March 11, 1994

Mr. Brian Choy
Director
Office of Environmental
Quality Control
220 South King Street, 4th Floor
Honolulu, Hawaii 96813

Dear Mr. Choy:

Subject: Negative Declaration For The Proposed Kailua Area
Bikeway System - Oahu, Hawaii

This letter constitutes a notice of determination by this department after the potential impacts of the proposed project had been assessed according to Title II, Chapter 200, Environmental Impact Statement Rules, and Chapter 343 of the Hawaii Revised Statutes relating to the environmental impact statements (EIS). The determination has been made that an EIS is not required based on the environmental assessment (EA) prepared by our consultants, Kwock Associates, Inc.

Based on our determination, we are filing a Negative Declaration for this project. Attached are four copies of the EA and a document for publication form.

Should there be any questions, please contact Thomas Baba of my staff at 527-5009.

Sincerely,

[Signature]

JOSEPH M. MAGALDI, JR.
Director

Attachments
FINAL
ENVIRONMENTAL ASSESSMENT
FOR
KAILUA AREA BIKEWAY SYSTEM
HAHANI STREET TO KANEAPU PLACE
KAILUA, Koolaupoko, Hawaii
TMK: 4-2-01, 4-3-10/11

Frank F. Fasi, Mayor
Joseph M. Magaldi, Jr., Director
Amar Sappal, Deputy Director
Department of Transportation Services

Prepared by:
Kwock Associates, Inc.
1100 Ward Ave. Suite 920
Honolulu, Hawaii 96814

March 1994
TABLE OF CONTENTS

I. DESCRIPTION OF THE PROPOSED PROJECT ............ 1
   A. Purpose of the Project
   B. Proposed Extension of the Bikeway System
   C. Funding
   D. Schedule
   E. Permits and Approvals Required

II. DESCRIPTION OF THE ENVIRONMENTAL SETTING ....... 4
    A. Location
    B. Climate
    C. Archeological and Cultural Significance
    D. Flora and Fauna
    E. Utilities

III. ENVIRONMENTAL IMPACT AND MITIGATION MEASURES .. 6
     A. Construction Related Impacts
     B. Long Term Impact

IV. ALTERNATIVE TO PROPOSED ACTION ................... 10
    No Project

V. AGENCIES AND PERSONS CONSULTED ...................... 10

VI. DETERMINATION ...................................... 11

VII. REASONS FOR SUPPORTING THE DETERMINATION ....... 11

VIII. APPENDIX .......................................... 12
FIGURES

Figure 1 .................................. Location Map
Figure 2 .................................. Typical Bikepath Section (Outbound)
Figure 3 .................................. Typical Bikepath Section (Inbound from Hahani St. to Wanaao Road Junction)
Figure 4 .................................. Typical Bikepath Section (Inbound from Wanaao Road Junction to Kailua Beach Park)
Figure 5 .................................. Bridge Location Map
Figure 6 .................................. Typical Section (Bridge)
Figure 7 .................................. Bridge Layout
Figure 8 .................................. Bridge Elevation
Figure 9 .................................. Bridge Elevation
I. DESCRIPTION OF THE PROPOSED PROJECT

A. PURPOSE OF THE PROJECT

The Department of Transportation Services, City and County of Honolulu, is proposing to extend the existing Kailua Bikeway from the intersection of Hamakua Drive and Hahani Street to Kailua Beach Park as shown in Figure 1. The completion of the link between the two existing sections of bikeway will provide bikers with a paved designated bike path from Kailua Town to Kailua Beach Park, a distance of about 1.25 miles. Construction of this section of the bike route will allow bikers to travel from Kailua town to Kailua Beach Park and on to Lanikai on a separate alignment from automobile traffic. The completed bike way will provide a safer route for cyclists than presently available.

B. PROPOSED EXTENSION OF THE BIKEWAY SYSTEM

The proposed extension of the Kailua Bikeway System will begin at the intersection of Hamakua Drive and Hahani Street, along Hahani Street to Kailua Road, along Kailua Road to Kalaheo Avenue, into Kailua Beach Park and connecting to the existing bikeway leading to Lanikai at Kaneapu Place. A bikeway/pedestrian bridge, providing a protected continuous route through Kailua Beach Park will be constructed over Kaelepu Stream next to the existing automobile bridge. Once in the park, bikers can leisurely ride their bicycles in the park with minimum conflict with automobile traffic. Construction of the missing link of bike route between Hahani Street and Kailua Beach Park will enhance the recreational use of Kailua Beach Park and will also provide a safer bike path for cyclists who must now ride their bikes on uneven dirt and grass areas along Kailua Road and on Kailua Beach Park roads and parking lots.

