumi Oshita
 Principal
 Konawaena Elementary School
 State of Hawaii, Department
 of Education
 P. O. Box 738
 Kealahou, HI 96750

Dear Mr. Oshita:

SUBJECT: State Park at Old Kona Airport
 Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement, and for your support of the proposed plan.

If the land adjoining the southern third of the park to the ocean is necessary for future park development, then consideration of such purchase through eminent domain can be considered later. The amount of land presently available should allow for the many activities that are being planned and provide for future options which may develop with the changing needs of the community. We appreciate your suggestion for a mini-cultural center, exhibiting Hawaiiana and other culturally significant things dealing with the history and development of Kona. This is certainly a proposal which can be considered for the project site, or for other sites in the nearby area.

The present plan calls for large areas of open spaces to allow for flexible recreational activities, be it for large group gatherings and activities or smaller families. The proposed large park pavilion and its surrounding landscaped area is being designed for purposes of community

W. Y. THOMPSON
 DEPARTMENT CHAIRMAN
 BOARD OF LAND & NATURAL RESOURCES
 EDGAR A. HAMAHA
 DEPUTY TO THE CHAIRMAN

DIVISIONS
 CONSERVATION
 FISH AND GAME
 LAND MANAGEMENT
 STATE PARKS
 WATER AND LAND DEVELOPMENT

Mr. Kazumi Oshita

-2-

June 29, 1978

functions which could include evening concerts and large group gatherings. The proposed plan also provides for an additional cluster of beach pavilions, similar to the existing beach pavilions, to accommodate family or small group activities. The existing Hawaiian trail will be retained for park and interpretive purposes.

Thank you for the correction to page 2-21. This adjustment will be made in the revised EIS.

We appreciate your thorough evaluation of the document and for your support of the proposed plan.

Very truly yours,
W. Y. Thompson

W. Y. THOMPSON
Chairman of the Board

cc: EISC

May 30, 1978

Office of Environmental Quality Control
550 Halekaunila Street
Room 301
Honolulu, Hawaii 96813

Dear Sir:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement for the Proposed State Park at the Old Kona Airport, Kona, Hawaii, May 15, 1978.

The proposed undertaking will have no effect upon any known historic or archaeological site on or likely to be eligible for inclusion on the Hawaii Register and/or National Register of Historic Places. This office has no reservations for the project to proceed.

In the event that any unanticipated sites or remains are encountered, please inform the applicant to contact this office immediately.

Sincerely yours,

Jane L. Silverman

Jane L. Silverman
Historic Preservation Officer
State of Hawaii

cc. Dept. of Land and Natural Resources

JLS:ct

June 19, 1978

Ms. Jane L. Silverman
Historic Preservation Officer
Department of Land & Natural Resources
State of Hawaii
P. O. Box 521
Honolulu, Hawaii 96809

Dear Ms. Silverman:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement and for your confirmation that the proposed project will have no effect upon any known historic or archaeological site, which is on or is likely to be eligible for inclusion on the Hawaii Register and/or the National Register of Historic Places.

As requested, if any unanticipated sites or remains are encountered, we will contact your office.

W. Y. Thompson

W. Y. THOMPSON
Chairman of the Board

JYP:bk

cc: Mr. Sus Ono, Governor's Office

M. Y. THOMPSON,
XXXXXXXXXXXX

GEORGE R. ARINOH
Chairman
HIDEYO KONO
Secretary
FRANK SHERVASEK
Deputy Director

DEPARTMENT OF PLANNING
AND ECONOMIC DEVELOPMENT

Kaunaloa Building, 2455 South King St., Honolulu, Hawaii • Mailing Address: P.O. Box 1173, Honolulu, Hawaii 96811



May 26, 1978

June 19, 1977

Ref. No. 6479

The Honorable William Y. Thompson
Chairman
Department of Land and Natural
Resources
State of Hawaii
Honolulu, Hawaii 96813

Dear Mr. Thompson:

Subject: EIS - State Park at Old Kona Airport
Kona, Hawaii

Thank you for responding to our January 30, 1978, comments which
were offered under the Preparation Notice for the above project.

We have no further recommendations to make following our review
of the subject document.

Sincerely,

HIDEYO KONO

cc: Mr. Richard L. O'Connell
Office of Environmental Quality
Control

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

W. Y. THOMPSON
Chairman of the Board

JTP:thk

NOTE: This letter also mailed to people on the attached list.

GEORGE R. ARYOSHI
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF SOCIAL SERVICES AND HOUSING
HAWAII HOUSING AUTHORITY

P. O. BOX 1797
HONOLULU, HAWAII 96817

June 5, 1978

GEORGE R. ARYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 821
HONOLULU, HAWAII 96808

June 23, 1978

W. Y. THOMPSON, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANAU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION
PLANNING AND ZONING
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

MEMORANDUM

TO: The Honorable Albert D. Y. Tom, Chairman
Environmental Quality Commission

FROM: Franklin Y. K. Sunn, Executive Director

SUBJECT: Review of Environmental Impact Statement Proposing A
State Park at the Old Kona Airport

Thank you for allowing the Hawaii Housing Authority to comment on
the above referenced Environmental Impact Statement.

The Authority has reviewed the above referenced Environmental
Impact Statement and has no comments to make regarding the E.I.S.

Should you have any questions, please call Harold Kurihara at
048-3211.

FRANKLIN Y. K. SUNN
Original Signed

FRANKLIN Y. K. SUNN

Attachment

cc: DSEB,
DLRR

Mr. Franklin Y. K. Sunn
Executive Director
Hawaii Housing Authority
Dept. of Social Services
P. O. Box 17907
Honolulu, Hawaii 96817

Dear Mr. Sunn:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,
W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

cc: VEISC

GEORGE R. ARITOMAH
GOVERNOR



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

June 15, 1978

RYOIKIHI HIGASHIOMMA, Ph.D.
DIRECTOR

DEPUTY DIRECTOR
DOUGLAS C. SMAYDLO
CHARLES O. SWANSON

IN REPLY REFER TO

STP 8.4906

Mr. Donald Bremner, Chairman
Environmental Quality Commission
550 Halekauwila Street
Honolulu, Hawaii 96813

Dear Mr. Bremner:

Subject: Environmental Impact Statement for
State Park at Old Kona Airport

Thank you very much for giving us the opportunity to review and
comment on the above-captioned document. We have no comments to offer
which could improve the statement.

Very truly yours,

Ryokihi Higashiomma
RYOIKIHI HIGASHIOMMA



H. Y. THOMPSON
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANAU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P O BOX 621
HONOLULU, HAWAII 96808

June 29, 1978

DIVISIONS
CONFIDENCES
FISH AND GAME
FORESTRY
LAND MANAGEMENT
WATER AND LAND DEVELOPMENT

Dr. R. Higashiomma, Ph. D.
Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, HI 96813

Dear Dr. Higashiomma:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

H. Y. Thompson
H. Y. THOMPSON
Chairman of the Board

cc: EISC

JOHN T. UHLENHUTH
DEPUTY CHIEF OF BUREAU

DAVID J. KALANICK
DEPUTY CHIEF OF BUREAU

EDWARD A. HIRASAKI
DEPUTY CHIEF OF BUREAU

ARON L. DUNN
DEPUTY CHIEF OF BUREAU

STANLEY T. HANA
DEPUTY CHIEF OF BUREAU

ROBERT S. TAMA
DEPUTY CHIEF OF BUREAU

JOHN J. HALEN
DEPUTY CHIEF OF BUREAU

FRANCIS A. HONG
DEPUTY CHIEF OF BUREAU

FIRST DISTRICT
DEPUTY CHIEF OF BUREAU

SECOND DISTRICT
DEPUTY CHIEF OF BUREAU

THIRD DISTRICT
DEPUTY CHIEF OF BUREAU

FOURTH DISTRICT
DEPUTY CHIEF OF BUREAU

FIFTH DISTRICT
DEPUTY CHIEF OF BUREAU

SIXTH DISTRICT
DEPUTY CHIEF OF BUREAU

SEVENTH DISTRICT
DEPUTY CHIEF OF BUREAU

EIGHTH DISTRICT
DEPUTY CHIEF OF BUREAU

NINTH DISTRICT
DEPUTY CHIEF OF BUREAU

DEPUTY CHIEF OF BUREAU

DEPUTY CHIEF OF BUREAU

DEPUTY CHIEF OF BUREAU

DEPUTY CHIEF OF BUREAU

DEPUTY CHIEF OF BUREAU

The Senate
The Ninth Legislature

State of Hawaii
HONOLULU, HAWAII

P. O. Box 747
Hilo, Hawaii 96720
June 7, 1978

Mr. William Thompson
Chairman of the Board
Department of Land and Natural
Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Bill:

I am in support of the old Kona Airport
park development plan and would appreciate
your department moving expeditiously in its
development.

Sincerely,

Richard Henderson

Richard Henderson

RH:RPA



GEORGE R. ARIYOHAI
GOVERNOR OF HAWAII

W. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HIRASAKI
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

June 23, 1978

DIVISIONS
CONSERVATION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

Honorable Richard Henderson
State Senate
The Ninth Legislature
State of Hawaii
P. O. Box 747
Hilo, Hawaii 96720

Dear Senator Henderson:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact
Statement.

Thank you also for your support in the development
of the park at the Old Kona Airport.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JYP:hhk

cc: SISC



GEORGE R. ABIYOLAH
GOVERNOR OF HAWAII



W. Y. THOMPSON
XXXXXXXXXXXX CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAN A. IANAKIS
DEPUTY TO THE CHAIRMAN

THE SENATE
STATE OF HAWAII

JOHN T. USHIJIMA
SECRETARY

June 19, 1978

Mr. William Thompson
Chairman
Department of Land and Natural
Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Bill:

I have had the opportunity to review the conceptual
plan for the development of the old Kona Airport and I wish
to endorse the plan.

I think it is a great step forward to the total develop-
ment of the park.

Please be assured of my full support.

Very truly yours,

John T. Ushijima

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

DIVISIONS
COMPTROLLER
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

June 29, 1978

Senator John T. Ushijima
The Senate
State of Hawaii
State Capitol
Honolulu, HI 96813

Dear Senator Ushijima:

SUBJECT: State Park at Old Kona Airport;
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.
We appreciate your support of the Conceptual Plan.

Very truly yours,

W. Y. THOMPSON
Chairman of the Board

cc: EISC

GEORGE R. ARYOSH
DIRECTOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
OFFICE OF THE GOVERNOR
845 HALELOANUI ST.
HONOLULU, HAWAII 96813

RICHARD L. O'CONNELL
DIRECTOR
TELEPHONE NO.
10-544211

July 5, 1978

MEMORANDUM

TO: William Thompson, Director
Department of Land and Natural Resources

FROM: Richard L. O'Connell, Director
Office of Environmental Quality Control

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR OLD KONA AIRPORT
STATE PARK, KAILUA-KONA, HAWAII

We have reviewed the subject environmental impact statement. We offer the following comments for your consideration:

- 1) Page 1-9. Have the use of speed bumps rather than boulders and decorative planters been considered to discourage speeding? Where will the bike path be located in relation to the access road?
- 2) Page 1-11. Details should be provided on the size of the Pavilion and other park features such as the proposed lagoon. What is the drainage pattern of runoff from the runway? Would sewage effluent drain into the coastal waters if numerous planters are placed on the runway surface?
The elimination of camping and truck camping sites from the proposed park because of security problems should receive more discussion. Considering that police should be present and the lack of adequate camping facilities in the Kona area, why has this use been dropped from the park plans? The cost of providing the cabins, their capacity and maintenance costs versus that of providing camping grounds with security should be discussed in the EIS.

Mr. William Thompson
Page 2
July 5, 1978

- 4) Page 4-11. What areas of the park will be irrigated with sewage effluent?
- 5) Page 4-17. Who will regulate the use of the pavilion? Where would persons have to go to obtain permits for such use?
- 6) Page 4-31. There may be long-term impacts on the near-shore reef and aquatic organisms from increased use of the park. Impacts on these marine resources should be discussed.
- 7) Page 4-32. Since few details are available on the proposed lagoon, including its circulation and water quality impacts, how can it be stated that significant environmental impacts are not anticipated? The lagoon construction may require a supplement to the EIS in the future when details are arrived at and an assessment made of its impacts.
- 8) Page 6-2. The environmental effects of the alternatives must be discussed in the EIS. What are the differences in environmental impacts between camping and building cabins?
- 9) Page 10-1. The necessary permits for constructing the lagoon and clearing boulders in selected areas should be identified. As of this date, we have received 25 comments on the subject document as shown on the attached list. We have not attempted to summarize the comments of other reviewers. Instead, we recommend that each comment be given careful consideration.

The EIS Regulations allow the accepting authority or his authorized representative to consider responses received after the fourteen day response period. This Office will exercise the option and will consider responses after the fourteen day period.

Thank you for allowing us to review this statement. We trust that our comments will prove useful to you in the preparation of the revised document.

Attachment

W. Y. THOMPSON, Chairman
 BOARD OF LAND & NATURAL RESOURCES
 EDGAR A. HAMAEU
 DEPUTY TO THE CHAIRMAN



STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 P. O. BOX 821
 HONOLULU, HAWAII 96813

August 1, 1978

GEORGE R. ARITOMI
 GOVERNOR OF HAWAII

LIST OF COMMENTORS ON THE EIS FOR
 OLD KONA AIRPORT STATE PARK,
 KAILUA, KONA, HAWAII (DLNR)

STATE AGENCIES	COMMENT DATE
Dept. of Agriculture	6/6/78
Dept. of Planning and Economic Development	5/26/78
Dept. of Defense	5/30/78
Dept. of Accounting and General Services	6/8/78
Dept. of Social Services and Housing	6/5/78
Dept. of Transportation	6/15/78
Dept. of Education	6/6/78
State Historic Preservation Office	5/30/78
<u>UNIVERSITY OF HAWAII</u>	
Environmental Center	6/22/78
Water Resources Research Center	6/17/78
<u>COUNTY OF HAWAII AGENCIES</u>	
Planning Department	6/22/78
Dept. of Public Works	5/30/78
Dept. of Parks and Recreation	6/21/78
Dept. of Water Supply	6/2/78
Office of Housing and Community Development	6/22/78
Police Department	6/14/78
<u>FEDERAL AGENCIES</u>	
U.S. Geological Survey	6/20/78
U.S. Army Corps of Engineers	5/31/78
U.S. Navy	6/1/78
ARMY/DAPE	6/23/78
<u>OTHERS</u>	
Judy Graham	6/15/78
Herman Pankonia	6/22/78
Ben L. Wilson	6/22/78
Roy Crytser	6/26/78
Hawaii Leeward Planning Conference	6/19/78
*Comment being forwarded by DEQC	

Mr. Richard O'Connell, Director
 Office of Environmental Quality
 Control
 State of Hawaii
 550 Halekuanila Street
 Honolulu, Hawaii 96813

Dear Mr. O'Connell:

SUBJECT: State Park at Old Kona Airport
 Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement. We will present our responses in the order of your comments.

1. Page 1-9

a. Use of speed bumps was considered but rejected for the following reasons:

Because the linear configuration of the runway would encourage drag racing, some means of controlling speed is necessary. We felt that maintaining the linear design and using speed bumps was not as aesthetic as using road planters to create curves on the runway. In this way, we could use the pavement of the existing runway for the roadway and for parking, yet still create a pleasing drive through the park.

b. The bike path is located along the outer perimeter of the roadway and parking lot. (Refer to Figure 1-3, Page 1-8 of the EIS).

2. Page 1-11

a. Since the EIS is based on preliminary plans for the park and is being used as a means to obtain comments, detailed plans of the park pavilion and lagoon have not been completed. When detailed plans have been completed,

Mr. O'Connell

- 2 -

August 1, 1978

Your agency will have the opportunity to review the plans. As mentioned in the EIS, preliminary plans for the park pavilion are to accommodate up to 1,000 people.

- b. The existing drainage pattern for storm runoff is on either side of the runway. The soils are porous and runoff seeps into the ground.
- c. Drip irrigation is tentatively planned for the planters. Sewage effluent used to irrigate these planters is not expected to drain into coastal waters.

Realizing the need for camping facilities, we provided cabins. This plan is the same as was presented in the Notice of Preparation, except that in the new Conceptual Plan, more cabins have been provided. We have not dropped camping facilities with the new plan.

Comment letters received from the Police Department during the Notice of Preparation and the EIS reviews indicate that security could be a problem, as that department views the situation. Since the police security can be expected to be reactive in nature, we are currently studying alternative structural modifications to our department with the objective of concentrating our enforcement capabilities. Should it be deemed necessary for these personnel to be granted enforcement authority, such authority will be granted by the Board of Land and Natural Resources. Based on these factors and on comments from the Police Department, we still feel that cabins will provide for better security.

4. Page 4-11

The landscaped areas around the existing beach pavilions have been irrigated by sewage effluent. This will continue. Landscaped areas around the new beach pavilions and the park pavilion will also be irrigated by sewage effluent. As landscaped areas are developed mauka of the runway, these areas may receive effluent irrigation. All of these areas will also be provided with potable water, so on days when the treatment facility cannot release their effluent, potable water can be used for irrigation.

5. Page 4-17

Use of the pavilion and permits will be regulated by the Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites.

Mr. O'Connell

- 3 -

August 1, 1978

6. Page 4-31

The discussion on Water Quality on Page 4-31 was limited to those impacts anticipated from Phase 3 of the Conceptual Plan. Overall impacts due to implementation of the park was discussed previously on Pages 4-8 and 4-9. In terms of increased use, a discussion on design is presented on Page 4-21. The design on the carrying capacity of the park along the shoreline reveals that the optimum capacity for shoreline activities is at a level not to be exceeded for shoreline. Even with the proposed improvements, we do not anticipate a great increase in visitation to the site, since the site is already actively used for recreation. Significant long-term adverse impacts on water quality are not expected, since this site is not ideal for water-related activities.

7. Page 4-32

The statement that significant environmental impacts are not anticipated with the proposed lagoon was based on the tentative plans to draw water from the ocean, allow it to circulate through the lagoon, and to discharge back into the ocean. If a supplement to the EIS is required when detailed plans of the lagoon are prepared for Phase 3 development, one will be prepared.

8. Page 6-2

Since an archery range and a skateboarding course are activities which generally fall under County jurisdiction and are not being considered, we did not feel it necessary to discuss their effects.

The rodeo area is felt to be incompatible with the intent of the State Park. The purpose of the design of the park is to provide minimum development to fulfill its objectives, thereby minimizing potential environmental impacts.

As stated on Page 6-3, the main reason for the preference of cabin camping over tent and vehicular camping was because of security considerations. It was also stated that the design of the park is intended to be dynamic, allowing for alterations in emphasis based on future needs.

9. Page 10-1

Until specific details on design and construction of the lagoon are available, specific permits cannot be identified.

Mr. O'Connell

- 4 -

August 1, 1978

Thank you for the list of those who have commented to date. We will give each comment consideration. Thank you for the extension in the time period for responses.

