DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR

WALTER M. OZAWA
DIRECTOR

ALVIN K.C. AU
DEPUTY DIRECTOR

September 19, 1991

Mr. Brian J. J. Choy, Director
Office of Environmental Quality Control
State of Hawaii
Central Pacific Plaza
220 South King Street, Fourth Floor
Honolulu, Hawaii 96813

Dear Mr. Choy:

Subject: Environmental Assessment and Negative Declaration for Pupukea Beach Park Improvements
Tax Map Key: 5-9-04: Por. 19

The Department of Parks and Recreation has prepared an Environmental Assessment for the proposed Pupukea Beach Park improvements and has determined that the project will not have any significant environmental impact.

Please publish a Negative Declaration in the next OEQC Bulletin. OEQC form 91-1 and four copies of the Environmental Assessment are enclosed.

Please contact me at 527-6343 if you have any questions.

Sincerely,

WALTER M. OZAWA, Director

WMO:ei

Attachments

cc: Department of Land Utilization (Dana Kahoma)

167

1991-10-08-OA FEA

FILE COPY

ENVIRONMENTAL ASSESSMENT AND NEGATIVE DECLARATION

FOR

PUPUKEA BEACH PARK IMPROVEMENTS

Koolauloa, Oahu, Hawaii

TMK: 5-9-04: por. 19

This document was prepared pursuant to Chapter 343, Hawaii Revised Statutes, and Chapter 200 of Title 11, State Environmental Council Environmental Impact Statement Rules.

SEPTEMBER 1991

PROPOSING AGENCY: City and County of Honolulu
Department of Parks and Recreation
650 South King Street
Honolulu, Hawaii 96813

CONTACT: Walter M. Ozawa, Director
Department of Parks and Recreation
Telephone: 527-6343

ACCEPTING AGENCY: City and County of Honolulu
Department of Land Utilization
650 South King Street
Honolulu, Hawaii 96813

CONSULTED PARTIES: Department of Land Utilization

I. Proposed Project

A. Summary

The City Department of Parks and Recreation proposes to construct a concrete pedestrian bridge over a gulch in Pupukea Beach Park. Short concrete walkways will connect to both ends of the bridge. (See Figures 1, 2, and 3.)

B. TECHNICAL CHARACTERISTICS

The new bridge will replace remnants of a bridge destroyed by Hurricane Iwa in November 1982. The new bridge will be 64 feet long and 7.5 feet wide. To keep water from ponding, the bridge deck will have a slight crown. The center of the bridge's deck will slope gently from an elevation of 21 feet above mean sea level (msl) at its north end to 20.3 feet msl at its south end. The bottom of the concrete beams supporting the bridge slab will be 2.25 feet below the center of the bridge's deck. Steel guard rails on both sides of the bridge will extend 3.5 feet above the bridge's deck. The bridge will be supported in the center with one concrete

pier. Both ends of the bridge will be anchored with abutments.

An existing 4" water main (from a comfort station north of the proposed bridge) will be extended beneath proposed concrete walkways and slung beneath the proposed bridge. Although there are no firm plans at this time, within a year or two the water main will be extended further south so that showers and drinking fountains can be provided for beach-goers. (See Figure 2.)

C. SOCIAL CHARACTERISTICS

The purpose of the new bridge is to facilitate safe pedestrian access by beach-goers south of a small gulch to a comfort station and showers north of the gulch.

D. APPLICABLE LAND USE CONTROLS

The project area is classified within the State Urban District, is designated Parks and Recreation on the North Shore Development Plan Land Use Map, is zoned P-2, and is entirely within the special management area. No development is proposed in the shoreline area within 40 feet of the shoreline.

The City Council must grant a special management area use permit before the project can be constructed. No Development Plan amendment, zone change, or shoreline variance is required.

E. ECONOMIC CHARACTERISTICS

The proposed project will cost $300,000. The construction contract allows the contractor 120 consecutive days including 60 days for repair and maintenance of grass damaged during construction. It is projected that construction will start March 1, 1992 and end June 29, 1992.

II. SUMMARY DESCRIPTION OF THE ENVIRONMENTAL SETTING

The parcel identified by TMK: 5-9-04: 19 is part of a larger tract of State beaches and shoreline property transferred to the City by Executive Order for use as Pupukea Beach Park. The 16.70 acre parcel, which includes beaches and submerged lands, is bordered on its makai (western) side by the ocean, on its mauka (eastern) side by Kamehameha Highway, on its southern end by residential apartments, and on its northern end by single family homes. Sunset Beach Fire Station constitutes a small non-coastal dependent intrusion within the center of the parcel.

Construction will take place at least 540 feet from the southern end and at least 1,700 feet from the northern end of TMK: 5-9-04: 19. Sunset Beach Fire Station will be about 440 feet north of the construction area.

There are no rare or endangered species of plants or animals; streams, wetlands, or estuaries; potable ground water resources; or archaeological resources in the area where development is proposed.