Bikers, pedestrians, and joggers will share in the use of the bikeway. However, pedestrians (walking and jogging), and persons with disabilities will have the right-of-way on the bikeway.
Hahani Street will be designated a bike route and signs will be posted along the street indicating the bike route.

Along Kailua Road, a 4-foot wide asphaltic concrete paved bike path will be constructed on the outbound side of Kailua Road, leading from Kailua Town to Lanikai, where there is no pedestrian walkway (Figure 2). On the west side of Kailua Road, inbound from Lanikai to Kailua Town, where there is an existing pedestrian walkway, the area between the existing pedestrian walkway and edge of Kailua Road will be paved to provide between six (6) to eight (8) of paved area for cyclers and pedestrians, as shown in Figures 3 and 4.

Beyond Kailua Road, the bike route will enter Kailua Beach Park near the Kalaheo Avenue and Kailua Road Intersection and traverse through the park somewhat parallel to Kawailoa Road and cross Kaelepulu Stream on a new 10-foot wide concrete bikeway bridge about seven (7) feet downstream and parallel to the existing Kawailoa Road bridge. The bridge location and bridge typical section are shown in Figures 5 and 6. The bikeway bridge will be about 217 feet long and will be at about the same elevation as the existing road bridge. Bridge layout and bridge elevations are shown in Figures 7, 8, and 9, respectively. Bridge piers of the new bridge will be aligned with piers of the existing automobile bridge.

The bikeway in Kailua Beach Park will be 8 feet wide asphalt concrete pavement. The bikeway will enter Kailua Beach Park off Kailua Road about 350 feet makai (oceanside) of Kalaheo Avenue. In the park, the bikeway will roughly parallel Kawailoa Road until the vicinity of the Kawailoa Road automobile bridge where the bikeway will turn toward the road and approach the new bikeway bridge which will be located about seven (7) feet makai of the Kawailoa Road bridge. Past Kaelepulu Stream, the bikeway will be in the Kailua Beach Park, about twenty-five (25) feet and roughly parallel to Kawailoa Road until Camp Kailua where the
TYPICAL BIKEPATH SECTION (OUTBOUND)

SCALE: 1/2" = 1'-0"

KAILUA AREA BIKEWAY SYSTEM
HANHANI STREET TO KANEAPU PLACE

FIGURE 2
TYPICAL BIKEPATH SECTION
(INBOUND FROM HAHANI ST. TO WANAAO ROAD JUNCTION)

SCALE: 1/2" = 1'-0"

KAILUA AREA BIKEWAY SYSTEM
HANHANI STREET TO KANEAPU PLACE
FIGURE 3
TYPICAL BIKEPATH SECTION
(INBOUND FROM WANAARO ROAD JUNCTION TO KAILUA BEACH PARK)

SCALE: 1/2" = 1'-0"

KAILUA AREA BIKEWAY SYSTEM
HANHANI STREET TO KANEAPU PLACE
FIGURE 4
bikeway will leave the park and be located in the Kawailoa Road right-of-way. Past the buildings in Camp Kailua, the bikeway will turn roughly parallel to Aala Road and connect to the existing bikeway leading to Lanikai on the far side of the parking lot next to the beach. The bikeway will connect the existing bike route leading to Lanikai near Kaneapu Place and Aala Road just before Mokulua Drive.

Construction of the bikeway extension will be within existing roadways and Kailua Beach Park which are under City jurisdiction. Acquisition of additional right of way for the bikeway is not required. Kailua Road is owned by the State Department of Land and Natural Resources and maintained by the City and County of Honolulu Department of Public Works. Kailua Beach Park is owned and maintained by the City and County of Honolulu, Department of Parks and Recreation.

C. FUNDING
The project construction cost is estimated to be $800,000 and will be funded using City and County bikeway funds.

D. SCHEDULE
The project is scheduled to begin construction in late 1994 or early 1995. Construction of the bikeway and bridge is scheduled to be completed mid-1995.