Your careful and thorough evaluation of the document is much appreciated.

Very truly yours,

W. Y. Thompson

W. Y. THOMPSON
Chairman of the Board

JYP:hk

cc: BISC



University of Hawaii at Manoa

Environmental Center
Crawford 317 • 2150 Campus Road
Honolulu, Hawaii 96822
Telephone (813) 948-7301

Office of the Director

June 22, 1978

RE: 0250

MEMORANDUM

TO: Richard O'Connell, DEQC
FROM: Doak C. Cox, Director *cc: DCC/lnk*
RE: Environmental Impact Statement for the
State Park at the Old Kona Airport

The Environmental Center has reviewed the above cited EIS with the assistance of Don Bell, Accounting and Finance; Reginald Young, Water Resources Research Center; Gordon Dugan, Civil Engineering; and Jacquelin Miller and Barbara Vogt, Environmental Center.

Time and personnel have not permitted a total review of all facets of this EIS. In general, the significant impacts of the proposed project have been adequately discussed in the DEIS. Our comments are directed to two primary areas of concern, the camping aspect and the use of secondary treated sewage for watering purposes.

Constant reference is made about on site camping. The EIS, however, does not go into detail. What type of camping sites are being planned? Will camping permits be required? What will be the impact of a large camp site on the nearby residential sections of Kailua-Kona? Will the establishment of trails encourage trail bike usage? Further clarification and possible mitigation measures should be discussed.

The second major concern involves the use of effluent to irrigate park grounds. While we commend the idea, the fact that secondary treated effluent can contain polioviruses and thus pose a potential health hazard cannot be ignored. Since the site will be used constantly by a wide range of people, including the very young, the importance of safe management practices is essential. Who is responsible for monitoring? What alternative measures are available for effluent disposal?

On page 4-12, Item 4 Liquid Waste: The correct name for the sewage disposal system is "CAVITITE" not "CAVITATE".

Memo to Richard O'Connell

- 2 -

June 22, 1978

We note that in Phase 1, provision is made for a canoe launching area. Since paddling is rapidly gaining importance as a popular recreational pursuit in the Islands, support of this native sport should be encouraged. Is there space near the canoe landing for canoe sheds?

Thank you for the opportunity to review this document.

DCC/lnk

cc: Don Bell
Reginald Young
Gordon Dugan
Jacquelin Miller
Barbara Vogt
Dept. of Land and
Natural Resources

GEORGE W. ARIVOSH
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 921
HONOLULU, HAWAII 96809

W. Y. THOMPSON,
XINHOVINKIKI CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAHARA
DEPUTY TO THE CHAIRMAN

DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

July 10, 1978

Dr. Doak C. Cox, Director
Environmental Center
Crawford 317
2550 Campus Road
Honolulu, Hawaii 96822

Dear Dr. Cox:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement. We offer the following responses to your two primary areas of concern; the camping aspects and the use of secondary treated sewage for irrigation purposes.

The camping sites being planned for the project area will be limited to cabin camping. Permits will be required for the use of the cabins and security will be provided by a resident caretaker. The number of cabins will be initially limited to 13 cabins. We do not feel that having a 13-cabin limit, containing up to four persons per cabin, will have a significant impact on the residential sections of the Kailua-Kona area. With regard to the establishment of the trails system, the trail system is an old Hawaiian trail and will be so marked through the project site. The trails will not be used by trail bikes, and use will be prohibited to any motorized vehicles. Enforcements of the park regulation prohibiting trail bike use of the trails will be the responsibility of the resident caretaker and park personnel, who will be duly authorized to enforce the regulations.

Your concerns regarding the potential viral health hazard problems from the use of secondary treated effluent for irrigation is also of concern to us. We also agree that safe management practices are essential, and that the State Department of Health should be responsible for the monitoring of the sewage effluent for irrigation. It is our understanding that at the present time the State Department of Health does not have standards for effluent used in irrigation other than effluent specifications in Chapter 38.

Dr. Cox

- 2 -

July 14, 1978

The plans for the irrigation of the park will also use potable water supply and not be solely dependent on the use of sewage effluent for the irrigation of the landscaped areas. It is our understanding that the secondary treated sewage effluent can be disposed of in deep well injections located near the County operated treatment facilities.

Thank you for correcting the misspelling. This will be corrected in the Revised EIS.

We, too, are in agreement that canoe paddling is gaining importance as a popular recreational pursuit. Provisions may be included in the park Master Plan for the use of the old hangar areas for use by the canoe clubs for storage and maintenance of their canoes.

Thank you for your valuable comments, and for reviewing the EIS. We hope that the responses offered clarify some of your concerns and questions raised.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JYP:hy
cc: EISC

UNIVERSITY OF HAWAII

Water Resources Research Center

Office of the Director

June 19, 1978

Office of Environmental Quality Control
515 Halekauwila St.
Room 301
Honolulu, Hawaii 96813

Gentlemen:

Subject: State Park at Old Kona Airport, EIS

The EIS makes no mention of the amount of sewage effluent now being used for the land leased by the County of Hawaii. What proportion of the available 0.6 MGD is being used now and what proportion will be ultimately used for the completed state park?

The EIS has not addressed the impact of wastewater effluent disposal from the Cavittie (note spelling) sewage treatment systems. What is the percolation rate in any existing leaching fields in the area and the ultimate destination of the percolate? What impact might this percolate and any resulting from the sewage effluent irrigation have on the adjacent coastal waters?

The EIS has not considered the impact of increased usage for swimming, sunbathing and surfing upon the shoreline water quality. Intense recreational usage such as at Waikiki Beach on Oahu has affected the bacteriological quality of the nearshore waters. State health Department data shows the maximum concentration of coliform of 1000/100 ml for Class A water has been exceeded in 4.5% of the 1285 samples taken during a 3-year period between 1969 to 1971 at Waikiki. Since the waters offshore of the proposed state park is classified Class AA, some consideration should be given to bacteriological changes from water contact sports and also the proposed "lot-lot" lagoon.

Sincerely,

Reginald H. F. Young
Asst. Director, WRRRC

RUFFY:jms

cc: Fav. Ctr.
HJRR

2100 Robt. Burns - Honolulu, Hawaii 96813
AN EQUAL OPPORTUNITY EMPLOYER



GEORGE W. ARITOSHII
GOVERNOR OF HAWAII

H. Y. THOMPSON,
MEMBER OF THE BOARD OF LAND & NATURAL RESOURCES
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 521
HONOLULU, HAWAII 96809

July 10, 1978

Dr. Reginald H. F. Young
Assistant Director
Water Resources Research Center
University of Hawaii
2540 Dole Street
Honolulu, Hawaii 96822

Dear Dr. Young:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for your careful review of the EIS for the State Park at Old Kona Airport. The following responses are provided for your consideration.

You have raised the question regarding the amount of sewage effluent being used by the County of Hawaii and what proportion of the available 0.6 mgd will be ultimately used for the completed state park. Specific data on the amount of sewage effluent currently being used by the County of Hawaii is unavailable at this time. Interviews conducted of the employees of the sewage treatment plant indicate that during certain days 0.1 to 0.15 mgd are used for irrigation. The amount fluctuates with the quality of the treated effluent. There is indication that the secondary treatment process is not working according to design specifications, and for this reason, the effluent has not been used regularly for irrigation of the County area. With regard to the total amount that will be used for the completed state park, theoretically, 0.6 mgd will be available for irrigation of the State and County parcels of land. Provisions have been made to supplement or to fully use potable water systems to irrigate the State portion of the park. The system will not be dependent upon the use of treated effluent for irrigation.

With regard to the impact of the sewage effluent on the adjacent coastal waters, data regarding the percolation rate

Dr. Young

- 2 -

July 10, 1978

and ultimate destination of the percolate is unavailable. The sewage disposal system for the park facilities have not been designed at this time. However, when the final design for the sewer treatment facilities are completed, the State Department of Health will review the design of the treatment facilities and disposal methods in order for the system to be in compliance with Chapter 38 (Sewage Treatment and Disposal Systems), Public Health Regulations, Department of Health, State of Hawaii.

Your comments regarding the impact of increased water contact usage and the bacteriological quality of the nearshore waters were well taken. Because of the physical constraints of the proposed park site in supporting the densities seen at Waikiki, we feel that the two sites are not comparable. It is our understanding that the coliform counts of the Waikiki beach situation and the detection of E. coli in the water is only indicative of possible fecal contamination and does not mean that any individual contacting this water will become infected. As for the proposed lagoon, additional work will be conducted when this phase is implemented and some of your concerns regarding the potential bacteriological changes in the nearshore waters will be addressed at that time.

Thank you again for reviewing the Environmental Impact Statement and for your comments and concerns regarding the degradation of the offshore waters. Please be assured that additional information may be required from the State Department of Health regarding the sewage treatment and effluent disposal. Requirements for Chapter 38 will be adhered to.

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JYP:hh
cc: RISC

COPY

DEPARTMENT OF PARKS & RECREATION
COUNTY OF HAWAII
HONOLOULU, HAWAII 96813

June 21, 1978

Office of Environmental Quality Control
550 Halekuanila St., Room 301
Honolulu, Hawaii 96813

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

We have no adverse comments to offer on the subject EIS.
Thank you for the opportunity to review the report.

Milton T. Hakoda

MILTON T. HAKODA
Director
Dept. of Land & Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813



GEORGE N. ARYUDOMI
GOVERNOR OF HAWAII

W. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 871
HONOLULU, HAWAII 96809

DIVISIONS
CONSERVATION
FISH AND WAVE
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

July 15, 1978

Mr. Milton T. Hakoda, Director
Department of Parks and Recreation
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Hakoda:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JTP:thk
cc: GIS/C

COPY

COUNTY OF HAWAII
DEPARTMENT OF PUBLIC WORKS
HILO, HAWAII 96720

M. Y. THOMPSON,
XXXXXXXXXXXX

May 30, 1978

June 19, 1978

State of Hawaii
Environmental Quality Commission
Office of the Governor
550 Halekauwila Street, Room 301
Honolulu, Hawaii 96813

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
STATE PARK AT OLD KONA AIRPORT
KAILUA-KONA, HAWAII

Thank you for the opportunity to review the EIS. We have no
comments to offer at this time.

We shall keep the copy for our reference.

[Signature]
EDWARD HARADA
Chief Engineer

cc: Department of Land and Natural Resources

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

[Signature]
M. Y. THOMPSON
Chairman of the Board

[Signature]
JTP:rk

NOTE: This letter also mailed to people on the attached list.



COPY

DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII
P. O. BOX 1820 HILLO, HAWAII 96720 28 AUPUNII STREET

W. Y. THOMPSON,
XXXXXXXXXXXX

June 2, 1978

June 19, 1978

Office of Environmental Quality Control
550 Halekaunaha Street, Room 301
Honolulu, HI 96813

ENVIRONMENTAL IMPACT STATEMENT
STATE PART AT OLD KONA AIRPORT
NORTH KONA, HAWAII

We have no further comments on the above Environmental Impact Statement.
As requested, we are returning the EIS document to you.

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Akira Fujimoto
Manager
MIS
Enc.
cc - Land and Natural Resources

Very truly yours,
W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

WY
WYTBK

NOTE: This letter also mailed to people on the attached list.

... Water brings progress...

OFFICE OF HOUSING &
COMMUNITY DEVELOPMENT
50 Waiuku Drive
Hilo, Hawaii 96720

GEORGE R. ARITOKI
GOVERNOR OF HAWAII



M. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HANASU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P O BOX 621
HONOLULU, HAWAII 96808

DIVISIONS
CONSERVATION
FOREST AND GAME
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

June 27, 1978

July 21, 1978

Office of Environmental Quality Control
550 Halekaniwa Street, Room 301
Honolulu, Hawaii 96813

SUBJECT: State Park at Old Kona Airport, Kona, Island of Hawaii

Thank you for sending us the State Park - Old Kona Airport
Environmental Impact Statement.

We have no comments to submit.


Donald Tong
Acting Director

DT:cb

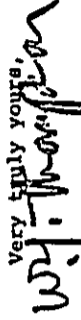
Enclosure

Mr. Donald Tong, Acting Director
Office of Housing & Community Development
County of Hawaii
50 Waiuku Drive
Hilo, Hawaii 96720

Dear Mr. Tong:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

M. Y. THOMPSON
Chairman of the Board

JYP:hk
cc: FEISC



PLANNING DEPARTMENT

25 AUPUNI STREET - HILO, HAWAII 96720

HERBERT M. NAYOSHI
Mayor
SIDNEY M. FUKU
Deputy Mayor
DUANE KAHUNA
Deputy Director

June 22, 1978

Dr. Albert O. Y. Tom, Chairman
Environmental Quality Control Commission
550 Halekauwila St., Rm. 301
Honolulu, HI 96813

Dear Dr. Tom:

Environmental Impact Statement
State Park at Old Kona Airport
Kona, Island of Hawaii

We have reviewed the subject environmental impact statement for the proposed State Park at the Old Kona Airport. We have no objections as the document satisfactorily addresses the environmental concerns we expressed earlier.

Thank you for the opportunity to review the subject statement.

Sincerely,

SIDNEY FUKU
Director

EC:ak



M. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HIGASHI
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P O BOX 921
HONOLULU, HAWAII 96809

July 21, 1978

Mr. Sidney Fuku, Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Fuku:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

M. Y. THOMPSON
Chairman of the Board

JYF:ihk
cc: V/SIBC



POLICE DEPARTMENT
 COUNTY OF HAWAII
 349 KAPIOLANI STREET
 HILO, HAWAII 96720



GEORGE R. ANTONINI
 GOVERNOR OF HAWAII



W. Y. THOMPSON
 CHAIRMAN
 BOARD OF LAND & NATURAL RESOURCES
 EDGAR A. HANASU
 DEPUTY TO THE CHAIRMAN

OUR REFERENCE
 YOUR REFERENCE

June 14, 1978

GUY A. PAUL
 CHIEF OF POLICE

STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 P. O. BOX 621
 HONOLULU, HAWAII 96809

June 23, 1978

DIVISIONS
 CONSERVATION
 FIRE AND SOIL
 FORESTRY
 LAND MANAGEMENT
 PLANNING AND
 WATER AND LAND DEVELOPMENT

Mr. William Y. Thompson
 Chairman of the Board
 Department of Land & Natural Resources
 P. O. Box 621
 Honolulu, Hawaii 96809

Mr. Guy A. Paul
 Chief of Police
 County of Hawaii
 349 Kapiolani Street
 Hilo, HI 96720

Dear Chief Paul:

RE: STATE PARK AT OLD KOIUA AIRPORT
 ENVIRONMENTAL IMPACT STATEMENT

SUBJECT: State Park at Old Kona Airport
 Environmental Impact Statement

Comments submitted to your office on February 8, 1978 are still areas of police concern.

Thank you for reviewing the Environmental Impact Statement and for your updated statistics on offenses in the Kona District for the period January to December, 1977.

In response to your reply of March 7, 1978, Re: Granting Enforcement Authority to Park Personnel, Effective Park Design and Control of Activities: I am not in agreement with you that these measures will effectively provide adequate security.

As authorized by the Legislature, we are currently studying alternative structural modification to our Department with the objective of concentrating our enforcement capabilities. We believe we would be in a better position to manage our recreational facility with support services from your agency when we have implemented this reorganization.

Your present park has been in operation for a period of time and it is my understanding that park personnel have not been granted or have refused to accept enforcement authority thereby their actions are restricted to those of any other civilian employee.

Should it be deemed necessary for their personnel to be granted enforcement authority, such authority will be granted by the Board of Land and Natural Resources.

Perhaps strong considerations should be made to hire or contract full-time park enforcement personnel.

We appreciate your thorough review and the information given to us regarding this document, and we thank you for your interest and services rendered in the past. We hope these services will continue to be provided by your agency in the future.

To further update your statistics on offenses in the Kona District, the following is noted: For the period of January to December 1977, there were a total of 1,293 Part I Offenses. Among these were included 2 murders, 7 man-slaughters, 4 rapes, 5 robberies, and 365 burglaries. There were also 750 larcenies (thefts) recorded including auto thefts (81). If trends continue, there should be increases experienced in the future.

Guy A. Paul
 CHIEF OF POLICE

Very truly yours,
 W. Y. Thompson
 Chairman of the Board

cc: FISC

RG/k

cc: Office of Environmental Quality Control

Soy Crytser
P.O. Box 476
Honolulu, Haw.
9/7/75

Dear Sirs,

I appreciate the opportunity to participate in the review and commenting on the Environmental Impact Statement for the Proposed Old Airport Park. If I may, I would like to comment on it section by section:

- Section 1 Pg. 10, #6 - "The canoe launching area will be developed with minimum disturbance to existing conditions. This may include clearing some boulders from within the water." This is much too vague, what constitutes minimum disturbance? Further, those boulders which may be cleared house various species of reef biota which will be certainly disturbed.
- Section 1 Pg. 10, #7 - "Feasibility of solar water heating..." This is a very good idea, and should be utilized, as it is an abundant power source in the Kona area.
- Section 1 Pg. 10, #8 - The idea for a wading pond is conceptually a good idea, however, drawing ocean water in, to circulate and return to the ocean, without the discharge water being treated is absurd, as lots will certainly use the pond for various bodily functions.
- Section 1 Pg. 11, #10 - Utilizing native species of Hibiscus, a good idea, however, many more shade trees, (eg. Ficus, and coconut trees) should be provided. Conceptually a good idea, however, if the irrigation around beach pavilions, offluent from the Kailua Sewage Treatment Plant, what controls will there be to assure there is no seepage into the offshore waters, thereby threatening our fragile reef environment?
- Section 1 Pg. 12, #11 - "Provide planters and boulders..." Are the boulders to be as indiscriminately placed, as the ones blocking the beach area from the runway strip? The mentioned boulders are a hazard to try to walk over to get to the beach. I personally have witnessed elderly persons and others hurt themselves trying to cross those barriers to gain access to the beach.
- Section 2 Pg. 21, Last Paragraph - Again, the mention of utilizing treated effluent for irrigation with no mention of preventing this effluent from entering the reef community.
- Section 2 Pg. 22, Part B Paragraph 2 - In mentioning the number of class 1 offenders, 260 burglaries were reported. One reason for this high rate at the old Old Airport is because we are forced to park four cars just off the existing runway, where there is no shade for the vehicles, thereby necessitating either locking the cars, consequently creating a sweat-box when the people return to their cars, or to leave the vehicles open so they are not so intolerably hot, thereby inviting thefts to occur, as the vehicles are not visible from most of the beach area.
- Section 2 Pg. 28, Paragraph 4 - This statement is all too typical as to the priorities of the planning commission. All archaeological sites should be surveyed in detail when the EIS was first prepared. If detailed plans for construction can be prepared ahead of time, why then must our irreplaceable archaeological remains be left for a later date? These archaeological sites must be considered as a priority, and more public hearings and input must be heard before any work begins!
- Section 3 Pg. 1, Paragraph 1 - Concerning the number of persons utilizing the baseball fields is pure bunk, as there is no way anyone has been there every day to keep count, as is true for Section 3 Pg. 3, Paragraph 1 concerning the total number of people utilizing the Old Airport site.