The proposed bridge will cross a small gulch in a raised fossil reef. The shoreline is rocky makai of the proposed bridge and walkways. There is no risk of beach retreat in the project area and no possibility of proposed construction affecting beach processes. There are coral and sandstone cobbles and a little silt in the gulch beneath the proposed bridge. About two feet of reddish-brown silty clay soil overlies subsurface sandstone and fossil reef in the area where concrete walkways will be constructed.

The mauka side of the proposed bridge will be between 10 and 20 feet makai of the Kamehameha Highway right-of-way and between 25 and 35 feet seaward of the makai edge of the highway pavement. (See Figure 3.) The highway pavement is about 1 to 2 feet higher than the proposed bridge deck.

A ditch makai of the Kamehameha Highway pavement drains into the gulch which the bridge will cross. The project will not affect existing drainage patterns.

The adopted City flood hazard insurance rate map (FIRM) indicates that the projected 100-year tsunami would inundate the project area to a depth of 18 feet msl (FIRM Zone VE-18'). Hence the projected flood inundation level would be beneath the bottom of the concrete beams supporting the bridge slab. The concrete pier supporting the center of the bridge will be anchored to resist forces generated by tsunami inundation and storm waves.

III. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

No extraordinary impact mitigation measures will be employed during construction. For public safety, the construction area will be closed to pedestrian traffic. Most pedestrians will continue to use the Kamehameha Highway shoulder mauka of the project area.

When completed, the proposed bridge will partially obstruct coastal views for passengers of cars driving along a short length of Kamehameha Highway. No other long term adverse environmental impacts are anticipated.

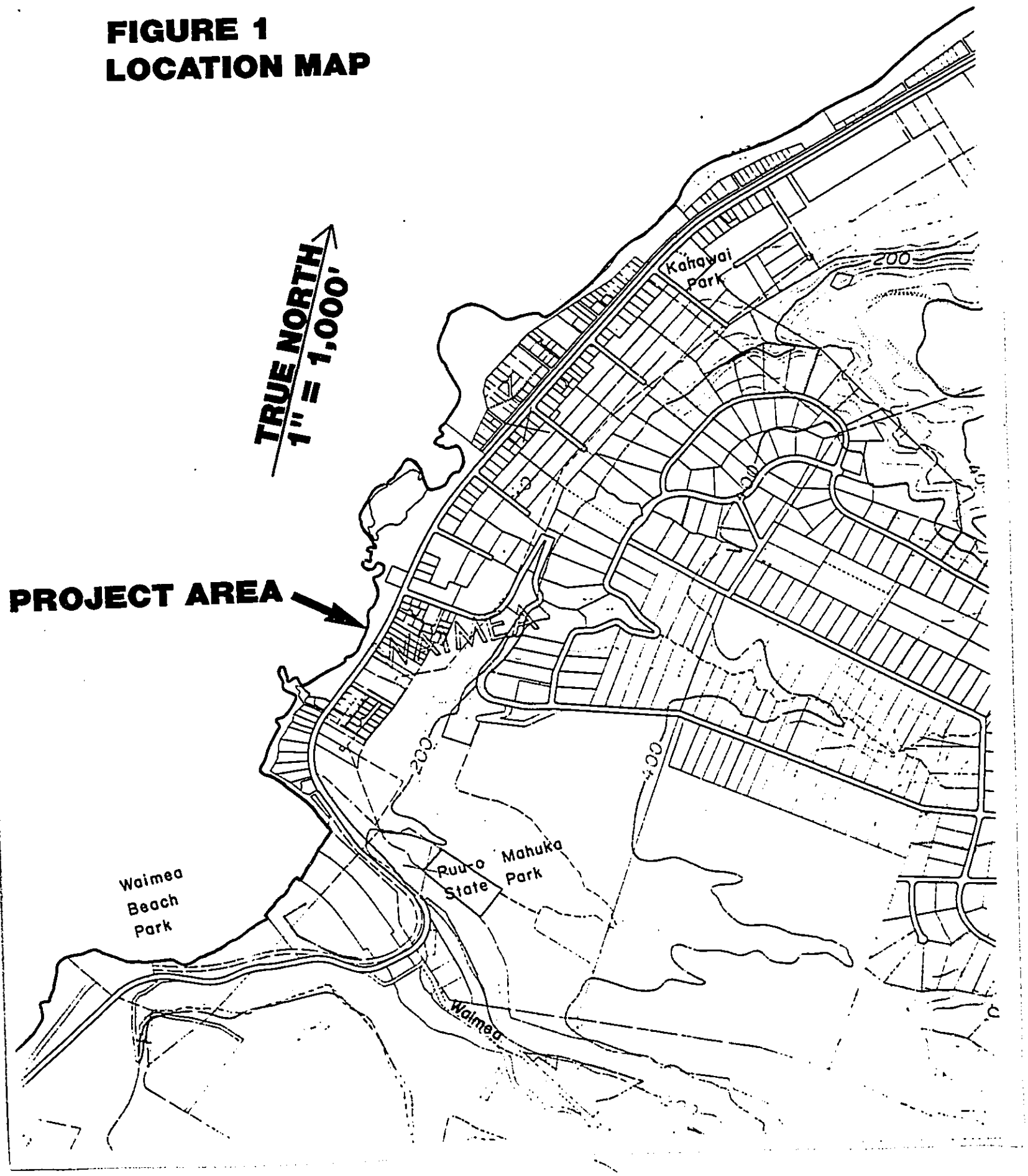
IV. ALTERNATIVES CONSIDERED

The no action alternative is unsatisfactory because it is difficult for beach goers to cross the gulch which separates the beach from the existing comfort station and showers. Parked cars often interfere with pedestrian use of the shoulder of Kamehameha Highway mauka of this gulch.