E. PERMITS AND APPROVALS REQUIRED
1. The following permits are required:
   a. Special Management Area Use Permit from City and County Department of Land Utilization.
   b. Stream Channel Alteration Permit (SCAP) from the State Department of Land and Natural Resources, Commission on Water Resource Management
   c. Department of the Army Permit, Section 10 of the Harbors Act from the U. S. Army Corps of Engineers
d. Ocean Water Construction Permit from the State Department of Transportation, Harbors Division

c. Bridge Permit from U. S. Coast Guard

2. The following actions have been completed:
   a. The State of Hawaii Office of Planning has reviewed the proposal to construct a bikeway bridge across Kaelepulu Stream and concurred with the assessment and finding of the Department of Transportation Services that the activity is consistent with Hawaii's Coastal Zone Management (CZM) Program. Accordingly, the State Office of Planning has approved the Coastal Zone Management federal consistency determination.
   b. A Department of the Army Section 10 Permit has been received from the U. Army Corps of Engineers for construction of the bikeway bridge across Kaelepulu Stream
   c. The U. S. Coast Guard has reviewed the Bridge Permit application and determined that the bridge is exempted from 33 CFR 118.40(b) and a Coast Guard Permit is not required.

3. The following actions are pending:
   a. A Special Management Area Permit application has been submitted to the City Department of Land Utilization.
   b. A Stream Channel Alteration Permit application has been submitted to the State Department of Land and Natural Resources.

II. DESCRIPTION OF THE ENVIRONMENTAL SETTING

A. LOCATION

The project is located on the windward side of Oahu. The bikeway extension is located in a residential area and will serve bike riding residents in the community. Residences located along Kailua Road are mainly single
family homes with some apartment buildings between Hahani Street and Aoloa Street.

B. CLIMATE
Kailua is located in windward Oahu which is subject to moisture laden northeast trade winds 75% of the year. A reverse wind pattern, the so-called "Kona Winds" from the south to southwest occur about 7% of the year. The average annual temperature of about 75° Fahrenheit and humidities range from 70 to 80 percent throughout the year. Average annual rainfall is about 25 inches. Air quality of the area is generally good.

C. ARCHEOLOGICAL AND CULTURAL SIGNIFICANCE
All of the improvements proposed by this project will be constructed in existing disturbed built up areas. Excavation for the bike path will range from 6 inches to 12 inches. "Sites of Oahu" (Sterling and Summers, 1978) indicates no known archeological sites within the proposed construction area.

D. FLORA AND FAUNA
Existing vegetation in the area consists of grass, keawe, coconut trees, ironwood trees, and Haole Koa. Animal life in the project area consists mainly of domesticated cats and dogs, mongoose, and rodents. Bird life consists of Mynah birds, Barred Doves, Spotted Doves, Sparrows, Cardinals, and Seagulls. There are no endangered flora or fauna species in the project area.

E. UTILITIES
Utilities in the area are provided by Board of Water Supply (water), Hawaiian Electric Co. (electricity), Hawaiian Telephone Co. (telephone), and City and County of Honolulu (sewer). Water and sewer utility lines are underground. Electrical and telephone lines are overhead on poles.
III. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A. CONSTRUCTION RELATED IMPACTS

1. ECONOMIC
   The construction cost of the project is estimated to be $800,000. Funding of the project is entirely by City funds. Private funds will not be used. Job opportunities will be generated as a result of this project.

2. AIR QUALITY
   There will be a temporary increase of dust and vehicular exhaust emissions during construction. The dust generated will be minimal because excavation will be limited to the widths of the bike paths (4' to 10') and less than 12 inches deep. Appropriate application of water will be used to minimize dust during construction. There will be increased exhaust emissions from equipment during construction and ambient air quality will affected but the increase in emissions will only be temporary and will not adversely affect air quality in the long term. The prevailing northeast trade winds will also help to disperse emission concentrations.

3. WATER QUALITY
   There will be little soil runoff from the construction of the bike paths because construction will be confined to small areas. Construction of the bikeway bridge will cause siltation in Kaelepulu Stream. However, excavation in the stream will be limited to the area of the bridge foundations and during foundation excavation, silt screens will be used to control migration of silt. There will no deposition of fill in the stream. Existing drainage patterns will not be significantly affected by this project. Generally the bikeway and bikepath follow the contours of the ground except at Kaelepulu Stream where a bikeway bridge will
be built. All exposed slopes and areas resulting from construction activities will be grassed as soon as practicable.

Water quality of the receiving waters of storm runoff will remain unchanged. Silt for runoff from the excavated bikeway will be trapped in the bikeway excavation and will not migrate to the receiving waters. There will not be large amounts of excavated material stored along side the bikeway. The Contractor will be required to periodically remove excess material along the bikeway. The Contractor will be responsible for conformance with applicable provisions of the Chapter 54, Water Quality Standards, and Chapter 55, Water Pollution Control of Title 11, Administrative Rules of the State Department of Health.