- Section 3 Pg. 1, Paragraph 3 - What is going to happen to the storage and canoe maintenance areas for the three Kona area canoe clubs, if this terminal is slated as a community recreation center? Canoe clubs perpetuate Hawaiian culture and aid the local community economy through an increase in visitors during canoe club functions. Will these factors be considered or will the canoe clubs be forced out of the old terminal?
- Section 3 Pg. 2, Last Paragraph - As is mentioned, the offshore area is utilized in many ways to capture ore reef biota, and there has been a subsequent decrease in yield in recent years. Is there any possible way that this trend could reverse itself, by increasing the number of people utilizing the area? What restrictions and regulations ~~may~~ will there be concerning the taking of these reef creatures, or will they be doomed as many were off the Diamond Head area of Oahu? These reef inhabitants were not created so man could wipe them out.
- Section 3 Pg. 6 - Map shows the ~~seal~~ portion of the old airport as Urban, while there are many archaeological artifacts to be found in this area, necessitating preserving this area, not developing it.
- Section 3 Pg. 8, end of Paragraph 1 - "The extensive agricultural area directly surrounding the park, as this would probably create noise problems, and inconvenience for those living in the area. It would be highly incompatible with the development of the park."
- Section 3 Pg. 10, Paragraph 3 - Was the park proposed because of the growing visitor industry, or because those of us living here need it? As is often the case, things are not done for the local residents, rather it is done for the tourists. They are just visiting, we are the ones paying the taxes.
- Section 4 Pg. 3 - Water Quality - "The site will be graded and contoured to minimize potential erosion and effluent drainage into offshore waters." Again there should be NO erosion or effluent drainage.
- Section 4 Pg. 6, Last Paragraph - Again, typical brush off concerning the effect that construction will have on the offshore waters and reef animals. Phrases such as, "are not expected", "Adverse impacts on the marine biota are not anticipated" lend credence to my concern. "Precautions will be taken to prevent significant alteration of the shoreline." ABSURD statement, what precautions will be taken? This entire Paragraph is ambiguous and exemplifies precisely how blatantly our environment is passed off as expendable to achieve man's desires.
- Section 4 Pg. 7 Letter F - Clearing done in or around any archaeological sites should be done by a select group aware of Hawaiian Archaeological Artifacts, rather than by just common laborers.
- Section 4 Pgs. 10-11, Infrastructural Factors - What type of lighting will be provided, how late will the lights be burning, will they be as blaring and disturbing to the nighttime sky as many of the new lights which have been installed in Kona (specifically, on Palani Rd. fronting the Kona Coast Shopping Center). Preserving Kona's village nature must be a vital consideration determining the type of lighting to be provided.
- Section 4 Pg. 17, Lines 10-14 - "With careful planning, interpretive programs could be established...." should read, interpretive programs MUST be established. Also, who is responsible for careful planning? This should be done by competent Hawaiian consultants, only then will it be properly conducted.
- Section 4 Pg. 31, Water Quality - "Detailed plans for the lagoon and lot area are unavailable at this time." Ridiculous, how can we properly review and comment on something which is not available at this time? Again, all to typical when our environment is to be considered by planners.
- Section 6 Pg. 2, Part 3 - What distinguishes an activity for a county park versus a state park? If we can provide a safe place for children to

chanceboard, perhaps a child's life can be saved by keeping them off the street. Further, why and by whom was a rodeo arena deemed incombustible? Equestrian activities are over increasing in the Kona area, and should be encouraged, furthermore, many of the parades in Kona contain equestrian units which could certainly use some facilities prior to and following the parade activities.

Section 6 Pg. 3, Paragraph 1 - There are no tent or vehicular camping facilities on the Kona side, and if the campers were required to check in and out with the park caretaker, and their length of stay limited to either two 3 day periods, or one 6 day period with one day open for upkeep and maintenance and to assure no squatters, then more people would be able to utilize and enjoy the parks open areas.

Section 8 - "The park designation for this area will prohibit Urban and Resort developments." Excellent, I certainly hope this is so. Section 9, last 2 lines - "...from the implementation of the park with minimum adverse environmental effects." Again the effects of our environment are passed off as minimal, without total consideration given.

Section 10 Pg. 1, #2 - "If any structures fall within 40 feet of the shore... There should be NO structures built within the 40 foot setback... through public hearings and imply it is our proposed park, not the necessary governmental agencies." It is our proposed park, not the necessary governmental agencies. Section 11 Pgs. 4&7, Paragraphs 2&3 - These comments must be kept Paramount in the planners' priorities.

Section 11 Pg. 74 - "Contents of the upcoming EIS... if the final conceptual plan has been adopted, then the usefulness of the EIS process is short changed." Unfortunately this is too often the case.

In conclusion I would like to say that conceptually, the proposed park is a good idea, and parks are certainly needed in the Kona area. However, our environment and archaeological artifacts are the primary considerations and no finalization of plans or beginning of construction should be had until the priorities are placed in the proper perspective.

Again, thank you for enabling those of us who have read and reviewed this EIS the opportunity to participate. I only pray our comments will be considered and appropriate action taken.

Sincerely
Roy Crytser
Roy Crytser

GEORGE R. ARIDOMAH
GOVERNOR OF HAWAII



M. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMASU
SECRETARY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
P O BOX 476
HONOLULU HAWAII 96726

July 7, 1978

Mr. Roy Crytser
P. O. Box 476
Honolulu, Hawaii 96726

Dear Mr. Crytser:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement. We will present our responses to your comments in the order given in your letter.

Section 1, Pg. 10, #5:

Minimum disturbance to existing conditions in the canoe launching area involves removal of only those rocks or boulders to allow canoes to be launched. The procedures for clearing these rocks would involve possible removal or relocation of the boulders, to be coordinated with the canoe clubs. Clearing or relocation of these boulders should not result in a significant alteration of the reef community or its renulation.

Section 1, Pg. 10, #7:

Thank you for your comment.

Section 1, Pg. 10, #8:

Although children using the wading pond may discharge waste into the water, the ultimate concentration, with the dilution effect of the water, should be quite insignificant. The absorption and recycling capacity of the reef community should be able to absorb these minor concentrations of waste products as it does with the excretions of the numerous organisms already inhabiting the reef ecosystem.

July 7, 1978

- 3 -

Mr. Crytser

Section 2, Pg. 28, Paragraph 4:

Detailed construction plans are being prepared only for Phase 1 at this time. Extension of water, electrical, and effluent lines will be along the roadways and runways which have already been disturbed. The large park pavilion is being placed on a site which has already been disturbed due to construction of the airport runway. A previous archaeological reconnaissance was conducted for the site for a previous plan proposed by the County of Hawaii. Please refer to that discussion beginning on page 2-27 of the EIS. Archaeological sites are not present where the proposed beach pavilions are to be positioned. Spot archaeological clearance for this particular site can be obtained any time prior to construction.

Section 3, Pg. 1, Paragraph 1:

We disagree that, "...the number of persons utilizing the baseball field and the site as pure bunk..." The figure of 10,130 individuals using the two ball fields during the period July 1, 1976 through July 30, 1977, was obtained from the County of Hawaii Department of Parks and Recreation. This figure was obtained by the Department of Parks and Recreation based on organizational and groups that registered their use for the period September, 1976 through October, 1977 includes both the state administered and the County leased areas. These figures again are based on permits that were submitted for use of the area, as well as counts made by park personnel. We acknowledge that accurate counts are not made for this site, as personnel were not hired specifically to count participants and users of the site. The figures given provide, at least, the minimum number of users and a fair estimation of the number of people using this site.

Section 3, Pg. 1, Paragraph 3:

Use of the terminal as a community recreation center poses a very long-term plan by the County Department of Parks and Recreation. The Kona area canoe clubs could continue to use the old terminal for their purposes with County approval. The buildings adjacent to the County leased area can also be used to house functions and purposes of the canoe club.

Section 3, Pg. 2, Last Paragraph:

Since this area has been and is currently being used for fishing (pole, net-throwing, or spear fishing), we do not expect that the numbers of participants in these activities will increase significantly from park development of this site. If the need to regulate fishing in these offshore areas is determined, then such restrictions and regulations can be implemented.

July 7, 1978

- 2 -

Mr. Crytser

Section 1, Pg. 11, #10:

As illustrated with Figure 1-3, page 1-8 of the EIS, numerous trees, including Picus and coconut trees, will be provided to increase the amount of shade.

Section 1, Pg. 11, #C:

Please refer to Section 4 of the EIS, "Anticipated Environmental Impacts and Mitigative Measures to Minimize Adverse Impacts," specifically to item "b. Water Quality" (page 4-8) and "(4) Liquid Waste" (page 4-12). On pages 4-8 and 4-9, it is stated that, "Grading and the irrigation system will be designed to alleviate effluent draining into offshore waters. Long-term adverse impacts on water quality are not anticipated." On page 4-12, it states that, "The new beach pavilions will use a cavitette system for sewage disposal. The existing beach pavilions have a cavitette facility, and adverse impacts to be a type of set-up has not been and is not anticipated from the Kailua Sewage Problem." Since treated sewage effluent from the irrigation at the treatment plant is already being used for irrigation at the existing beach pavilions, and adverse impacts are not apparent due to this facility, we do not anticipate adverse impacts with the proposed beach pavilions. With proper adjustment of the irrigation system and with proper grading, discharge of the effluent into offshore waters should not occur.

Section 1, Pg. 12, Phase 2 #A:

The purpose for providing planters and boulders, as shown in Figure 1-3 (page 1-8) is to provide curves on the runway to reduce traffic speed. Boulders will be placed at the beach and picnic areas; however, pedestrian access ways at intervals will be provided to allow easy access to the beach. Such is the case at the existing beach pavilions.

Section 2, Pg. 21, Last Paragraph:

Please refer to response for Section 1, Pg. 11, #C.

Section 2, Pg. 22, Part B, Paragraph 2:

Please note in the EIS that the 260 burglaries reported were for the period January through September, 1977, for both the North and the South Kona districts combined. Specific statistics for the site at the old airport are unavailable. It is the intention of the proposed park plan, that additional vegetation be provided to increase the amount of shade in the area. We cannot, however, prevent thefts from vehicles at this site or at any other state park. By providing for a caretaker, we hope to discourage such thefts.

Section 3, Pg. 6:

It is not only the makai portion of the old airport but the entire airport site that is designated "Urban". As stated in the EIS, one of the major purposes of establishing this site as a state park is to preserve and maintain the archaeological characteristics of the site. The park plan has considered this important factor in the design.

Section 3, Pg. 6, End of Paragraph 1:

The purpose of this discussion is to provide information on how the land on which the old airport site is situated and surrounding areas have been planned, according to the County General Plan. This discussion is a statement of how this area has been planned and was adopted in 1971, becoming County Ordinance No. 439. The General Plan is a policy document for the long-range comprehensive development of the Island of Hawaii. Many factors were considered, and each of these factors were analyzed for each district in the County, based on then-existing conditions. It would be inappropriate for us to designate how areas surrounding the proposed park should be developed, since this EIS concerns the proposed project and its anticipated consequences.

Section 3, Pg. 10, Paragraph 3:

As was stated on page 1-5 of the EIS, "the objectives of this park are twofold: to preserve the outstanding and scenic natural resources of this area, and to provide recreational opportunities for the people of Hawaii." Please also refer to "i. Recreational Need" (pages 4-15 and 4-16), which states that, according to the Hawaii State Comprehensive Outdoor Recreation Plan of 1975 (SCORP), high need activities for the County of Hawaii include swimming/sunbathing, camping facilities, hiking, attending outdoor events, walking/jogging and bicycling. On a statewide basis, SCORP states that swimming and sunbathing are the preferred leisure activities for the state. Other activities ranked in order of preference include walking for pleasure and/or jogging, picnicking, bicycling, playing outdoor games and attending outdoor events. Another factor considered important in securing this parcel for recreational purposes is because the County of Hawaii has the least sandy beach area of all other counties and because most of the sandy beaches on the island of Hawaii are located along the west coast of the island. SCORP indicates the need to preserve and to maintain shoreline resources as being critical for the Kona District. For this reason, securing this area as a state park will allow both for preservation of valuable shoreline and for recreational pursuits of the people.

Section 4, Pg. 3:

As stated previously, the site can be graded such that irrigation water drainage would be in the mauka direction of the beach rather than towards the water. Providing ground cover and landscaping will, in fact, decrease the erodible surface area that is presently on the existing site. It is not possible to prevent erosion into offshore waters as this is the case under natural conditions; however, providing additional ground cover should reduce the amount of erosion that now normally occurs on the site.

Section 4, Pg. 6, Last Paragraph:

The intent of the proposed park is to secure this valuable parcel for recreational purposes while maintaining this site and shoreline by preventing significant alteration of the shoreline. The plan has been designed to provide minimum improvements and to minimally disturb the shoreline and offshore waters. Clearing of rocks and boulders in the water will only be conducted at the canoe launching area or at selected swimming areas as deemed necessary during the construction period. This will entail removal or relocation of rocks and boulders. As stated in the last statement on page 4-6, "plans for such clearing will be cleared with the appropriate governmental agencies and necessary approvals obtained," other governmental agencies having jurisdiction in offshore activities will be consulted and plans will be submitted for their approval.

Section 4, Pg. 7, Letter F:

We would welcome assistance by the community and/or groups concerned for the historical and archaeological significance of this site to help clear this area. If such assistance is not available, clearing operations will be directed by personnel knowledgeable in these artifacts and sites.

Section 4, Pgs. 10-11, Infrastructural Factors:

Lighting will be provided at the new park pavilion. This will entail lighting within the pavilion structure and at selected areas in the parking lot. Lighting will also be provided at the new beach pavilions, similar to those already provided at the existing pavilions. We do not anticipate that the proposed lighting will affect the nature of Kona Village.

Section 4, Pg. 17, lines 10-14:

The intent of that particular statement was that interpretive

Mr. Crytser

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July 7, 1978

Programs for historical and biological aspects of the park could be done so as to provide an overall appreciation of how the land and the sea were used in the past. A historical interpretive program is planned for the archaeological area during Phase 1 of the proposed development. Such interpretive signs to be provided will be conducted by personnel knowledgeable in Hawaiian culture.

Section 4, Pg. 31, Water Quality:

As was stated in the EIS, detailed plans for only Phase 1 are being prepared at this time. Detailed plans for Phases 2 and 3 will be done later and specific evaluations of such plans should be done when such plans have been completed.

Section 6, Pg. 2, Part 3:

Parks managed at a county level are generally involved with the more actively oriented recreational activities. Those activities associated with a state park are more passively oriented.

Because one of the major objectives of this park is to preserve the outstanding and scenic natural resources of the site, we feel that a passively oriented park with minimum development is desirable to accomplish this end. As you will probably agree, a development as significant as that of the rodeo arena could be considered incompatible with this intent.

Section 6, Pg. 3, Paragraph 1:

As stated on Page 6-3, "the basis of the park plan is to fulfill the recreational needs of the people, to secure beachfront lands for recreation, to maintain the existing environment, and to be flexible to meet future desires of the community. The design of the park is intended to be dynamic, allowing for alterations in emphasis based on future needs, What we hope to achieve through this particular park plan is to provide for some urgent recreational needs for the State of Hawaii. The proposed plan is a dynamic plan and is subject to changes as determined by the needs of the community.

Section 8:

Thank you for your comment.

Section 9, Last 2 Lines:

It was not the intent of that statement that the effects on the environment are being passed off as minimal. The proposed park plan has been designed with minimum development so that minimal environmental impacts will result.

Mr. Crytser

- 7 -

July 7, 1978

Section 10, Pg. 1, #2:

Significant structures are not planned within the 40-foot shoreline setback. The Shoreline Setback Regulations Act (107821H73) was legislated to regulate structures that fall within the 40-foot setback designation. This does not imply that structures cannot be built within that setback zone.

Section 10, Pg. 1, #4 and 5:

Regulations and approvals for particular actions occurring on land, and specifically, in the offshore waters, are being enforced by various governmental agencies. It is the intent of these government agencies to evaluate proposed construction and development in the State for the best interests of the people of the State.

Section 11, Pgs. 4 and 7, Paragraphs 2 and 3:

All of these factors have been considered with great scrutiny in the planning of the proposed park.

Section 11, Pg. 14:

Please refer to the corresponding response made to that particular comment on page 11-15 under "Contents of the Upcoming EIS", Item #1, which states that, "The conceptual plan has not been adopted by the Land Board but will be presented to the Land Board after public review of the EIS." A draft conceptual plan was presented to the people of Kona and the resultant revised draft reflects the philosophy of this Department and the desires and wishes of most of the Kona residents, based on physical and biological attributes and constraints of the site.

We agree that parks for recreational pursuits are needed in the Kona area. The proposed plan has been developed with the environment, both physical and biological attributes, as important characteristics to be secured and maintained while allowing for needed recreational outlets. The basic plan was conceived intending that a minimum amount of construction should be performed to achieve this end. Construction involved with Phases 2 and 3 should further evaluate specific sites archaeologically.

We appreciate your thorough review and evaluation of the document and feel that your opportunity to participate is an important aspect of the review process.

JVP:thk
cc: EIBC

Very truly yours,

C. J. Thompson
C. J. THOMPSON
Chairman of the Board

Now under adverse impacts, it is possible to discuss the co-option of the park historically and sociologically under the heading Sociological or Characteristics of Park Users. Here the approach would be more or less classical academic:

Refer to 100 years of colonialism in Hawaii under the plantation system, showing the tendency of longtime residents to be easily intimidated by power blocs and Caucasians; refer to historical sources and sociologist Andrew Lind.

Refer to the practice of hotels of forbidding employees access to beach/recreation facilities after working hours. What would be the psychological carry-over effect when same employees confront a Statepark that is handsomely landscaped, bounded by resorts, with a primary Caucasian-user rate? Consider a Filipino busgirl, for example. Cite sources on the psychology of resort economies, including MacCannell's The Tourist: A New Theory of the Leisure Class and the East/West Center's A New Kind of Sugar: Tourism in the Pacific.

Cite standard industry textbooks, such as Donald Lundberg's The Tourist Business and Robert McIntosh's Tourism: Principles, Practices, Philosophies. These show the avowed relation of the tourist industry to state and national parks on the mainland and internationally, often in dramatic fashion.

Cite resort advertising, such as the attached clipped from the New Yorker, May, 1977, for a facility on Hilton Head Island, South Carolina (where Hilton Head owns over 4,000 acres). The advertisement announces to the tourist: "the beach is four and a half miles long, and it's all yours." Is there likely to be similarly advertising of Old Kona Airport State Park, and what would be its effect (on the tourist as well as resident--thus getting into tourist/resident expectations)?