V. DETERMINATION

An environmental impact statement is not required. The proposed action will not result in direct, indirect, or cumulative environmental impacts which are significant under the criteria set by Section 11-200-12, Environmental Impact Statement Rules.

FIGURE 1
LOCATION MAP



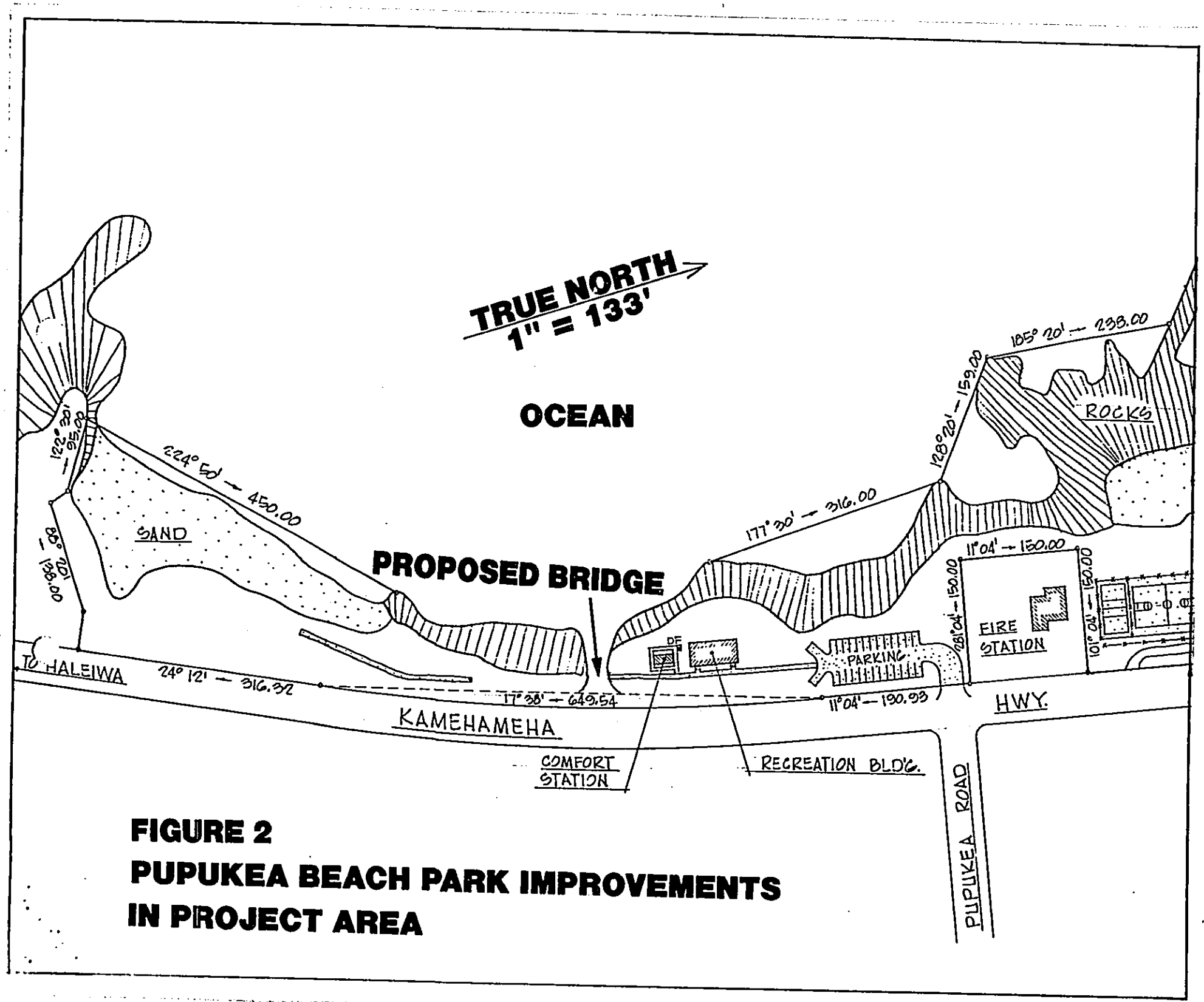


FIGURE 2
PUPUKEA BEACH PARK IMPROVEMENTS
IN PROJECT AREA

FIGURE 3
SITE MAP