4. EROSION

Erosion is expected to be minimal as construction will be limited to built up areas and construction will be limited to the width of the bike paths or bikeways. Landscaping or grassing disturbed by construction will be replanted by the Contractor as soon as practicable.

The total amount of excavation for bikeway construction along the entire 1.25 mile length of bikeway is estimated to be about 1,500 cubic yards. The amount of excavated material is small because of excavation will be shallow and confined to the width of the bikeway except at the bikeway bridge. Grade adjustment fill will be minimal since the paved bikeway will follow the ground and the bikeway is already in a developed and generally flat area.

Kailua and the vicinity of the bikeway is fairly level. Storm water runoff will be slow. Construction of the bikeway will not alter the
permanent drainage pattern of the area because of the very localized strip construction and the necessity of matching existing grades in a developed area.

During construction, drainage will not be greatly affected. Excavation along the alignment will act as a sump to collect drainage runoff and retard drainage runoff.

5. TRAFFIC
Temporary lane closures may be required for short periods during construction along Kailua Road. Policemen and flag men will be utilized to direct traffic and maintain safe traffic conditions along Kailua Road. There will be a temporary increase in traffic due to construction workers and equipment.

6. NOISE
There will be a temporary increase in noise due to construction activity. Construction hours will be limited as permitted by law. Noise levels generated by the construction will governed by Public Health Regulations, Title 11, Chapters 42, 43, 44A and 44B of the State Department of Health

7. BIOLOGICAL
There are no known endangered species of flora or fauna in the area. Any vegetation disturbed by construction will be replanted by the completion of construction.

8. ARCHEOLOGICAL
There are no known historical or archeological significant areas near the project site. This project will be constructed in a built up area. Additionally, excavation will not exceed 12 inches except for bridge foundation construction. However, should archeological artifacts or sites are be uncovered during construction of the bikeway, work in the area will be stopped and the Department of Land and Natural
Resources, Historic Preservation Office will be notified to inspect the site.

9. **RECREATIONAL FACILITIES**
Construction of the bikeway extension will, in the long term, increase recreational usage of Kailua Beach Park. Construction in the park will inconvenience park users temporarily in localized areas. The Contractor will be required to minimize the use of the park for equipment and materials storage.

B. **LONG TERM IMPACTS**

1. **ECONOMIC**
There are no long term economic impacts as a result of this project.

2. **AIR QUALITY**
Ambient air quality will not be affected by this project.

3. **WATER QUALITY**
Water quality will not be affected by this project. All areas disturbed by construction will be grassed or replanted.

4. **TRAFFIC**
Construction of this project will not have a significant effect on automobile traffic in the Kailua. The construction work force is expected to be less than fifty (50). Extension of the bike route may encourage more cyclists to ride to Kailua Beach Park instead of driving their automobiles and thereby reduce the number of motor vehicles in the Kailua area.

5. **NOISE**
There will be no long term noise impact caused by this project.

6. **BIOLOGICAL**
Kailua is a highly developed area and does not contain any endangered species of flora or fauna. The will be no long term impacts caused by the proposed project.
7. **ARCHEOLOGICAL**

The project area does not contain any known archeological or historical site which will be disturbed by this project.

8. **RECREATIONAL USE**

This project may increase the recreational use of the area by providing paved bike paths on both sides of Kailua Road. Cyclists will be separated from automobile traffic which will provide a safer riding environment for bicycle riders.

IV. **ALTERNATIVES TO THE PROPOSED ACTION - NO PROJECT**

The only alternative to the project is no project. Should the project not be constructed, funds will be transferred to construct bikeway facilities in other communities in the City and County of Honolulu.

V. **AGENCIES AND PERSONS CONSULTED**

1. **Federal Government**
   - U. S. Army Corps of Engineers
   - U. S. Coast Guard

2. **State Government**
   - State Office of Planning
   - State Department of Land and Natural Resources, Commission on Water Resource Management
   - Department of Transportation, Harbors Division

3. **County Government**
   - Department of Parks and Recreation
   - Board of Water Supply
   - Department of Transportation Services
   - Department of Public Works
   - Department of Wastewater Management
   - Department of Land Utilization
   - Mayor's Advisory Committee on Bicycling (New)
VI. DETERMINATION
After studying the project, completing an assessment of the potential environmental effects of the proposed project, and consulting with governmental and private parties, it has been determined that the resulting impacts of this project will not result in any significant long term adverse environmental impacts. Based on these findings, it is determined that this action does not require an Environmental Impact Statement under Chapter 343, HRS. Accordingly, this document constitutes a notice of Negative Declaration.