Cite again the high number of constant proximate visitors. In other words, in academic and palatable fashion it is possible to demonstrate the co-option of the park by the tourist industry, which is patently unfair.

General Delivery
Holualoa, HI 96725
June 15, 1978

Mr. Rick Scudder
Office of Environmental Quality Control
550 Halekaunila Street
Room 301
Honolulu, Hawaii 96813

Dear Mr. Scudder:

I'd like to thank you for adding my name to the list to comment on the EIS, Old Kona Airport State Park. Although I put some preparation into such a comment, I have decided not to pursue it at this time. However, I did come up with what struck me as an attractive policy idea for such state parks. I'd like to convey the idea to you informally, and if it strikes you as worthwhile, perhaps you could convey it to others as seems appropriate.

In the current developmental situation parks can be considered in three ways: a) as preserving the environment; b) as infrastructure for the tourist industry; and c) as a creative lever to suppress neighboring development. It is the third approach which interests me.

I want to discuss this in terms of Old Kona Airport Park, but you will understand that this could be a paradigm for other State parks now in the offing.

The EIS requires a description of the project in relation to land use in the area. This should be handled absolutely thoroughly. For example, in Kona a resort-developer Hilton Head owns the southern boundary; it also owns Area II (See Tourism in Hawaii, 1972), 4,000 acres of former Kahua Ranch land, and has been acquiring mauka land. State this in the EIS. State also the resort plans of Liliuokalani Trust on the northern boundary (see Tourism in Hawaii). Adjacent to Liliuokalani Trust on the north is State land covered by the Kealahou Development Plan (DLNR, 1968), showing 4 hotels, 1 motel and Golf course. Estimate accurately for the long range the constant proximate visitor density on the ends of the park.

Turning to mitigating measures, these could be approached fundamentally. In this case, within the EIS, the DLNR could recommend (and that is all it could do, since the County controls zoning) that the southern boundary remain in single-family residential. Similarly, this EIS would be an excellent place to abrogate the Kealahoe Development Plan for resorts on the proximate northern boundary, with strong justification. The dismissal of the Plan could additionally be supported by reference to fifteen or more major hotels projected within an hour's drive further north--all requiring labor immigration--cite Boise Cascade's EIS and observations by former County Planning Director Raymond Suefujii in Proceedings of the Pacific Islands Tourism Conference, Agana, Guam, 1973 (these are quite wonderful). Whereas it is the stated policy of the Governor and the County Planning Department to minimize labor immigration, the Kealahoe Plan also appears to be in violation of Shoreline Management Area provision Rule No. 9 (3): "It is the State policy" to "protect the shoreline of the County where needed from the encroachment of man-made improvements and structures."

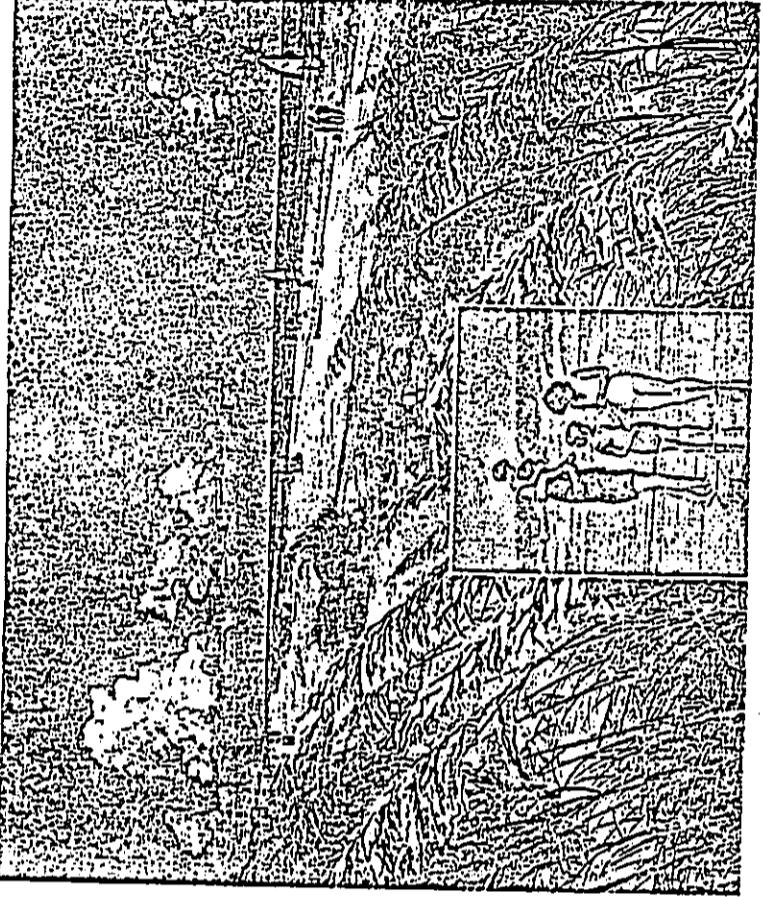
As for the Mokuokalani Trust land on the northern boundary, in this instance I expect the Hawaiian community here will be active in tempering the Trust's possible development plans.

In short, by doing a thorough statistical and academic EIS, it is possible to turn the situation around and begin to create buffer zones around parks. All the while, neighboring development is suppressed for the sake of a park which is desired by residents.

It would be nice if this idea could bear some fruit in the current situation in Hawaii.

With best regards,

Judy Graham
Judy Graham



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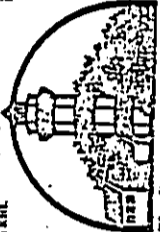
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DEPARTMENT OF LAND AND NATURAL RESOURCES
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HONOLULU HAWAII 96808

DIVISIONS
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WATER AND LAND DEVELOPMENT

August 1, 1970

Ms. Judy Graham
General Delivery
Hulaloa, Hawaii 96725

Dear Ms. Graham:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Your letter to Mr. Rich Scudder was referred to our department. Thank you for your ideas regarding park development. Since the context of your letter was based on your third idea, "c) as a creative lever to suppress neighboring development", we would like to respond accordingly.

Your concern and efforts for the well-being of the State and its people are most commendable. We, however, do not feel that it is our position to delegate development of lands surrounding the proposed State Park, or other State Parks. We sincerely hope that the design and atmosphere of the proposed park will be a benefit seen by all the people of the State.

We have appreciated your thorough review and ideas throughout this review process.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JTF:hk

CO: /RISC

[REPRODUCED FROM THE ORIGINAL FILE]

June 10, 1978

Mr. W. Y. Thompson
Chairman of the Board
Department of Land and
Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

We are writing in response to the Environmental Impact Statement for the State Park at the Old Kona Airport. We have reviewed the report and are in favor of the design and the concepts of the park that is being proposed. We have no comments to offer that will improve on the design.

We feel that the environmental impacts have been adequately addressed in the document.

Thank you for allowing us to review the document.

Sincerely yours,

Kiyono Kunitake

Kiyono Kunitake
for: Shigeo Kunitake
& Family

June 19, 1978

Mr. & Mrs. Shigeo Kunitake
P. O. Box 135
Holualoa, Hawaii 96723

Dear Mr. & Mrs. Kunitake:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Your careful review of the documents and the long-standing interest and aid you have given the State in the development of this State Park is greatly appreciated.

Very truly yours,
W. Y. Thompson

W. Y. THOMPSON
Chairman of the Board

JTB

JTB:hk

June 21, 1978

Mr. Bill Thompson
Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

RE: OLD KONA AIRPORT PROJECT

Dear Mr. Thompson:

June 1970. Our first letter to Governor Burns; "We have come to you with the greatest request and to have your kokua in deciding the fate of the present Kailua-Kona Airport. We humbly ask you to earnestly consider converting this site into a State Beach Park. This request being of such importance and urgency, we have specially made this trip from Kona to discuss this matter with you".

U.S. Senator Inouye, gave us his major support on this matter.

Former Senator Fong, Senator Matununga, former Rep. Congress woman Patsy Hink, State Senator Uehijima, State Senator Henderson, State Senator Hara, State Rep. Inaba, Principal Kazumi Oshita and Kona Rotary Club all supported unselfishly on this Old Kona Airport.

November 1, 1970. We had our dedication for the Old Kona Airport as a park, one of the most beautiful dedication ever held with the help of many dedicated people. We had 60 donors, monetary and merchandise which were used as lucky numbers and expenses. We submitted the names of the donors. Kona School Band, Boy Scouts, Brownies, skydivers, National Guardsmen and special helpers as Akinori Inai, Masao Okumura, Don Isbell, Henry Cho, Hazel Aoyagi, George Leslie, Miyuki Inouye, Kono Saito, Kahuna Joe Kahananui, John Basque, Capt. Rosehill spoke on behalf of Mayor Kimura, the late Harold Uehijima, Councilman Sherwood Greenwell was guest speaker. We were honored by a thick maila lei by Mr. & Mrs. William Paris.

1975. Senator Uehijima's great foresight along with Senator Henderson, Senator Hara and Rep. Inaba, made this entire 118 acres to a State Park which is one of the wisest move ever made. "A State park is where people relax and enjoy; every space is needed" states our Senator Uehijima. The state's greatest decision on the consideration of the most urgent need for open space for the public on such prime site is something greater than one can hope for. It did happen and now the beautiful master plan, a dream, a hope with enjoyment to fill any relaxation.

Canoe launching a place to store we believe, a lagoon such in demand, a jogging meadow, a bicycle lane, cabins greatly needed.

Mr. Bill Thompson
Department of Land
Natural Resources
Page 2

Future cabins on the reserved area, sandy picnic areas; name it. We feel this park has it! Mini Hawaiian Cultural Center to preserve Hawaiianna on the reserved area. One day we may see canoe races held there, a most wholesome Hawaiian sport.

Some of the good people who took a great part in the progress of the Old Kona Airport; Richard Fowler, Sila Tyler, Dr. Bruno Keith, David Roy, Att. Geoman, Mr. & Mrs. Tassill, Charles Spinney, Julia K. Rose, John Kuncwa, Herman Kuncwa, Carol Okuna, Lily Kong, Harry Hasegawa, Arthur Mahi, David Basque, Frank Johnson and many others.

It was a challenging experience and a very richly rewarding project to benefit many who wishes to enjoy for the present, future as years roll-by, 10-25-50-100, etc.

We seek the Golden Rule and serve for the very best, seek not just for the thy self but serve, serve unselfishly for the thy self.

We have volunteered to gather coconut trees and many tropical plants for this Old Kona Airport. We got some and mahalo.

Sincerely,
Shigeo Kiyomasa

Shigeo & Kiyomasa Kunitake
& family also relatives
& many friends join us

- Mr. & Mrs. William Paris
- H. Okamura Store
- Mr. & Mrs. Uigashi
- Hankichi Kunitomo
- Cecil Heftel
- Melvin Medeiros Mynah Bird
- Fred Kawabata
- Standard Bakery
- Teshima Restaurant
- Alva Uehiroda
- Hasso Okumura
- Sherwood Greenwell
- Harold's Union Service
- Fujihata Store
- Uigashi Store
- Shimizu Store
- Ege Store
- Hune's Repair Shop
- Sure Save-Capt. Cook
- General Appliance & Furniture
- Rancho Produce
- Oshima Store

- Sakamoto Appliance
- State Auto Parts
- Kamigaki Store
- Roland Crisafi
- George Koike
- Ernest Koyanagi
- Hisato Onaka
- Bill Ishida
- Herbert's Service Station
- K. Oue, Ltd.
- Hitamura Garage
- Onizuka Store
- Yonemura Garage
- Kona Electric Center
- Yokoyama Store
- Paul's Place
- Morihara Store
- Manago Hotel
- Leon Sterling
- West Kellkipi
- Takeishi Kudo
- Bill's Auto Service
- HAIRI FUKUMITSU

Mr. Bill Thompson
Department of Land
& Natural Resources
Page 3

Wally's Watch Service
Dori's Place
Ole's Fashion
Clarence Nozaki
Staudard Oil Co.
Shigeo Kunitake

Mark Onaka
Take's Transportation
Gunichi Ota
Nozaki Vegetables
H. Kimura Store
Harold Higashihara
Senator Ushijima
Senator Hara
Makazu Hashiji

GEORGE W. ANTONI
GOVERNOR OF HAWAII



W. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMABU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 421
HONOLULU, HAWAII 96809
DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
PLANNING AND DESIGN
WATER AND LAND DEVELOPMENT

July 10, 1978

Mr. & Mrs. Shigeo Kunitake
P. O. Box 135
Holualoa, Hawaii 96725

Dear Mr. & Mrs. Kunitake:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you very much for your beautiful letter of June 21, 1978. The historical aspects of this project presented in your letter only exemplify the loyal efforts that you and the many people you mentioned have put into developing this site as a state park for the people of Hawaii. We send our deepest appreciation and gratitude to all of you who have made great efforts to assist the State in the development of such an important project.

You have given admirable long-standing support for this project. We appreciate your continued support with your offer to gather coconut trees and many tropical plants for this park.

Please give our warmest regards to all the people and organizations who included their support into your letter.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JYP:hk
cc: JISC



HAWAII LEEWARD PLANNING CONFERENCE

GEORGE R. ARIOTOSHI
GOVERNOR OF HAWAII



W. Y. THOMPSON
CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES
EDGAR A. HAMABU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISIONS:
CONSERVATION
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
P. O. BOX 635
HONOLULU, HAWAII 96808

June 29, 1978

June 19, 1978

Harry Akagi, Acting Director
Office of Environmental Quality Control
State of Hawaii
550 Halekauwila Street, Room 301
Honolulu, HI. 96813

Dear Mr. Akagi,

We have reviewed the Environmental Impact Statement (EIS) for the State Park at Old Kona Airport and have no comment to make.

Sincerely,

H. Peter L. Orange
H. Peter L. Orange
Executive Director

HPL/nhc

Mr. H. Peter L. Orange
Executive Director
Hawaii Leeward Planning Conference
P. O. Box 635
Kailua-Kona, HI 96740

Dear Mr. L'Orange:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.
We appreciate your support of the proposed project.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

cc: EISC

P.O. BOX 635 KAILUA-KONA, HAWAII 96740 PHONE 329-2334

12 - 50



HAWAII LEeward PLANNING CONFERENCE

GEORGE B. ARITOSH
GOVERNOR OF HAWAII



M. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMABU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 635
HONOLULU HAWAII 96809

DIVISIONS
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

July 21, 1978

June 19, 1978

William Y. Thompson, Director
Dept. of Land & Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Bill,

We have reviewed the Environmental Impact Statement (EIS) on the Old Kona Airport and have no comment to make.

I would like to commend your staff, however, on a job well done and hope for construction soon on a much needed project.

Aloha,

H. Peter L'Orange
Executive Director

HPL/nhc

Mr. H. Peter L'Orange
Executive Director
Hawaii Leeward Planning Conference
P. O. Box 635
Kailua-Kona, Hawaii 96740

Dear Mr. L'Orange:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,

M. Y. THOMPSON
Chairman of the Board

JTP:hk
001 218C

June 14, 1978

Mr. William Y. Thompson, Chairman
State of Hawaii
Board of Land and Natural Resources
P. O. Box 621
Honolulu, Hawaii 96805

Subject: EIS - Old Kona Airport
State Park Plans

I recently reviewed the EIS on the above mentioned park plan and I should like to express my pleasure with the concept. The presently developed portions of the old airport are now heavily used and this proposed development will go to a considerable extent to meet the peoples recreational needs.

My particular interest is in the area designated for "jogging" and I would like to comment on that particular use since it appears there may not have been enough such input during the planning.

I have been running at the old airport since it became accessible to the public. I am sure you are aware of the significantly increased interest in running as a sport and a health measure. In my experience, this interest is directly reflected in the increased numbers of daily runners at the old airport. Thus, I think the approximately one-half mile set aside for running at the old airport is really inadequate. For example, during the 20-30 minutes I run each day there are approximately 12 to 15 other runners utilizing the present runway and the edge of the county baseball field. Distances run are generally two to five miles. During a two hour period in the late afternoon there may be from 20 to 30 people rotating through their running "cycle". I understand there are similar numbers of morning runners. In view of this, you can understand the potential traffic pressure on the presently planned short distance jogging track.

As for alternatives, I really can't suggest any within the scope of the present plan, but in any revisions that may be suggested, I hope the above information will be considered.

Thank you for your kind attention and interest.


HUGH MACISAAC

IRVSI Box 203
Kailua-Kona - Kona HI 96740



GEORGE R. ANTONI
GOVERNOR OF HAWAII

W. Y. THOMPSON,
CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
P O BOX 621
HONOLULU, HAWAII 96805

June 19, 1978

Mr. Hugh MacIsaac
P. O. Box 203
Kailua-Kona, Hawaii 96740

Dear Mr. MacIsaac:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement and for your support and comment that, "...the proposed development will help meet the people's recreational needs."

Being aware of the increased interest in running as a sport and this being of high recreational need based on the State Comprehensive Outdoor Recreation Plan and the Hawaii Recreation Plan, we decided to include provisions for jogging in the Plan. The jogging area was provided to increase options for joggers. It may not have been clear in the Plan that the bicycle path designated around the central roadway and parking area can also be used for jogging.

The existing bicycle lane delineation along Kuukini Highway can be extended and included into the proposed bikeway of the park plan. The proposed bikeway begins in the area between the proposed caretaker's cottage and the park pavilion. This can easily be connected to the existing bikeway delineation at Kuukini Highway. The proposed bikeway continues along the mauka portion of the central roadway and parking area, connects with the jogging area, or it can continue around the end of the runway strip back around makai of the roadway, finally continuing along the existing County ballfield and back up to Kuukini Highway. Joggers and bicyclers can opt to take the loop over again.

We have calculated that the total trail area that is designated on the Plan within the jogging area and the trail out of the jogging area is about 12,000 feet total. Given this and given the option of joggers being able to run this designated

Mr. MacIsaac

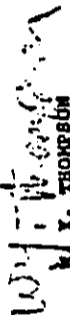
- 2 -

June 29, 1978

circumit as many times as they wish, we feel that we have adequately provided for this sport and do not anticipate any congestion to result from this proposed plan with this proposed layout.

We appreciate your thorough evaluation of the documents and your support.

Very truly yours,


W. I. THOMPSON
Chairman of the Board

JTB:bx
cc: RISC

Office of Environmental Quality Control
550 Halekuanzila
Room 301
Honolulu, Hawaii 96813

June 22, 1978

Page 2

I feel that another public informational meeting and a public hearing on this EIS should be brought to Kona so that the community might give more input to this subject.

Dear Sirs:

Thank you for sending me the EIS on the Old Kona Airport for my review. There are a few comments I would like to make about it. First I feel that there was inadequate time to make a complete study on the EIS. I say this because I received my copy on June 19, 1978. The portions that I did cover is what I will comment on.

Page 2-22, Police Detachment. It is stated, Police patrols are dispatched out of the police station at Captain Cook and their patrol routes include Kailua. The approximate time for police assistance to reach the park is 3-4 minutes.
Page 4-12, states within 5 minutes.

I have traveled many times from the police station in Captain Cook to the Old Airport, and know for a fact that the time table you give is quite unrealistic.

Pages 11, 1-9, 1-12, 4-23, 4-30, 4-31, 5-1, & 6-3. You describe Mase III with little or no details on the proposed cabins. I would like to know at least how many cabins will be constructed, how will the permits be issued, how long will a local resident have to wait for the permit, and how much will it cost.

As you know, there is not one state or county park in North or South Kona that provides camping facilities. (Hawaii County Data Book 1977). Must the locals continue to trappans on private lands to camp.

Page 1-4, Background. This site had several opae ponds, filled with brackish water of low salt content. Local fishermen used shrimp from these ponds as bait for opelo fishing.

Page 1-5, it states, The objectives of this park are twofold to preserve the outstanding and scenic natural resources of this area, etc.

Why is it, that there was no attempt made or mentioned, to locate these natural resources and preserve them.

Page 6-2, Alternatives Uses and Development Concepts.

In this section you listed different alternatives that were suggested for the park. I would like to know why the best suggestion was eliminated from this statement. On Dec. 9, 1977 during the Informational meeting, held by DLHM, an alternative suggestion was made to create a Hawaiian Educational Cultural Village. This by all means would enhance the natural scenic beauty of the area.

Mahalo Hui Loa
Herman Hankinina
Herman Hankinina

cc. DLHM
1151 Punchbowl St.
Honolulu, Hawaii 96813

P.O. Box 619
KAWAIKAWA, HI 96760



W. Y. THOMPSON,
CHAIRMAN
STATE OF LAND & NATURAL RESOURCES
EDGAR A. HANABU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P O BOX 831
HONOLULU, HAWAII 96809
DIVISIONS
CONSERVATION
FISH AND GAME
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

July 11, 1978

Mr. Herman Paakonia
P. O. Box 619
Kealahouka, Hawaii 96750

Dear Mr. Paakonia:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement. We will provide our responses in the order of your comments as presented in your letter.

Page 2-22, Police Protection

Although police patrols are dispatched out of the station at Captain Cook, there are patrols in Kailua. The approximate time for police assistance to reach the park is estimated at 3 to 4 minutes, and, as stated on page 4-12, within 5 minutes. This does not mean that a patrol would have to be dispatched out of Captain Cook, rather, the dispatcher at Captain Cook can direct a police unit patrolling Kailua to the airport site within 3 to 4 minutes.

Pages 1-9, 1-12, 4-29, 4-30, 4-31, 5-1, and 6-3

Since the proposed park plan is designed to be flexible, the initial number of cabins that are being proposed, as shown in Figure 1-3 (page 1-8), are 13 cabins. This will allow flexibility by allowing for room to add cabins as necessary. These cabins will be administered through the Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites and appropriate permits would be obtained through this division. The specific time period which a resident would have to wait for the permit and how much the permit would cost is unavailable at this time.

The need to provide camping facilities is apparent through recommendations made by the State Comprehensive Outdoor Recreation Plan and by the Hawaii County Recreation Plan. Because of this, the State is providing camping facilities for the people of Hawaii.

Mr. Paakonia

- 2 -

July 11, 1978

Page 1-4, Background:

We do intend to retain brackish water ponds for their biological and for their historical values. This particular statement was made on page 4-9 of the EIS. "If anchialine ponds are encountered on the site, they will be retained as part of the park. Some of these ponds may have been used to hold bait, and could be incorporated both for their biological value and for their historical value."

Page 6-2, Alternative Uses and Development Concepts:

The proposals discussed on pages 6-2 and 6-3 of the EIS included proposals that were presented during the review of the EIS Preparation Notice. It was also stated on page 6-3 that the design of the park is intended to be dynamic, allowing for alterations and emphasis based on future needs. The intent of this park plan is to provide minimum improvements so that a balance can be achieved between preserving the outstanding scenic natural resources of the area and providing recreational opportunities for the people of Hawaii. Because of the design of the park is intended to be dynamic, it will be flexible to meet future desires of the community. Such design could allow for the proposed Hawaiian Educational Cultural Village at this site, or at another site.

Final plans for Phase I construction of the proposed park should be completed within the month. At that time, a public informational meeting will be held in Kona to present these plans.

Your thorough evaluation of this document is appreciated.

Very truly yours,

W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JTP:hx

cc: JIBC

ARCHITECT BEN LEE WILSON AIA
 P. O. BOX 1397 • KEALEKUA, HAWAII 96750 • PHONE (808) 329-3317



H. Y. THOMPSON,
 CHAIRMAN
 BOARD OF LAND & NATURAL RESOURCES
 EDGAR A. HAMAOKA
 DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 DIVISIONS:
 CONSERVATION
 FORESTRY
 LAND MANAGEMENT
 STATE PARKS
 WATER AND LAND DEVELOPMENT
 HONOLULU, HAWAII 96809
 P. O. BOX 821

July 7, 1978

Proposing Party:
 Department of Land and Natural Resources
 1151 Punchbowl Street
 Honolulu, Hawaii 96813

June 22, 1978

Re: State Park at Old Kona Airport
 Kona, Island of Hawaii
 Agency Action

Dear Sir:

I have reviewed the Environmental Impact Status Preparation notice and have no adverse comments to offer on the project.

I do, however, wish to convey to the Proposing Party that the following two additional areas of use be seriously considered for inclusion in this project:

1. A permanent area for a home for Hawaiian Canoe Clubs, including launching areas, enclosed, covered and secured facilities for boat storage and repair.
2. A permanent area for a multi-use open arena to encompass the use of rodeo and related corral, chess and horse polo, soccer, 4-H projects; and other field related events. The arena should be lighted.

I feel both the above considerations would improve the year round utilization of the park.

Respectfully,
Ben Lee Wilson
 Ben Lee Wilson, AIA
 Architect Planner

cc: Mr. Manfred Cieslik
 BLW:lk

Mr. Ben Lee Wilson AIA
 P. O. Box 1397
 Kealekua, Hawaii 96750

Dear Mr. Wilson:

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Our responses are presented in the order of your comments:

1. There are buildings outside of the County leased area, which were facilities for the Old Kona Airport. These buildings are under revocable permits from the State and could be used to house facilities for the Hawaiian canoe clubs.
2. The concept of the park plan is to fulfill the recreational needs of the people, to secure beach-front lands for recreation, to maintain the existing environment, and to be flexible to meet future desires of the community. The design of the park is intended to be dynamic, allowing for alterations and emphasis based on future needs. We feel that the rodeo arena is incompatible with the intent of the State Park and that a more compatible site to accommodate this activity could be found elsewhere.

We appreciate your evaluation of the document.

Very truly yours,
W. Y. Thompson
 W. Y. THOMPSON
 Chairman of the Board

JTP:lk
 cc: HISC

The following is an example of the letter sent to those who sent in letters of support for the proposed project. The list of those who received a letter follow the letter and the letters are presented in the order given in the list.

GEORGE R. ARITOMI
GOVERNOR OF HAWAII



W. Y. THOMPSON, Chairman
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HANAU
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

DIVISIONS:
CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
PLANNING AND
WATER AND LAND DEVELOPMENT

July 31, 1978

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for reviewing the Environmental Impact Statement.

Very truly yours,
W. Y. Thompson
W. Y. THOMPSON
Chairman of the Board

JYP:hk
cc: EISC

THOSE FROM WHOM SUPPORT LETTERS WERE RECEIVED

Mr. Clarence Y. Nozaki
Box 65
Holualoa, Hawaii 96725

Ms. Vornell K. Keanaaina
P.O. Box 1831
Kailua-Kona, Hawaii 96740

Mr. Herbert H. Murata
Rural Route 1, Box 290
Holualoa, Hawaii 96725

Mr. Norman Sakata
P.O. Box 307
Holualoa, Hawaii 96725

Mr. Bob Kay Swan
P.O. Box 1401
Kealahou, Hawaii 96750

Ms. Rose Mary Duarte
P.O. Box 411
Holualoa, Hawaii 96725

Mr. Norman Nakamoto
P.O. Box 401
Holualoa, Hawaii 96725

Mr. Howard K. K. Alapai
P.O. Box 67
Holualoa, Hawaii 96725

Ms. Hermania Duque
Rural Route 1
Box 406
Holualoa, Hawaii 96725

Ms. Roslyn Peterson
P.O. Box 472
Holualoa, Hawaii 96725

Mr. Albert Takayama
Rural Route 1
Box 346
Holualoa, Hawaii 96725

Mr. Ellison S. Onizuka
858 Shadwell Drive
Houston, Texas 77062

Mr. Isamu Takemoto
Rural Route 1, Box 324
Holualoa, Hawaii 96725

Mr. Kenneth Komo
Rural Route 1, Box 325
Holualoa, Hawaii 96725

Mr. James K. Takaue
P.O. Box 610
Kailua-Kona, Hawaii 96740

Mr. and Mrs. Genichi Yukuno
P.O. Box 227
Holualoa, Hawaii 96725

Mr. Howard Mimaki
49 Hohea Street
Hilo, Hawaii 96750

Mr. Shigeto Matsuda
75-384 Aieha Kona Drive
Kailua-Kona, Hawaii 96740

Mr. Gene S. Tsubako
P.O. Box 172
Holualoa, Hawaii 96725

Ms. Lisa K. Franklin
285 Haili Street, #301
Hilo, Hawaii 96720

Ms. Jacqueline Kalani
P.O. Box 753
Captain Cook, Hawaii 96704

Mr. Bernie Duarte
S.R. Box 833
Keaau, Hawaii 96749

Mr. Rex H. Corpuz
 P.O. Box 3
 Holualoa, Hawaii 96725

 Ms. Bennadeth A. Ellis
 P.O. Box 294
 Holualoa, Hawaii 96725

 Ms. Mitsue Onizuka
 Rural Route 1
 Box 336
 Holualoa, Hawaii 96725

 Ms. Lily N. Tong
 P.O. Box 907
 Kailua-Kona, Hawaii 96740

 Mr. Kenji Nagao
 c/o Kona Hospital
 P.O. Box 69
 Kealahou, Hawaii 96750

 Rev. Shuqen Komaqata
 Kona Daifukuji Soto Mission
 P.O. Box 55
 Kealahou, Hawaii 96750

 Ms. Norma L. Sakamoto
 1401 Ala Alani Street
 Honolulu, Hawaii 96819

 Mr. Roy T. Yoshimoto
 P.O. Box 202
 Hilo, Hawaii 96720

 Mr. Tom Higa
 Box 236
 Pahala, Hawaii 96777

 Ms. Jean A. Miyata
 P.O. Box 537
 Kealahou, Hawaii 96750

 Mr. Daniel Hong
 P.O. Box 1683
 Kailua-Kona, Hawaii 96740

 Ms. Mary Lyons
 407 Wainaku Avenue
 Hilo, Hawaii 96720

 Ms. Kathy Prost
 30 Kolea Street
 Hilo, Hawaii 96720

 Ms. Claire Omori
 P.O. Box 1233
 Kealahou, Hawaii 96750

 Ms. Darlene Kahihikolo
 P.O. Box 149
 Holualoa, Hawaii 96725

 Mr. Takashi Oda
 Box 383
 Holualoa, Hawaii 96725

 Ms. Carol A. Sasaki
 P.O. Box 65
 Holualoa, Hawaii 96725

 Ms. M. Gladys Jose
 Box 184
 Kailua-Kona, Hawaii 96740

 Mr. Robert Lee
 P.O. Box 248
 Holualoa, Hawaii 96725

 Ms. Carol Sakata
 P.O. Box 148
 Holualoa, Hawaii 96725

 Mr. Alvin Oka
 P.O. Box 19
 Holualoa, Hawaii 96725

 Ms. Carol E. Okuna
 75-5941 Pamaio Place
 Kailua-Kona, Hawaii 96740

 Ms. Napua Springer
 P.O. Box 87
 Kailua-Kona, Hawaii 96740

Ms. Shari Ann Tsukahara
Box 135
Holuualoa, Hawaii 96725

Ms. Esther Tsukahara
Box 135
Holuualoa, Hawaii 96725

Mr. and Mrs. Melvin S. Kunitake
and Family
Rural Route 1
Box 143
Kailua-Kona, Hawaii 96740

Ms. Carleen L. Daniel
P.O. Box 156
Naalehu, Hawaii 96772

Ms. Diana Kahler
145 Ululani Street
Hilo, Hawaii 96720

Ms. Ellen Bezona
145 Ululani Street
Hilo, Hawaii 96720

Mr. Larry H. Shimizu
P.O. Box 2178
Kailua-Kona, Hawaii 96740

Ms. Glenna J. Amano
P.O. Box 765
Kealahou, Hawaii 96750

Mr. Thomas Sundquist
P.O. Box 3086
Kailua-Kona, Hawaii 96740

Mr. Gary H. Brooke
12 Makihi Street
Hilo, Hawaii 96720

Ms. LaVerne B. Dela Cruz
P.O. Box 3015
Kailua-Kona, Hawaii 96740

Ms. Florence Chew
P.O. Box 405
Holuualoa, Hawaii 96725

Ms. Susan P. McCarthy
743-B Kaumana Drive
Hilo, Hawaii 96720

Mr. G. Harada
Box 55
Holuualoa, Hawaii 96725

Mr. C. M. Nakahara
P.O. Box 337
Kailua-Kona, Hawaii 96740

Mrs. Natsumi Abe
R.R. 1
Box 349
Holuualoa, Hawaii 96725

Mr. Takeshi Aoyagi
P.O. Box 755
Kealahou, Hawaii 96750

Mr. Randy Millare
P.O. Box 1605
Kealahou, Hawaii 96750

Mr. Kazuo Fukumitsu
R.R. 1
Box 347-C
Holuualoa, Hawaii 96725

Mr. Henry Ota
P.O. Box 351
Holuualoa, Hawaii 96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 97809

Gentlemen:

We are indeed happy and are looking forward to the completion of the proposed park at the Old Kona Airport. We do know of the many hours spent in planning by your department and we do appreciate all your hard work and effort in making this plan to become a reality.

We thank you for letting us voice our opinion and your consideration in helping us making this park become a reality for the good of our community.

Yours very truly,

Charney G. Nezecho
Box 65
Honolulu, HI. 96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

Thank you for the opportunity to review the proposed park plan at the Old Kona Airport. In my opinion the plan is adequate for our community and am sure that others will agree to it.

I am especially delighted to see this project becoming a reality, since there are hardly any park facilities in Kona other than the Kahaluu Park.

Mahalo.

Very truly yours,

Wmell K. Kaunani
P.O. Box 1831
Kailua-Kona, HI
96740

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It is well-known that we lack park facilities for our community. The smaller parks now in existence cannot accommodate the locals as well as the tourists.

A project of the size planned for the Old Kona Airport will truly help alleviate the spaces needed for weekend and holiday vacationers.

The proposed plan is adequate for our community and am sure that we all look forward to its completion.

Aloha,

William H. Reynolds
P.O. Box 260
Honolulu, HI. 96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 97809

Gentlemen:

We are indeed happy and are looking forward to the completion of the proposed park at the Old Kona Airport. We do know of the many hours spent in planning by your department and we do appreciate all your hard work and effort in making this plan to become a reality.

We thank you for letting us voice our opinion and your consideration in helping us making this park become a reality for the good of our community.

Yours very truly,

Norman J. ...
P.O. Box 307
Honolulu, HI.
96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

I had an opportunity to review the proposed park plan at the Old Kona Airport. A project of this size regains our State support and am sure that a lot of man hours was required for planning too.

I am sure that the local people are delighted to know of this project and are looking forward to its completion.

We thank you very much for your consideration in helping us making a dream come true.

Aloha,

Howard K.K. Alapaini
P.O. Box 67
Aloha, Kona, HI. 96725

Rose Mary Duarte
P.O. Box 411
Hiluhou, Kona 96725

Arminia Dwyer
Box RR 1406, Hualaia,
Kona, HI, 96725

Lokey Peterson
P.O. Box 472
Hualaia, Hawaii

June 20, 1978

Department of Land
& Natural Resources
P.O. box 621
Honolulu, HI. 96809

Gentlemen:

Thank you for the opportunity to review the proposed park plan at the Old Kona Airport. In my opinion the plan is adequate for our community and am sure that others will agree to it.

I am especially delighted to see this project becoming a reality, since there are hardly any park facilities in Kona other than the Kohala Park.

Mahalo.

Bob Kelly
P.O. Box 142, Kona, HI 96725

Very truly yours,

Rose Mary Duarte
P.O. Box 411
Hiluhou, Kona 96725

Yusman Mahmood
P.O. Box 401
Hiluhou, HI 96725

June 15, 1978

Mr. Thompson
Department of Land &
Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

I am writing to respond to the EIS that is required for the State Park at the old Kona Airport. I understand the plan will soon be put into effect, after the EIS has been approved. I do not have any objections to the way the park will be built. I also think that all of the environmental aspects were covered satisfactorily.

Thank you for allowing me the opportunity to respond to the park plan.

Yours sincerely,

Albert Fukuyama
R R #1 Box 346
Hohokua, Hi 96725

June 14, 1978

Mr. Thompson
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Sir:

We have reviewed the Environmental Impact Statement concerning a State Park at Old Kona Airport, and we believe that the report is acceptable, and we have no comments to offer. Thank you for the opportunity to review this plan.

Sincerely,

Alvin J. Orizuka
ESS SHADWELL DR
HOUSTON, TEXAS
77062

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809
Gentlemen:

We all know the effort put into the Kona State Park project by the members of your staff. The results of this accomplishment will truly benefit the community. We feel that the park plan is adequate for years to come. We thank you for the opportunity of reviewing the report.

Very truly yours,

James J. Johnson
RR 1 Box 324
Haleakala Hawaii 96725
Kenneth Kame
RR-1 Box 325
Haleakala HI 96725

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809
Gentlemen:

I am sure that as a good citizen, we are aware of the need for a State Park in Kona and am also sure that we all care about it. We look forward to it becoming an actuality.

We thank you for your tremendous help in getting us a well needed park for our community.

Very truly yours,

James K. Tokunaga
P.O. Box 610
Keolu - Kona, HI 96740

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

I am sure that I'm not the only one that is happy to know that the Old Kona Airport is being developed for the best use of our community.

The planned State Park will definitely benefit our community and justify our present and future needs for a family playground.

We thank you very much.

Yours very truly,

Mrs. + Mrs. Leiwai Gubins
P.O. Box 227
HOLUALOA, HAWAII 96725

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the statement.

Yours very truly,

Joseph Kamber
47 Kalia Street
Honolulu

U.S. GOVERNMENT PRINTING OFFICE: 1967 O 311-211

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

We are in total agreement with the State in its plan and concept for a State Park at the Old Airport site in Kailua-Kona.

We also concur that a project of this magnitude should be a State activity and not a County responsibility.