VII. REASONS FOR SUPPORTING THE DETERMINATION
Reasons supporting the Negative Declaration determination are based on findings that the project will not:

1. Involve an irretrievable commitment to loss or destruction of any natural or cultural resource.
2. Curtail the range of beneficial uses of the environment.
3. Conflict with the State’s long term environmental policies or goals expressed in Chapter 343, Hawaii Revised Statutes, any revisions thereof and amendments thereto, court decisions, or executive orders,
4. Substantially adversely affect the economic or social welfare of the State or community,
5. Substantially adversely affect public health,
6. Involve substantial degradation of environmental quality,
7. Detrimentally affect air, water or ambient noise levels,
8. Adversely affect rare, threatened, or endangered species, or its habitat,
VIII. APPENDIX

COMMENTS BY CONSULTED PARTIES AND RESPONSES
September 28, 1993

Mr. Joseph Mealii, Jr., Director
Department of Transportation Services
Hawaiian Commercial Building, Fourth Floor
Honolulu, Hawaii 96813

Attention: Thomas Baba

Dear Mr. Mealii,

Subject: Kahului Area Bikeway System, Hana Kai Street to Kanapu Place

Thank you for the opportunity to review and comment on the subject document. When submitting the Final Environmental Assessment please include the following:

1) A revised Figure 1 reflecting the proposed bikeway route through Makena Beach Park, rather than along Kahului Avenue.

2) Clarification of which bikeway segments will be limited to one side of an existing street.

3) A detailed description of the proposed route between the Kamehameha Stream bridge and Kanapu Place.

If you have any questions, please call Felix Cordero at 586-4185.

Sincerely,

Brian J.J. Choy
Director

December 2, 1993

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

Dear Mr. Choy:

Subject: Environmental Assessment, Chapter 343, HRS (Special Management Area) Kahului Area Bikeway System Hana Kai Street to Kanapu Place Kahului, Oahu, Hawaii

We appreciate your comments on the subject project. Your comments will be incorporated in the final Environmental Assessment.

Sincerely,

JOSEPH HESALDI, JR.
Director

cc: Kwock Associates, Inc.
MEMORANDUM

TO:  MR. DONALD A. CLEGG, DIRECTOR
      DEPARTMENT OF LAND UTILIZATION

FROM:  C. MICHAEL STREET, DIRECTOR AND CHIEF ENGINEER

SUBJECT: ENVIRONMENTAL ASSESSMENT (EA)
         KAIOLU AREA BIKEWAY SYSTEM
         CMA-3-2-L, X-3-10 & 11

We have reviewed the subject EA and have the following comments:

1. Provide typical bikeway section, including its relation with the sidewalk area and property line.

2. The existing pedestrian walkway should be widened wherever possible.

3. Along with existing pedestrian walkway, bikers will have to yield to pedestrians and people with disabilities.

4. For your information, there are drainlines and catch basins on Namanu Street, between Namanu Drive and Kaiolua Road.

5. There is a concrete drop intake at the intersection of Aolos Street and Kaiolua Road.

Should you have any questions, please contact Mr. Alex No, Environmental Engineer, at 923-4160.

C. MICHAEL STREET
Director and Chief Engineer

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

MEMORANDUM

TO:  C. MICHAEL STREET, DIRECTOR AND CHIEF ENGINEER
      DEPARTMENT OF PUBLIC WORKS

FROM:  JOSEPH M. MAGALDI, JR., DIRECTOR

SUBJECT: ENVIRONMENTAL ASSESSMENT, CHAPTER 343, HRS
         (SPECIAL MANAGEMENT AREA)
         KAIOLU AREA BIKEWAY SYSTEM
         KAHULI STREET TO KANE'AU PLACE
         KAIOLU, OAHU, HAWAII

We appreciate your comments on the subject project. A bikeway section will be included and your other comments will be addressed in the final Environmental Assessment.

JOSEPH M. MAGALDI, JR.

CC: Knock Associates, Inc.
Mr. Michael Lee
Chief
Operations Division
Honolulu District
U.S. Army Corps of Engineers
Fort Shafter, Hawaii 96858-5440

December 2, 1992

Dear Mr. Lee:

Subject: Environmental Assessment, Chapter 343, HRS
(Special Management Area)
Kalua Area Bikeway System
Kahului Street to Kekapa Place
Kahului, Maui, Hawaii

Thank you for reviewing the Draft Environmental Assessment. A Department of Army permit has been issued for this project.