Yours very truly,

Rhysith Kaitiaki
11-384 Alaha Kona Dr.
Kailua-Kona, Hawaii 96740

P. O. Box 172
Honolulu, Hawaii 96725
June 12, 1978

Mr. Chapman
Department of Land and Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Sir:

I am writing to you regarding the Conceptual Plan of the State Park at the Old Kona Airport. I would like to urge you to seek all means for its early completion. As evidenced by the overcrowded condition at the Kahaione State Park, another location for future recreation is badly needed.

Thank you.

Sincerely yours,

Gene S. Tsutoko

Gene S. Tsutoko

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS
for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the
statement.

Yours very truly,

Lisa K. Franklyn
485 Hiale St #301
Hilo, HI 96720

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS
for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the
statement.

Yours very truly,

Jacqueline Salani
P.O. Box 753
Capt. Cook, HI. 96704

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June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS
for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the
statement.

Yours very truly,

Mary Sporn
407 Waianaka Ave -
Hilo

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS
for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the
statement.

Yours very truly,

Annie Monte
S.R. Box F-33
Keny, Hawaii 96720

June 20, 1978

Department of Land
& Natural Resources
P. O. Box 621
Honolulu, HI. 96809

Gentlemen:

I had an opportunity to review the proposed park plan at the Old Kona Airport. A project of this size regains our State support and am sure that a lot of man hours was required for planning too.

I am sure that the local people are delighted to know of this project and are looking forward to its completion.

We thank you very much for your consideration in helping us making a dream come true.

Aloha,

*Dorise Kohiki Kolo
Box 149 Halaui
Kona Hi.*

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

As a concerned citizen and resident of Kailua-Kona, I am very much delighted to see that progress is being made for the proposed park at the Old Kona Airport.

We look forward to spending our leisure weekends and holidays in a spacious area for our children as well as our visitors.

Aloha and mahalo for your consideration.

Sincerely,

*Tekuchi Ode
Box 383
Honolulu, Hawaii 96725*

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 97809

Gentlemen:

We are indeed happy and are looking forward to the completion of the proposed park at the Old Kona Airport. We do know of the many hours spent in planning by your department and we do appreciate all your hard work and effort in making this plan to become a reality.

We thank you for letting us voice our opinion and your consideration in helping us making this park become a reality for the good of our community.

Yours very truly,

David A. Swartz
P.O. Box 65
Haleiwa, HI. 96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

As a concerned citizen and resident of Kailua-Kona, I am very much delighted to see that progress is being made for the proposed park at the Old Kona Airport.

We look forward to spending our leisure weekends and holidays in a spacious area for our children as well as our visitors.

Aloha and mahalo for your consideration.

Sincerely,

M. Hideo Joe
Box 184
Kailua-Kona, Hawaii 96740

1978 JUN 20 10 03 AM '78

June 20, 1978

Department of Land
& Natural Resources
P.O. box 621
Honolulu, HI. 96809

Gentlemen:

Thank you for the opportunity to review the proposed park plan at the Old Kona Airport. In my opinion the plan is adequate for our community and am sure that others will agree to it.

I am especially delighted to see this project becoming a reality, since there are hardly any park facilities in Kona other than the Kahaluu Park.

Mahalo.

Very truly yours,

Richard Dree
P.O. Box 218
Hohoua, Kona
96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

Many of us talked about and dreamed of a park within our community and are delighted to see progress being made for the proposed park at the Old Kona Airport.

The proposed park plan looks impressive and am sure that it will be a tremendous asset to our community.

A project of this size will surely alleviate the mad scramble for spaces of the smaller parks that are now in existence.

We thank you very much.

Yours truly,

Carol Sakata
P.O. Box 148
Hualalooe, HI.
96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

Many of us talked about and dreamed of a park within our community and are delighted to see progress being made for the proposed park at the Old Kona Airport.

The proposed park plan looks impressive and am sure that it will be a tremendous asset to our community.

A project of this size will surely alleviate the mad scramble for spaces of the smaller parks that are now in existence.

We thank you very much.

Yours truly,

Alvin Oka
P.O. Box 19
Hualoa Hawaii
96725

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

Many of us talked about and dreamed of a park within our community and are delighted to see progress being made for the proposed park at the Old Kona Airport.

The proposed park plan looks impressive and am sure that it will be a tremendous asset to our community.

A project of this size will surely alleviate the mad scramble for spaces of the smaller parks that are now in existence.

We thank you very much.

Yours truly,

Carol E. Okuma
75-5941 Pamaala Pl.
Kailua Kona HI 96740

12-75

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

As a concerned citizen and resident of Kailua-Kona, I am very much delighted to see that progress is being made for the proposed park at the Old Kona Airport.

We look forward to spending our leisure weekends and holidays in a spacious area for our children as well as our visitors.

Aloha and mahalo for your consideration.

Sincerely,

Napua Springer
P.O. Box 87
Kailua Kona, HI 96740

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

I had an opportunity to review the proposed park plan at the Old Kona Airport. A project of this size requires our State support and am sure that a lot of man hours was required for planning too.

I am sure that the local people are delighted to know of this project and are looking forward to its completion.

We thank you very much for your consideration in helping us making a dream come true.

Aloha,

Rex H. Corpuz
P.O. Box 3 Honolulu
KONA HAWAII 96725

June 16, 1978

W.Y. Thompson
Department of Land and Natural Resources
P.O. Box 621
Honolulu, HI 96809

Dear Mr. Thompson:

I am writing to respond to the EIS which was written for the State Park at Kona's old airport. I carefully read the EIS report and strongly support the park that will be developed.

Not having any more comments to offer, I wish to let your office know that I feel that the impacts on the environment have been covered very well in the report. It was also convenient that I was able to find the report at the library.

Sincerely yours,

Bernice A. Elee
P.O. Box 294
Haleakala, HI 96725

June 12, 1978

Mr. W.Y. Thompson, Chairman
Department of Land and Natural
Resources
Honolulu, Hawaii 96809

Dear Sir:

We have reviewed the Environmental Impact Statement and have no adverse comments to offer on the project.

Thank you for the opportunity to review the report.

Sincerely,

Mitene Onizuka
RR#1 Box 336
Haleakala, Hawaii
96725

12 -77

June 13, 1978

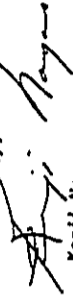
Mr. M. Y. Thompson
Department of Land and
Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

I had had the opportunity to review the conceptual plan of the state park at the old Kona airport.

I have no comments at this time to offer in regards to the environmental impact statement which I understand is under review.

Yours truly,



Kenji Nagao
c/o Kona Hospital
P. O. Box 69
Kalaheka, Hawaii 96750

jmh

June 11, 1978

Department of Land & Natural Resources
Post Office Box 621
Honolulu, HAWAII 96809

Dear Sirs:

We are responding to the Environmental Impact Statement which was recently prepared for the State Park at the Kona airport.

We think that the project is well conceived and that it will offer recreational needs to the residents of Kona as these needs become more apparent.

Mobilo
Kelly N. Young
P.O. Box 907 Kailua
Kona HI 96740

June 17, 1978

Department of Lands
& Natural Resources
Box 621
Honolulu, Hawaii 96809

Dear Sirs:

I am writing in response to the Environmental Impact Statement which was written as required for the Kona State Park. I do not have any comments to make. It seems that the environmental issues were treated adequately. I also think that the general design of the park is a good one which will benefit our community.

Sincerely yours,

Norm L. Aikawa
1401 Alu Akahi St
Honolulu, Hawaii 96819

June 13, 1978

Mr. W. Y. Thompson
Dept. of Land and Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Thompson:

I have had the opportunity to review the conceptual plan of the state park at the old Ikaa Airport.

I feel that the plan is compatible with the needs of the people of Kona and visitors. I also feel that the plan is well conceived and, therefore, it should begin.

Sincerely yours,

Ahupua'a Kamehaha
Rev. Ahupua'a Kamehaha
Kona Halfway Pt. Soto Mission
P. O. Box 55
Kealahou, Hawaii 96750

12 - 79

U.S. DEPARTMENT OF THE INTERIOR

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

I wish I could tell you how much we look forward to seeing the Kona State Park becoming an actuality. We all look forward to having a park for our families to enjoy during our leisure hours.

We thank you for your efforts.

Yours very truly,

Roy J. Youkinde
P.O. Box 202
Hilo, Hawaii 96720

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the statement.

Tom Healy
Yours very truly,
B-1 236

Palmer, HI 96777

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

We all know the effort put into the Kona State Park project by the members of your staff. The results of this accomplishment will truly benefit the community. We feel that the park plan is adequate for years to come.

We thank you for the opportunity of reviewing the report.

Very truly yours,

Alan A. Piggate
P.O. Box 537
Kailua-Kona, HI 96750

June 21, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

As a resident of Kona, I am in full agreement with the proposed plan for a State Park at the old airport site.

The plan has been well conceived and shows an understanding of the needs of the community. Well done!

Sincerely,

Daniel Hong
Daniel Hong

P.O. Box 1683
Kailua-Kona, HI. 96740

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

I wish I could tell you how much we look forward to seeing the Kona State Park becoming an actuality. We all look forward to having a park for our families to enjoy during our leisure hours.

We thank you for your efforts.

Yours very truly,

Shavri Ann Teakachana
Box 125
Holualoa Hi

Rowling Jackson
Box 135
Hauula, Kona
Hi

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

As a concerned citizen and resident of Kailua-Kona, I am very much delighted to see that progress is being made for the proposed park at the Old Kona Airport.

We look forward to spending our leisure weekends and holidays in a spacious area for our children as well as our visitors.

Aloha and mahalo for your consideration.

Sincerely,

*Melvin A. and Janet
Kunitake and Family*
RL #1
Box 143
Gibson-Kona, HI
96740

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It is well-known that we lack park facilities for our community. The smaller parks now in existence cannot accommodate the locals as well as the tourists.

A project of the size planned for the Old Kona Airport will truly help alleviate the spaces needed for weekend and holiday vacationers.

The proposed plan is adequate for our community and am sure that we all look forward to its completion.

Aloha,

Carlton J. Dunde
P.O. Box 154
Honolulu, HI. 96812

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

We are in total agreement with the State in its plan and concept for a State Park at the Old Airport site in Kailua-Kona.

We also concur that a project of this magnitude should be a State activity and not a County responsibility.

Yours very truly,

Ileana Kallad
145 Uluhalei
Wahi, HI. 96720

100-100-100 (100-100-100) (100-100-100) (100-100-100) (100-100-100) (100-100-100)

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS
for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the
statement.

Yours very truly,

Edwin Dyer
145 Uluhalei St.

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Dear Sirs:

As a concerned citizen and resident of Kailua-Kona, Hawaii I have been
following closely on the progress of the proposed park at the old Kona
Airport. I am especially interested in the project since there are hardly
any park facilities in Kona other than the Kahaluu Park. At one time
the Honoumou City of Refuge was a park facility, now it is a historical site
and another tourist attraction.

I had an opportunity to review the proposed park plan. In my opinion the
plan is adequate and considered it a large undertaking for the County of
Hawaii. Resources for the County of Hawaii are limited. A project of this
size requires State support and possibly assistance from the Federal
Government. Recently, Florida had the Federal Government assisting with
the pumping of sand at Miami Beach. In Honolulu, when the project at
Waikiki Beach is considered too large for the County or the State to undertake
the Federal Government is called for assistance.

I am sure the U.S. Army Engineer Corps will be happy to assist with the
necessary preliminary and feasibility studies and assist the State and if
considered too large an undertaking for the State alone, will recommend
assistance of the Federal Government.

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I thank you for letting me voice my opinion, the proposed park plan at the
Old Kona Airport. May the project commence soon as possible.

Aloha and Mahalo,

Larry H. Shimizu
Larry H. Shimizu

P.O. Box 2178
Kailua-Kona, HI. 96740

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 97809

Gentlemen:

We are indeed happy and are looking forward to the completion of the proposed park at the Old Kona Airport. We do know of the many hours spent in planning by your department and we do appreciate all your hard work and effort in making this plan to become a reality.

We thank you for letting us voice our opinion and your consideration in helping us making this park become a reality for the good of our community.

Yours very truly,

Thomas Amelbush
P.O. Box 3086 Hailua Kona, HI

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

I am sure that as a good citizen, we are aware of the need for a State Park in Kona and am also sure that we all care about it. We look forward to it becoming an actuality.

We thank you for your tremendous help in getting us a well needed park for our community.

Very truly yours,

James J. Carter
P.O. Box 765
Kona, HI 96740

12-85

10 11 12 13 14 15 16 17 18 19 20 21 22 23

June 14, 1978

Department of Land & Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

I am sure that as a good citizen, we are aware of the need for a State Park in Kona and am also sure that we all care about it. We look forward to it becoming an actuality.

We thank you for your tremendous help in getting us a well needed park for our community.

Very truly yours,

John A. ...
John A. ...
Honolulu, HI 96720

June 20, 1978

Department of Land & Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It is well-known that we lack park facilities for our community. The smaller parks now in existence cannot accommodate the locals as well as the tourists.

A project of the size planned for the Old Kona Airport will truly help alleviate the spaces needed for weekend and holiday vacationers.

The proposed plan is adequate for our community and am sure that we all look forward to its completion.

Aloha,

LeRoy B. ...
P.O. Box 3015
Honolulu, HI 96809

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It is well-known that we lack park facilities for our community. The smaller parks now in existence cannot accommodate the locals as well as the tourists.

A project of the size planned for the Old Kona Airport will truly help alleviate the spaces needed for weekend and holiday vacationers.

The proposed plan is adequate for our community and am sure that we all look forward to its completion.

Aloha,

Alana Mochelau
P.O. Box 405
Haleiwa, HI

June 14, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

It was with a great deal of interest that we reviewed the State's EIS for a State Park in Kailua-Kona.

We feel that the plan is good and have nothing to add or comment on the statement.

Yours very truly,

James B. McCarthy
743-B Kaumana Drive
Hilo, Hawaii 96720

12 (3) 03 04 05 06 07 08 09 10 11 12 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

June 20, 1978

Department of Land
& Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Gentlemen:

Many of us talked about and dreamed of a park within our community and are delighted to see progress being made for the proposed park at the Old Kona Airport.

The proposed park plan looks impressive and am sure that it will be a tremendous asset to our community.

A project of this size will surely alleviate the mad scramble for spaces of the smaller parks that are now in existence.

We thank you very much.

Yours truly,

J. Bunker
Box 55
Honolulu, Id. 96725

June 19, 1978

Mr. W. Y. Thompson
Chairman of the Board
Department of Land
and Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Thompson:

I am writing in regards to the Environment Impact Statement for the state park at the old Kona Airport. I have reviewed the report and am in favor of the park. I do not have any comments to offer for the FIS.

I am glad to see that the park is, at last, becoming a reality.

It was a pleasure to review the document.

Very truly yours,

Conrad
P.O. Box 337
Honolulu, Hawaii 96810

June 14, 1978

June 11, 1978

Department of Land & Natural Resources
P.O. Box 621
Honolulu, HI. 96809

Department of Land & Natural Resources
Post Office Box 621
Honolulu, Hawaii 96809

Gentlemen:

I wish I could tell you how much we look forward to seeing the Kona State Park becoming an actuality. We all look forward to having a park for our families to enjoy during our leisure hours.

Dear Sirs:

We are responding to the Environmental Impact Statement which was recently prepared for the State Park at the Old Kona Airport.

We think that the project is compatible with the needs of the residents of Kona and visitors. For this reason, we think that the project should begin. We are hoping that this letter will speed up the process.

Thank you for the opportunity to express our wishes.

Yours truly,

Netumi Ahe
RR-1, Box 349
Hawalea, Hawaii 96725

We thank you for your efforts.

Yours very truly,

Debra K. Gage
P.O. Box 755
Kealahou, Kona
HI 96750

U.S. GOVERNMENT PRINTING OFFICE: 1977 O - 211-211

June 20, 1978

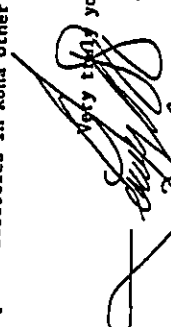
Department of Land
& Natural Resources
P.O. box 621
Honolulu, HI. 96809

Gentlemen:

Thank you for the opportunity to review the proposed park plan at the Old Kona Airport. In my opinion the plan is adequate for our community and am sure that others will agree to it.

I am especially delighted to see this project becoming a reality, since there are hardly any park facilities in Kona other than the Kahaluu Park.
Mahalo.

Very truly yours,


P.O. Box 381
Hubert A. Kona
96725

RECORDED BY THE COUNTY CLERK'S OFFICE

The following is an example letter sent to those who signed a petition of support for the proposed project. Following the letter is a list, given in the order as signed in the petition, of those who received a letter.

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII



W. Y. THOMPSON, Chairman
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMAUE
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 521
HONOLULU, HAWAII 96809

DIVISIONS:

CONSERVATION
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

August 1, 1978

SUBJECT: State Park at Old Kona Airport
Environmental Impact Statement

Thank you for your comments on and for your support of the
proposed park plan at the Old Kona Airport.