Sincerely,

[Signature]

JOSEPH V. MAGALDI, JR.
Director

CC: Kwock Associates, Inc.

Dear Mr. Clegg:

I await your submittal of the Department of the Army permit application for the Kalua Area Bikeway System as discussed in your environmental assessment for the project.

[Signature]

Michael Lee
Chief, Operations Division

30 September 1993
DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

MEMORANDUM

TO: NAKU HAYASHIDA, DIRECTOR AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

FROM: JOSEPH N. KASAI, JR., DIRECTOR

SUBJECT: ENVIRONMENTAL ASSESSMENT, CHAPTER 343, HRS
(SPECIAL MANAGEMENT AREA)
RAILUA AREA BIKEWAY SYSTEM
RAILUA STREET TO KANEAPO PLACE
RAILUA, OHU, HAWAII

We appreciate your comments on the subject project. Construction plans for the bikeway have been approved by the Board of Water Supply.

cc: Kwok Associates, Inc.
The Historic Preservation Division comments that a review of their records shows that there are no known historic sites along the route of the proposed bikeway. The proposed bikeway, which will generally require less than a foot of excavation, will be constructed along side roads through developed areas, where it is unlikely that historic sites will be found. Therefore, DOH believes construction of the bikeway will have "no effect" on historic sites.

Unmarked human burials are sometimes found in the sandy soils of this part of Kailua. It is possible that historic sites, including human burials, will be uncovered during routine construction activities. Should this be the case, all work in the vicinity must stop and the Historic Preservation Division must be contacted at 567-0377.

We have no further comments to offer at this time. Thank you for the opportunity to comment on this matter.

Please feel free to call Steve Egana at the Office of Conservation and Environmental Affairs, at 567-0377, should you have any questions.

Very truly yours,

[Signature]
Mr. Donald A. Clepp, Director
Department of Planning
City & County of Honolulu
605 South King Street
Honolulu, Hawaii 96813

Dear Mr. Clepp:

Subject: Environmental Assessment, Chapter 343, HRS (03/SHA-044)

Project Name: Kailua Area Bikeway System
Location: From Kahanu Street to Kaneapu Place
Kailua, Oahu
Request: Special Management Area Use Permit (SMAP)
Tax Map Key: 4-2-1, 4-3-10 and 4-3-11

Thank you for allowing us to review and comment on the subject project. We feel that this is a worthwhile project and have no environmental concerns at this time.

Very truly yours,

John C. Lewis, M.D.
Director of Health

Mr. Keith W. Ahue
Chairperson
Board of Land and Natural Resources
State of Hawaii
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Ahue:

Subject: Environmental Assessment, Chapter 343, HRS
(Special Management Area)
Kailua Area Bikeway System
Kahanu Street to Kaneapu Place
Kailua, Oahu, Hawaii

We appreciate your comments on the subject project.

The Special Management Area permit for this project is being processed, and a copy of the permit will be forwarded to your department.

It is expected that construction of the bikeway bridge and construction in Kailua Beach Park and the area near Keeleapoi Stream should occur in the summer of 1994, the drier months of the year. All areas exposed by construction will be grassed as soon as practicable to minimize erosion.

Comments regarding historic sites will be incorporated in the construction documents.

Sincerely,

Joseph W. Bagalol, Jr.
Director

cc: Ewok Associates, Inc.
October 21, 1993

TO: DONALD A. CLEGG, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: WALTER M. OSAMA, DIRECTOR

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR KALUA AREA BIKEWAY SYSTEM 93-090-644 (27)

We welcome this proposed bikeway system as we anticipate it will have a strong, positive impact on recreational activities in Kalua.

Thank you for the opportunity to review this environmental assessment.

If you have questions about our review, please contact Bob Revesopa of our Advance Planning Branch at extension 6316.

For WALTER M. OSAMA, Director

October 25, 1993

Mr. Edison C. V. Kwock
Kwock Associates, Inc.
Consultant Engineers
1100 Ward Avenue, Suite 920
Honolulu, Hawaii 96814

Dear Mr. Kwock:

Subject: Kalua Area Bikeway System Draft Environmental Assessment
We have reviewed the draft environmental assessment for the Kalua Area Bikeway System and have no objections or comments.
Should you have any questions, please contact Thomas Baba of my staff at 217-2099.

Sincerely,

JOSEPH P. MAGALDI, JR.
DIRECTOR