Very truly yours,
W. Y. Thompson

W. Y. THOMPSON
Chairman of the Board

JYP:ahk

cc: EIBC

LIST OF PETITION SIGNERS

Mr. Jack C. Davis
306 Kilauea
Hilo, Hawaii 96720

J. Hawkins
P.O. Box 927
Pahoa, Hawaii 96778

D. Livingstone
P.O. Box 1459
Pahoa, Hawaii 96778

J. Martin
Box 1017
Captain Cook, Hawaii 96704

S. Caldwell
P.O. Box 1445
Kealahou, Hawaii 96750

E. Takazawa
P.O. Box 346
Pepeekeo, Hawaii 96783

Ms. Linda Cook
Box 247
Volcano, Hawaii 96785

Ms. Carol Comwill
P.O. Box 1357
Hilo, Hawaii 96720

Marty McKeague
1941 Kalaniana'ole Ave.
Hilo, Hawaii 96720

Chris Christenson
231 Oe Street
Hilo, Hawaii 96720

J. Ballenger
127 Palani Street
Hilo, Hawaii 96720

Marc Lindberg
P.O. Box 5042
Hilo, Hawaii 96720

Ms. Marilyn Nay
P.O. Box 1186
Pahoa, Hawaii 96778

Ms. Doreen Zuke
178 Kahoa Road
Hilo, Hawaii 96720

H. Runput
S.R. 137
Captain Cook, Hawaii 96704

J. Rodriguez
P.O. Box 17
Kukuihaele, Hawaii 96758

Mr. John Kemick
P.O. Box 818
Pahoa, Hawaii 96778

Mr. Stan Sinn
P.O. Box 99
Kuristown, Hawaii 96760

Mr. Eric Paul Rolf
P.O. Box 482
Wailuku, Hawaii 96793

Mandy Ballenger
127 Palani Street
Hilo, Hawaii 96720

Lyman L. Abbott
1374 Kaumana
Hilo, Hawaii 96720

Ms. Mary J. Crave
604 Hinano Street
Hilo, Hawaii 96720

Melina Lloyd
General Delivery
Captain Cook, Hawaii 96704

Mr. Steven Morbler
P.O. Box 912
Pahoa, Hawaii 96778

LIST OF PETITION SIGNERS

Zendig Palliona
P.O. Box 117
Pepeekeo, Hawaii 96783

Mr. Howard Mimaki
49 Nohea Street
Hilo, Hawaii 96720

Mr. Gary Brooke
12 Maikai Street
Hilo, Hawaii 96720

Ms. Diana Kahler
87 Nahuho
Hilo, Hawaii 96720

Mr. Tom Higa
Box 236
Pahala, Hawaii 96777

Mr. Roy Yoshimoto
Box 202
Hilo, Hawaii 96720

Ms. Hiroko Corpuz
P.O. Box 3
Holualoa, Hawaii 96725

H. Lloyd
Captain Cook, Hawaii 96704

Ms. Georgia Plekarski
P.O. Box 1469
Pahoa, Hawaii 96778

Mr. James K. Takauye
P.O. Box 610
Kailua-Kona, Hawaii 96740

Mr. Shigeto Matsuda
75-384 Aloha Kona Drive
Kailua-Kona, Hawaii 96740

Mr. Isamu Takemoto
Rural Route 1, Box 324
Holualoa, Hawaii 96725

Mr. Genichi Yukuno
P.O. Box 227
Holualoa, Hawaii 96725

Ms. Barbara Alford
52 Laehala Street
Hilo, Hawaii 96720

Mr. Robert Williams
2004 Kalaniana'ole St.
Hilo, Hawaii 96720

Mr. John Yret
6 C Chong Street
Hilo, Hawaii 96720

Mr. John Piazza
175 Barenala Street
Hilo, Hawaii 96720

Ms. Jane Ellen Merk
568 E. Lanika'ula Street
Hilo, Hawaii 96720

Mr. Olympus Israel
1896 Kalaniana'ole Highway
Hilo, Hawaii 96720

Rome Taylor
1245 Honua Street
Hilo, Hawaii 96720

Ms. Kathleen O'Connor
S. R. Box 34
Hilo, Hawaii 96720

J. Battarfor
Box 4911
Mt. View, Hawaii 96771

Mr. Jim Gooley
P.O. Box 1248
Hilo, Hawaii 96720

Mr. Alan Green
P.O. Box 1357
Hilo, Hawaii 96720

Terry Turney
Box 557
Kapaa, Hawaii 96755

Senator John Ushijima
State Senate, 1st District
Hawaii

Ms. Faye Godoy
200 Kohola Street
Hilo, Hawaii 96720

Terry Coleman
681 Manono Street
Hilo, Hawaii 96720

Mr. Jeffery Thompson
P.O. Box 901
Mountain View, Hawaii 96771

Mr. Tom Brennan
General Delivery
Kailua-Kona, Hawaii 96740

Mr. Greg Owen
P.O. Box 795
Pahoa, Hawaii 96778

Mr. Shoyei Hatta
Kealahou, Hawaii 96750

Mr. Greg Cote
P.O. Box 1312
Kealahou, Hawaii 96750

Ms. Dorothy S. Bell
P.O. Box J
Kealahou, Hawaii 96750

Mr. Gregory P. Westmoreland
Rural Route 1
Box 570
Captain Cook, Hawaii 96704

Ms. Bernice L. Russell
P.O. Box 1329
Kealahou, Hawaii 96750

Ms. Melvine Kualii
Box 99
Kailua-Kona, Hawaii 96740

Ms. Virginia Sabarre
P.O. Box 342
Kealahou, Hawaii 96750

Chris Freitas
78-265 Hanikai St.
Kailua-Kona, Hawaii 96740

Mr. Warren Barrett
c/o Kona Hospital
Kealahou, Hawaii 96750

Deema K. Kay
P.O. Box 2125
Kailua-Kona, Hawaii 96740

Ms. Martha M. Nagai
Rural Route 1
Box 189
Holualoa, Hawaii 96725

Mr. Arnold Robin
P.O. Box 4
Hanaunau, Hawaii 96726

Ms. Claire Omori
P.O. Box 1233
Kealahou, Hawaii

Ms. Winifred Lilleeng
SR-44
Kamuela, Hawaii 96743

Ms. Lily N. Tong
P.O. Box 907
Kailua-Kona, Hawaii 96740

Ms. Joanna Gaspar
P.O. Box 401
Captain Cook, Hawaii 96704

Ms. Ruth L. Brooks
P.O. Box 2292
Kailua-Kona, Hawaii 96740

Mr. Kaoru Uyeda
Box 735
Kealahou, Hawaii 96750

Captain Robert Bean
P.O. Box 821
Kailua-Kona, Hawaii 96740

12 - 96

Ms. Lillian K. Bean
P.O. Box 821
Kailua-Kona, Hawaii 96740

Mr. Rafael Ramirez
P.O. Box 1446
Kealahou, Hawaii 96750

Ms. Lydia Mahi
R.R. 1
Box 153-A
Captain Cook, Hawaii 96704

Mrs. Z. Radman
P.O. Box 2274
Kailua-Kona, Hawaii 96740

Ms. Rosanne P. Hayakawa
75-5778 Oleka Place
Kailua-Kona, Hawaii 96740

Ms. Elsie A. Thompson
Rural Route 1
Box 27
Captain Cook, Hawaii 96704

Ms. Crystal Kala
P.O. Box 35
Kailua-Kona, Hawaii 96740

Ms. Elaine M. Tatsutani
Rural Route 1
Box 321
Holualoa, Hawaii 96725

Ms. Esquifela L. Vasquez
P.O. Box 637
Captain Cook, Hawaii 96704

Ms. Kazuo Fukushima
P.O. Box 744
Captain Cook, Hawaii 96704

Mr. J. S. Headee
5903 Gloucester Avenue
Springfield, Virginia

Mr. Bill Rogers
Pacific Fleet Audio Visual Command
San Diego, California 92135

Mr. Bob Swan
Pacific Fleet Audio Visual Command
San Diego, California 92135

Mr. Bill A. Wallace
Pacific Fleet Audio Visual Command
San Diego, California 92135

Mr. James H. Garland
Pacific Fleet Audio Visual Command
San Diego, California 92135

Mrs. Natsumi Abe
Rural Route 1
Box 349
Holualoa, Hawaii 96725

Mr. Kazuo Fukumitsu
R.R. 1
Box 347-C
Holualoa, Hawaii 96725

Ellison S. Onizuka
858 Shadwell Drive
Houston, Texas 77062

Ms. Norma L. Sakamoto
1401 Ala Aolani Street
Honolulu, Hawaii 96819

Mr. Gene S. Tshako
P.O. Box 172
Holualoa, Hawaii 96725

Mr. Albert Takayama
Rural Route 1
Box 346
Holualoa, Hawaii 96725

Ms. Bennadeth A. Ellis
P.O. Box 294
Holualoa, Hawaii 96725

Ms. Mitsue Onizuka
Rural Route 1
Box 336
Holualoa, Hawaii 96725

Mr. C. M. Nakahara
P.O. Box 337
Kailua-Kona, Hawaii 96740

Mr. Edward Kali
Box 1175
Kailua-Kona, Hawaii 96740

Mr. Kenji Nagao
c/o Kona Hospital
Kealahou, Hawaii 96750

Ms. Molly Ikeda
Box 12
Kealahou, Hawaii 96750

Mrs. Midori Fujimoto
Box 125
Captain Cook, Hawaii 96704

Ms. Glenna J. Amano
Box 765
Kealahou, Hawaii 96750

RECEIVED
MAY 10 1964
U.S. AIR FORCE
HONOLULU, HAWAII

PETITION FOR STATE PARK AT OLD KONA AIRPORT

- June-10-1978 -

We, the undersigned, have reviewed the park plan contained in the Environmental Impact Statement for the State Park at the Old Kona Airport and are in favor of the concepts and design.

- | NAME | ADDRESS | PHONE NO. |
|---------------------|-------------------------------------|-------------|
| Jack C. Davis | 306 Kilanua | 935-6822 |
| A. Thurkins | P.O. Box 227, Pahoa 96778 | |
| A. Livingston | P.O. Box 1459, Pahoa 96778 | |
| A. Martin | Box 117, Capt. Cook 96704 | |
| S. Callaway | P.O. Box 1445, Kealahou, 96750 | 325-7740 |
| E. K. Koyama | P.O. Box 276, Kapapa 96757 | 968-5782 |
| Jane Gidd | 137217, Kealahou | 967-781 and |
| Gene Campbell | P.O. Box 1557, Hilo | 941-9507 |
| Maui, Nelson | 1111 Kalamoni, Hilo | 935-5977 |
| Charles Christensen | 2310 E. ST. | |
| Bullayala | 127 Palani | 961-6360 |
| Marc Lindberg | P.O. Box 5042, Hilo 96720 | |
| Alvin B. B. B. | Box 1186, Pahoa, HI 96778 | 965-8007 |
| Charles J. J. | 118 Kahoa Rd., Hilo | |
| John B. B. | 51013, Pahoa | |
| John B. B. | P.O. Box 117, Kealahou | |
| John B. B. | P.O. Box 818, Pahoa, Hawaii 96778 | |
| John B. B. | P.O. Box 99, Kealahou, Hawaii 96778 | |
| John B. B. | P.O. Box 182, Hilo, HI 96720 | |
| John B. B. | 127 Palani | 961-6360 |

- | NAME | ADDRESS | PHONE NO. |
|--------------------|-------------------------------|-----------|
| Thomas J. Abbott | 1574 Kaunani | 935-0968 |
| May H. H. | 604 Ahana St., Hilo | |
| Melba Boyd | Gen. Del. Capt. Cook 96704 | |
| Anna Mable | P.O. Box 212, Pahoa, HI | |
| Burdette O'Connell | 52 Loxton St., Hilo, HI 96720 | |
| Robert Williams | 2004 Kalamoni, Hilo | |
| Robert Williams | 60 Chengsi, Hilo | |
| John P. Jones | 175 BARNABY ST., Hilo | |
| John P. Jones | 308 E. LAUREL ST., Hilo | |
| Chippie Brand | 1896 Kalamoni, Hilo | |
| Paul T. T. | 1245 HOWARD, Hilo | 957-6822 |
| Patricia O'Connell | Star Route Box 34 | 929-9014 |
| Patricia O'Connell | Box 496, Mt. View, HI | |
| John P. Jones | P.O. 1245 Hilo, HI | 966-9715 |
| John P. Jones | P.O. Box 1357, Hilo, HI | |
| John P. Jones | Box 557, Kapaau, HI | 967-53 |
| John P. Jones | P.O. Box 117, Pahoa, HI | 967-83 |
| John P. Jones | 19 Pahoa St., Pahoa, HI | 967-20 |
| John P. Jones | 12 Pahoa St., Pahoa, HI | 967-20 |
| John P. Jones | 87 Pahoa, HI | 967-20 |
| John P. Jones | Box 201, Pahoa, HI | 967-20 |
| John P. Jones | Box 201, Pahoa, HI | 967-20 |
| John P. Jones | Box 201, Pahoa, HI | 967-20 |
| John P. Jones | Box 201, Pahoa, HI | 967-20 |

appendices

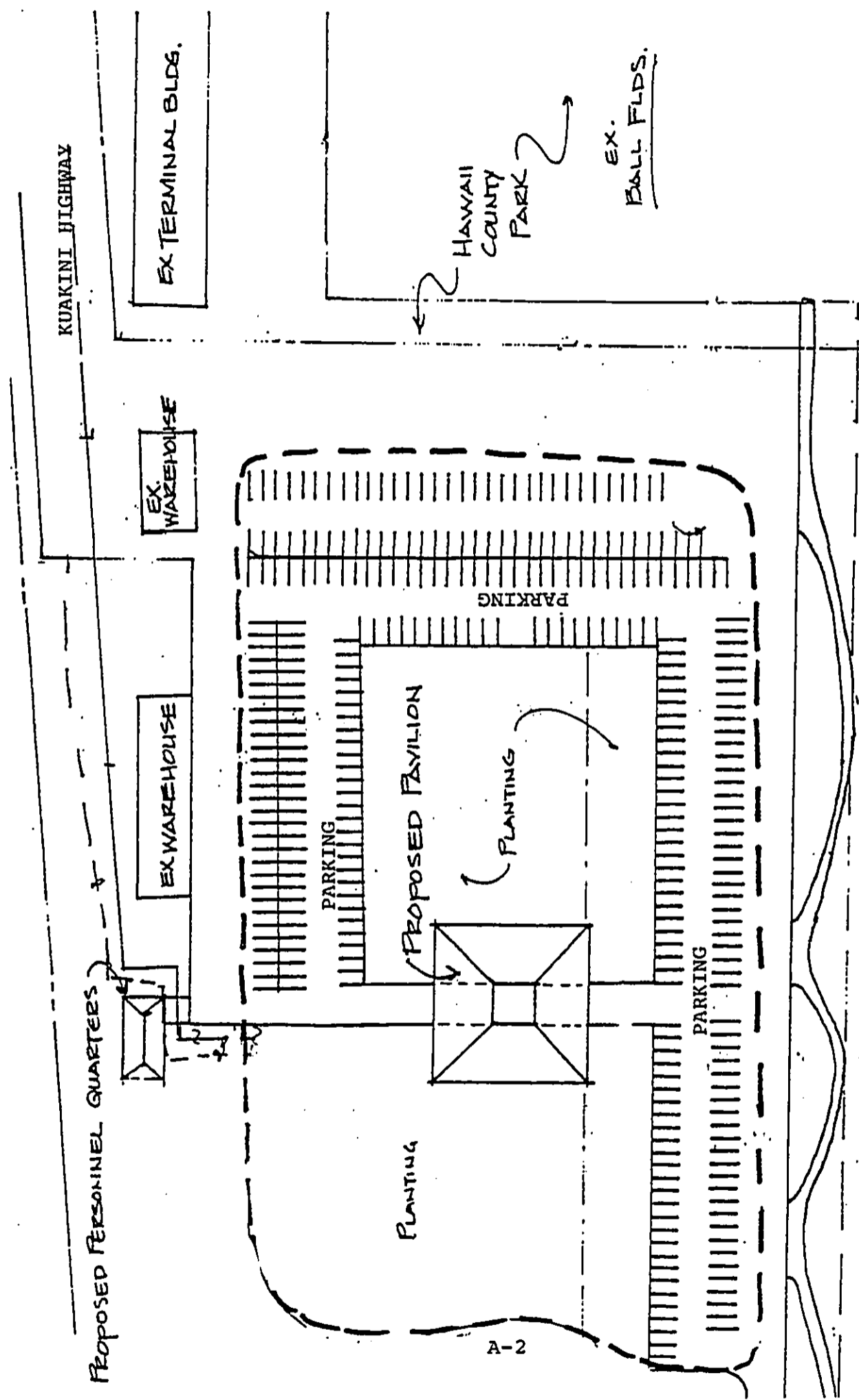
APPENDIX A
CARBON MONOXIDE CALCULATIONS

SECTION 1
INTRODUCTION

The park pavilion called for in Phase 1 of the park plan for the State Park at old Kona Airport potentially can attract significant amounts of traffic when events are staged at the pavilion.

The purpose of this appendix is to evaluate the carbon monoxide concentrations that will be generated as a result of auto traffic attracted by events at the park pavilion. As mentioned in Section 1 of the Environmental Impact Statement, the park pavilion will to have a capacity of up to 1000 persons. A parking lot will be constructed on the adjacent area which is presently covered by tarmack and formerly was part of the runway apron for the old airport. Final plans have not been completed either for the park pavilion or for the adjacent parking lot. However, for the purpose of these calculations, a parking lot with a capacity for 350 cars has been assumed, with a layout as shown in Figure A-1. Providing for 350 parking stalls is in excess of the County requirement of 1 stall for every 6 seats.

Peak CO concentrations at a receptor site located near traffic lanes and near a parking lot such as the park pavilion parking lot, can be estimated by adding:



Scale: 1" = 100'

Figure A-1
PARK PAVILION AND PARKING

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
HONOLULU, HAWAII

1. CO concentrations generated by the cars within the parking lot. The parking lot as a whole can be considered as an area source of carbon monoxide.
2. CO concentrations generated by traffic on nearby streets. The most noticeable impact of the traffic-produced carbon monoxide will be found at nearby intersections. In this case, the junction of Palani Road and Kuakini Highway.
3. The general background concentrations of CO.

Section 2 of this appendix will deal with the estimates of carbon monoxide concentrations generated within the parking lot. Section 3 will estimate the carbon monoxide concentrations produced by the traffic on the intersection of Palani Road and Kuakini Highway.

SECTION 2

CO GENERATED BY CARS
WITHIN THE PARK PAVILION'S PARKING LOT

I. INTRODUCTORY COMMENTS

An estimation of the CO emission rate within the parking lot for the proposed park pavilion shall be determined by following procedures outlined in Guidelines of Air Quality Maintenance and Analysis, Volume 9: Evaluating Indirect Sources. The governing relationship is expressed by the following:

$$Q = \frac{(EF) (V) (RT)}{216,000}$$

Where Q = CO emission rate, gm-sec.
V = Traffic Volume Demand, veh-hr.
RT = Running Time, sec.
EF = Emission Factor, gm/min-veh.
216,000 = Conversion Factor

II. ESSENTIAL PARAMETERS

- | | |
|---|--|
| 1. Parking capacity | 350 cars |
| 2. Parking Area | 138,750 ft ² (12,487.5 m ²) |
| 3. Type of Facility | Open air parking lot |
| 4. Type of Parking | Public-parking use will be mostly event-related, where the lot can be expected to become filled to near capacity over a short period of time |
| 5. Number and capacity of exits-entrances | As shown in Figure A-1, five entrances-exits will be provided |

III. EMISSION FACTORS

A. Assumptions

1. Average vehicular speed within the parking lot is 15 miles per hour.
2. Mix of light duty vehicles: 88% cars
12% light trucks
No heavy
duty trucks
3. Approximately 20% of vehicles operating from cold start near sea level with ambient temperature ranging from 68-86°F.

B. Procedure

1. Find composite emission factor for calendar year 1975 (use figure E1).

$$EF_{1975} = 19.0 \text{ gm/min.-veh.}$$

2. Convert to desired year.

$$\text{Emission factor}_{\text{year } n} = EF_{\text{year } n} = (EF_{1975}) (\text{ef year } n/55)$$

Where: year n = desired year (1980)
= EF year n = adjustment factor = 24.1
(from Table A-3)

Hence for 1980, the Emission Factor for CO (gm/min-veh) is = 8.3

IV. TRAFFIC VOLUME DEMAND

Assume that the parking lot gets filled to capacity during an event held at the park pavilion, and empties completely after the event. Thus, the traffic volume demand is:

$$V = 350 \text{ veh/hr}$$

V. RUNNING TIMES

A. Assumptions

1. Speed limit in parking lot is 15 mph.
2. Capacity of each entrance/exit is 600 veh/hr.
3. Speed limit on access road is 25 mph.

B. Procedure

1. Define traffic flow route.
2. Calculate base running time (time to enter or exit the parking lot under ideal, free flow conditions).
3. Calculate excess running time spent in exit and entrance queues (traffic lines due to congestion, signal lights, etc.)
4. Add base and excess running times.

Base Running Time:

Base approach = 1,000 ft. at 25 mph = 28 sec.

Base entrance = each at 600 veh/hr = 6 sec.

Base move-in = 350 ft at 10 mph = 15 sec.

Base stop = $\frac{5 \text{ sec.}}{54 \text{ sec.}}$

Total 54 seconds

Excess Running Time:

RTg = 30 extra seconds in moving to "overflow" parking lot.

Total 84 seconds

VI. EMISSION RATES

$$Q = \frac{(EF) (V) (RT)}{216,000}$$
$$= \frac{(8.33 \text{ gm/min-veh}) (350 \text{ veh/hr}) (84 \text{ sec})}{216,000}$$
$$= 1.13 \text{ gm/sec.}$$

hence, assuming these total emission rates from the parking lot, it can be considered an area source of CO producing a peak hourly rate of

$$1.13 \frac{\text{gm}}{\text{sec}} \times \frac{1}{12487.5 \text{ m}^2} = .9 \times 10^{-4} \frac{\text{gm}}{\text{m}^2 \text{ sec}}$$

Using this area emission rate, and assuming a wind speed of 1 meter/sec from the mauka direction, and McElroy Class D stability, a receptor located at the makai edge

of the parking lot would register a peak 1-hour concentration of CO of X where

$$X = (1 \text{ ppm}) \times \frac{\text{Source's Emission Density}}{\text{Abcissa corresponding to the intersection of the upwind distance and the 1 ppm isoconcentration line on figure HID}}$$

$$X = \frac{(1 \times .9 \times 10^{-4})}{1.35 \times 10^{-4}} = \text{under 1 ppm}$$

It should be emphasized that these calculations are for conditions which should produce the greatest concentrations of CO during a community event. Most of the time concentrations generated will be considerably lower than stated above.

During a community event it would be desirable for park personnel and/or patrolmen to direct traffic so that the distribution of traffic entering the parking lot would be fairly even for all entrances. This will mitigate a bottleneck as the cars enter the park and parking lot, which would thereby decrease the buildup of CO.

SECTION 3

CO CONCENTRATIONS AT PALANI ROAD AND KUAKINI HIGHWAY

I. ASSUMPTIONS

A 7:00 p.m. meeting at the park pavilion attracting 1000 persons and 350 cars; meeting is held during a weekday.

Although many cars will probably enter the park from the industrial area (Kaiwi Street), the calculations were done assuming that all of the cars will enter the park through the Palani Road-Kuakini Highway intersection.

Traffic counts obtained Jan. 6, 1976, for that intersection were as follows (6-7 p.m.):

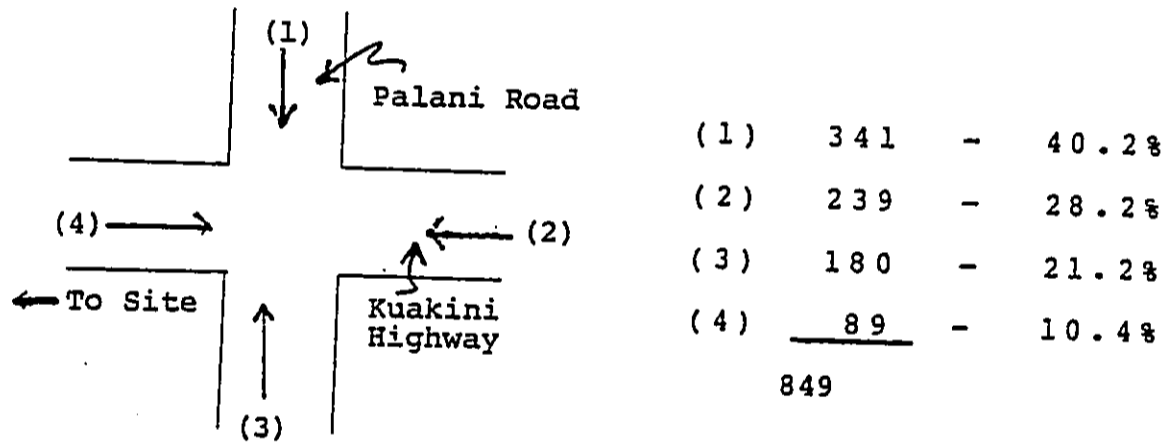


Figure A-2

During the period 1970-1976, the combined population of North and South Kona grew 32.4%. Assuming the same average yearly rate of population growth for the period 1976-1980, and a proportional increase in car traffic, a reasonable estimate of traffic counts for this intersection for the 6-7 p.m. hour for 1980 will be:

(1)	415
(2)	291
(3)	218
(4)	<u>108</u>
Total	1032

To the assumed 1980 "background traffic flow" at the intersection, add an "event related traffic flow" of 350 cars, heading for the park pavilion parking lot to attend and event. The total of 350 cars is assumed to approach the Kuakini Highway-Palani Road intersection from the three directions (1), (2), and (3) (see Figure A-2) in numbers proportional to the "background traffic" coming from those three directions.

Thus, the following traffic volume should be a reasonable estimate for 6-7 p.m. weekday traffic in 1980, including the "event-related" traffic flow superimposed on the normal "background" traffic.

<u>Directions</u>	<u>Background Traffic</u>	<u>Event-Related Traffic</u>	<u>Total</u>
1	415	157	572
2	291	110	401
3	218	83	301
4	<u>108</u>	<u>0</u>	<u>108</u>
	1032	350	1382

At this point, further assumptions can be made about the expected traffic flow within each of the traffic lanes at this intersection:

From traffic counts obtained January 7, 1976:
(24 hour totals)

- 5% of direction (1)'s traffic turns right upon reaching intersection
 - 61% of direction (1)'s traffic turns left upon reaching intersection
 - 63% of direction (2)'s traffic turns right upon reaching intersection
 - 14% of direction (2)'s traffic turns left upon reaching intersection
 - 23% of direction (3)'s traffic turns right upon reaching intersection
 - 24% of direction (3)'s traffic turns left upon reaching intersection
- * Assuming that the cars going straight through the intersection are distributed evenly in the right and left lanes.
 - * Assuming that all cars making a left turn will initially enter the left lane of the respective travel lane they are entering.

Based on this data, one can assign traffic volumes to each of the lanes in the intersection, for both "normal background traffic" and with "event related traffic" superimposed, as follows (Figure A-3 and Figure A-4):

Figure A-3

6-7 p.m. traffic volume for each lane
in the intersection

"Normal background traffic, 1980"

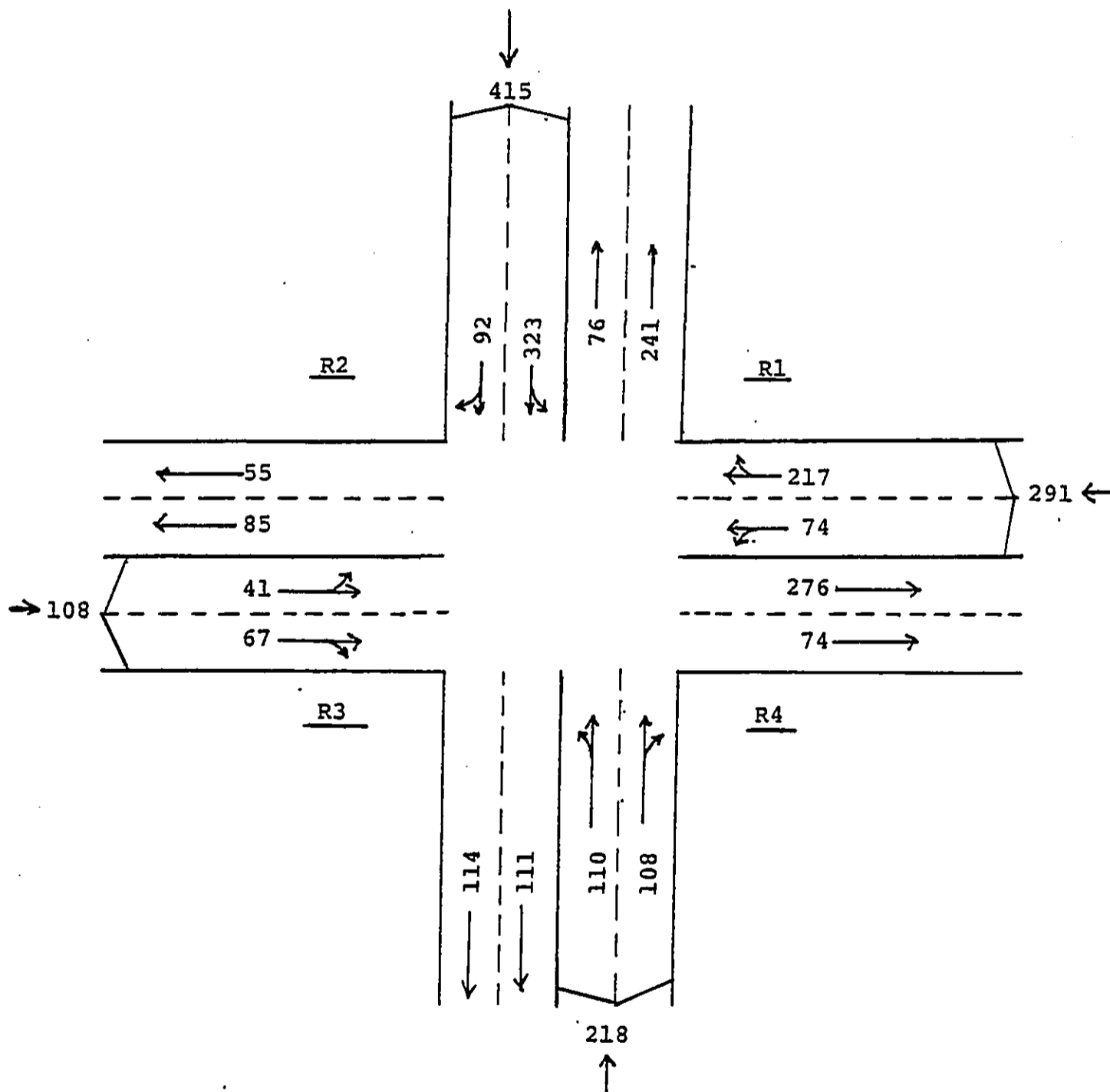
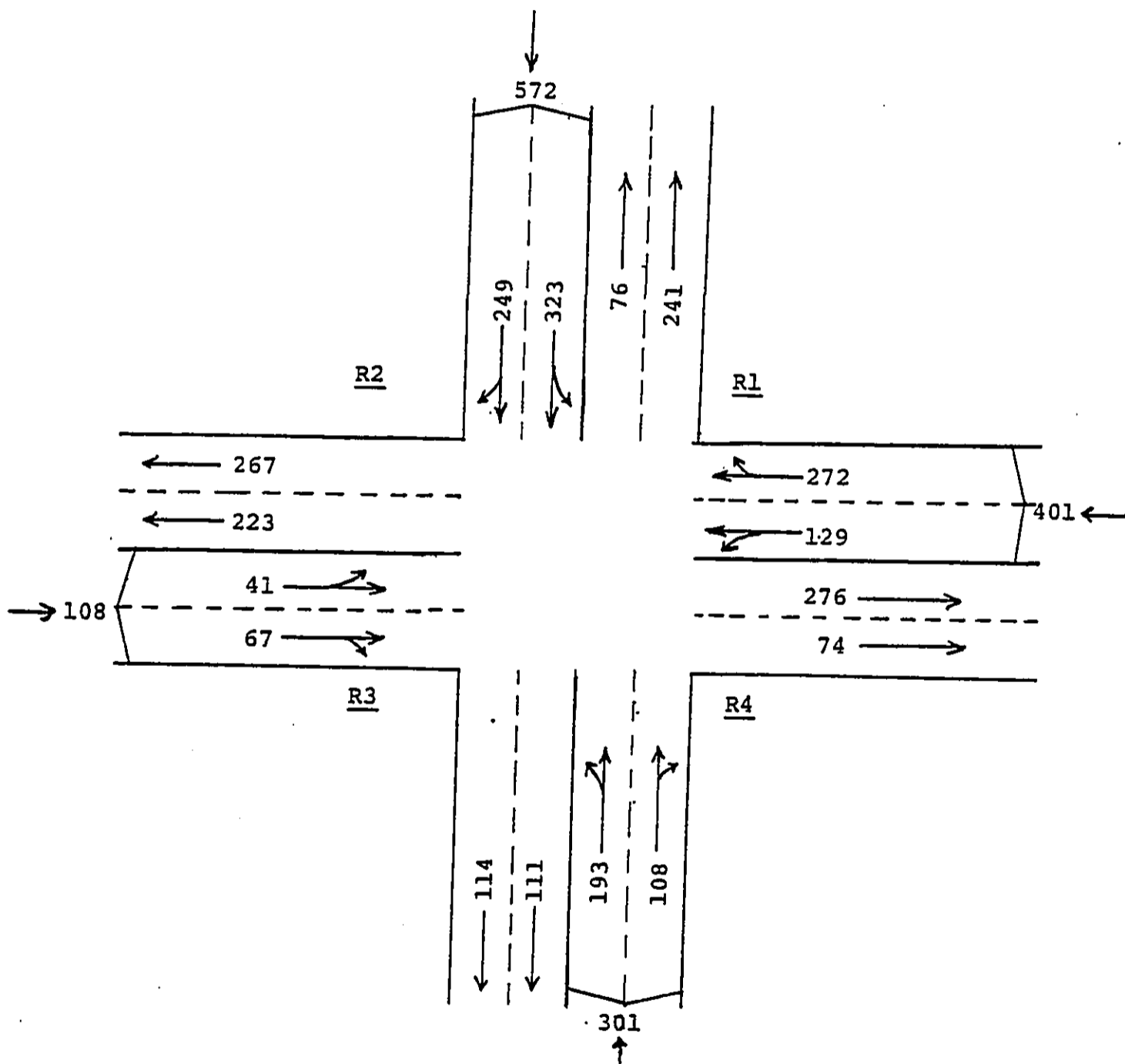


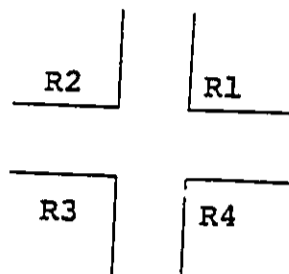
Figure A-4

6-7 p.m. traffic volume for each lane
in the intersection

"Normal background traffic, 1980"
+
"Event-related traffic"



Now calculations can be made of expected CO concentrations at four receptors, each of them located 10 meters away from the nearest traffic lanes at each of the four corners of this intersection:



II. CALCULATIONS:

Using Figures 6, 7, and 9 for CO, concentrations figures were obtained for 1980 expected traffic conditions for 6-7 p.m., both for "normal" traffic and for "event-related" traffic attracting 350 vehicles. Results are as follows (in ppm):

CONDITIONS	RECEPTORS			
	R1	R2	R3	R4
Normal Traffic	5.1	4.7	3.0	3.8
Event-related Traffic	6.1	5.4	4.0	4.8
Increase due to Event Traffic	1.0	.7	1.0	1.0

Increases of about 1 ppm can be expected at some of the receptors at the intersection. In all cases the expected concentrations would be below the state standards of 9 ppm; therefore, significant impacts to the air quality are not anticipated. This is especially so since calculations were done to provide for conditions expected to generate the highest levels of CO.

APPENDIX B

CHECKLIST OF BOTANICAL SPECIES RECORDED AT THE PROJECT SITE

FLORA

	<u>COASTAL VEGETATIVE ZONE</u>	<u>Relative Abundance</u>
Beach naupaka	<u>Scaevola taccada</u>	A
Swollen fingergrass	<u>Chloris inflata</u>	A
Radiate fingergrass	<u>Chloris radiata</u>	M
Fountain grass	<u>Pennisetum setaceum</u>	A
Sandbur	<u>Cenchrus echinatus</u>	A
Beach morning-glory	<u>Ipomoea brasiliensis</u>	A
Tree heliotrope	<u>Messerschmidia argentea</u>	M
Hi'aloa	<u>Waltheria americana</u>	A
Madagascar periwinkle	<u>Catharanthus roseus</u>	A
Koa-haole	<u>Leucaena leucocephala</u>	M
Coconut	<u>Cocos nucifera</u>	M
Sea-shore rushgrass	<u>Sporobolus virginicus</u>	M
Kiawe	<u>Prosopis pallida</u>	M
'Akulikuli kai	<u>Batis maritima</u>	M
'Akulikuli	<u>Sesuvium portulacastrum</u>	M
Lantana	<u>Lantana camara</u>	M
Noni	<u>Morinda citrifolia</u>	S
Flora's paintbrush	<u>Emilia sonchifolia</u>	S
Spanish clover	<u>Desmondium canum</u>	A
Guava	<u>Psidium guajava</u>	S
Blue morning glory	<u>Ipomoea congesta</u>	M
Scarlet-fruited passion flower	<u>Passiflora foetida</u>	A
Christmas-berry	<u>Schinus terebinthifolius</u>	A
Narrow-leaved plantain	<u>Plantago lanceolata</u>	M

COASTAL VEGETATIVE ZONE

		<u>Relative Abundance</u>
Bermuda grass	<u>Cynodon dactylon</u>	M
Bitter melon	<u>Momordica charantia</u>	S
Japanese lovegrass	<u>Eragrostis tenella</u>	A
Natal redtop	<u>Rhynchelytrum repens</u>	A
Hairy spurge	<u>Euphorbia hirta</u>	M
'Ulei	<u>Osteomeles anthyllidifolia</u>	M
Spiny amaranth	<u>Amaranthus spinosus</u>	S
Sensitive plant	<u>Mimosa pudica</u>	S

FLORA

	<u>LAVA GRASSLANDS</u>	<u>Relative Abundance</u>
Swordfern	<u>Nephrolepis</u> sp.	M
Lantana	<u>Lantana camara</u>	M
Madagascar periwinkle		M
Hi'aloa		A
Smooth rattlepod	<u>Crotalaria mucronata</u>	M
Natal redbtop		A
Lovegrass		A
Christmas-berry		M
Sandbur		M
Noni		S
Kiawe		M
Swollen fingergrass		A
'Akulikuli kai		M
Japanese tea	<u>Cassia leschenaultiana</u>	M
Scarlet-fruited passion flower		S
Tree heliotrope		M
Indigo	<u>Indigo anil</u>	M
Bitter melon		M
Hairy spurge		M
Fountain grass	<u>Pennisetum setaceum</u>	A
Guava		S

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